2013 – State of Air Transport

Air Transport Bureau

International and domestic scheduled traffic

Edited in August 2014

A specialized agency of the United Nations, the **International Civil Aviation Organization** (ICAO) was created in 1944 to promote the safe and orderly development of international civil aviation throughout the world. It sets standards and regulations necessary for aviation safety, security, efficiency and regularity, as well as for aviation environmental protection.

The Organization serves as the forum for cooperation in all fields of civil aviation among its 191 Member States.

Each contracting State undertakes that its international airlines shall, in accordance with requirements laid-down by the Council, file with the Council traffic reports, cost statistics and financial statements showing among other things all receipts and the sources thereof.

Article 67 of the Convention on International Civil Aviation signed at Chicago on 7 December 1944

Published in Montréal, Canada

International Civil Aviation Organization
999 University Street
Montréal, Quebec, Canada
H3C 5H7

www.icao.int

Foreword

In 2013, world total scheduled passenger-kilometres performed — international and domestic services combined — increased by approximately 5.5 per cent over 2012 according to preliminary traffic statistics compiled by ICAO. The number of passengers carried rose to 3.1 billion, which is a 4.5 per cent increase over the previous year, while the number of departures reached 32 million globally in 2013, a 1.2 per cent increase compared to 2012.

Overall traffic growth in 2013 has been supported by positive economic prospects worldwide, based on a 2.5 per cent increase in the global Gross Domestic Product (GDP) according to IHS Global Insight [1] estimates, which is 0.1 percentage point less than last year's economic growth.

In terms of total scheduled passenger-kilometres performed — international and domestic services combined — Asia and Pacific Region remains the largest region with 31 per cent of the world traffic, posting 7.7 per cent growth in 2013. Europe ranks second with 27 per cent of the world traffic and grew at 4.6 per cent over 2012. North America accounts for 26 per cent and grew at 2 per cent year-on-year. The Middle East Region recorded once again the highest growth rate of 11.2 per cent and represents 9 per cent of the world traffic. The Latin America and the Caribbean Region accounts for 5 per cent of the world traffic and grew at 6.7 per cent. The remaining world traffic, 2 per cent, is performed by airlines of the African Region, growing at 4.4 per cent in 2013.

Specifically, in terms of passenger-kilometres performed, international scheduled traffic grew by 5.7 per cent in 2013. The largest increase was registered by airlines of the Middle East Region, with 11.1 per cent growth, followed by those of the Latin America and the Caribbean Region (8.2 per cent), the Asia and Pacific Region (6.3 per cent) and Africa (4.7 per cent). International traffic for Europe and North America grew by 4.5 and 2.8 per cent, respectively. Although the figures of Europe and North America are relatively low compared to the world average, they account for more than 50 per cent of the world international traffic and therefore still represent a significant increase in absolute terms.

In terms of domestic scheduled air services, all regions experienced an increase in traffic and markets overall grew by 5.1 per cent in 2013. North America is still the world's largest domestic market with 45 per cent of the world domestic scheduled traffic. The Asia and Pacific Region benefited from an increase of 11.8 per cent in the domestic Chinese market.

Capacity offered by the world's airlines, expressed as available seat-kilometres, increased globally by 4.8 per cent. While capacity growth ranged from 1.7 per cent in North America to 11.7 per cent in the Middle East Region, the average global load factor increased by 0.5 percentage point compared to 2012, ranking from 69 per cent in Africa to 83 per cent in North America. The average global load factor reached 79.4 per cent in 2013.

The total number of departures on scheduled services grew slightly at 1.2 per cent compared to 2012. This small increase in the number of flights compared to the larger increase in traffic growth, coupled with the improved passenger load factors reflects a more efficient management of airline operations.

Air freight, expressed in terms of freight tonne-kilometres performed, posted an increase of 0.4 per cent with approximately 49.3 million tonnes of freight carried in 2013. The carriers of the Middle East Region recorded overall double digit growth rates. Africa grew at 4 per cent while Latin America and the Caribbean increased by 2.7 per cent. Asia and Pacific and Europe remained mostly stable with 0.2 per cent and -0.1 per cent growth, respectively. North America experienced a -4.9 per cent decrease compared to 2012.

I wish to thank all Member States and International Organizations for their contributions to the ICAO Statistics Programme. Your involvement makes this *State of Air Transport* an indispensable tool when reviewing the state of the air transport industry for 2013.

Boubacar Djibo
Director Air Transport Bureau
International Civil Aviation Organization

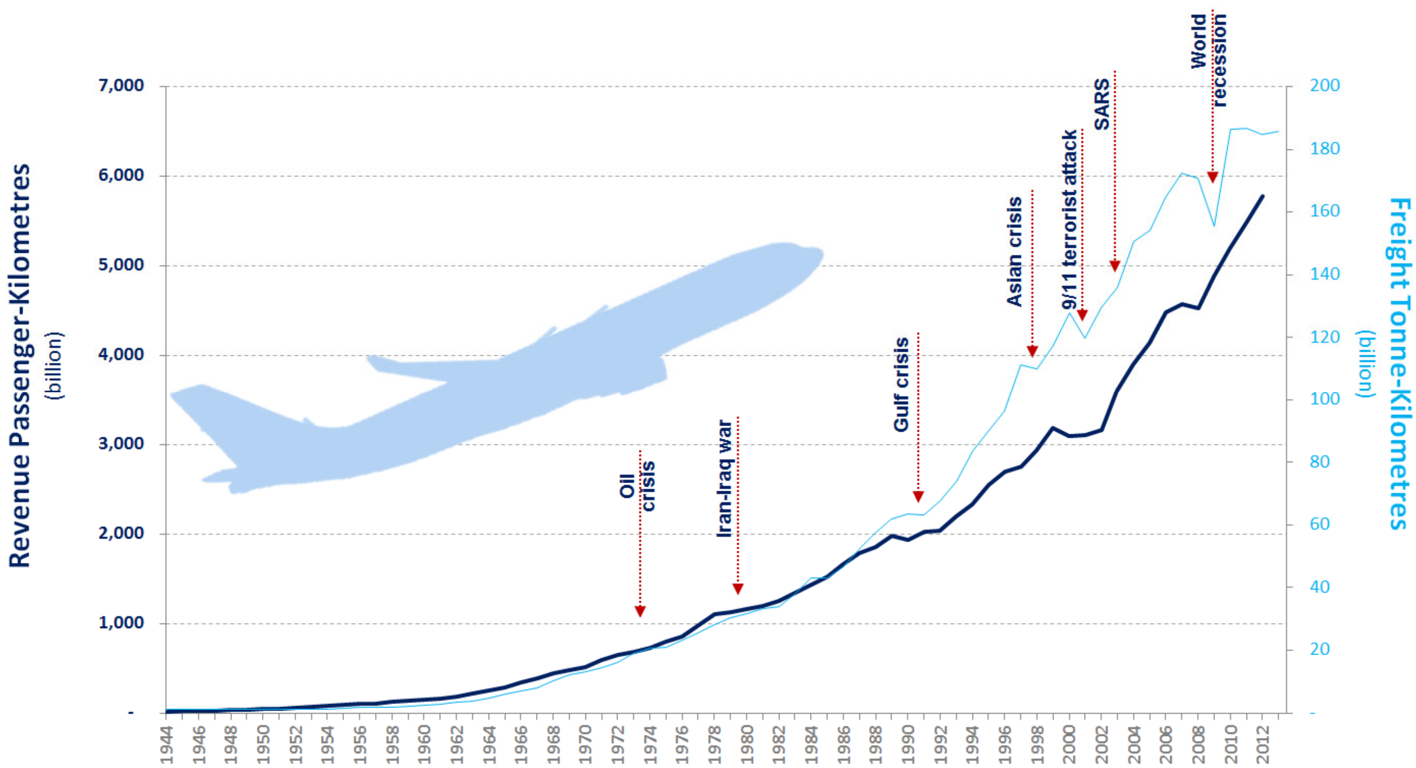
1 http://www.ihs.com/index.aspx

Table of Contents

RPK AND FTK EVOLUTION SINCE 1944

Since the signing of the Chicago Convention in 1944, air transport has played a leadership role in world economic development and has become a means of transportation that has in 2013 alone carried 3.1 billion passengers. Commercial air transport has existed for decades, expanding through various crises and has shown its long-term resilience.

The future growth of air transport will likely depend primarily on sustained world economic and trade growth, as well as declining airline costs and ticket prices. Other factors, such as regulatory regime, technology improvements and fuel cost will impact future growth.



(Source: ICAO reporting forms, ICAO estimates)

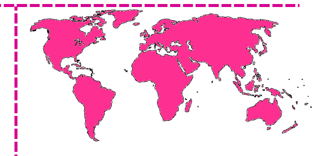
WORLD

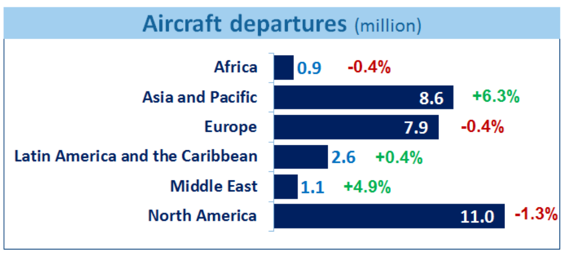
KEY FIGURES

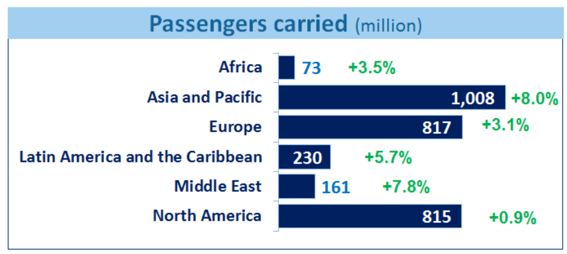
2013
(versus 2012)

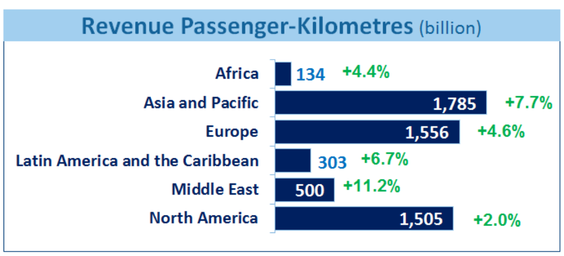
RPK ▲+5.5% **ASK** ▲+4.8%

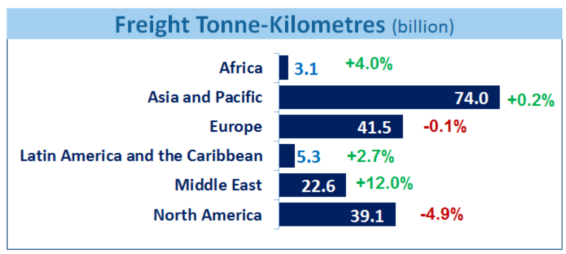
FTK ▲+0.4% **LF** 79.4% ▲+0.5 pts











1 400 scheduled commercial airlines

173 air navigation services providers

About 3 900 airports with scheduled commercial flights

(Source: ICAO and ATAG)

WORLD

WORLD AIR TRANSPORT IN 2013

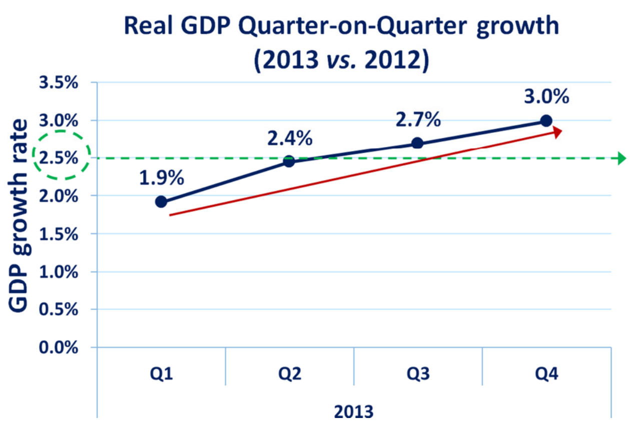
3.1 billion *+4.5% vs. 2012*
Passengers carried

32 million *+1.2% vs. 2012*
Commercial flights performed

5.8 trillion *+5.5% vs. 2012*
Revenue Passenger-Kilometres

186 billion *+0.4% vs. 2012*
Freight Tonne-Kilometres

ECONOMIC DEVELOPMENT IN 2013



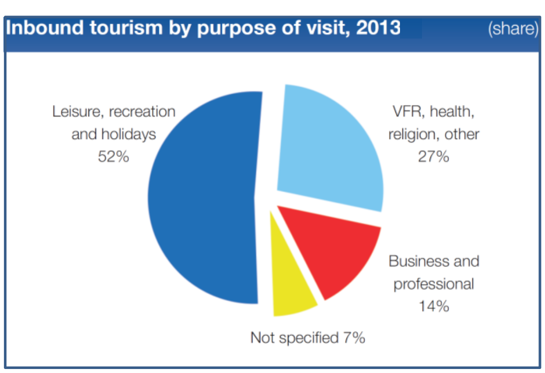
+2.5% = 2013 vs. 2012 Real GDP annual growth

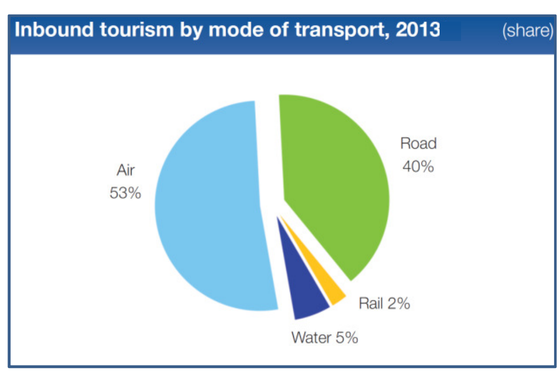
The world economy recorded an average real GDP growth of 2.5 % in 2013. Global activity picked up in the second half of 2013.

TOURISM HIGHLIGHTS

Most travel by air and for leisure purposes

According to the World Tourism Organization (UNWTO), slightly over half of all travelers arrived at their destination by air (53%) in 2013, while the remainder travelled by surface transport (47%) – whether by road (40%), rail (2%) or over water (5%). Over time, the trend has been for air transport to grow at a somewhat faster pace than surface transport, so the share of air transport is gradually increasing. In 2013, travel for holidays, recreation and other forms of leisure accounted for just over half of all international tourist arrivals (52% or 568 million). Some 14% of international tourists reported travelling for business and professional purposes and another 27% travelled for other reasons, such as visiting friends and relatives (VFR), religious reasons and pilgrimages, health treatment, etc. The purpose of visit for the remaining 7% of arrivals was not specified.



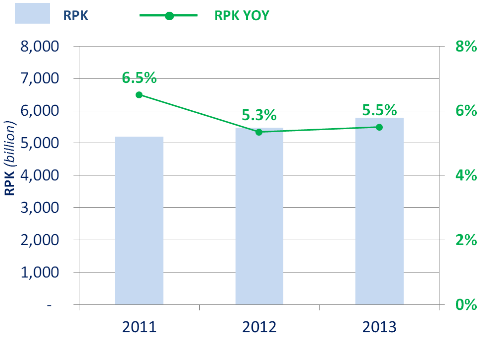


(Source: UNWTO)

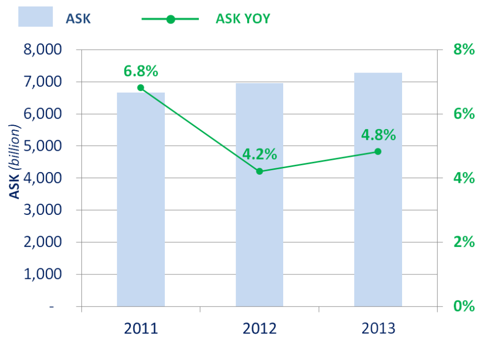
WORLD

PASSENGER TRAFFIC

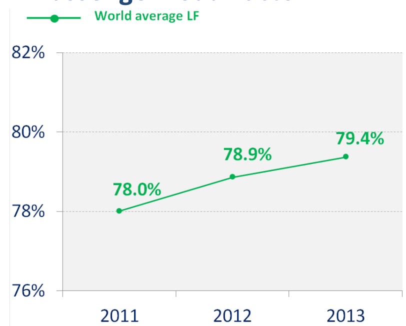
Revenue Passenger-Kilometres – RPK



Available Seat-Kilometres – ASK



Passenger Load Factor – LF



(Source: ICAO Form A and ICAO estimates)

Passenger traffic performed

Air carriers recorded an annual +5.5% growth of RPK in 2013. In 2012, the growth in terms of RPK was +5.3%. The 2013 growth was the result of the expansion of air carriers in the Middle East, Asia and Latin America. Airlines in the Middle East recorded the strongest increase in 2013 with a growth of +11.2% of RPK.

International traffic represents 62.6% of the airlines' total RPK and recorded a +5.7% annual growth in 2013. Strongest international traffic growth is recorded by carriers of the Middle East (+11.1%), followed by Latin America and the Caribbean (+8.2%), Asia and Pacific (+6.3%), Africa (+4.7%), Europe (+4.5%) and North America (+2.8%) regions.

Domestic traffic represents 37.4% of the airlines' total RPK and showed a +5.1% growth in 2013. United States and China are the largest domestic markets and together represent 63.9% of domestic traffic worldwide. Domestic services rose in all regions: Middle East (+12.6%), Asia and Pacific (+9.6%), Latin America and Caribbean (+5.3%), Europe (+5.0%), Africa (+3.0%) and North America (+1.7%).

Capacity

Airlines increased their capacity in ASK by +4.8% in 2013, an increase of 0.6 percentage point compared to 2012 growth (+4.2%). The capacity increased by +5.2% for international air services and by +4.1% for domestic services. The highest capacity increase is recorded by Middle-Eastern airlines (+11.7%), followed by airlines from Asia and Pacific (+6.9%).

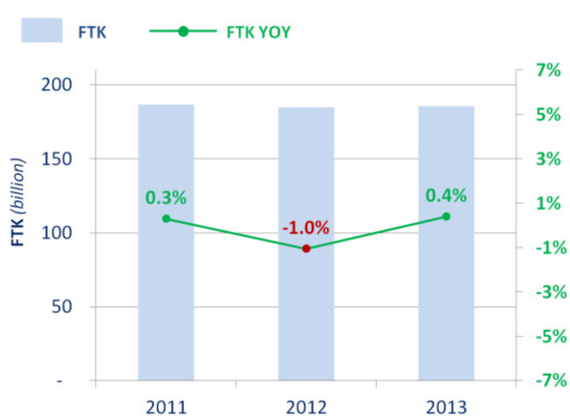
Passenger load factor

The passenger load factor remained stable in 2013, reaching 79.4% compared to 78.9% in the previous year. Demand for air transport increased and capacity also increased to a lesser extent, leading to a better average load factor. The passenger load factor achieved 79.1% for international services and 79.9% for domestic services.

FREIGHT TRAFFIC

Freight Tonne-Kilometres – FTK

Cargo traffic recorded an annual growth of +0.4% in 2013 in terms of FTK, compared to a -1.0% decrease in 2012.



(Source: ICAO Form A and ICAO estimates)

WORLD

TOP 15 AIR CARRIERS (in RPK)

In 2013, for the top 15 air carriers, 13 out of 15 had an increase of passenger-kilometres performed compared to 2012.

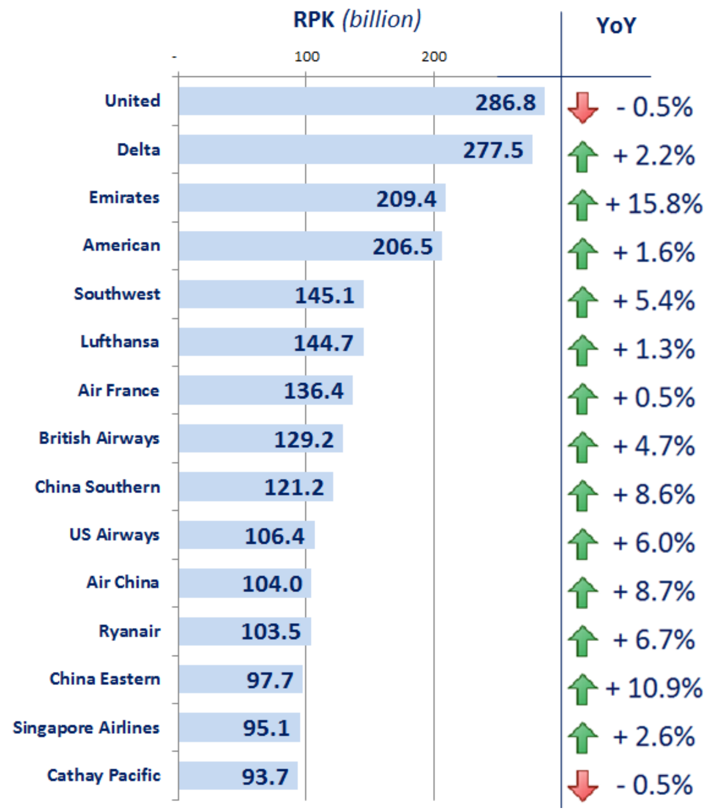
Only United Airlines and Cathay Pacific traffic declined both at -0.5%.

In the top 15 airlines, there were:

- 5 airlines from North America
- 5 airlines from Asia and Pacific
- 4 airlines from Europe
- 1 airline from Middle East

There were 2 low-cost carriers (LCCs) in the top 15 world air carriers: Southwest, ranking 5, and Ryanair, ranking 12.

In 2013, the highest increase of passenger traffic was recorded by Emirates and China Eastern, with respectively +15.8% and +10.9% increases.



(Source: ICAO Form A and ICAO estimates)

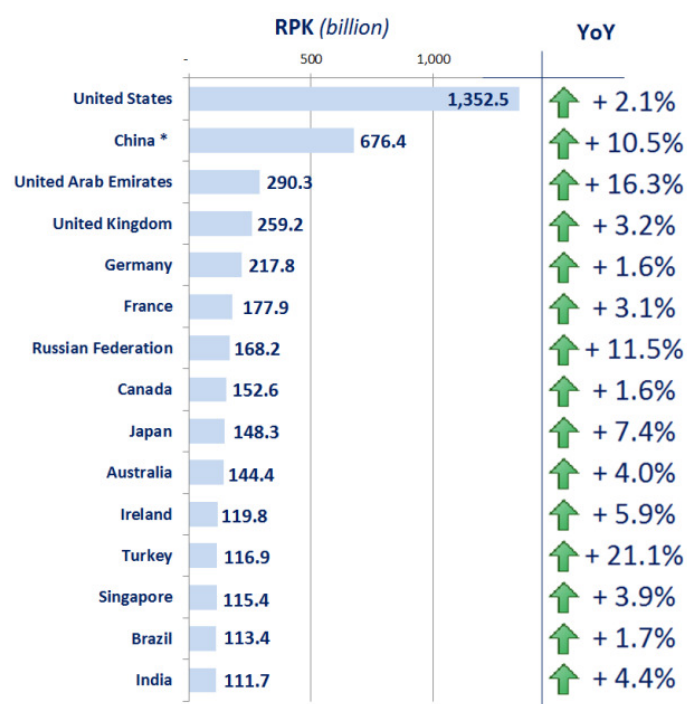
TOP 15 STATES BY TRAFFIC PERFORMED BY NATIONAL CARRIERS (in RPK)

In 2013, all States in the top 15 recorded an annual growth of passenger traffic measured in RPK.

In the top 15 States, there were:

- 6 States in Europe
- 5 States in Asia and Pacific
- 2 States in North America
- 1 State in Middle-East
- 1 State in Latin America and the Caribbean

In 2013, for the top 15 States, four have recorded a double digit growth: Turkey (+21.1%), United Arab Emirates (+16.3%), Russian Federation (+11.5%) and China (+10.5%).



* China includes Hong Kong SAR and Macao SAR.

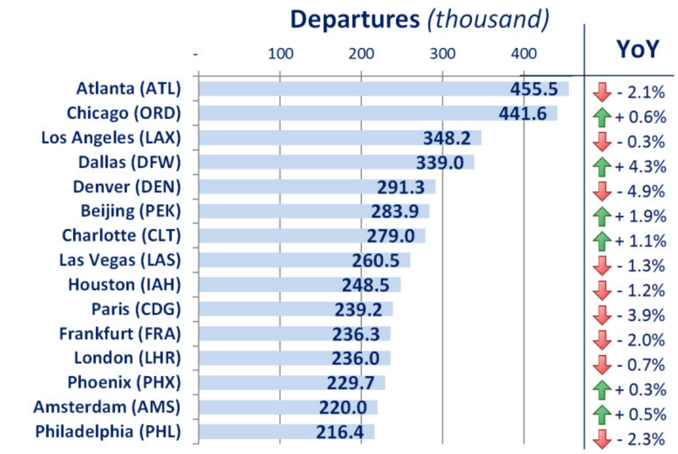
(Source: ICAO Form A and ICAO estimates)

TOP 15 AIRPORTS IN 2013

In the top 15 airports by aircraft departures, there were:

- 10 airports in North America
- 4 airports in Europe
- 1 airport in Asia and Pacific

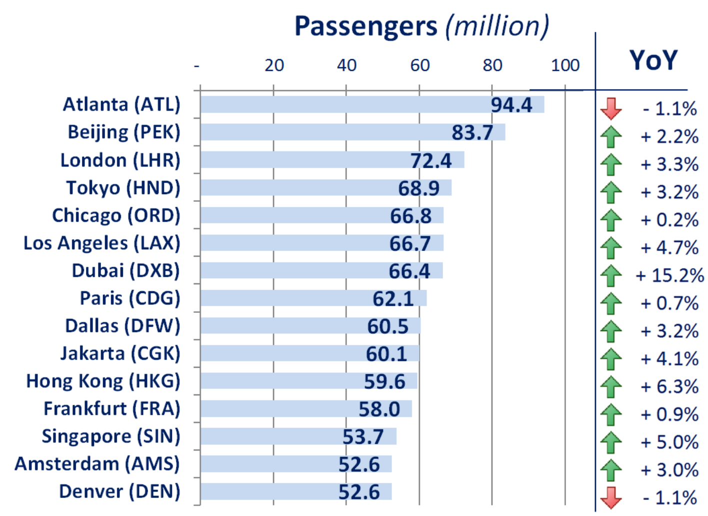
In 2013, for the top 15 airports, 6 have recorded an annual growth in departures, four of them located in the United States, one in Asia and Pacific and one in Europe.



In the top 15 airports by passengers, there were:

- 5 airports in North America
- 5 airports in Asia and Pacific
- 4 airports in Europe
- 1 airport in Middle-East

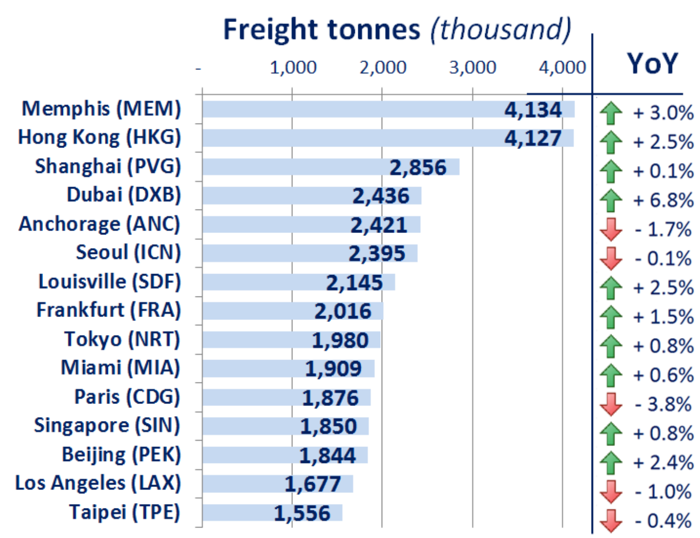
In 2013, for the top 15 airports, all but two recorded an annual growth in passenger traffic. Only Atlanta and Denver recorded decreased passenger traffic (both airports -1.1%).



In the top 15 airports by freight tonnes handled, there were:

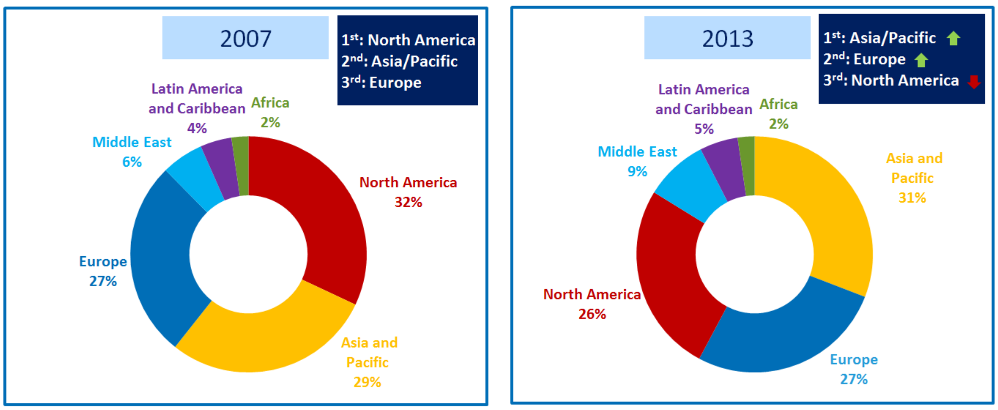
- 7 airports in Asia and Pacific
- 5 airports in North America
- 2 airports in Europe
- 1 airport in Middle-East

In 2013, ten of the top 15, airports have recorded an annual growth of freight tonnes handled.



(Source: ACI)

REGIONAL DISTRIBUTION OF PASSENGER TRAFFIC IN TERMS OF RPK



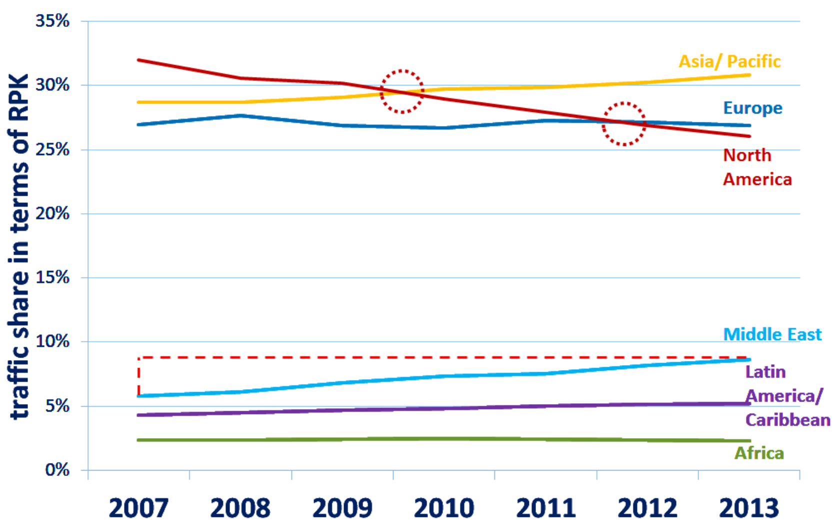
(Source: ICAO Form A and ICAO estimates)

North America ranked first in the regional distribution of passenger traffic in 2007, followed by Asia and Pacific and Europe.

North America lost 6 percentage points of traffic share from 2007 to 2013 and Middle East, Asia and Pacific and Latin America and the Caribbean gained respectively 3, 2 and 1 percentage point.

Traffic shares of Europe (27%) and Africa (2%) remained stable.

EVOLUTION OF THE DISTRIBUTION OF PASSENGER TRAFFIC IN TERMS OF RPK



(Source: ICAO Form A and ICAO estimates)

Traffic share performed by carriers from Asia and Pacific region ranked second in 2007 and became first in 2010, surpassing North American airlines. Airlines from Asia and Pacific gained 2 percentage points of traffic share between 2007 and 2013.

Airlines from North America represented 32% of worldwide traffic share in 2007 and decreased to 26% in 2013. They initially ranked first and are now third.

European airlines maintained a stable traffic share of about 27% from 2007 to 2013, passing North American airlines in 2012.

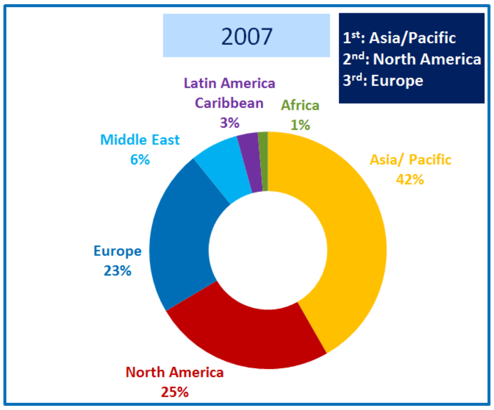
Carriers from Middle East have taken market share every year since 2007, passing from 6% in 2007 to 9% in 2013.

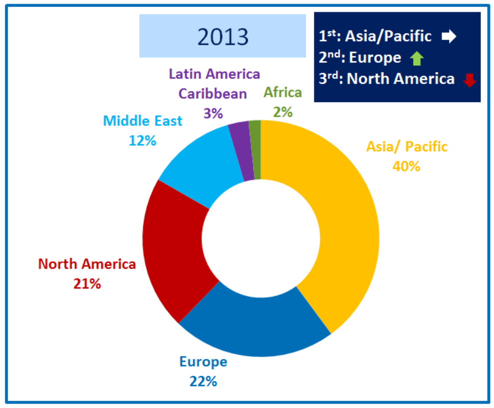
Latin America and Caribbean airlines gained 1 percentage point of traffic share since 2007, representing 5% of traffic in 2013.

African airlines maintained a stable traffic share of 2%.

WORLD

REGIONAL DISTRIBUTION OF CARGO TRAFFIC IN TERMS OF FTK



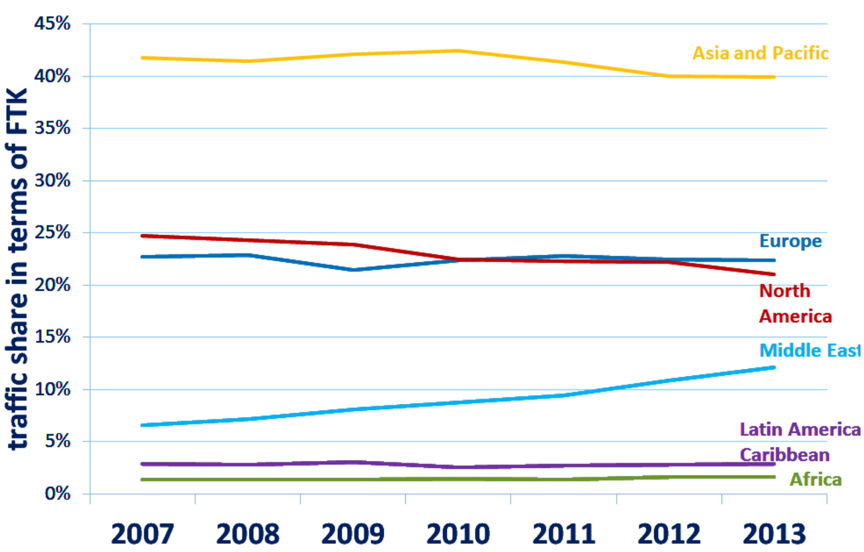


(Source: ICAO Form A and ICAO estimates)

Asia and Pacific ranked first in the regional distribution of cargo traffic in 2007, followed by North America and Europe.

North America, Asia and Pacific and Europe lost respectively 4, 2 and 1 percentage point of traffic share from 2007 to 2013 while Middle East and Africa gained respectively 6 and 1 percentage point.

EVOLUTION OF THE DISTRIBUTION OF CARGO TRAFFIC IN TERMS OF FTK



(Source: ICAO Form A and ICAO estimates)

Traffic share performed by carriers from Asia and Pacific region ranked first from 2007 to 2013 and declined by 2 percentage points since 2007.

Europe's traffic share decreased by 1 percentage point, from 23% in 2007 to 22% in 2013. Europe ranked third in 2007 and ranked second in 2013.

Airlines from North America had a traffic share of 25% in 2007 and lost 4 percentage points over the period. In 2013, they ranked third and represent 21% of traffic share.

Carriers from Middle East have taken market share every year since 2007, increasing from 6% in 2007 to 12% in 2013. They recorded the highest increase of all regions.

Latin America and the Caribbean airlines maintained a stable traffic share of 3%.

African airlines gained 1 percentage point of traffic share since 2007, representing 2% of traffic in 2013.

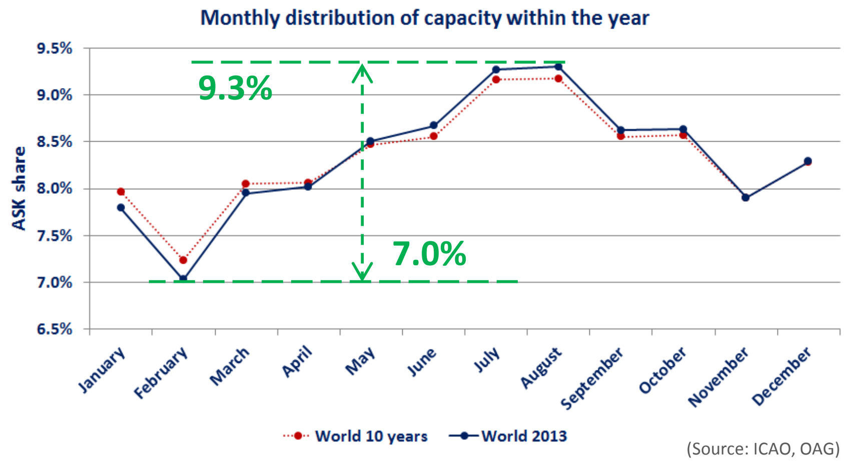
WORLD

SEASONALITY

The capacity in ASK offered by airlines in 2013 followed the same trend as the average seasonality of the last 10 years.

Months offering the highest capacity were July and August. In contrast, the month offering the less capacity was February.

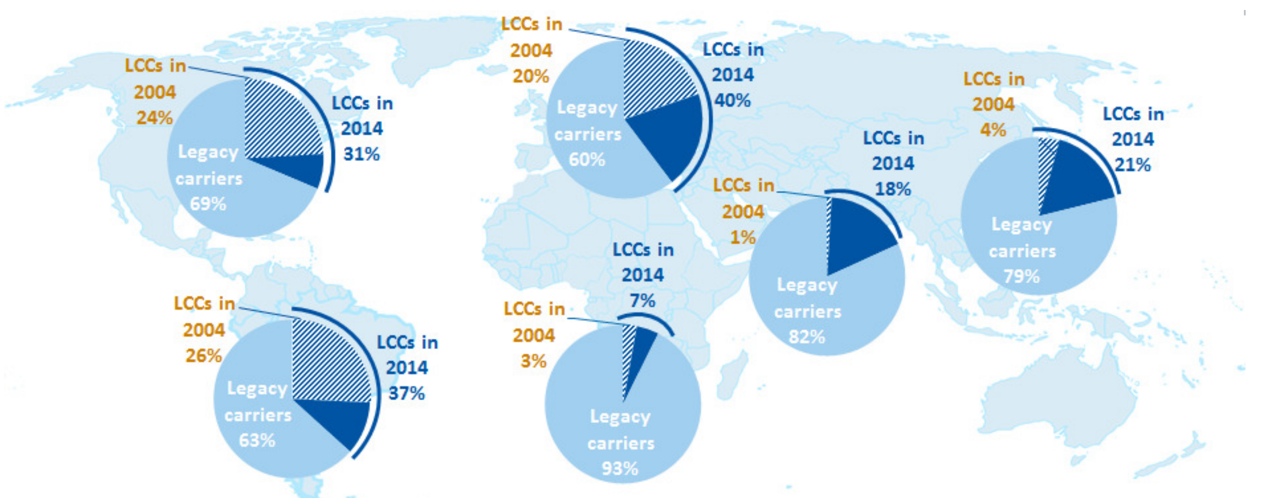
In 2013, the capacity offered in August was 33% higher than the month offering the lowest capacity (February).



(Source: ICAO, OAG)

LOW COST CARRIERS

Intra-Regional LCC Traffic Share 2013 vs 2004

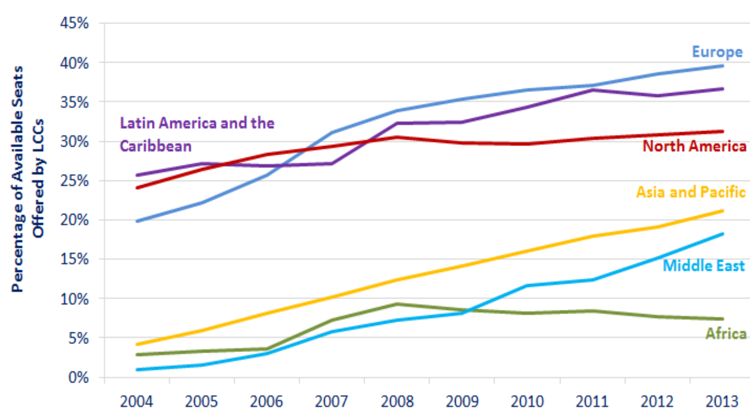


(Source: ICAO, OAG)

Europe had the highest LCC capacity share among all regions in 2013, measured in the number of available seats. In 2013, 40% of the available seats within Europe were offered by LCCs. Latin America and the Caribbean had the second highest LCC share in 2013, with 37%, followed by North America with 31%, Asia and Pacific with 21%, and the Middle East with 18%. Africa had the lowest LCC share in 2013 with only 7%.

In terms of LCC market share growth, Europe also had the largest increase from 20% in 2004 to 40% in 2013: +20 percentage points. Middle East had the second largest increase from 1% to 18% (+17 percentage points), followed by Asia and Pacific with an increase of 4% to 21% (+17 percentage points), Latin America and the Caribbean grew by +11 percentage points, and North America increased by +7 percentage points. Africa had the lowest increase from 3% in 2004 to 7% in 2013, +4 percentage points.

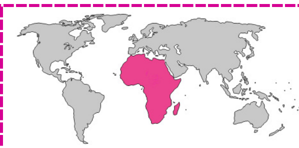
The world average Intra-Regional LCC capacity share has grown from 17% in 2004 to 29% in 2013.

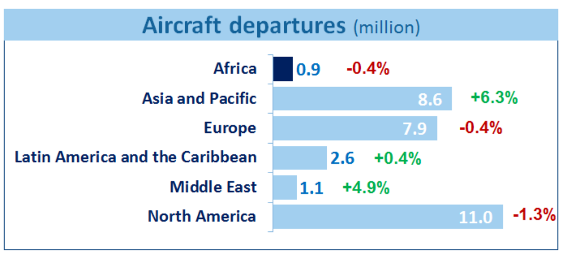


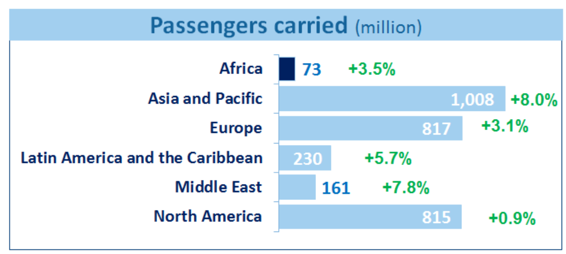
(Source: ICAO, OAG)

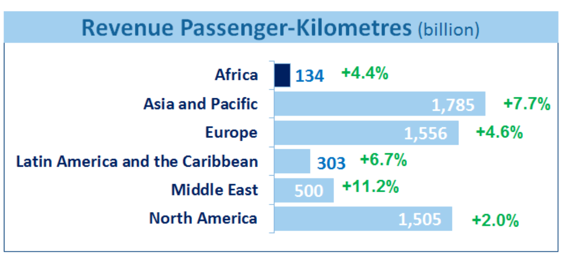
AFRICA

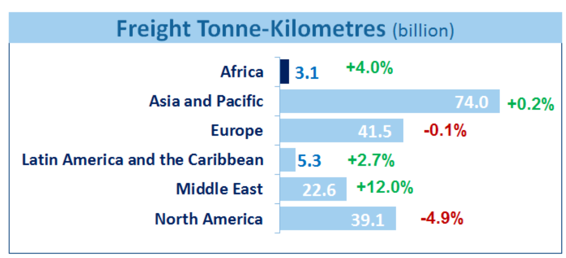
REGIONAL KEY FIGURES	**2013** *(versus 2012)*	**RPK** ▲+4.4%	**ASK** ▲+4.3%	
		FTK ▲+4.0%	**LF** 79.4% ▲+0.1 pts	







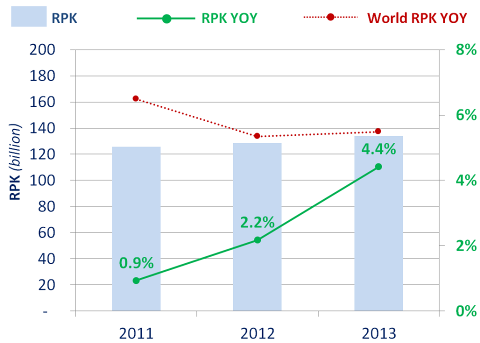




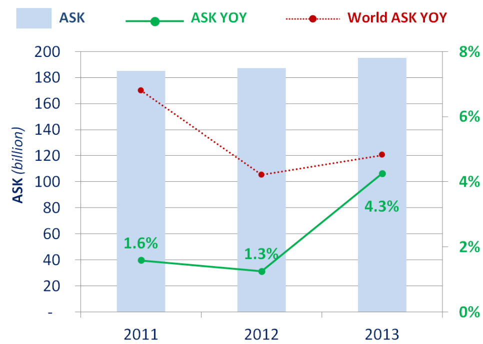
AFRICA

PASSENGER TRAFFIC

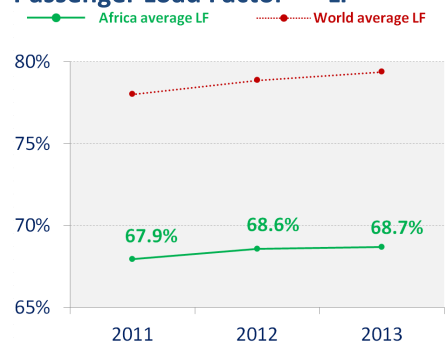
Revenue Passenger-Kilometres – RPK



Available Seat-Kilometres – ASK



Passenger Load Factor – LF



(Source: ICAO Form A and ICAO estimates)

Passenger traffic performed

African air carriers recorded an annual +4.4% growth of RPK in 2013. In 2012, the growth in terms of RPK was +2.2%. The 2013 growth was supported by the expansion of air carriers such as Ethiopian Airlines (+20.0%), Air Algerie (+21.2%) and Tunisair (+12.3%).

Those air carriers expanded their network and benefited from the strong demand for air transport to Africa and continued development of internationally trading industries. However, passenger traffic growth is not homogeneous in the continent. South Africa, the biggest African market, showed a decrease of -2.0% in 2013. Airlines of South Africa, Ethiopia and Egypt account for 59.6% of African air carriers' total passenger traffic and showed a traffic variation of respectively -2.0%, +19.7% and +5.2% in terms of RPK.

International traffic of air carriers in Africa represented 86.4% of the African airlines' total RPK and recorded a 4.7% annual growth in 2013. South Africa is the largest domestic market in Africa with more than 50% of domestic traffic in Africa. Domestic traffic in Africa showed a +6.5% growth in RPK in 2013 with a capacity growing of +6.6%. Air Seychelles recorded the highest growth in the region (+119.9%) due to the restructuring plan following the airline's partnership with Etihad Airways.

Capacity

African airlines increased their capacity in ASK by +4.3% in 2013, an increase of 3.0 percentage points compared to 2012 growth (+1.3%). The capacity in ASK increased by +4.7% for international air services and by +1.9% for domestic services. In absolute terms, countries that contributed the most increase in capacity are Ethiopia (+18.6%), Libya (+110.8%), Algeria (+19.2%) and Egypt (+4.9%).

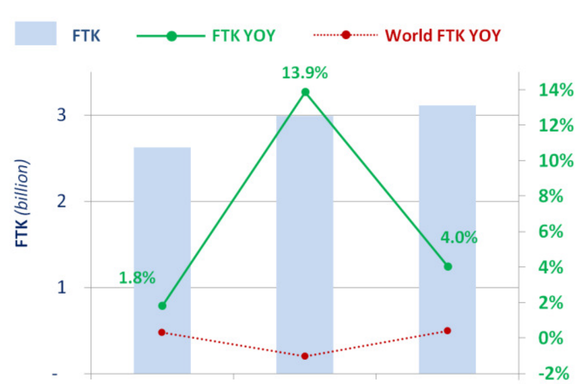
Passenger load factor

The passenger load factor remained stable in 2013: it reached 68.7% compared to 68.6% the previous year. The passenger load factor achieved 68.0% for international services and 72.0% for domestic services.

FREIGHT TRAFFIC

Freight Tonne-Kilometres – FTK

Cargo traffic performed by African carriers recorded an annual growth of +4.0% in 2013 in terms of FTK, compared to +13.9% in 2012. Air freight market performed by African carriers is mostly international and national carriers of South Africa, Ethiopia and Egypt, all accounting for 75.3% of the African traffic, and in turn recorded annual growths of +0.3%, +12.5% and +3.8% respectively.



(Source: ICAO Form A and ICAO estimates)

AFRICA

TOP 15 AIR CARRIERS (in RPK)

In terms of RPKs in 2013, the airlines in the top 15 accounted for 87.5% of the traffic performed by African airlines.

South African Airways, the largest African carrier in RPK, has recorded a slight decrease of traffic in 2013 (-0.5%) compared to 2012, for both domestic and international services.

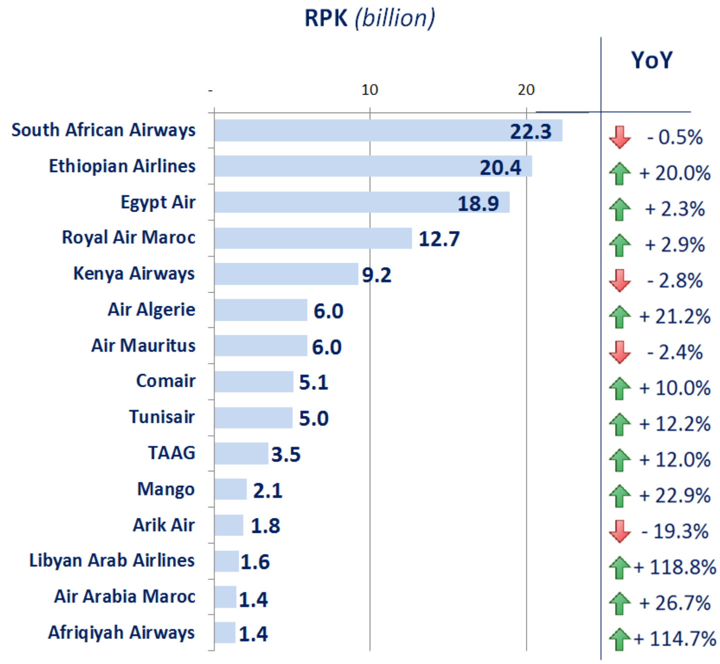
In 2013, Ethiopian Airlines became the second largest African carrier in RPK and recorded an increase of +20.0% of RPKs.

Egypt Air's total traffic increased by +2.3% while domestic traffic decreased by -3.4% and international operations increased by +5.5%, notably with an increase of traffic to African and European markets.

Kenya Airways recorded a decrease of -2.8% of RPK in 2013 mainly due to the fire incident at Nairobi airport in August 2013.

It is to be noted that the top 3 air carriers of Africa are all members of Star Alliance.

Mango and Air Arabia Maroc were the 2 LCCs in the top 15 airlines of Africa and recorded a strong growth of +22.9% and +26.7% respectively.



(Source: ICAO Form A and ICAO estimates)

TOP 15 STATES BY TRAFFIC PERFORMED BY NATIONAL CARRIERS (in RPK)

In terms of RPKs in 2013, the States in the top 15 accounted for 94.2% of the traffic performed by African airlines.

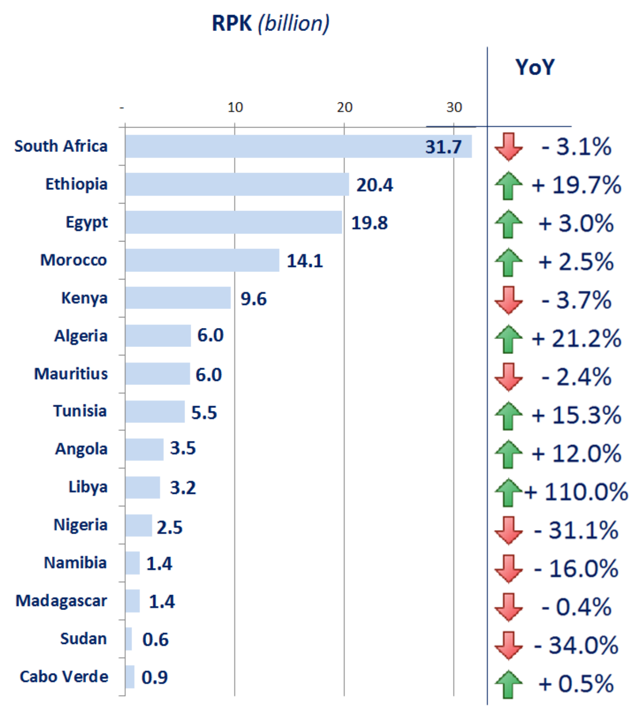
South African air carriers recorded a global decrease of -3.1% of traffic in RPK in 2013 compared to 2012. South African Airways, the main carrier, posted a -0.5% decrease. Comair and the low-cost carrier Mango increased respectively by +10.0% and +22.9%. The low-cost carrier 1Time ceased operations in November 2012.

Ethiopia ranked third in 2012 and ranked second due to the increase in traffic of Ethiopian Airlines.

Traffic performed by Egyptian Airlines achieved a +3.0% global increase in 2013 compared to 2012. Egypt Air recorded a +2.3% increase while Almasria Universal Airlines and Air Arabia Egypt increased respectively by +8.4% and +2.2%.

Airlines in Morocco posted a +2.5% increase of RPK in 2013. Royal Air Maroc achieved +2.9% growth while Air Arabia Maroc recorded a 26.7% increase of RPKs. The former low-cost carrier Jet4you has been fully integrated to the TUI Group and all flight are now operated by the Belgian carrier Jetairfly.

Airlines from Ethiopia, Algeria, Tunisia, Angola and Libya posted double-digit, or more, growth in traffic RPKs with growth of +19.7%, +21.2%, +15.3% and +110.0% respectively.



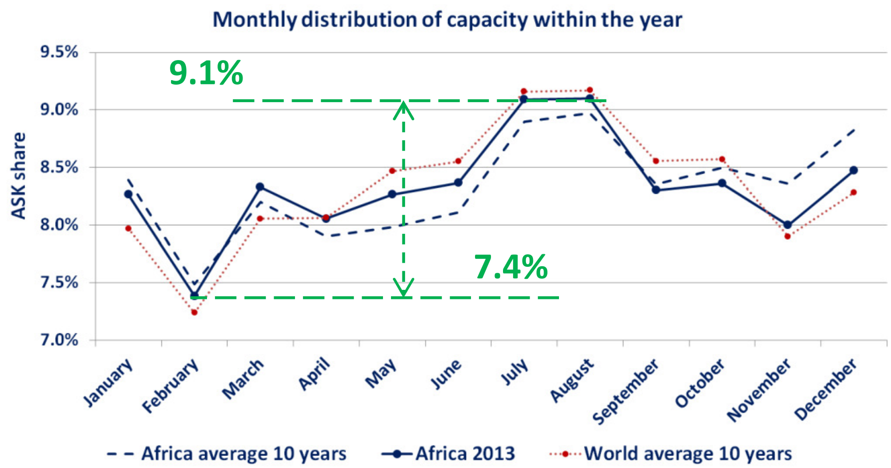
(Source: ICAO Form A and ICAO estimates)

AFRICA

SEASONALITY

The seasonality of the capacity offered in ASK by African airlines is following the same trends as the worldwide average seasonality of capacity. The highest capacity is offered during the months of July and August, followed by December. The less capacity is offered during the months of February, November and April.

In 2013, African airlines offered more capacity during spring and summer (March to August) than the average of the last ten years. Consequently, they offered less capacity in fall and winter (January to February and September to December). August offered 23% more capacity than February.



(Source: ICAO, OAG)

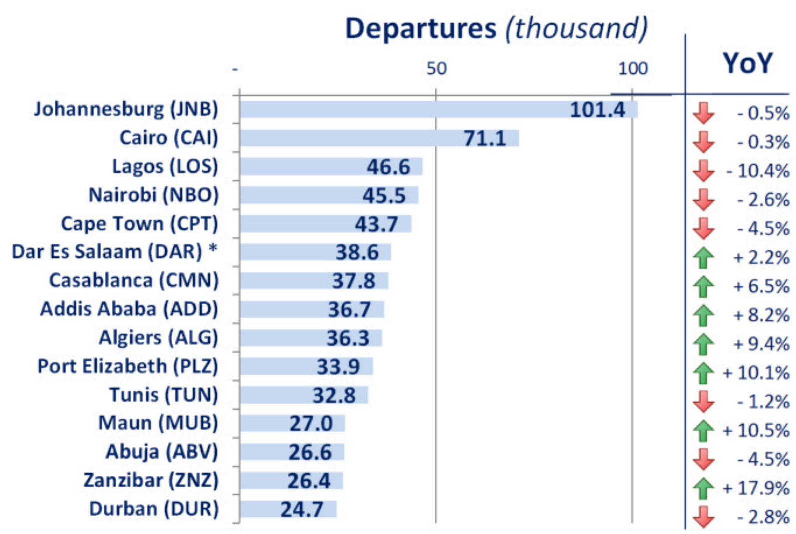
TOP 15 AIRPORTS IN 2013

In 2003, Johannesburg and Cairo airports ranked first and second for departures, passengers and freight tonnes in the region.

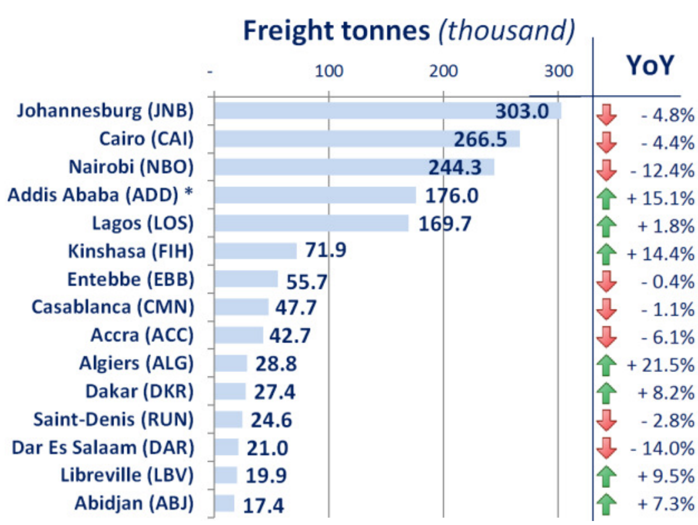
Addis Ababa was the most dynamic airport in the African top 15, with a +17.9% growth of passenger traffic.

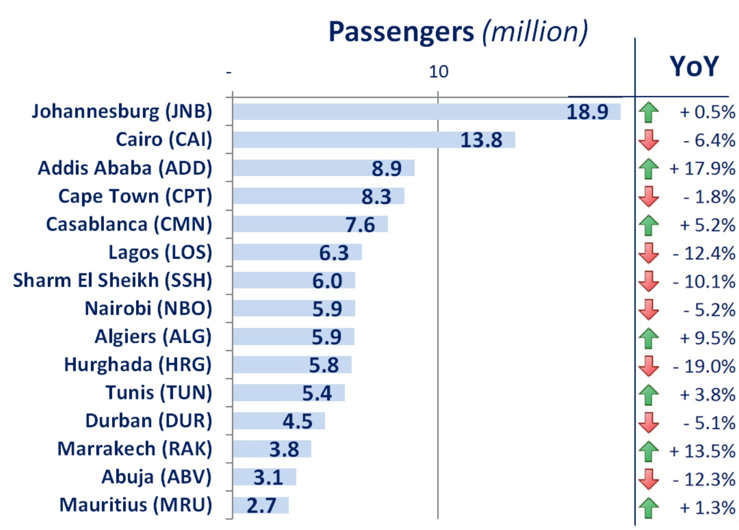
The top 5 airports for departures have recorded a decrease in 2013.

Johannesburg, Cairo and Nairobi airports, the top 3 airports in freights tonnes handled, have recorded a decrease of cargo traffic in 2013.



(Source: ACI)





(Source: ACI)
* estimate

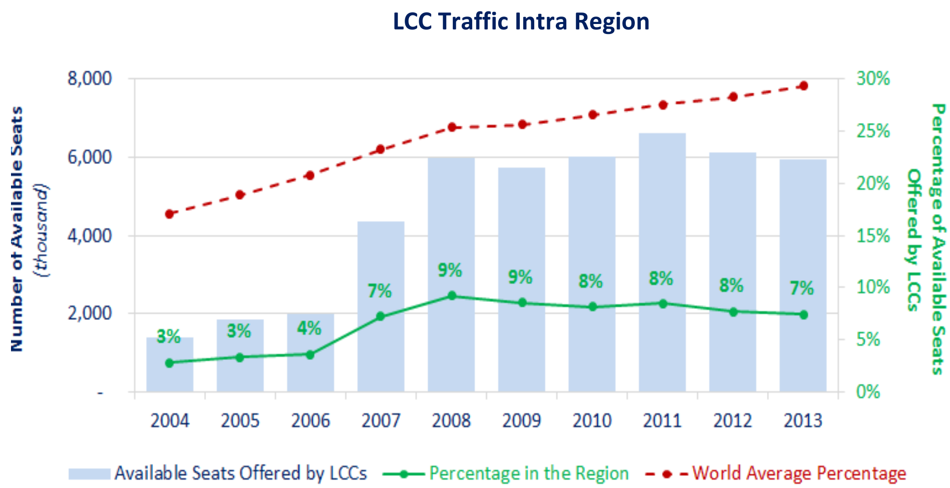
(Source: ACI)

LOW COST CARRIERS

Africa has the lowest LCC traffic share within all regions in the last ten years. In 2013, 7% of the available seats within Africa were offered by LCCs. This is much lower compared to the world average share of 29%.

The largest increase in terms of number of seats intra-Africa offered by LCCs was in 2007, where the number had fluctuated between 5.7 and 6.6 million. Overall in the intra-Africa market, the number of seats offered by LCCs increased from 1.4 million in 2004 to 5.9 million in 2013.

LCC market share within the region has also grown at the slowest pace compared to other regions. The percentage of seats within Africa offered by LCCs grew from 3% in 2004 to 7% in 2013, +4 percentage points. This is much lower than the world average growth of +10 percentage points.

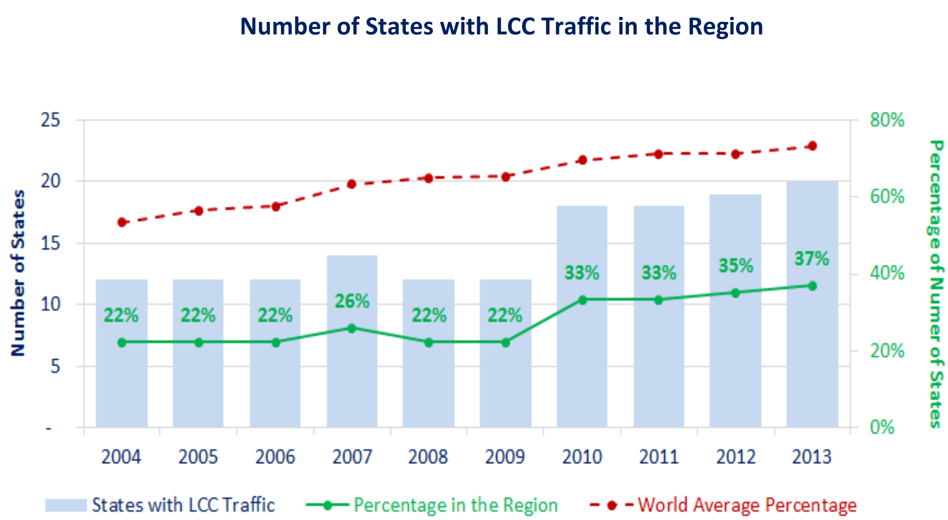


(Source: ICAO, OAG)

LCC penetration in the African market is lower than the world average. In 2013, 37% of the States in Africa had LCC traffic, 36 percentage points lower than the world average.

The number of States having LCC traffic has increased from 2004 to 2013, except in 2008 and 2009. In 2004, 12 States in Africa had LCC traffic, and in 2013, the number increased to 20 States.

The percentage of States in Africa having LCC traffic grew from 22% in 2004 to 37% in 2013, +15 percentage points. This growth is slightly lower than the world average growth.



(Source: ICAO, OAG)

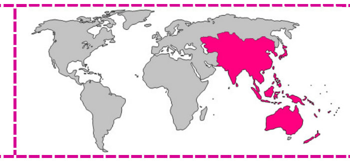
ASIA AND PACIFIC

REGIONAL KEY FIGURES

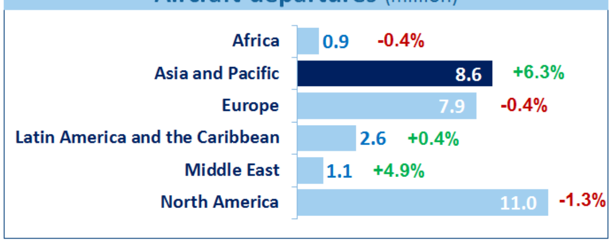
2013 *(versus 2012)*

RPK ▲ +7.7%   **ASK** ▲ +6.9%

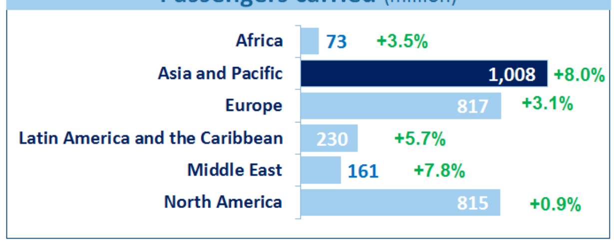
FTK ▲ +0.2%   **LF** 77.7% ▲ +0.6 pts



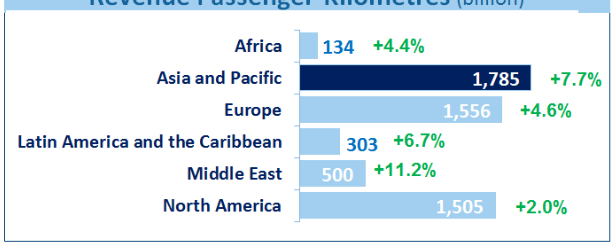
Aircraft departures (million)



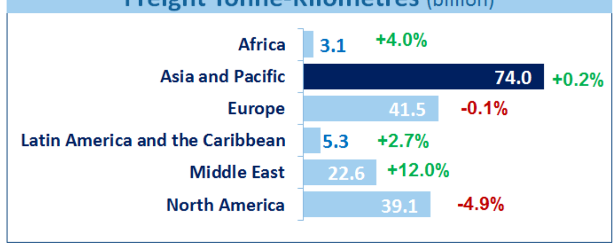
Passengers carried (million)



Revenue Passenger-Kilometres (billion)



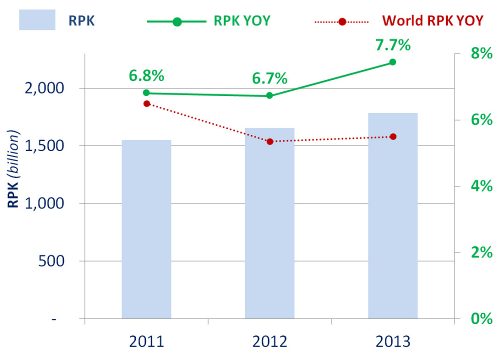
Freight Tonne-Kilometres (billion)



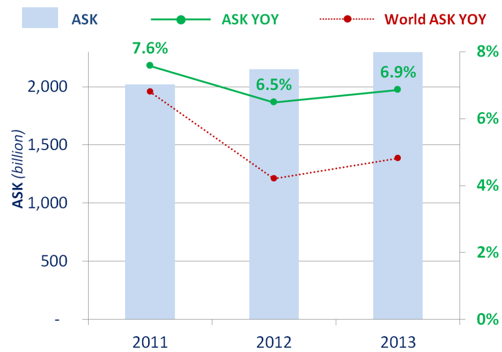
ASIA AND PACIFIC

PASSENGER TRAFFIC

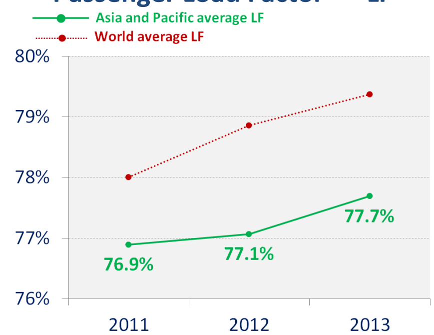
Revenue Passenger-Kilometres – RPK



Available Seat-Kilometres – ASK



Passenger Load Factor – LF



(Source: ICAO Form A and ICAO estimates)

Passenger traffic performed

Asian and Pacific air carriers recorded an annual +7.7% growth of RPK in 2013, slightly above the +6.7% growth in 2012. The 2013 growth was supported by the expansion of air carriers such as China Southern Airlines (+8.6%), China Eastern Airlines (+10.9%) and Air China (+8.7%) along with most of the region's airlines. Those air carriers expanded their network and benefited from the strong demand for air transport for the Chinese domestic market (+11.8%) and more globally to and from the Asia Pacific region.
Airlines of China, Japan and Australia account for 50.3 % of Asian and Pacific air carriers' total passenger traffic and showed a traffic variation of respectively +12.5%, +7.4% and +4.0% in terms of RPK.

International traffic of air carriers in Asia and Pacific represented 55.5% of the region airlines' total RPK and recorded a +6.3% annual growth in 2013. China is the largest domestic market in Asia and Pacific with more than 56.7% of domestic traffic in the region. Japan and Australia ranked respectively second and third in the domestic market. Domestic traffic in Asia and Pacific showed a +9.6% growth in RPK in 2013 with capacity growing at +8.2%.

Capacity

Airlines in Asia and Pacific increased their capacity in ASK by +6.9% in 2013, an increase of +0.4 percentage point compared to 2012 growth (+6.5%). The capacity in ASK increased by +5.9% for international services and by +8.5% for domestic services. In absolute terms, countries that contributed the most to an increased capacity are China (+10.4%), Malaysia (+18.2%), Japan (+7.3%) and Thailand (+9.9%).

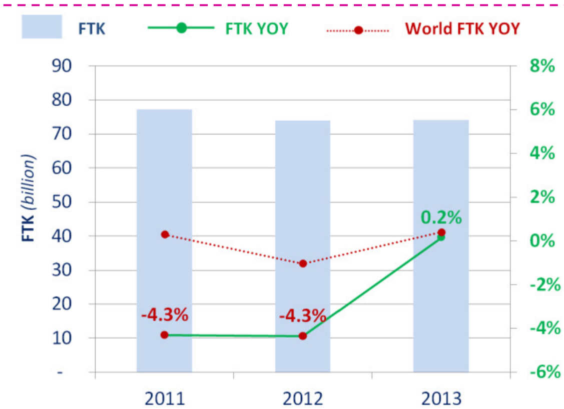
Passenger load factor

The passenger load factor slightly increased by 0.6 percentage point in 2013: it reached 77.7% compared to 77.1% the previous year. The passenger load factor achieved 77.2% for international services and 78.3% for domestic services.

FREIGHT TRAFFIC

Freight Tonne-Kilometres – FTK

Cargo traffic performed by carriers of Asia and Pacific recorded an annual growth of +0.2% in 2013 in terms of FTK, compared to a -4.3% decrease in 2012.
The air freight market performed by Asian carriers is mostly international. Carriers of China (including Hong Kong SAR and Macao SAR) and Republic of Korea, all accounting for 50.3% of the regional traffic, recorded annual growths of +1.8% for China and a decrease of -4.1% for Republic of Korea.



(Source: ICAO Form A and ICAO estimates)

ASIA AND PACIFIC

TOP 15 AIR CARRIERS (in RPK)

In terms of RPKs in 2013, the airlines in the top 15 accounted for 56.7% of the traffic performed by airlines from Asia and Pacific.

China Southern Airlines was the largest carrier in Asia and Pacific in RPK. The airline recorded a +8.6% growth of RPK in 2013 for both domestic and international services.

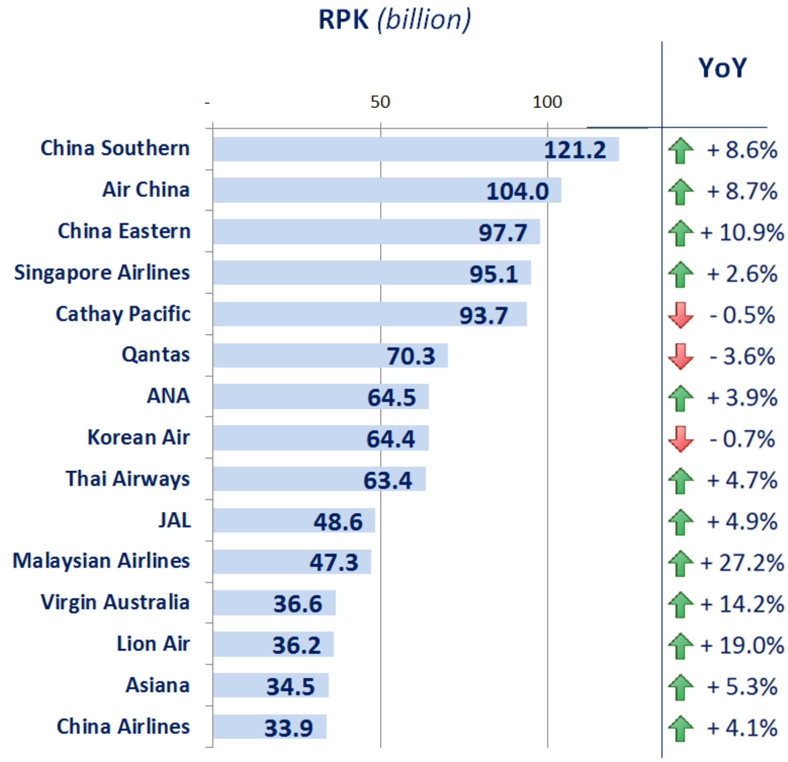
Air China, the second largest Asian carrier in RPK, has recorded an increase of +8.7% in 2013 compared to 2012, both for domestic (+7.6%) and international services (+10.5%).

All airlines recorded an increase of traffic in terms of RPKs except for Cathay Pacific, Qantas and Korean Air with decreases of -0.5%, -3.6% and -0.7% respectively.

It is to be noted that the top 3 air carriers of the region are all Chinese airlines.

China, Australia, Japan and Republic of Korea are the only States with at least 2 airlines in the top 15.

Virgin Australia and Lion Air were the 2 LCCs in the top 15 airlines of Asia and Pacific and recorded strong growths of 14.2% and 19.0% respectively.



(Source: ICAO Form A and ICAO estimates)

TOP 15 STATES BY TRAFFIC PERFORMED BY NATIONAL CARRIERS (in RPK)

In 2013, the top 15 States accounted for 94.5% of RPKs performed by airlines from Asia and Pacific.

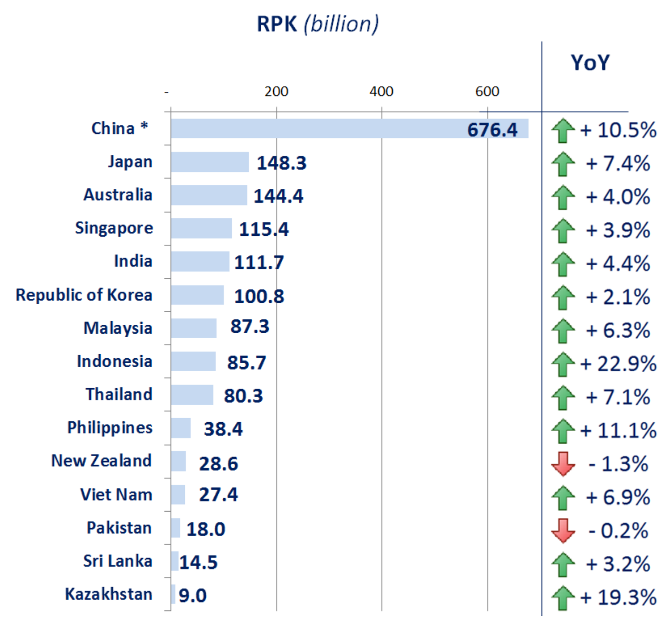
China ranked first and Chinese air carriers recorded a global increase of +10.5% of traffic in RPK in 2013 compared to 2012. The top 3 carriers – China Southern Airlines, Air China and China Eastern Airlines posted increases comprised between +8.6% and +10.9%. Other carriers such as Hainan Airlines and Shenzhen Airlines achieved respectively a +21.7% and +10.1% growth.

Traffic performed by Japanese air carriers recorded a +7.4% growth. JAL and ANA posted respectively a +4.9% and +3.9% growth while other Japanese carriers increased their traffic by +18.9%.

Traffic performed by Australian airlines achieved a +4.0% global increase in 2013 compared to 2012. Qantas recorded a -3.6% decrease while Virgin and Jetstar reached respectively +14.2% and +6.8%.

Airlines from Indonesia, Kazakhstan and the Philippines posted the highest increase of traffic in RPKs with respectively +22.9%, +19.3% and +11.1%.

All countries in the top 15 recorded a growth except New Zealand and Pakistan with a decrease of respectively -1.3% and -0.2%.



* China includes Hong Kong SAR and Macao SAR.

(Source: ICAO Form A and ICAO estimates)

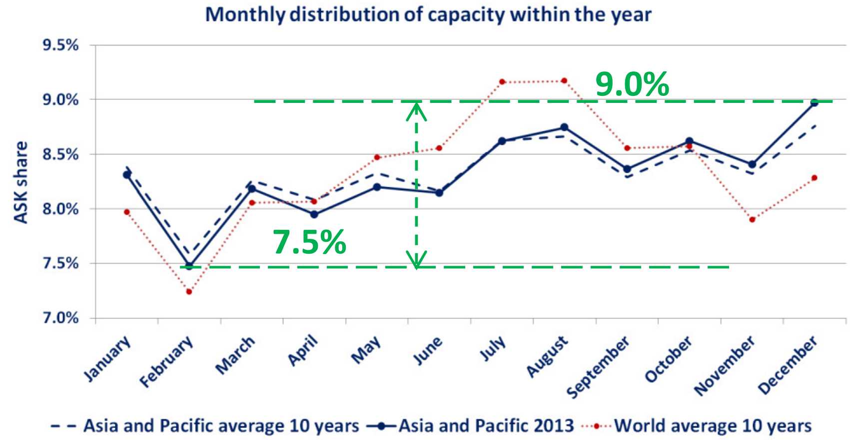
ASIA AND PACIFIC

SEASONALITY

The seasonality of the capacity in ASK offered by airlines of Asia and Pacific is in line with the worldwide average seasonality of capacity, though summer is less characterized. The highest capacity is offered during the month of December, followed by August and July. The less capacity is offered during the month of February.

In 2013, airlines from Asia and Pacific offered less capacity during the first half of the year than the average of the last ten years. Consequently, they offered more capacity in the second half of the year.

In 2013, the capacity offered in December was 20% higher than the month offering the lowest capacity (February).



(Source: ICAO, OAG)

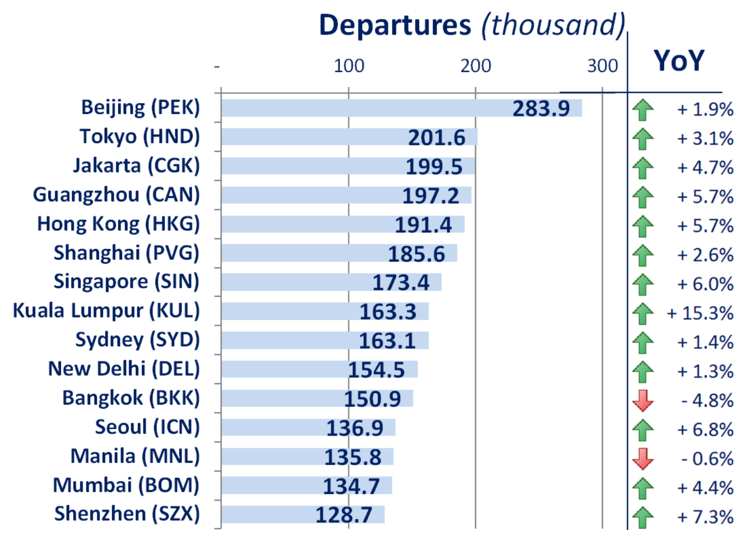
TOP 15 AIRPORTS IN 2013

Beijing ranked first for both departures and passenger in the region.

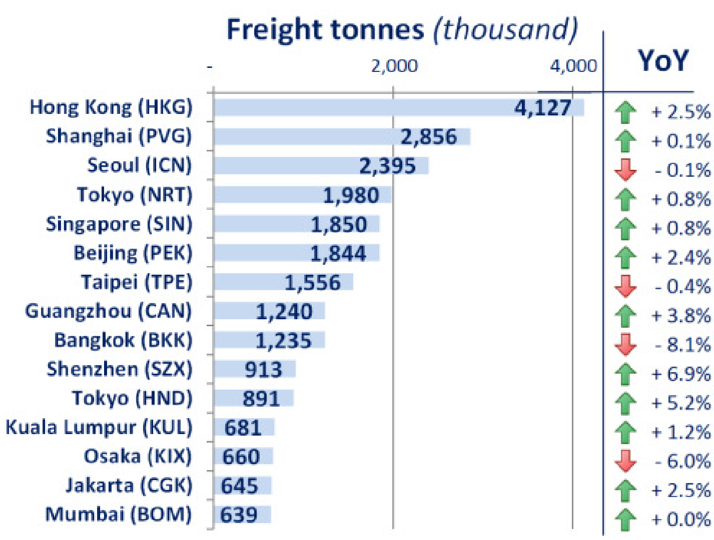
Kuala Lumpur airport recorded the highest increase of departures (+15.3%) and passengers (+19.1%).

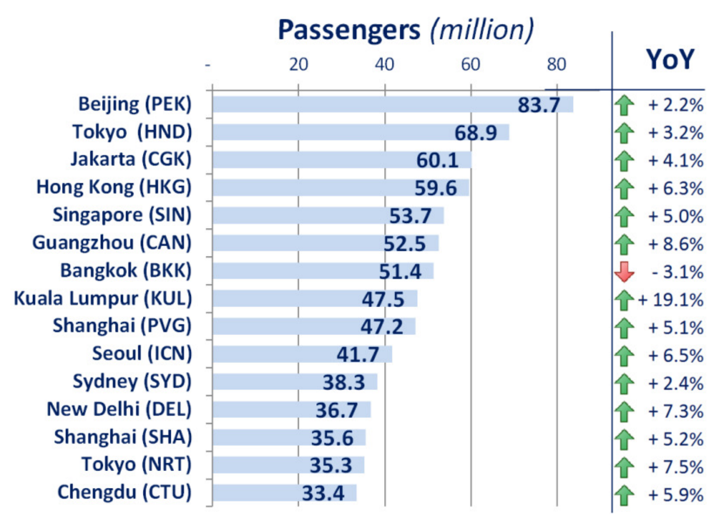
All airports in the top 15 number of passengers have recorded a growth in 2013 except Bangkok airport.

All airports in the top 15 number of departures have recorded a growth in 2013 except Bangkok and Manila airports.



(Source: ACI)





(Source: ACI)

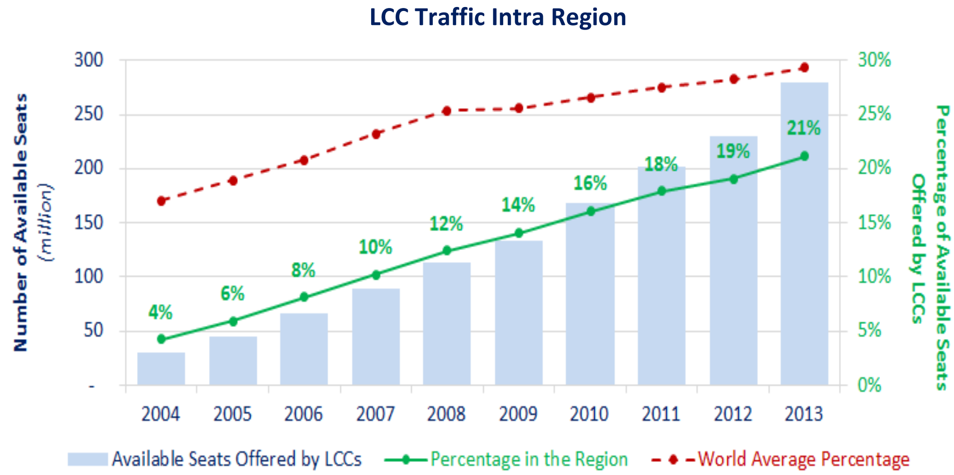
ASIA AND PACIFIC

LOW COST CARRIERS

The Asia and Pacific region has a lower LCC traffic share than the world average in the last ten years. In 2013, 21% of the available seats within the region were offered by LCCs, -8 percentage points lower than the world average share of 29%.

The number of seats within the region offered by LCCs has increased from 2004 to 2013. In 2004, there were about 30 million seats offered by LCCs, and this grew to around 280 million seats in 2013.

LCC market share in Asia and Pacific has increased rapidly in the last ten years. The percentage of seats within the region offered by LCC grew from only 4% in 2004 to 21% in 2013, +17 percentage points. This was much higher than the world average growth of +10 percentage points.

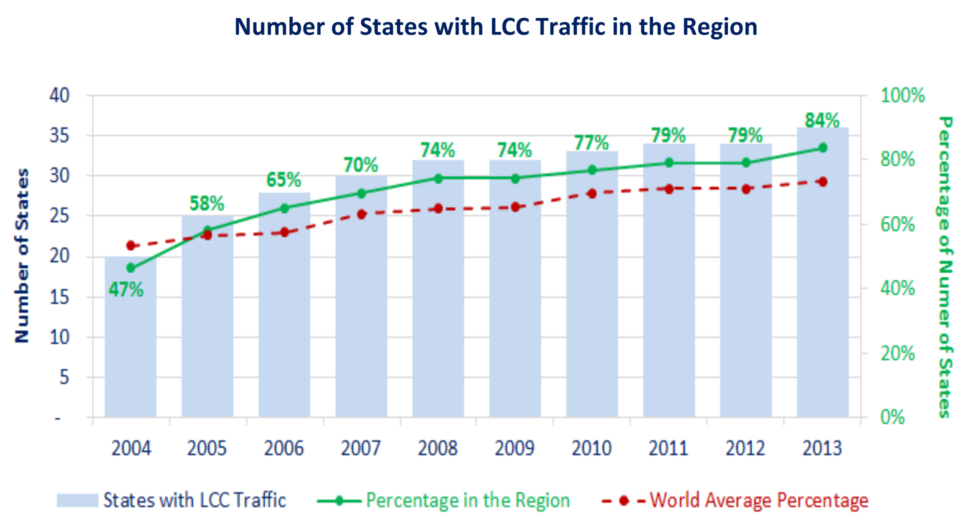


(Source: ICAO, OAG)

Asia and Pacific has a slightly higher penetration of LCC than the world average. In 2013, 84% of the States in the region had LCC traffic, +11 percentage points higher than the world average.

Number of States having LCC traffic in the region has increased from 2004 to 2013. In 2004, 20 States in Asia and Pacific had LCC traffic, and in 2013, the number increased to 36 States.

The percentage of States in the region having LCC traffic grew from 47% in 2004 to 84% in 2013, +37 percentage points. This growth was faster than the world average growth.



(Source: ICAO, OAG)

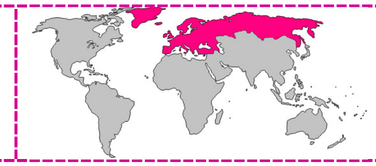
EUROPE

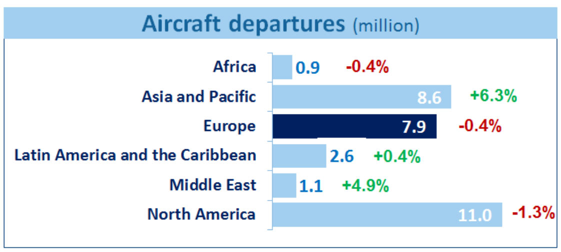
REGIONAL KEY FIGURES

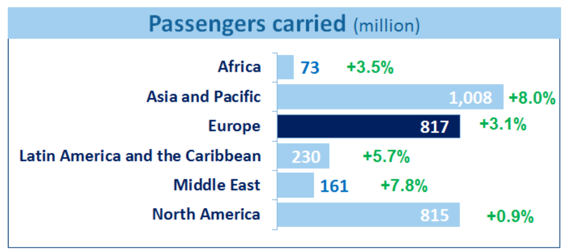
2013 *(versus 2012)*

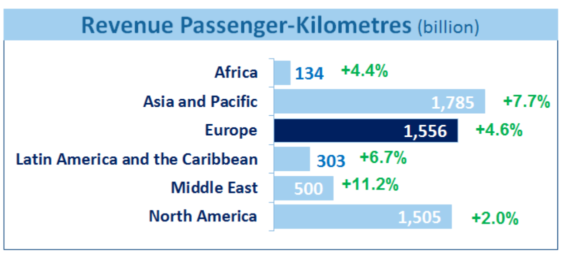
RPK ▲ +4.6% **ASK** ▲ +3.5%

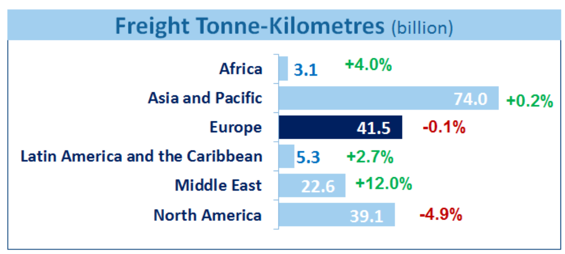
FTK ▼ -0.1% **LF** 80.0% ▲ +0.9 pts







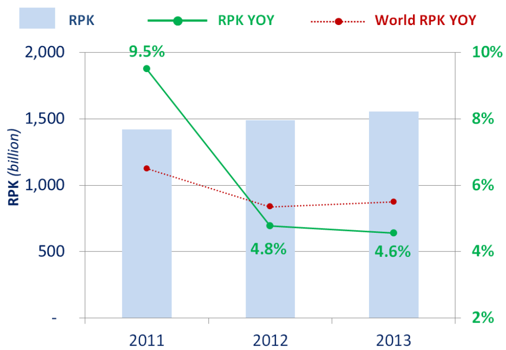




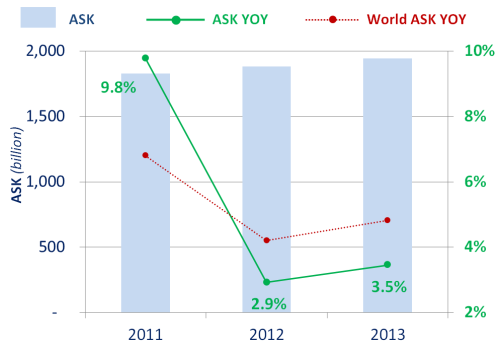
EUROPE

PASSENGER TRAFFIC

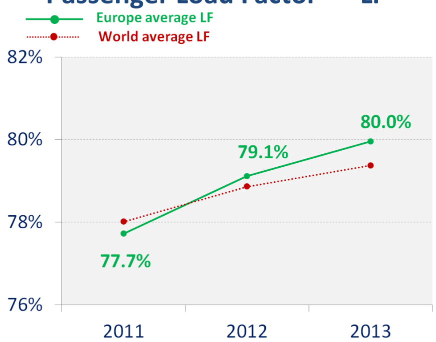
Revenue Passenger-Kilometres – RPK



Available Seat-Kilometres – ASK



Passenger Load Factor – LF



(Source: ICAO Form A and ICAO estimates)

Passenger traffic performed

European air carriers recorded an annual +4.6% growth of RPK in 2013. In 2012, the growth in terms of RPK was +4.8%. The 2013 growth was supported by the expansion of air carriers such as Turkish Airlines (+23.6%), Aeroflot (+20.0%) and Norwegian Air Shuttle (+32.1%). European airlines carried 817 million passengers in 2013 (+3.1% compared with 2012).
Airlines of the United Kingdom, Germany and France accounted for 42.1 % of European air carriers' total passenger traffic and showed a traffic variation of respectively +3.2%, +1.6% and +3.1% in terms of RPK.

International traffic of air carriers in Europe represented 88.1% of the European airlines' total RPK and recorded a +4.5% annual growth rate in 2013. Russia is the largest domestic market in Europe with 41.0% of domestic traffic performed by European airlines. France has the second largest domestic traffic in Europe with 15.7% of domestic traffic performed by European airlines. Domestic traffic in Europe showed a +5.0% growth in RPK in 2013 with a capacity increase of +2.1%.

Capacity

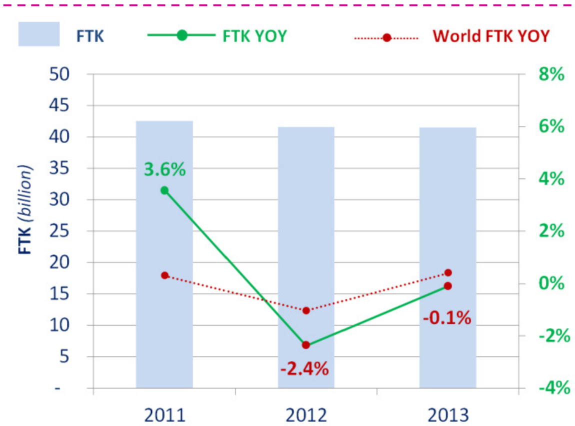
European airlines increased their capacity in ASK by +3.5% in 2013, an increase of 0.6 percentage point compared to the 2012 growth (+2.9%). The capacity in ASK increased by +3.7% for international air services and by +2.1% for domestic services. In absolute terms, States that contributed the most to the increased capacity were Turkey (+21.1%) and Russia (+11.5%).

Passenger load factor

The passenger load factor achieved 80.0% in 2013 compared to 79.1% the previous year. It is the second load factor after North America. The passenger load factor achieved 80.9% for international services and 73.8% for domestic services.

FREIGHT TRAFFIC

Freight Tonne-Kilometres – FTK



(Source: ICAO Form A and ICAO estimates)

Carriers from Germany, the United Kingdom, the Netherlands and Luxembourg, all accounting for 58.6% of freight traffic performed by European carriers, recorded an annual variation of +1.3%, -3.4%, -4.4% and +18.7% respectively.

EUROPE

TOP 15 AIR CARRIERS (in RPK)

In terms of RPKs, the airlines in the top 15 account for 68.5% of the traffic performed by European airlines.

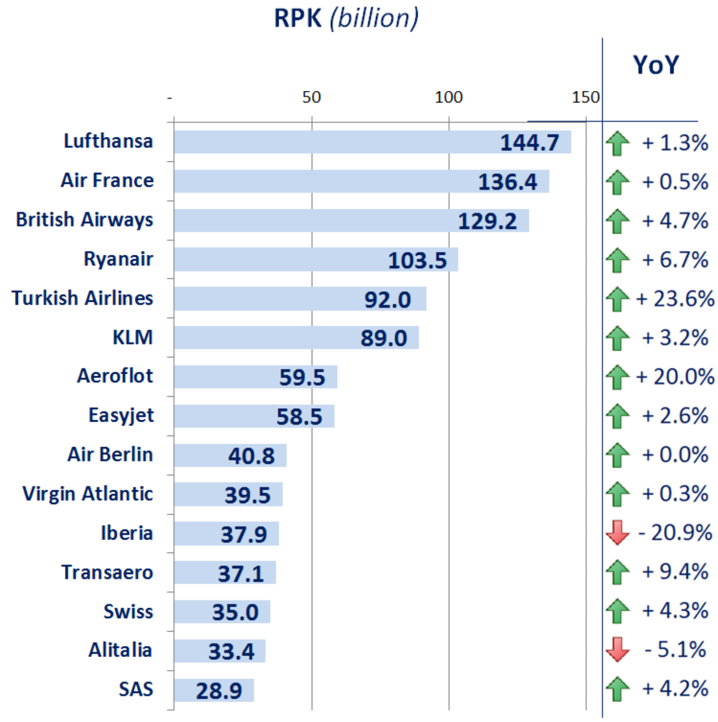
Lufthansa is the largest carrier in Europe and posted a +1.3% increase of RPK in 2013. International services performed by Lufthansa increased by +1.6% while domestic services decreased by -8.7% (transfer to Germanwings).

Air France, the second largest European carrier in RPK, has recorded a slight increase of traffic in 2013 compared to 2012 (+0.5%). International services increased by +1.6% while domestic services decreased by -13.0%.

Ryanair and Easyjet ranked 4th and 8th. They were the 2 LCCs in the top 15 airlines of Europe and recorded growths of +6.7% and +2.6% respectively.

Turkish Airlines recorded the highest increase in the top 15. The +23.6% growth of RPK in 2013 is due to the rapid network expansion of the airline.

Iberia and Alitalia were the 2 airlines that recorded a decrease of traffic in terms of RPKs in 2013, with -20.9% and -5.1% respectively.



(Source: ICAO Form A and ICAO estimates)

TOP 15 STATES BY TRAFFIC PERFORMED BY NATIONAL CARRIERS (in RPK)

In 2013, the top 15 States accounted for 94.6% of RPKs performed by European airlines.

Air carriers of the United Kingdom recorded a global increase of +3.2% of traffic in RPK in 2013 compared to 2012. British Airways, the main carrier, posted a +4.7% increase. Easyjet and Virgin Atlantic increased respectively by +2.6% and +0.3%.

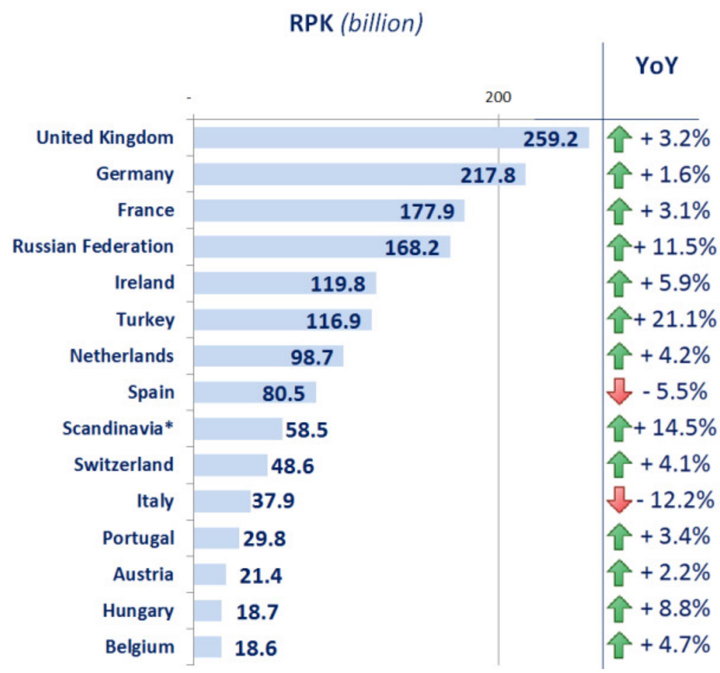
Traffic performed by German carriers posted a +1.6% increase of RPK in 2013. Lufthansa recorded a +1.3% increase and Air Berlin remained stable (0.0%).

Traffic performed by French airlines achieved a +3.1% global increase in 2013 compared to 2012. Air France recorded a +0.5% increase while Corsair, Air Caraibes and Air Austral posted respectively -2.6%, +10.7% and -2.2%.

Airlines in Russia posted a +11.5% increase of RPK in 2013. Aeroflot Russian Airlines and Transaero achieved respectively a +20.0% and +9.4% increase of RPK. Siberia Airlines and UTair Aviation recorded traffic variations of +9.0% and -3.5%.

Airlines from the Russian Federation, Turkey and Scandinavia posted a double digit growth of +11.5%, +21.1% and +14.5% respectively.

All States in the top 15 recorded a growth except Spain and Italy with a decrease of respectively -5.5% and -12.2%.



*** Scandinavia includes Denmark, Norway and Sweden**

(Source: ICAO Form A and ICAO estimates)

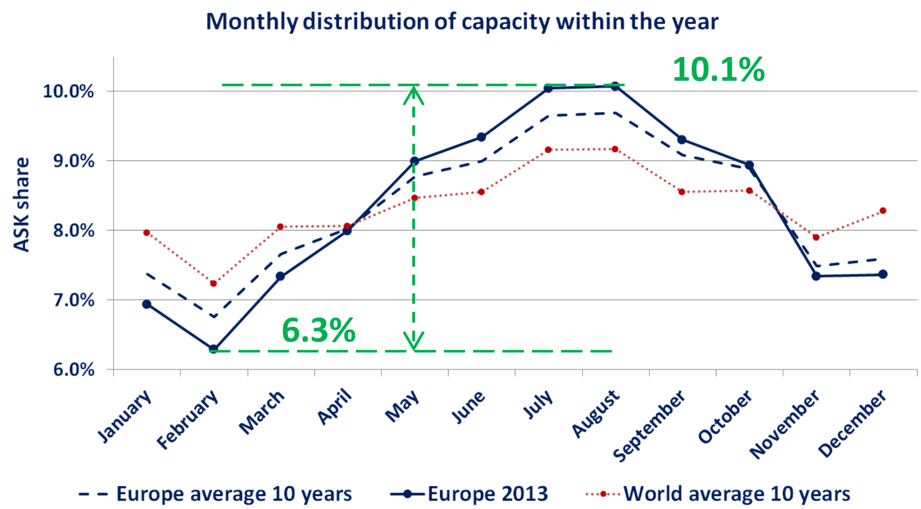
EUROPE

SEASONALITY

The capacity in ASK offered by European airlines follows the same trend as the worldwide average seasonality but effects are amplified between the winter season and summer season.

Months offering the highest capacity are July and August. In 2013, European airlines offered more capacity from May to October than the average of the last ten years. In contrast, they offered less capacity from January to April and in November and December.

In 2013, the capacity offered in July was 60% higher than the month offering the lowest capacity (February).



(Source: ICAO, OAG)

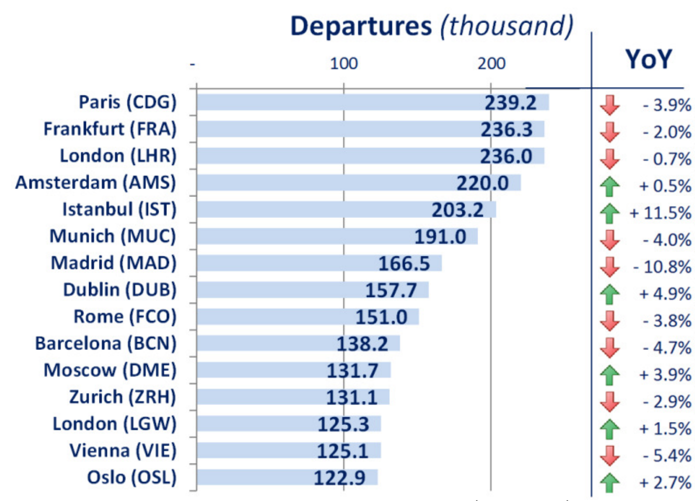
TOP 15 AIRPORTS IN 2013

Paris, Frankfurt, London and Amsterdam airports all ranked in the top 4 in departures, passengers and freight tonnes rankings of the region (with a different ranking among them).

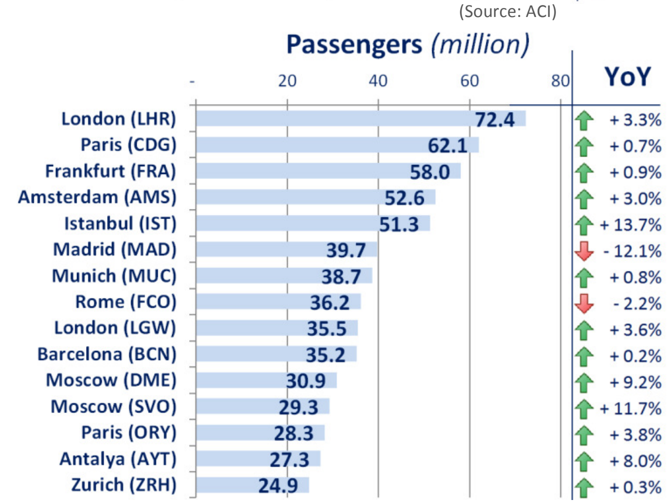
Istanbul was the most dynamic airport in the European top 15, with a +13.7% growth of passenger traffic, +11.5% growth of departures and +16.0% growth of freight tonnes handled.

All airports in the top 15 of passengers have recorded a traffic growth in 2013, except Madrid and Rome.

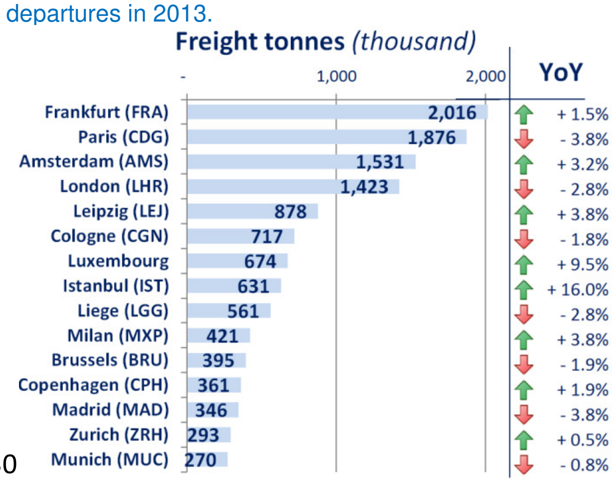
Paris, Frankfurt and London airports (top 3 in departures), have recorded a decrease in departures in 2013.



(Source: ACI)



(Source: ACI)



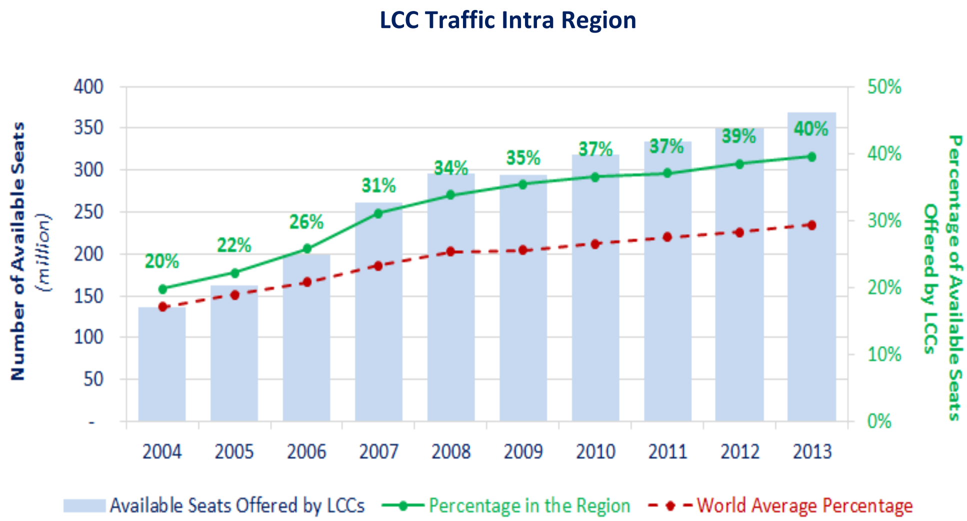
(Source: ACI)

LOW COST CARRIERS

Europe had the highest LCC capacity share among all regions in 2013, measured in number of available seats. In 2013, 40% of the available seats within Europe were offered by LCCs, which is 10 percentage points higher than the world average LCC share.

The intra-Europe market has the largest LCC capacity in terms of seats offered among all regions in 2013, with over 360 million seats offered by LCCs. LCC capacity has continually grown from 2004 to 2013, except in 2009 when the whole market capacity declined.

LCC market share in Europe has also grown at the fastest pace within all regions in the last ten years. The percentage of seats within Europe offered by LCCs grew from +20 percentage points from 20% in 2004 to 40% in 2013, +11 percentage points higher than the world average growth.

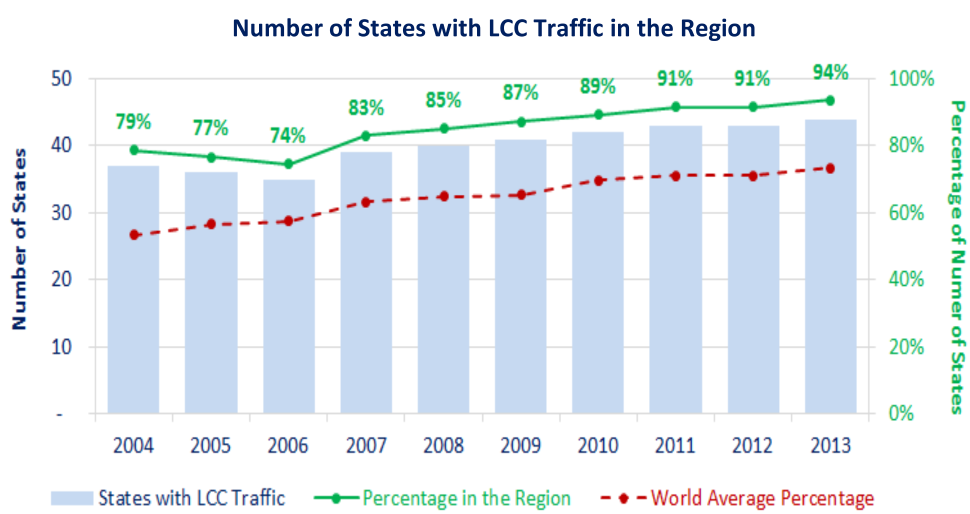


(Source: ICAO, OAG)

Europe had higher penetration of LCCs than the world average. In 2013, 94% of the States in Europe had LCC traffic, 21 percentage points higher than the world average.

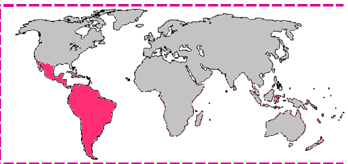
The number of States having LCC traffic has increased from 2004 to 2013. In 2004, 38 States in Europe had LCC traffic, and in 2013, the number increased to 42 States. The only decreases in the last 10 years were seen in 2005 and 2006.

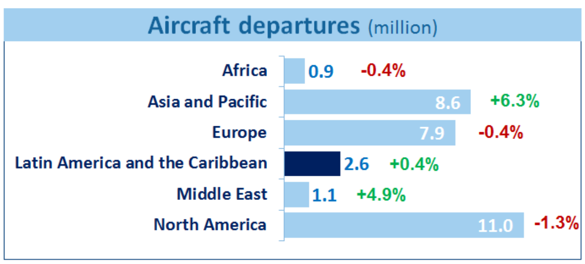
The percentage of States in Europe having LCC traffic grew from 79% in 2004 to 94% in 2013, +15 percentage points. This growth is slightly lower than the world average growth.

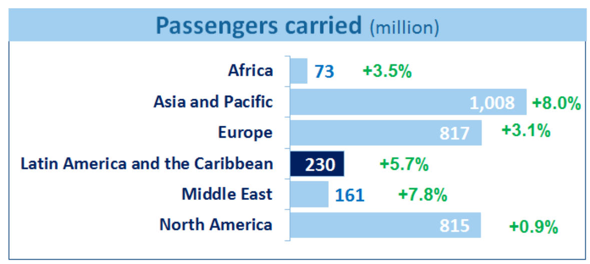


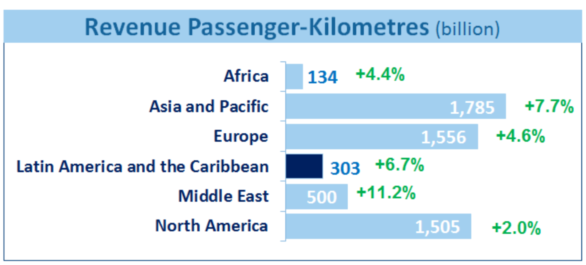
(Source: ICAO, OAG)

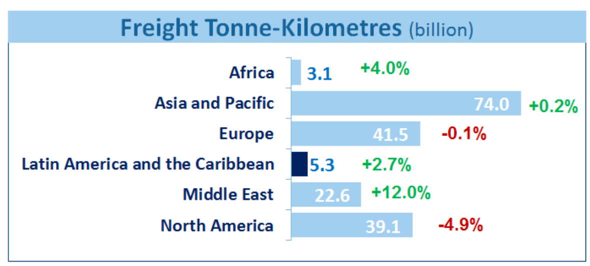
LATIN AMERICA AND THE CARIBBEAN

REGIONAL KEY FIGURES	**2013** *(versus 2012)*	**RPK** ▲+6.7%	**ASK** ▲+4.5%	
		FTK ▲+2.7%	**LF** 77.4% ▲+1.6 pts	



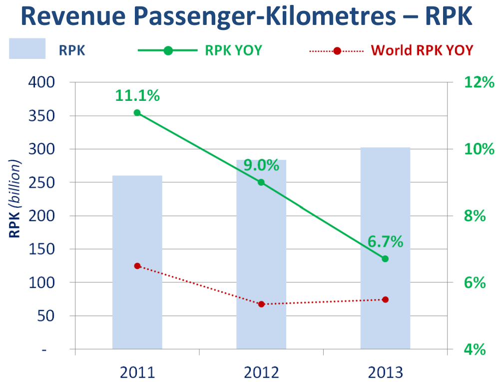


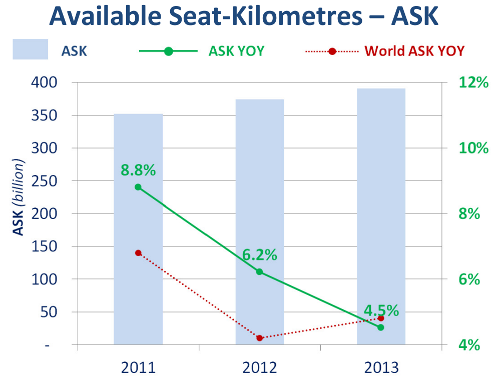


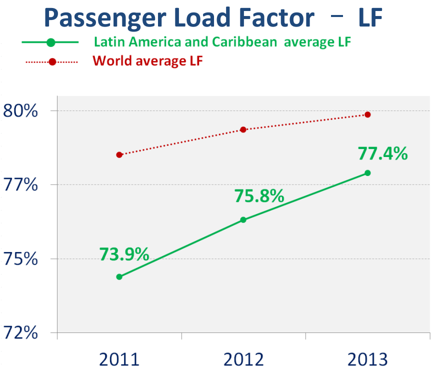


LATIN AMERICA AND THE CARIBBEAN

PASSENGER TRAFFIC







(Source: ICAO Form A and ICAO estimates)

Passenger traffic performed

Air carriers from Latin America and the Caribbean recorded an annual 6.7% growth of RPK in 2013. In 2012, the growth in terms of RPK was +9.0%. The 2013 growth was supported by the expansion of air carriers such as GOL (+7.6%), Copa (+16.3%) and Aeromexico (+10.9%). Airlines from Latin America and the Caribbean carried 230 million passengers in 2013 (+5.7% compared with 2012). Airlines of Brazil, Mexico and Chile account for 63.2 % of the air carriers' total passenger traffic in the region and showed a traffic variation of +1.7%, +18.1% and -3.3% respectively in terms of RPK.

International traffic of air carriers in Latin America and the Caribbean represents 48.2% of the airlines' total RPK and recorded a +8.2% annual growth in 2013. Brazil is the largest domestic market in Latin America and the Caribbean accounting for 54.9% of domestic traffic in the region.

Capacity

Airlines from Latin America and the Caribbean increased their capacity in ASK by +4.5% in 2013, a decrease of -1.7 points compared to 2012 growth (+6.2%). The capacity in ASK increased by +7.4% for international air services and by +2.0% for domestic services. In absolute terms, countries that contributed the most to increased capacity were Mexico (+18.1%), Colombia (+17.4%) and Panama (+16.4%).

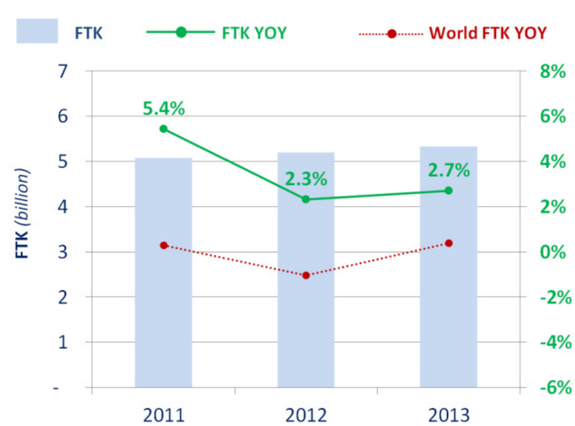
Passenger load factor

The passenger load factor increased in 2013: it reached 77.4% compared to 75.8% the previous year. The passenger load factor achieved 78.6% for international services and 76.3% for domestic services.

FREIGHT TRAFFIC

Freight Tonne-Kilometres – FTK

Cargo traffic performed by airlines from Latin America and Caribbean recorded an annual growth of +2.7% in 2013 in terms of FTK, compared to +2.3% in 2012.



(Source: ICAO Form A and ICAO estimates)

LATIN AMERICA AND THE CARIBBEAN

TOP 15 AIR CARRIERS (in RPK)

In 2013 in terms of RPKs, the airlines in the top 15 accounted for 83.8% of the traffic performed by airlines from Latin America and the Caribbean.

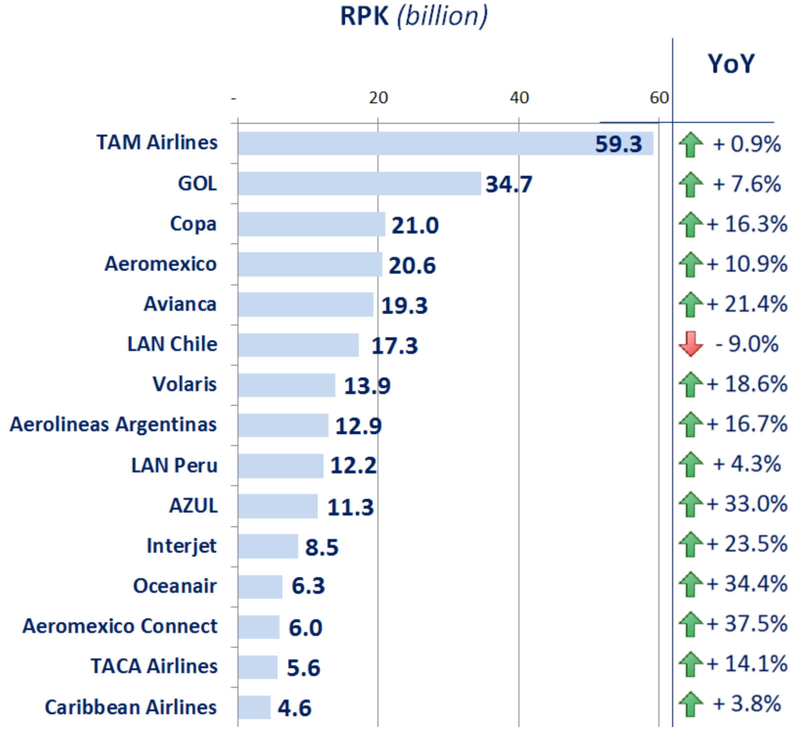
TAM Airlines was the largest carrier in Latin America and the Caribbean in RPK and grew at +0.9%. The traffic performed for domestic services of TAM Airlines declined by -0.6% while international services increased by +2.2%.

GOL, the second largest carrier in the region, has recorded an increase of +7.6% in 2013 compared to 2012, both for domestic (+3.4%) and international services (+30.2%).

It is to be noted that four airlines in the top 15 were Brazilian airlines, two of them raked first and second. Four airlines of the top 4 were Mexican airlines.

GOL, Volaris, AZUL, Interjet and Oceanair were the five LCCs in the top 15 airlines of Latin America and the Caribbean. They achieved a growth of RPKs of respectively +7.6%, +18.6%, +33.0%, +23.5% and +34.4%.

All airlines in the top 15 recorded an annual growth in RPKs in 2013 except LAN Chile (-9.0%).



(Source: ICAO Form A and ICAO estimates)

TOP 15 STATES BY TRAFFIC PERFORMED BY NATIONAL CARRIERS (in RPK)

In 2013, the top 15 States accounted for 99.5% of RPKs performed by airlines from Latin America and the Caribbean.

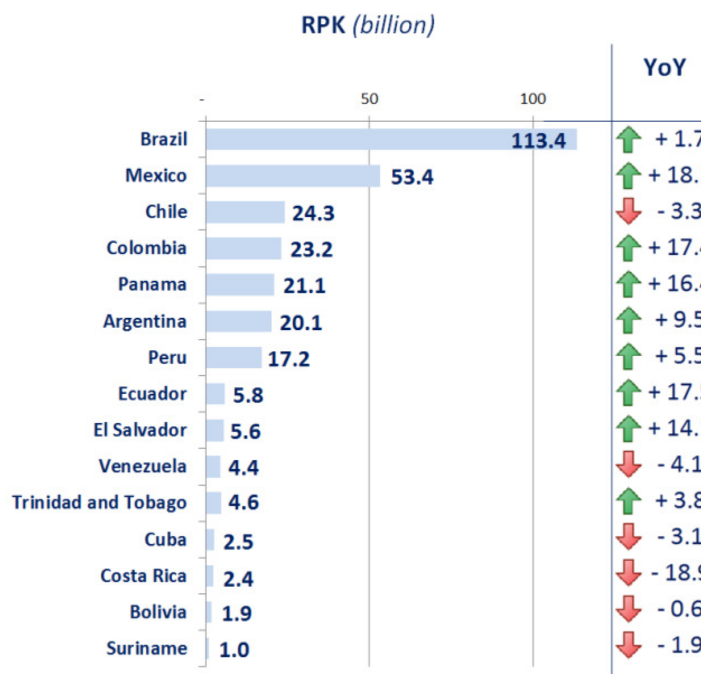
Air carriers of Brazil recorded a global increase of +1.7% of traffic in RPK in 2013 compared to 2012. TAM Airlines, the biggest carrier, posted a +0.9% increase and the low-cost carrier GOL a +7.6% increase. Domestic traffic grew by +0.7% and international traffic by +4.8%.

Scheduled traffic performed by Mexican airlines recorded a +18.1% growth. Domestic traffic rose by +16.6% and international traffic by +20.4%. Aeromexico accounted for 38.5% of the total Mexican airlines. LCCs are particularly well established in the domestic market with 37.2% of traffic performed (Interjet, VivaAerobus and Volaris).

Traffic performed by Chilean airlines recorded a -3.3% global decrease in 2013 compared to 2012. LAN Chile is the main operator with 71.1% of the country's traffic performed.

Airlines from Mexico, Colombia, Panama, Ecuador and El Salvador posted a double digit growth of +18.1%, +17.4%, +16.4%, +17.5% and +14.1% respectively.

The traffic performed by airlines of Costa Rica declined by -18.9% in 2013.



(Source: ICAO Form A and ICAO estimates)

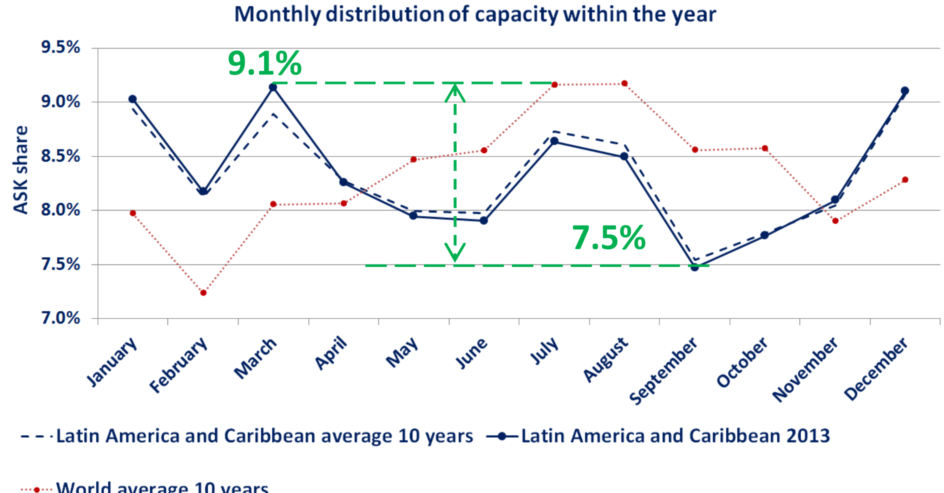
LATIN AMERICA AND THE CARIBBEAN

SEASONALITY

The capacity in ASK offered by airlines from Latin America and the Caribbean does not follow the same trend as the worldwide average seasonality.

Months offering the highest capacity are December, January and March. In 2013, airlines from Latin America and the Caribbean offered more capacity from May to October than the average of the last ten years. In contrast, they offered less capacity from January to April and in November and December.

In 2013, the capacity offered in March was 21% higher than the month offering the lowest capacity (September). Latin America and the Caribbean is the region with the lowest seasonality.



(Source: ICAO, OAG)

TOP 15 AIRPORTS IN 2013

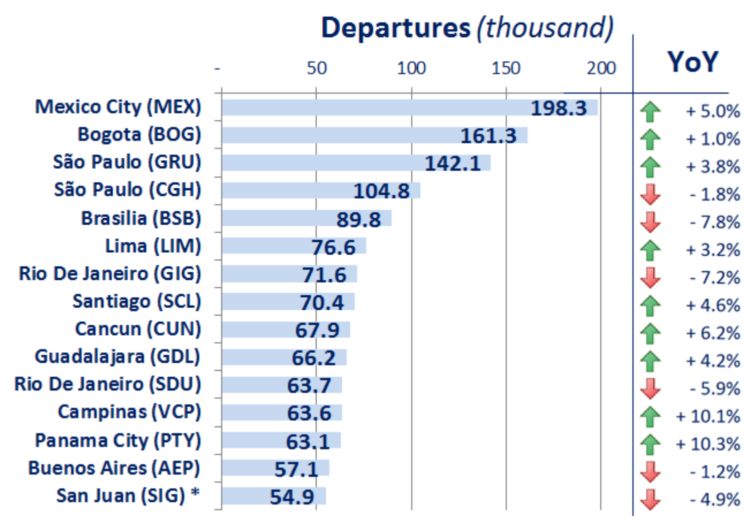
In 2013, Mexico, Bogota and São Paulo (GRU) airports ranked in the top 5 in departures, passengers and freight tonnes rankings of the region.

Mexico, Bogota and São Paulo (GRU) airports, the top 3 airports in departures, have recorded an increase of departures in 2013.

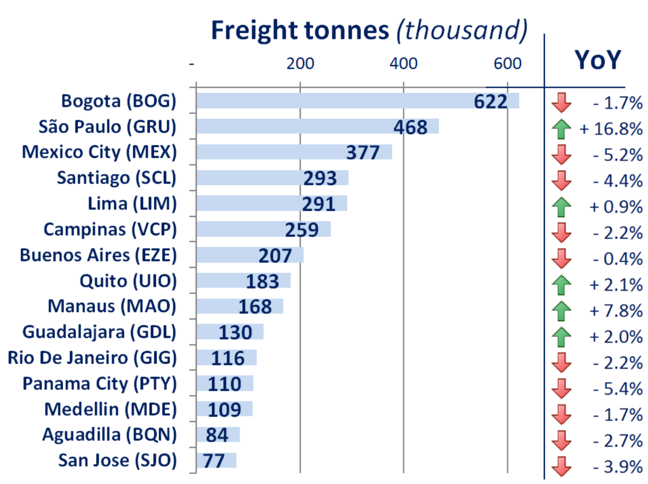
Two airports serving São Paulo (GRU and CGH) ranked in the top 5 of departures and passengers.

It is to be noted that 6 Brazilian airports ranked in the top 15 of departures.

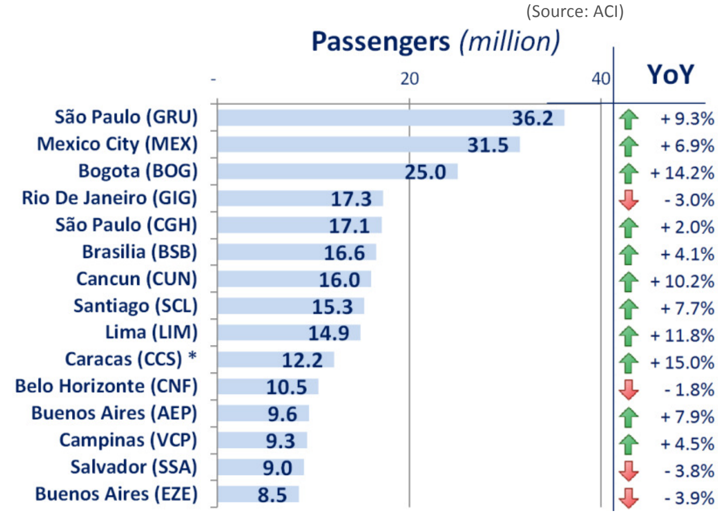
It is to be noted that 7 Brazilian airports ranked in the top 15 of passengers.



(Source: ACI)



(Source: ACI)



(Source: ACI)

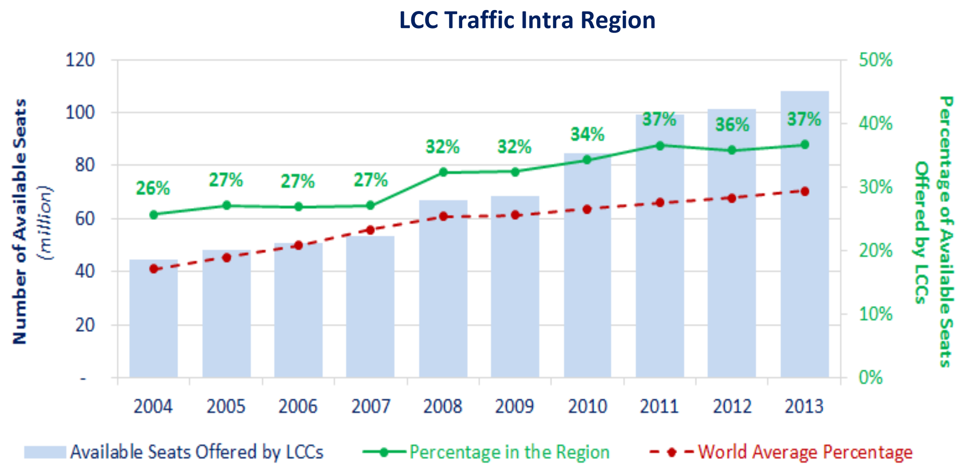
LATIN AMERICA AND THE CARIBBEAN

LOW COST CARRIERS

Latin America and the Caribbean had the second highest LCC capacity share among all regions in 2013. 37% of the available seats within the region were offered by LCCs in 2013, +7 percentage points higher than the world average LCC share.

The number of seats offered by LCCs within the Latin America and Caribbean market has continually grown from 2004 to 2013. In 2004, there were about 45 million seats offered by LCCs, and this grew to around 108 million seats in 2013.

LCC market share in the region has increased at a similar pace compared to the world average growth in the last ten years. The percentage of seats within the region offered by LCCs grew from 26% in 2004 to 37% in 2013, +11 percentage points.

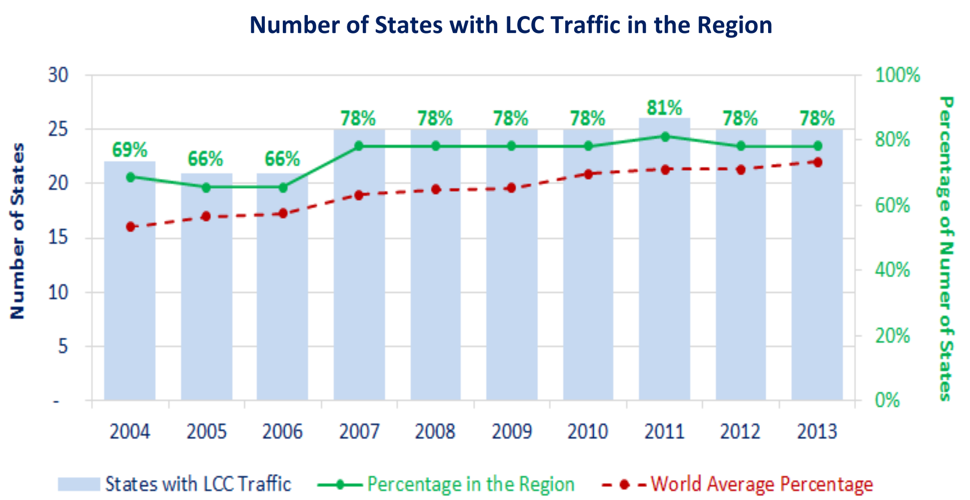


(Source: ICAO, OAG)

Latin America and the Caribbean has a slightly higher penetration of LCCs than the world average. In 2013, 78% of the States in the region had LCC traffic, +5 percentage points higher than the world average.

The number of States having LCC traffic in the region has been relatively stable in the last ten years. In 2004, 22 States in Latin America and the Caribbean had LCC traffic, and in 2013, there were 25 States.

The percentage of States in the region having LCC traffic has also been stable with an increase of 68% in 2004 to 78% in 2013, +10 percentage points. This growth is slower than the world average growth.



(Source: ICAO, OAG)

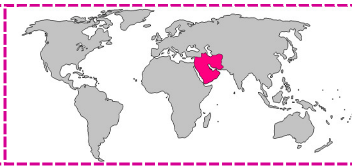
MIDDLE EAST

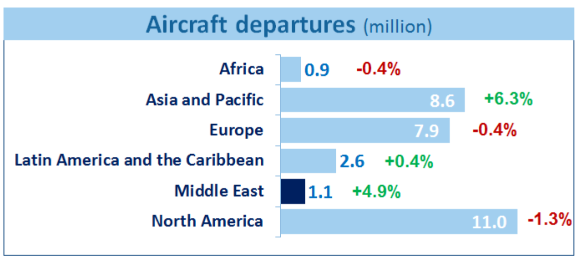
REGIONAL KEY FIGURES

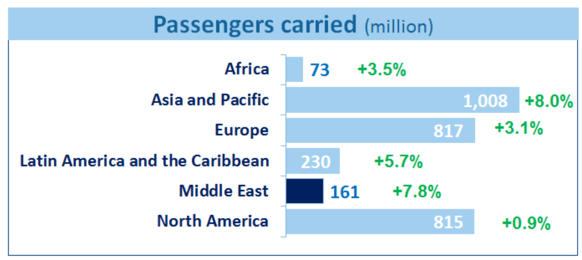
2013 *(versus 2012)*

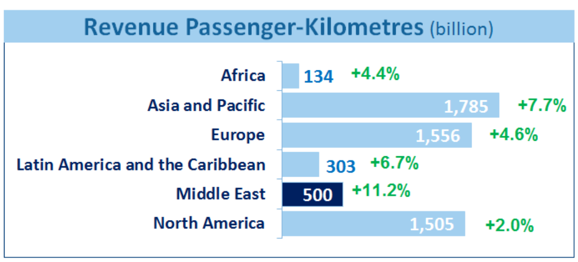
RPK ▲ +11.2% **ASK** ▲ +11.7%

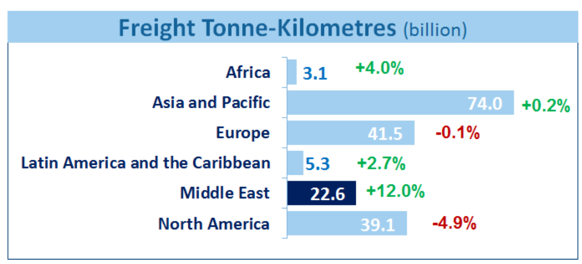
FTK ▲ +12.0% **LF** 77.5% ▼ -0.3 pts





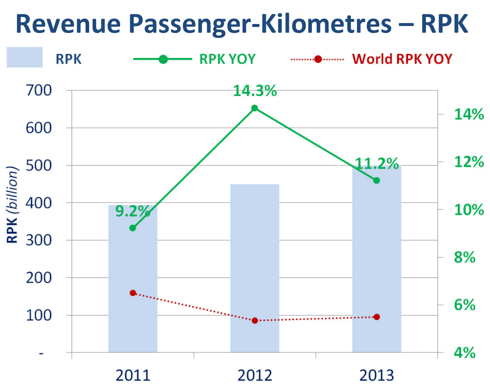


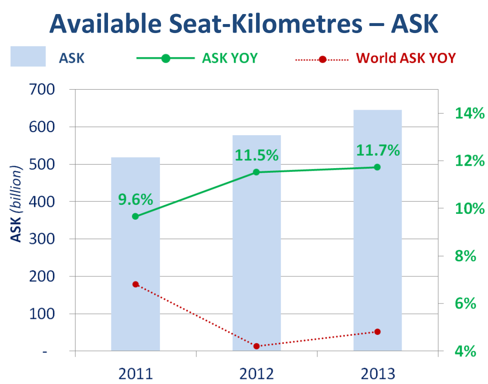


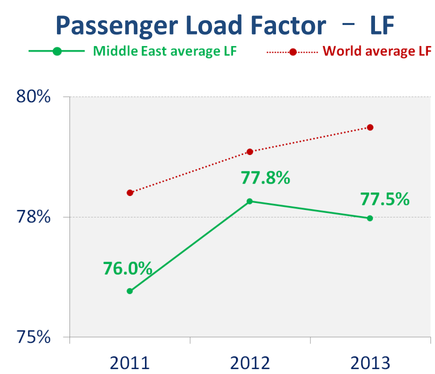


MIDDLE EAST

PASSENGER TRAFFIC







(Source: ICAO Form A and ICAO estimates)

Passenger traffic performed

Middle-Eastern air carriers recorded an annual +11.2% growth of RPK in 2013. In 2012, the growth in terms of RPK was +14.3%. The 2013 growth was supported by the expansion of air carriers such as Emirates (+15.8%), Qatar Airways (+11.0%) and Etihad Airways (+19.0%). Those air carriers expanded their network and benefited from their excellent geographical position to link different cities with only one stop in their respective hubs. However, passenger traffic growth was not homogeneous in the region because Gulf Air, the national airline in Bahrain, showed a decrease of -26.8% in 2013. Airlines of United Arab Emirates, Qatar and Saudi Arabia account for 84% of the total passenger traffic of airlines in Middle East.

International traffic of air carriers in the Middle East represented 94.3% of the airlines' total RPK and recorded a +11.2% annual growth in 2013. Saudi Arabia and the Islamic Republic of Iran were the largest domestic markets in Middle East with respectively 49.4% and 47.1% of domestic traffic in the region. Domestic traffic in Middle East showed a +12.6% growth in RPK in 2013 with a capacity growing of +11.9%. Middle East is the region recording the highest traffic growth in the world.

Capacity

Middle-Eastern airlines increased their capacity in ASK by +11.7% in 2013, an increase of +0.2 percentage point compared to 2012 growth (+11.5%). The capacity in ASK increased by +11.7% for international air services and by +11.9% for domestic services. In absolute terms, countries that contributed the most to increased capacity are the United Arab Emirates (+17.2%), Qatar (+13.0%) and Saudi Arabia (+8.9%).

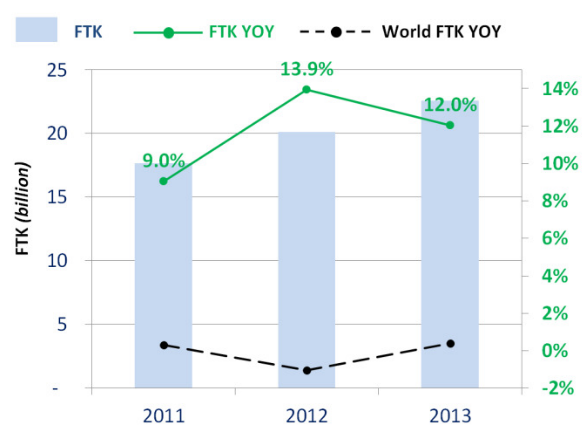
Passenger load factor

The passenger load factor decreased in 2013: it reached 77.5% compared to 77.8% the previous year. The passenger load factor achieved 77.2% for international services and 83.2% for domestic services.

FREIGHT TRAFFIC

Freight Tonne-Kilometres – FTK

Cargo traffic performed by Middle-Eastern carriers recorded an annual growth of +12.0% in 2013 in terms of FTK, compared to +13.9% in 2012. Air freight market performed by Middle-Eastern carriers is mostly international and carriers of United Arab Emirates and Qatar, all accounting for 84.0% of the traffic, recorded annual growths of +16.2% and +15.2% respectively.



(Source: ICAO Form A and ICAO estimates)

MIDDLE EAST

TOP 15 AIR CARRIERS (in RPK)

In 2013 in terms of RPKs, the airlines in the top 15 accounted for 97.2% of the traffic performed by Middle-Eastern airlines.

Emirates was the largest carrier in the Middle-East in RPK and recorded a +15.8% increase of traffic in terms of RPKs in 2013.

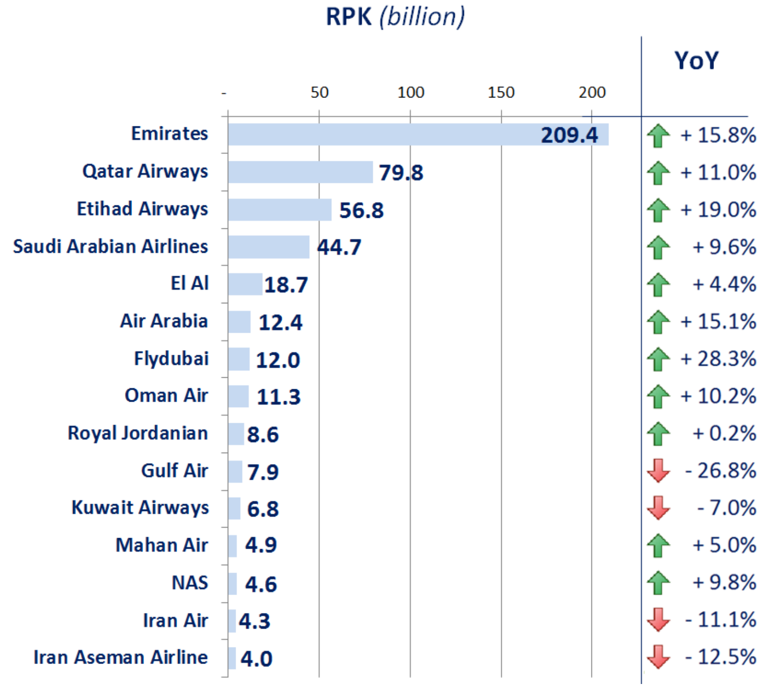
Qatar Airways, the second largest carrier in RPK, has recorded an increase of +11.0% in 2013 compared to 2012. The airline joined the Oneworld alliance in October 2013.

Etihad Airways achieved a traffic increase of +19.0% in terms of RPKs, notably with more capacity to North America (+31% in ASK), Africa (+20%) and Asia and Pacific (+18%) and a new route to Sao Paulo (Brazil).

Saudi Arabian Airlines recorded a global +9.6% increase of RPK. Domestic services increased by +7.1% and international operations increased by +10.7%.

Air Arabia, Flydubai and NAS are the three LCCs in the top 15 airlines of the Middle-East. They achieved a growth in RPKs of +15.1%, +28.3% and +9.8% respectively.

All airlines recorded a growth of traffic in RPKs except Gulf Air, Kuwait Airways, Iran Air and Iran Aseman Airline.



(Source: ICAO Form A and ICAO estimates)

RANKING OF STATES BY TRAFFIC PERFORMED BY NATIONAL CARRIERS (in RPK)

In 2013, air carriers of the United Arab Emirates recorded a global increase of +16.3% of traffic in RPK in 2013 compared to 2012. Emirates, the biggest carrier, posted a +15.8% increase and Etihad Airways a +19.0% increase. Low-cost carriers Air Arabia and Flydubai increased by +15.1% and +28.3% respectively.

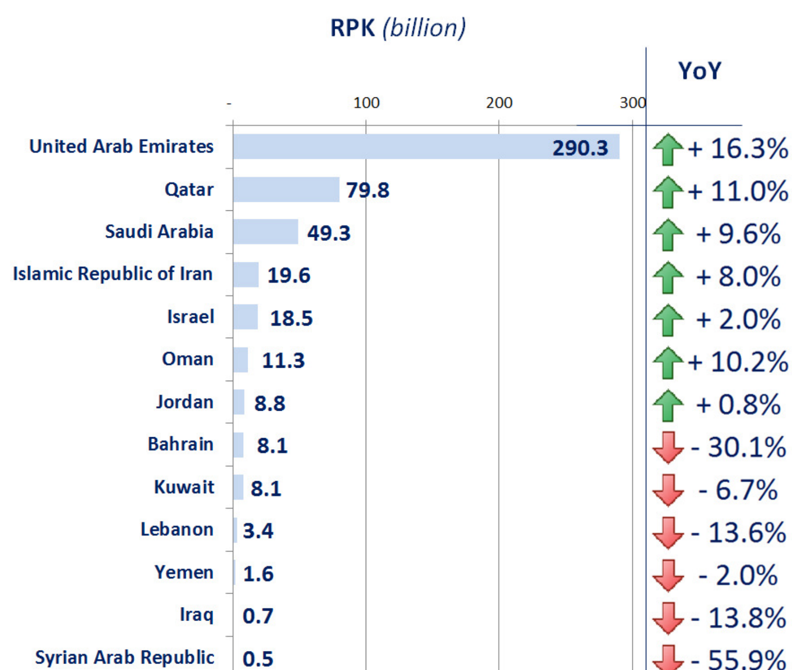
Scheduled traffic performed by Qatari air carriers mainly consists of Qatar Airways, the national carrier (+11.0%).

Traffic performed by Saudi airlines achieved a +9.6% global increase in 2013 compared to 2012. Saudi Arabian Airlines recorded a +9.6% increase while National Air Services reached +9.8%.

Airlines from Islamic Republic of Iran recorded a +8.0% increase, mainly due to an increase of traffic of Mahan Air and Kish Air.

Airlines from United Arab Emirates, Qatar and Oman posted a double digit growth of +16.3%, +11.0% and +10.2% respectively.

Traffic of airlines from Bahrain, Kuwait, Lebanon, Yemen, Iraq and the Syrian Arab Republic declined in 2013.



(Source: ICAO Form A and ICAO estimates)

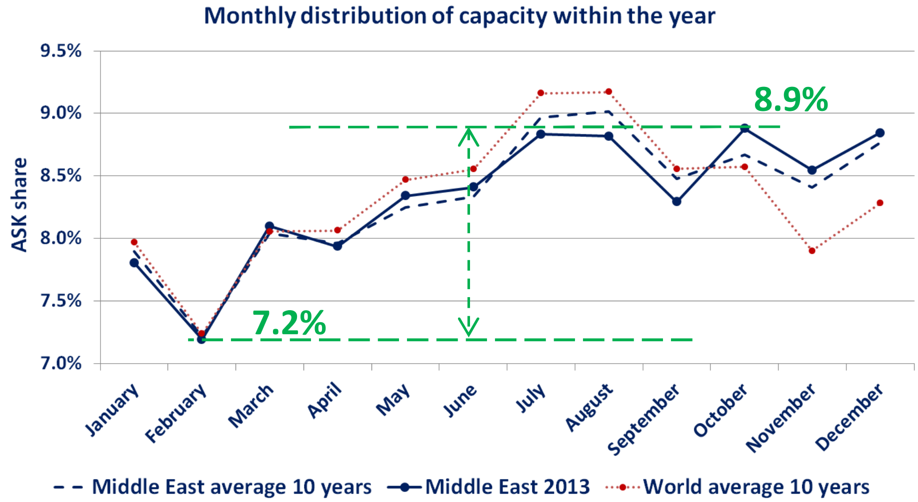
MIDDLE EAST

SEASONALITY

The seasonality of the capacity offered by Middle-Eastern airlines is in line with the worldwide average seasonality, except by the end of the year where Middle-Eastern carriers tend to offer more seats.

Months offering highest capacity are July, August and October. In the first half 2013, Middle-Eastern airlines followed their 10 year capacity average. In the second half of the year, they offered less capacity in summer (July to September) and more in the last quarter (October to December).

In 2013, the capacity offered in October was 24% higher than the month offering the lowest capacity (February).



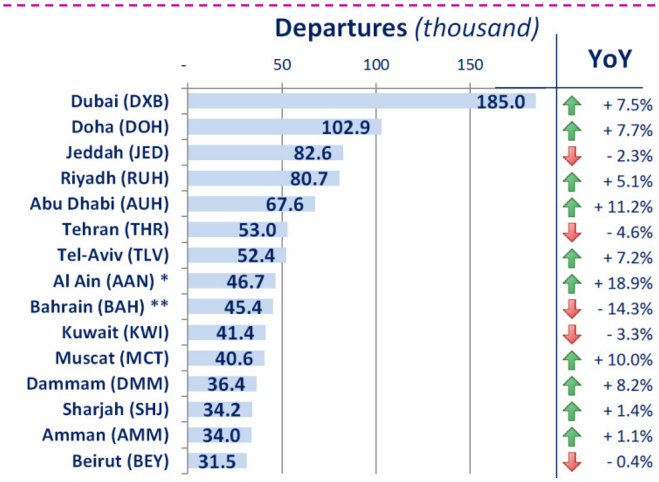
(Source: ICAO, OAG)

TOP 15 AIRPORTS IN 2013

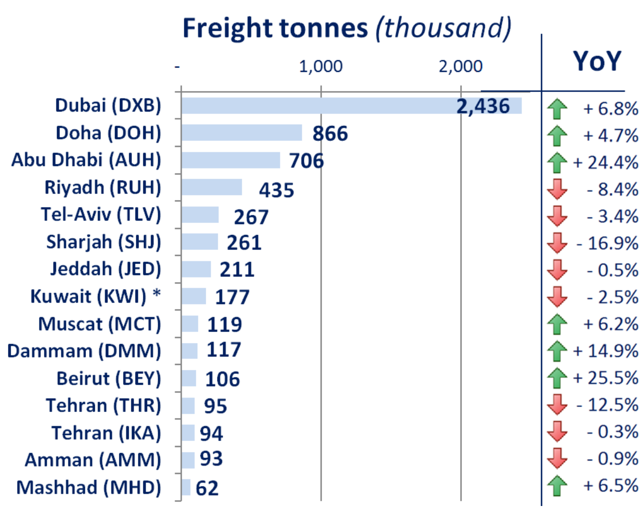
In 2013, Dubai, Doha, Riyadh and Abu Dhabi airports all ranked in the top 5 in departures, passengers and freight tonnes rankings of the region.

All airports except Tehran (THR) and Bahrain (BAH) in the top 15 of passengers have recorded a traffic growth in 2013.

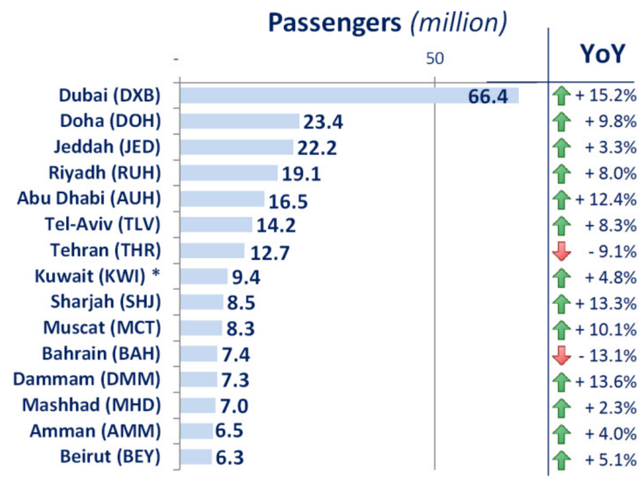
Dubai, Doha and Abu Dhabi have recorded a growth of departures, passengers and freight tonnes handled.



* Mostly general aviation ** estimate (Source: ACI)



* estimate (Source: ACI)



* estimate (Source: ACI)

MIDDLE EAST

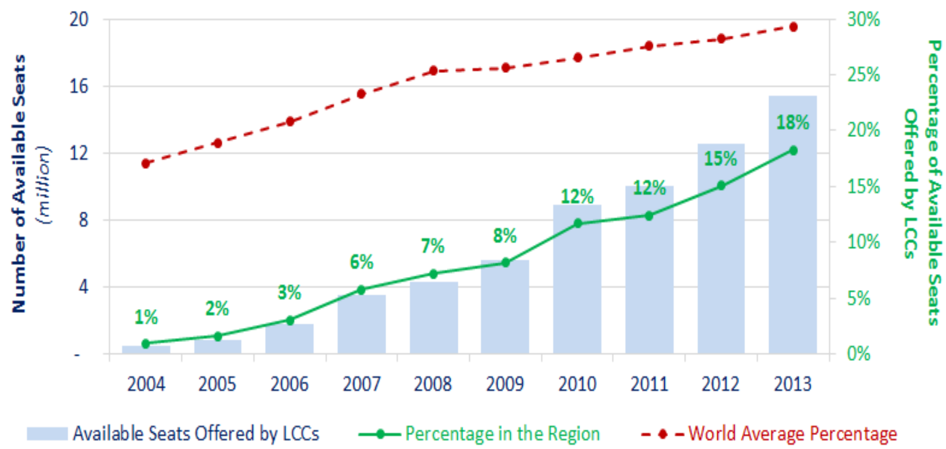
LOW COST CARRIERS

The Middle East has lower LCC traffic share than the world average. In 2013, around 18.3% of the available seats within the region were offered by LCCs, 10 percentage points lower than the world average.

The number of seats within the region offered by LCCs has increased from 2004 to 2013. In 2004, there were about 0.5 million seats offered by LCCs, and this grew to around 15 million seats in 2013.

LCC market share in the Middle East has increased rapidly in the last ten years. The percentage of seats within the region offered by LCCs grew from only 1% in 2004 to 18% in 2013, +17 percentage points. This is much faster than the world average growth of +10.3 percentage points.

LCC Traffic Intra Region



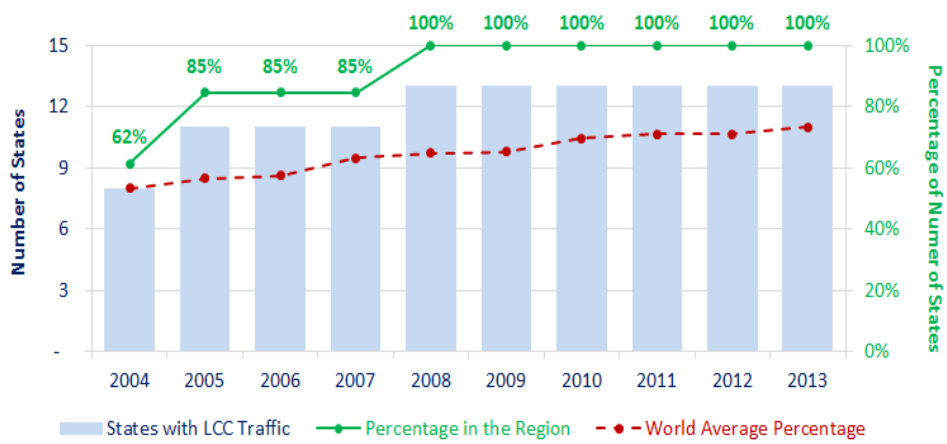
(Source: ICAO, OAG)

LCC penetration in the Middle East has grown fast in the last ten years. Starting from 2008, all States in the region had LCC traffic.

The number of States in the region having LCC traffic has increased from 2004 to 2013. In 2004, 8 States had LCC traffic, and in 2013, the number increased to 13 States (out of 13).

The percentage of States in the Middle East having LCC traffic grew from 62% in 2004 to 100% in 2013, +38 percentage points. This growth is higher than the world average growth.

Number of States with LCC Traffic in the Region



(Source: ICAO, OAG)

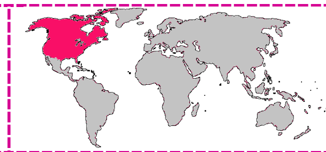
NORTH AMERICA

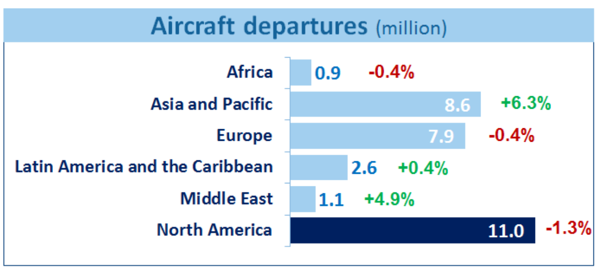
REGIONAL KEY FIGURES

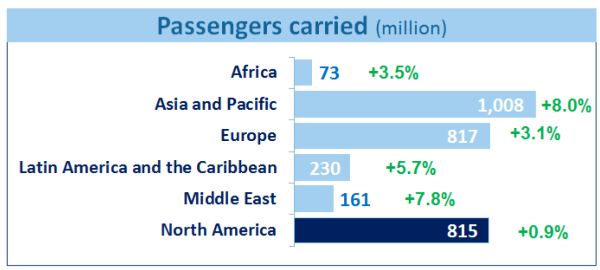
2013 *(versus 2012)*

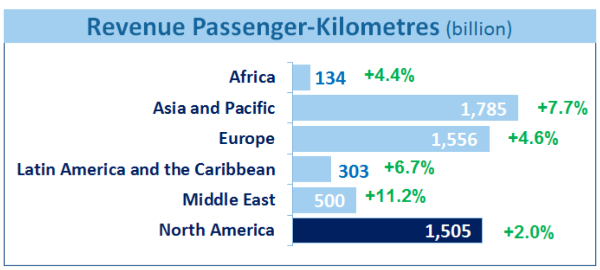
RPK ▲ +2.0% **ASK** ▲ +1.7%

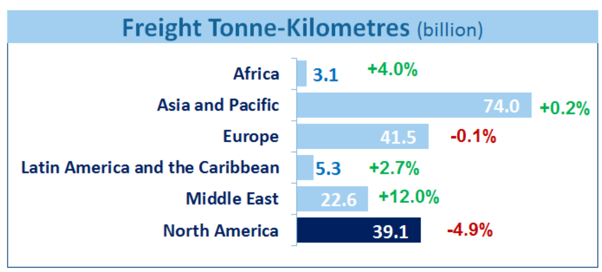
FTK ▼ -4.9% **LF** 83.1% ▲ +0.3 pts





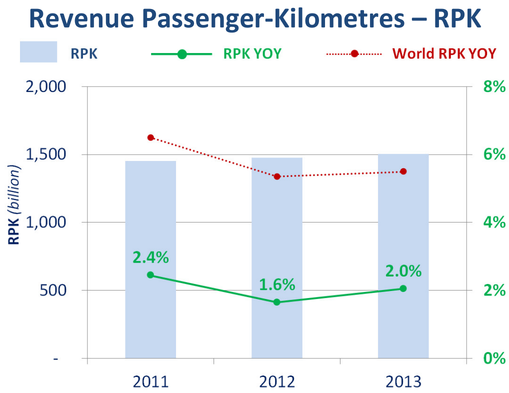


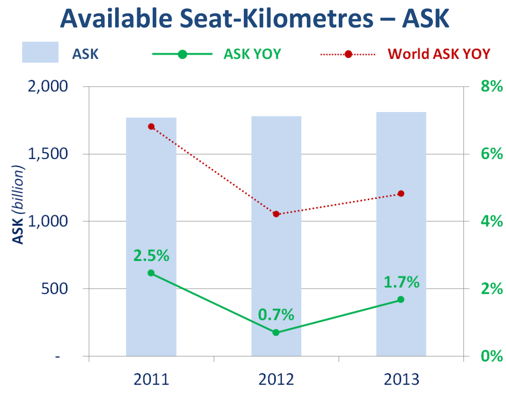


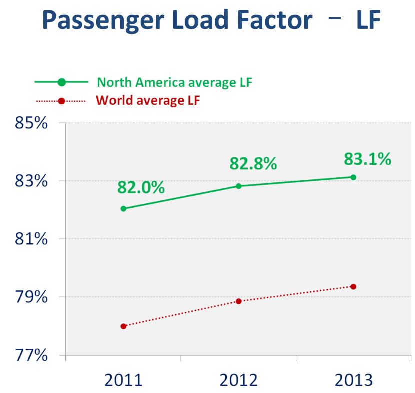


NORTH AMERICA

PASSENGER TRAFFIC







(Source: ICAO Form A and ICAO estimates)

Passenger traffic performed

North American air carriers recorded an annual +2.0% growth of RPK in 2013. In 2012, the growth in terms of RPK was +1.6%. The 2013 growth was supported by the expansion of air carriers such as Delta Airlines (+2.2%), Southwest (+5.4%) and US Airways (+6.0%). North American airlines carried 815 million passengers in 2013 (+0.9% compared with 2012).

Airlines of the United States account for 89.8 % of total passenger traffic performed by airlines in North America. Airlines of the United States performed 1 353 million RPK (+2.1% compared to 2012) and airlines in Canada totalized 153 million RPK (+1.6%).
International traffic of air carriers in North America represented 35.0% of the airlines' total RPK and recorded a +2.8% annual growth in 2013. The United States is the largest domestic market in the world and recorded an annual growth of +1.6% in 2013. Canada is the second largest domestic traffic in North America and recorded a +2.3% annual growth.

Capacity

Airlines from North America increased their capacity in ASK by +1.7% in 2013, an increase of 1.0 percentage point compared to 2012 growth (+0.7%). The capacity in ASK increased by +1.9% for international air services and by +1.5% for domestic services.

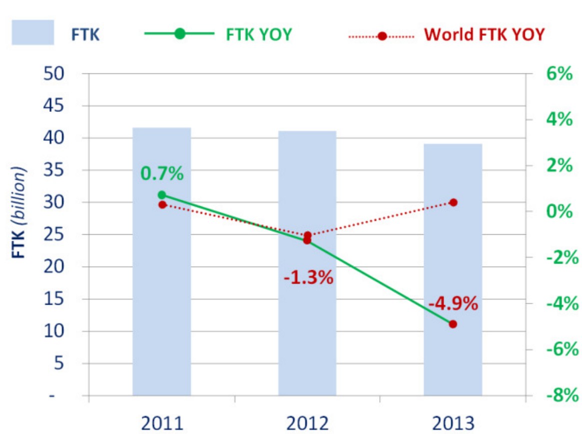
Passenger load factor

The passenger load factor increased in 2013: it reached 83.1% compared to 82.8% the previous year. North America has the highest passenger average load factor among all ICAO regions. The passenger load factor achieved 82.8% for international services and 83.3% for domestic services.

FREIGHT TRAFFIC

Freight Tonne-Kilometres – FTK

Cargo traffic performed by airlines from North America recorded a decrease of -4.9% in 2013 in terms of FTK, compared to a -1.3% decrease in 2012.



(Source: ICAO Form A and ICAO estimates)

NORTH AMERICA

TOP 15 AIR CARRIERS (in RPK)

United Airlines was the largest carrier in the world and its traffic declined by -0.5% in 2013. International services performed by United increased by +0.2% while domestic services declined by -1.1%.

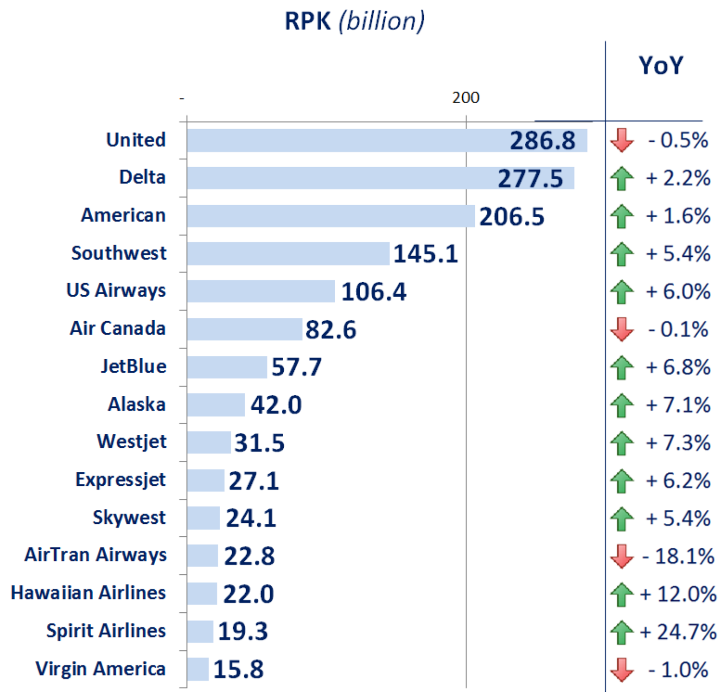
Delta Airlines has recorded an increase of traffic in 2013 compared to 2012 (+2.2%). Both domestic and international services recorded a growth with +1.4% and +3.1% respectively.

Spirit Airlines and Hawaiian recorded the highest increases of RPKs, with +24.7% and +12.0% respectively.

There were 6 LCCs in the top 15: Southwest, JetBlue, Westjet, AirTran Airways, Spirit Airlines and Virgin America.

Two Canadian airlines were amongst the top 15 and ranked 6th (Air Canada) and 9th (Westjet).

American and US Airways merged in December 2013 and became the largest airline in the world.



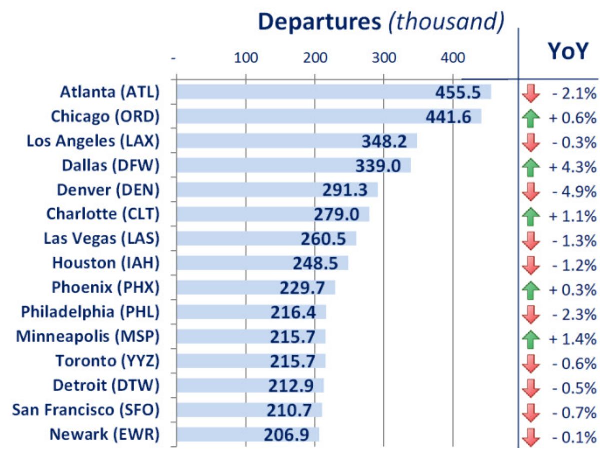
(Source: ICAO Form A and ICAO estimates)

TOP 5 AIRPORTS IN 2013

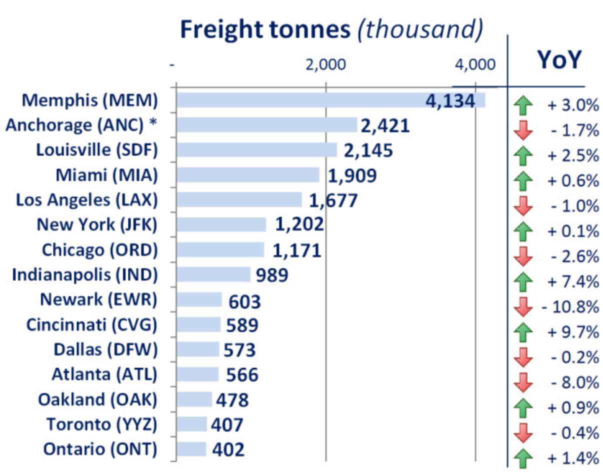
In 2013, rankings of the top 5 airports in terms of departures and passengers were the same. Atlanta is the airport with the most commercial movements and passengers in the world.

Atlanta, Denver and Houston recorded a decrease of departures and passengers while Chicago, Dallas and Charlotte achieved growths in passenger traffic and number of departures.

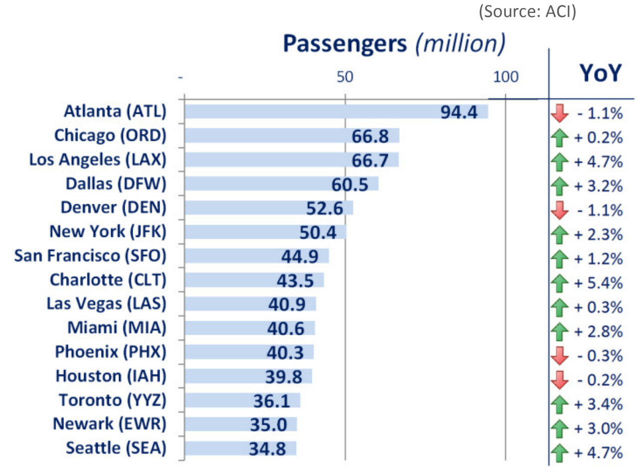
Los Angeles departures declined by -0.3% while the number of passengers increased by +4.7%.



(Source: ACI)



(Source: ACI)
* includes transit freight



(Source: ACI)

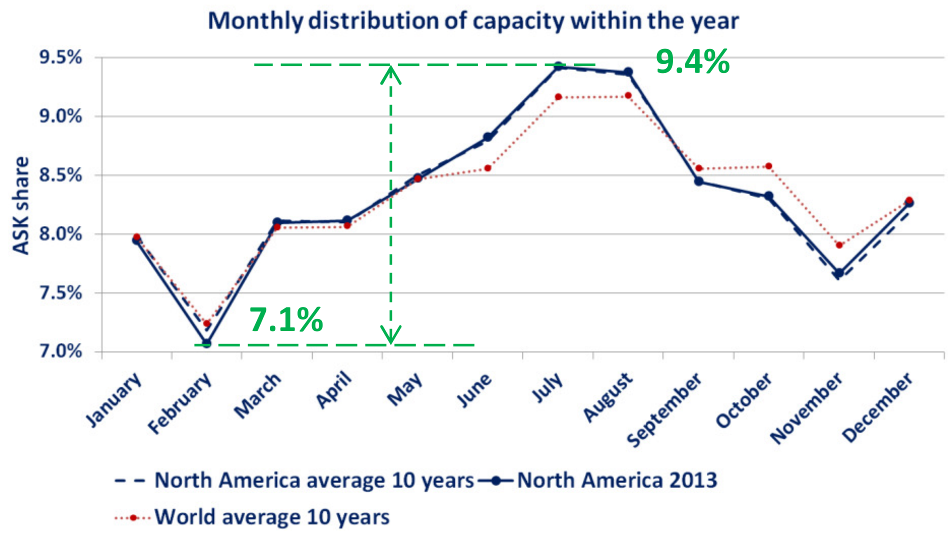
NORTH AMERICA

SEASONALITY

The capacity in ASK offered by airlines from North America follows the same trend as the worldwide average seasonality.

Months offering the highest capacity are July and August. In 2013, airlines from North America offered the same capacity over the year as in the average of the last ten years.

In 2013, the capacity offered in July was 32% higher than the month offering the lowest capacity (February).



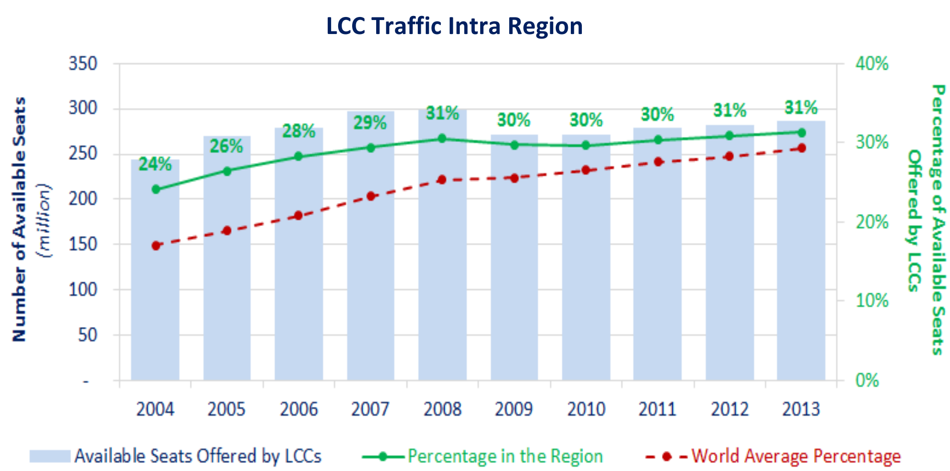
(Source: ICAO, OAG)

LOW COST CARRIERS

North America had a slightly higher LCC capacity share than the world average in 2013. 31% of the available seats within the region were offered by LCCs in 2013, +2 percentage points higher than the world average LCC share.

The number of seats offered by LCCs within the North American market has increased from 2004 to 2008, and then declined in 2009 with slow recovery afterwards. 243 million seats were offered by LCCs in 2004, and it increased to 299 million in 2008. In 2009, LCC capacity declined to 271 million seats offered, and then gradually increased to 286 million in 2013. Southwest Airlines had a 6% reduction of its capacity in 2009 over 2008; AirTran Airways reduced by -4%, and JetBlue reduced by -2%.

LCC market share in the region has grown at a slower pace compared to the world average in the last ten years. The percentage of seats within the region offered by LCCs grew from 24% in 2004 to 31% in 2013, +7 percentage points. In 2009, as the number of seats offered by LCCs has been reduced, the LCC market share declined accordingly.



(Source: ICAO, OAG)

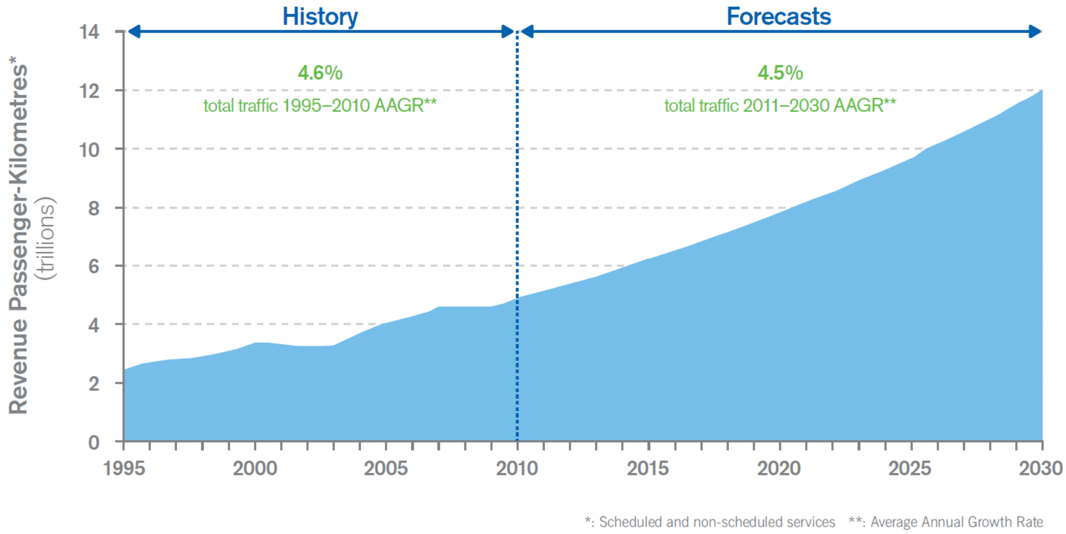
Global Air Transport Outlook to 2030

and trends to 2040 (Cir 333)

By the year 2030, scheduled passenger traffic around the world is expected to more than double, from 3 billion in 2013 to 6 billion annually. In addition, air cargo traffic should follow a similar upward growth trend. To answer to this evolution of the demand, the number of flights should increase from 32 million in 2013 to more than 60 million in 2013.

Worldwide Passenger Traffic

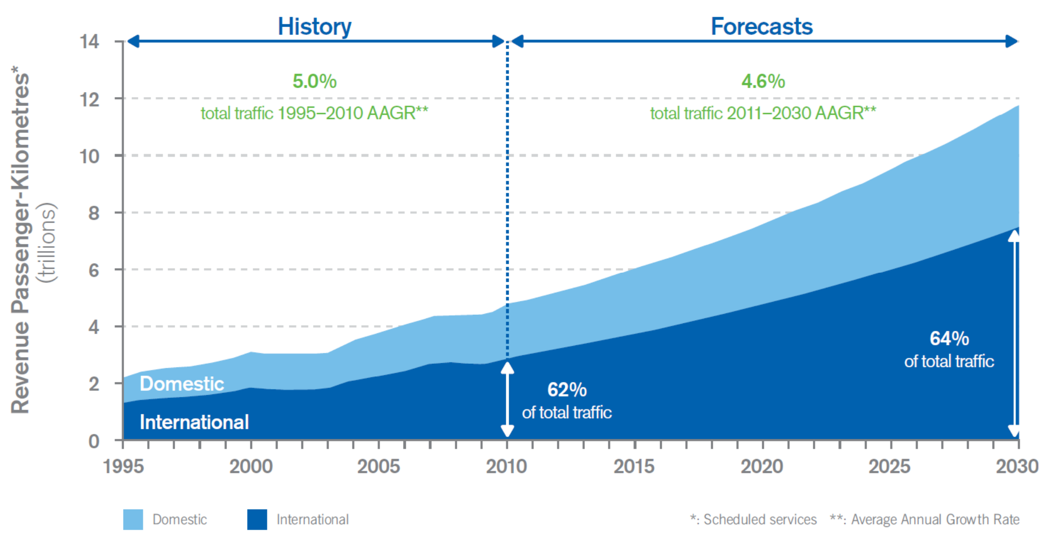
Recent historical and future traffic statistics are derived for all world air routes. By 2030, an Average Annual Growth Rate (AAGR) of 4.5 per cent for world total passenger traffic (including non-scheduled) will result in 2.3 times the RPKs of the 2011 level. Growth during the 2020–2030 period will fall slightly as markets mature.



(Source: ICAO Global Air Transport Outlook to 2030 – Cir 333)

Figure 1: World scheduled and non-scheduled passenger traffic: history and forecasts

Domestic traffic will grow at a slower rate than international travel volumes. Improved surface transportation, particularly high-speed rail, will continue to absorb part of the demand for air transport.

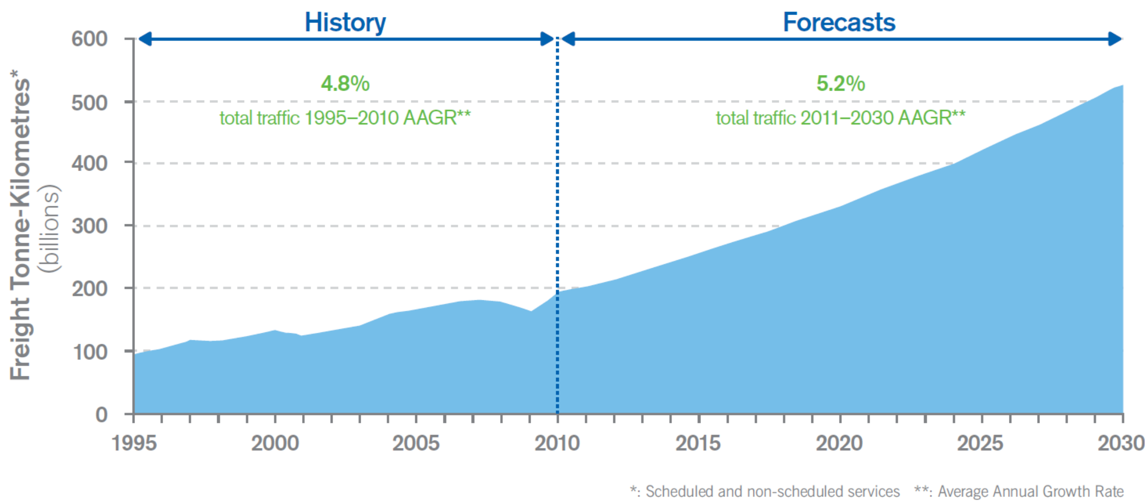


(Source: ICAO Global Air Transport Outlook to 2030 – Cir 333)

Figure 2: World scheduled passenger traffic: history and forecasts

Global Air Cargo Traffic Forecasts

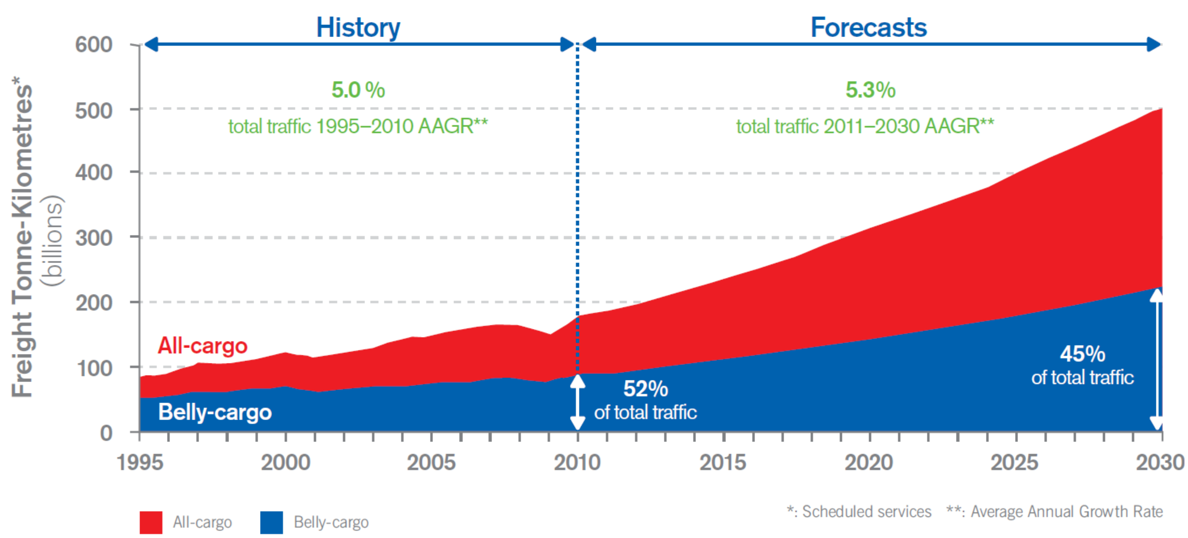
By 2030, the 5.2 per cent annual growth in total air cargo traffic (scheduled and non-scheduled flights) will increase to 2.6 times the 2011 level. Scheduled domestic and international traffic will grow at 4.4 per cent and 5.4 per cent a year, respectively.



(Source: ICAO Global Air Transport Outlook to 2030 – Cir 333)

Figure 3: World scheduled and non-scheduled air cargo traffic: history and forecasts

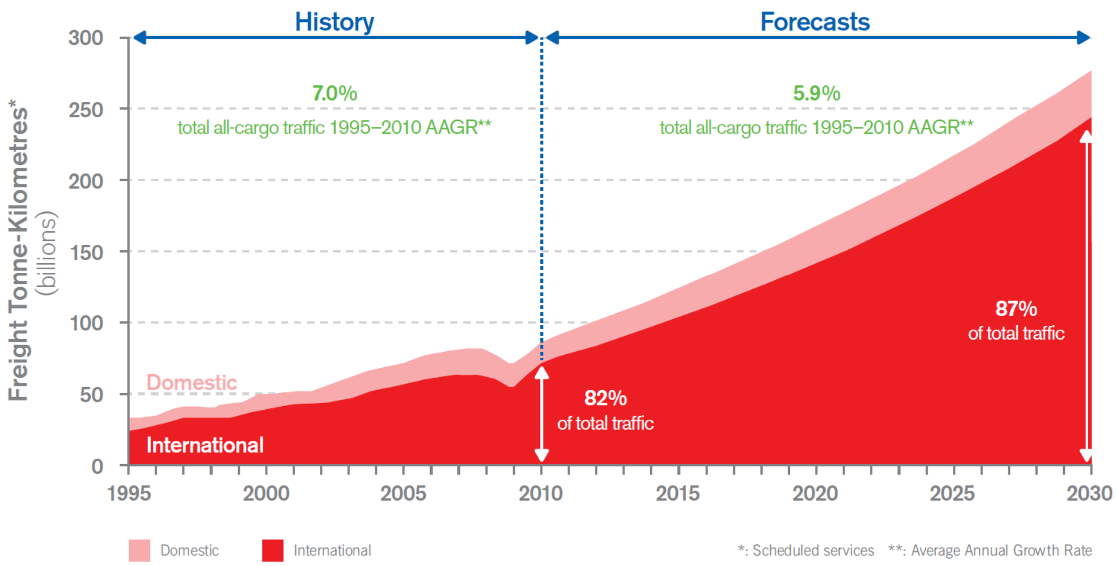
All-dedicated air cargo traffic will grow faster than belly-cargo traffic. In 2010, the cargo carried by all-cargo aircraft represented 48 per cent of the total cargo traffic. In 2030, all-dedicated cargo traffic is forecasted to reach a 55 per cent market share.



(Source: ICAO Global Air Transport Outlook to 2030 – Cir 333)

Figure 3: World scheduled air cargo traffic: history and forecasts

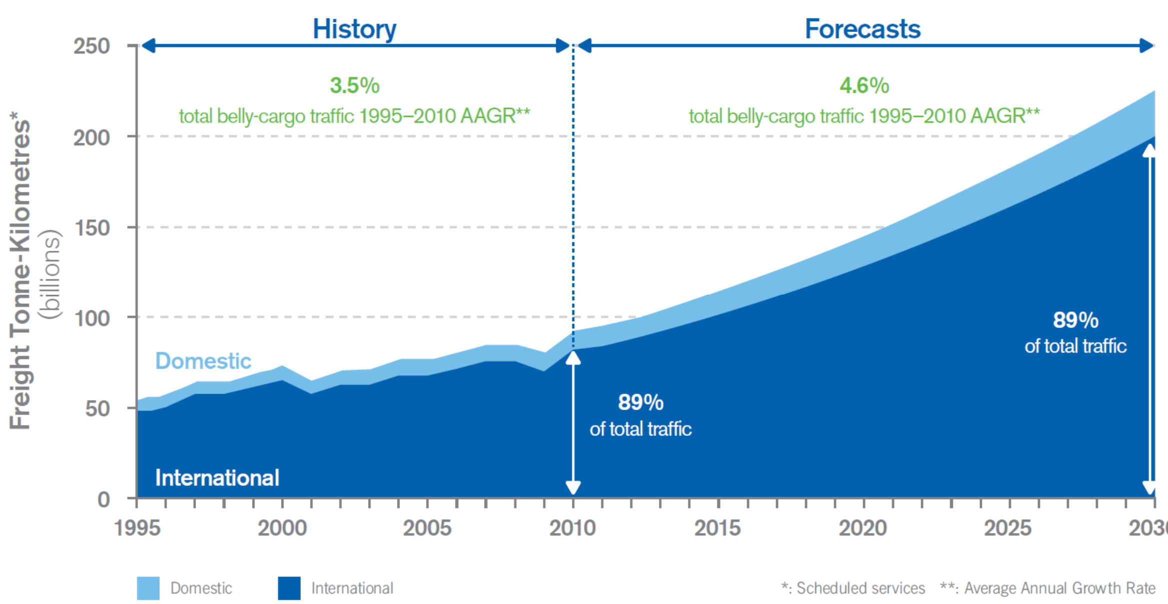
According to ICAO's forecasts, world all-cargo traffic will grow at 5.9 per cent a year over the next two decades. International routes will represent 87 per cent of world all-cargo traffic by 2030, an increase of five percentage points compared to 2010.



(Source: ICAO Global Air Transport Outlook to 2030 – Cir 333)

Figure 4: World all-cargo traffic: history and forecasts

According to ICAO's forecasts, belly-cargo traffic will grow 4.6 per cent per year for the next two decades. International routes will continue to represent 89 per cent of total belly-cargo traffic by 2030.

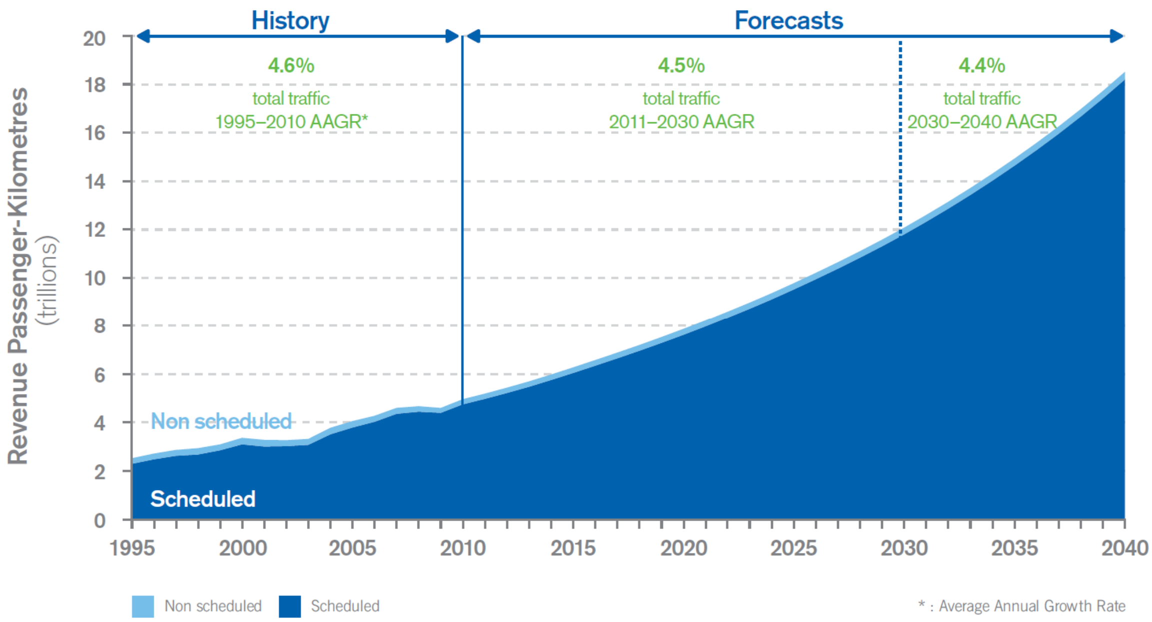


(Source: ICAO Global Air Transport Outlook to 2030 – Cir 333)

Figure 5: World belly-cargo traffic: history and forecasts

Forecasts to 2040

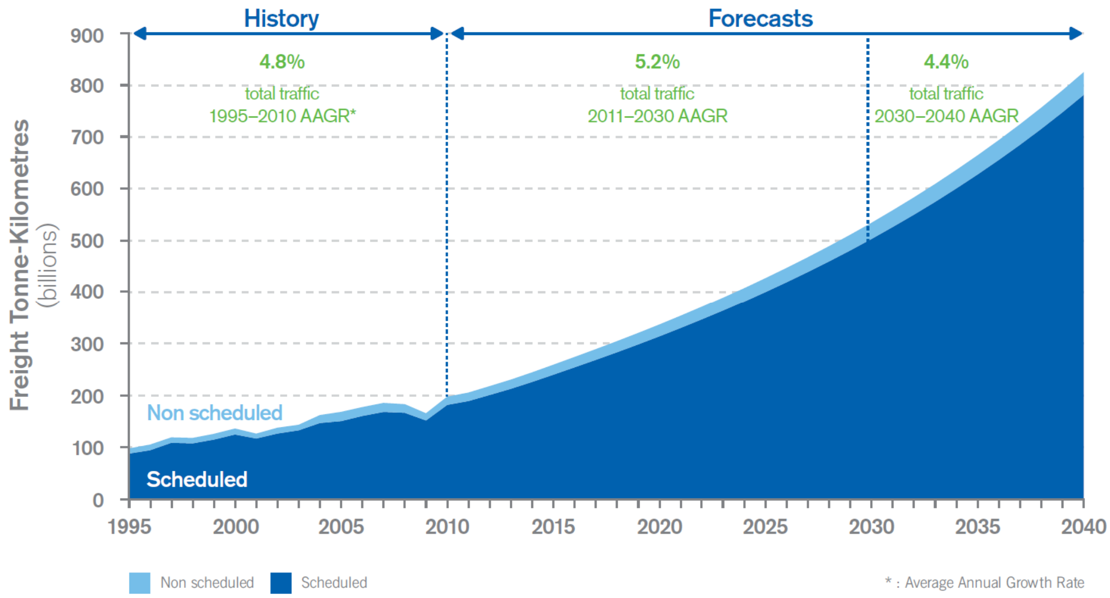
ICAO has developed additional forecasts up to 2040 to support specific projects, including emissions management. Explanatory variables have been forecast up to 2040 and were used to extend the forecasts at the route group level for both passenger and cargo traffic.



(Source: ICAO Global Air Transport Outlook to 2030 – Cir 333)

Figure 6: World passenger traffic: 1995–2040

Between 2011–2040, the forecasts for global (scheduled and non-scheduled) passenger and cargo traffic call for an average annual growth rate of 4.5 and 4.9 per cent, respectively.



(Source: ICAO Global Air Transport Outlook to 2030 – Cir 333)

Figure 7: World total cargo traffic: 1995–2040

\- - -

More information is available in the publication:

Global Air Transport Outlook to 2030 and trends to 2040 (Cir. 333)

http://store1.icao.int/index.php/global-air-transport-outlook-to-2030-and-trends-to-2040-cir-333-english-printed.html

\- - -

Appendix 1: List of acronyms

ACI: Airports Council International

ASK: Available Seat-Kilometres

FTK: Freight Tonnes-Kilometres

ICAO: International Civil Aviation Organization

LCC: Low-cost carrier

LF: Load factor

OAG: Official Airline Guide

RPK: Revenue Passenger-Kilometres

UNWTO: World Tourism Organization

YoY: Year on Year

Appendix 2: ICAO Regions and Member States

as approved by the Council

AFRICA

Algeria
Angola
Benin
Botswana
Burkina Faso
Burundi
Cabo Verde
Cameroon
Central African Republic
Chad
Comoros
Congo
Côte d'Ivoire
Democratic Republic of the Congo
Djibouti
Egypt
Equatorial Guinea
Eritrea
Ethiopia
Gabon
Gambia
Ghana
Guinea
Guinea-Bissau
Kenya
Lesotho
Liberia
Libya
Madagascar
Malawi
Mali
Mauritania
Mauritius
Morocco
Mozambique
Namibia
Niger
Nigeria
Rwanda
Sao Tome and Principe
Senegal
Seychelles
Sierra Leone
Somalia
South Africa
South Sudan
Sudan
Swaziland
Togo
Tunisia
Uganda
United Republic of Tanzania
Zambia
Zimbabwe

ASIA AND PACIFIC

Afghanistan
Australia
Bangladesh
Bhutan
Brunei Darussalam
Cambodia
China
Cook Islands
Democratic People's Republic of Korea
Fiji
India
Indonesia
Japan
Kazakhstan

Kiribati
Kyrgyzstan
Lao People's Democratic Republic
Malaysia
Maldives
Marshall Islands
Mongolia
Myanmar
Nauru
Nepal
New Zealand
Pakistan
Palau
Papua New Guinea
Philippines
Republic of Korea
Samoa
Singapore
Solomon Islands
Sri Lanka
Tajikistan
Thailand
Tonga
Turkmenistan
Uzbekistan
Vanuatu
Viet Nam
Micronesia (Federated States of)
Timor-Leste

EUROPE

Albania
Andorra
Armenia
Austria
Azerbaijan
Belarus
Belgium
Bosnia and Herzegovina
Bulgaria
Croatia
Cyprus
Czech Republic
Denmark
Estonia
Finland
France
Georgia
Germany
Greece
Hungary
Iceland
Ireland
Italy
Latvia
Lithuania
Luxembourg
Malta
Monaco
Montenegro
Netherlands
Norway
Poland
Portugal
Republic of Moldova
Romania
Russian Federation
San Marino
Serbia
Slovakia
Slovenia
Spain
Sweden
Switzerland
The former Yugoslav Republic of Macedonia
Turkey
Ukraine
United Kingdom

LATIN AMERICA AND CARIBBEAN

Antigua and Barbuda
Argentina
Bahamas
Barbados
Belize
Bolivia (Plurinational State of)
Brazil
Chile
Colombia
Costa Rica
Cuba
Dominican Republic
Ecuador
El Salvador
Grenada
Guatemala
Guyana
Haiti
Honduras
Jamaica
Mexico
Nicaragua
Panama
Paraguay
Peru
Saint Kitts and Nevis
Saint Lucia
Saint Vincent and the Grenadines
Suriname
Trinidad and Tobago
Uruguay
Venezuela (Bolivarian Republic of)

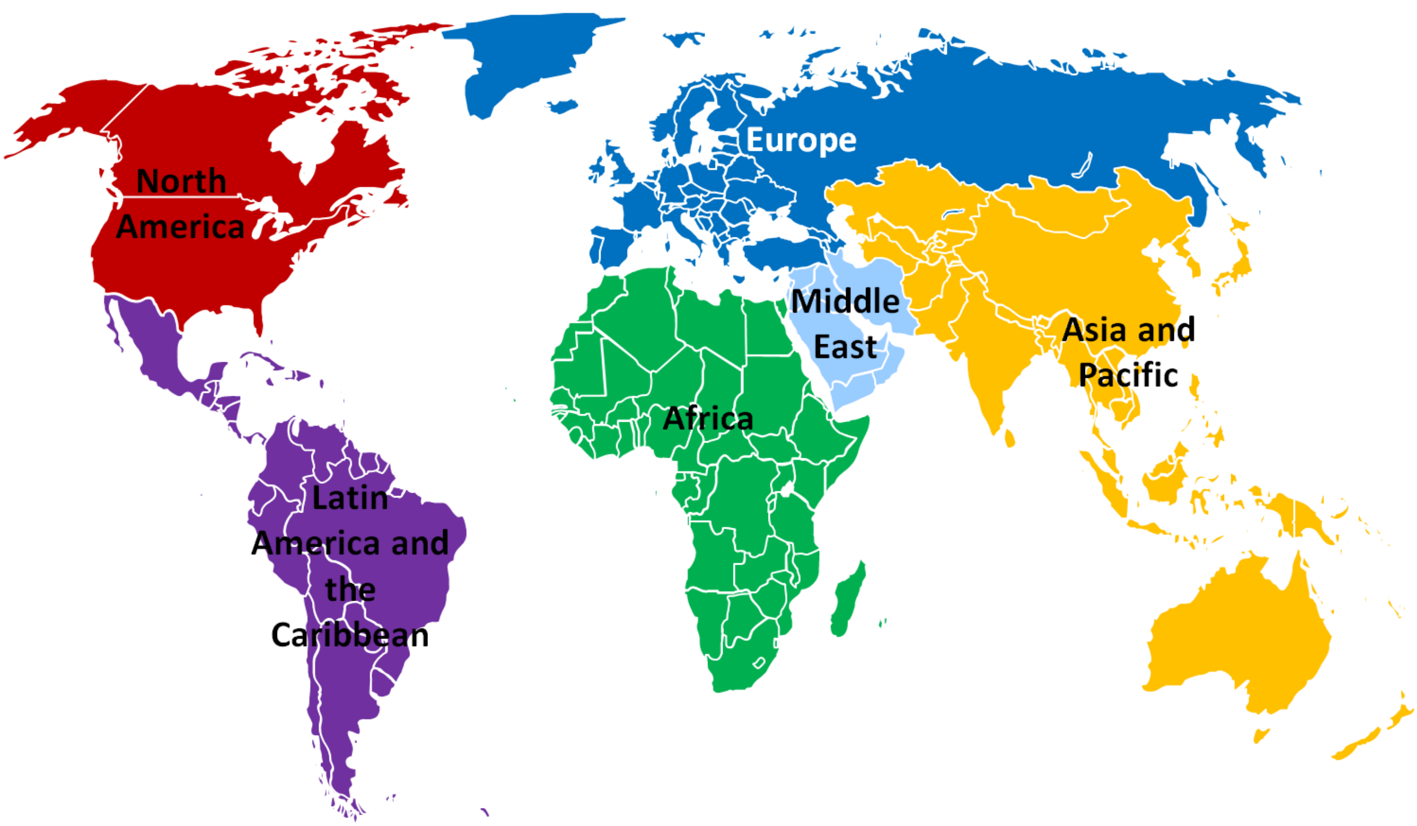
MIDDLE EAST

Bahrain
Iran (Islamic Republic of)
Iraq
Israel
Jordan
Kuwait
Lebanon
Oman
Qatar
Saudi Arabia
Syrian Arab Republic
United Arab Emirates
Yemen

NORTH AMERICA

Canada
United States

Appendix 3: World map of ICAO Regions



Appendix 4: Other information

The ICAO list of LCCs: http://www.icao.int/sustainability/Documents/LCC-List.pdf

Global Air Transport Outlook to 2030: http://store1.icao.int/index.php/global-air-transport-outlook-to-2030-and-trends-to-2040-cir-333-english-printed.html

ICAO*DATA*+: http://www.icao.int/dataplus/Pages/default.aspx

— END —