



<http://www.icao.int/sustainability/Pages/AT-MonthlyMonitor.aspx>

GLOBAL KEY FIGURES

APR 2014
(versus APR 2013)

RPK ▲+7.5% **ASK** ▲+5.6% **FTK** ▲+3.2% **LF**: 79.4% ▲+1.3 pts

OUTLOOK* - MAY 2014
(versus MAY 2013)

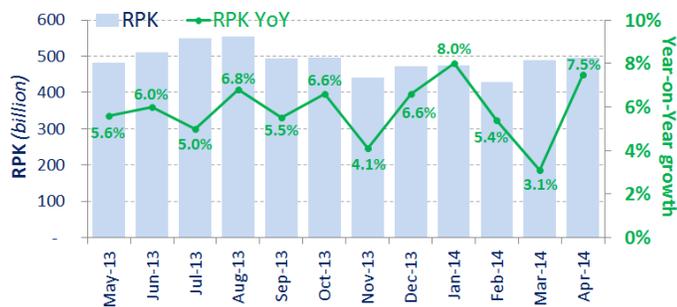
ASK ▲+5.8% * Source OAG

PASSENGER TRAFFIC

Revenue Passenger-Kilometres - RPK

World passenger traffic grew robustly by +7.5% in April 2014 compared to April 2013. The timing of Easter holidays, which took place a month later than in 2013, contributed to this strong growth.

World passenger traffic is expected to grow at a moderate rate in line with the slow expansion pace of the global economy.



(Source: ICAO, IATA, OAG)

CAPACITY

Available Seat-Kilometres - ASK

Capacity worldwide increased by +5.8% in April 2014 year-on-year, a slight increase of +0.5 percentage points from the March growth (+5.3%).

The expansion of capacity is expected to follow the same trend in May 2014, with an estimated growth rate of +5.8% year-on-year.



(Source: ICAO, IATA, OAG)

International Traffic

International markets increased strongly by +8.5% in April 2014 compared to a year ago, which is +5.9 percentage points higher than the moderate March growth (+2.6%).

International tourist arrivals are expected to follow a similar monthly trend.

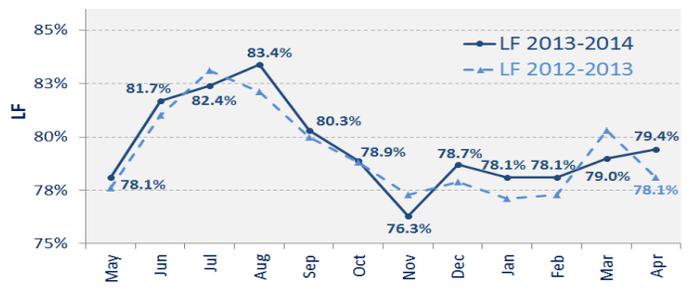


(Source: IATA, UNWTO)

Load Factor - LF

The passenger Load Factor reached 79.4% in April 2014, and increased by +1.3 percentage points compared to April 2013. This growth was partly due to the timing of Easter, which occurred a month later than last year.

LF has been stable for the first four months of 2014 with an average value fluctuating around 78.7%.



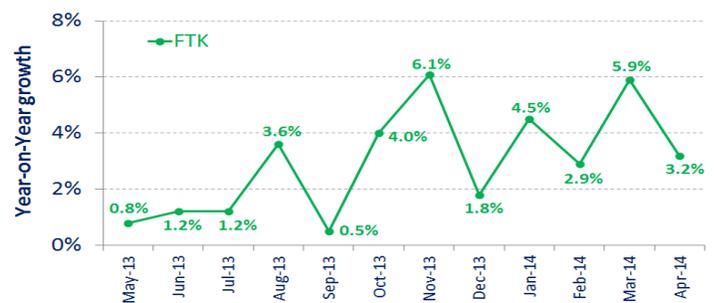
(Source: IATA)

FREIGHT TRAFFIC

Freight Tonne-Kilometres - FTK

World freight traffic grew by +3.2% in April 2014 compared to a year ago, a deceleration from the robust +5.9% year-on-year increase in March 2014. Freight Tonne-Kilometres grew at a slower pace than the freight capacity growth (+3.6%) in April 2014.

World freight traffic is expected to grow, supported by the gradually increase of import demand in major developed countries. However, the strengthening trend starts to be moderate as it is impacted by the slowdown in emerging economies.



(Source: IATA)



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TOP 15 AIRPORTS (Ranked by Departures - Passenger and Freight)

APR 2014: -0.2% YoY in terms of departures for the Top 15

In terms of departures, the Top 15 airports reported a decrease of -0.2% in April 2014 compared to April 2013.

Six out of the nine US airports in the Top 15 recorded a year-on-year decrease in departures. **Denver** recorded the largest decrease of the Top 15 by -5.2%. **Chicago** grew by +3.5% and ranked over Atlanta as the **first** in terms of departures.

Beijing ranked fifth after the US airports in terms of departures, with a modest year-on-year growth of +2.8%. It is the only airport in the Asia and Pacific Region which ranked within the Top 15 in April 2014. **Beijing ranked second in terms of embarked passengers** after Atlanta.

As for the three European airports in the Top 15, **Frankfurt** recorded a year-on-year decrease of -4.1% in departures, and **London** declined slightly by -0.04%, while **Paris** increased slightly by +0.6%. Frankfurt ranked first in terms of handled freight within the Top 15 airports.

Airports Council International announced that the world's airports reported robust growth of +6.8% in overall **global passengers** in April 2014 compared to a year ago. International passenger traffic contributed mostly to the upward surge with an increase of +9.0%. According to ACI, **freight tonnes handled by world airports** rose by +4.8% year-on-year in April 2014.

APR 14

Airports (ranking by number of departures)	Departures*	YoY	Passengers**	YoY	Freight***	YoY
Chicago IL, US (ORD)	36,829	↑ 3.5%	2,868,334	↑ 11.6%	124,962	↑ 12.2%
Atlanta GA, US (ATL)	36,743	↓ -4.4%	4,080,781	↑ 3.1%	44,893	↓ -2.5%
Dallas/Fort Worth TX, US (DFW)	27,772	↓ -1.6%	2,562,977	↑ 4.7%	50,588	↑ 12.4%
Los Angeles CA, US (LAX)	25,842	↑ 4.8%	2,879,915	↑ 8.5%	141,748	↑ 4.8%
Beijing, CN (PEK)	24,100	↑ 2.8%	3,544,482	↑ 2.1%	149,975	↓ -0.7%
Charlotte NC, US (CLT)	22,936	↓ -3.1%	1,889,213	↑ 3.2%	8,916	↑ 6.4%
Denver CO, US (DEN)	22,239	↓ -5.2%	2,080,908	↑ 3.2%	18,343	↑ 9.2%
Las Vegas NV, US (LAS)	22,065	↑ 1.0%	1,804,938	↑ 1.7%	7,765	↑ 4.7%
Houston TX, US (IAH)	20,393	↓ -2.8%	1,629,866	↑ 2.0%	34,497	↑ 3.7%
Paris, FR (CDG)	20,133	↑ 0.6%	2,759,700	↑ 7.4%	159,000	↑ 3.3%
London, GB (LHR)	19,436	↓ -0.04%	3,097,768	↑ 6.7%	120,194	↑ 4.4%
Amsterdam, NL (AMS)	18,926	↑ 1.7%	2,280,932	↑ 5.2%	134,625	↑ 9.1%
Frankfurt, DE (FRA)	18,816	↓ -4.1%	2,353,706	↑ 0.9%	162,949	↓ -1.2%
Phoenix AZ, US (PHX)	18,210	↓ -2.0%	1,793,309	↑ 5.3%	20,315	↑ 5.0%
Istanbul, TR (IST)	18,134	↑ 9.3%	2,385,086	↑ 11.9%	61,081	↑ 16.5%

(Source: ACI)

Note: Total scheduled and non-scheduled services

TOP 15 AIRLINES (Ranked by RPK)

APR 2014: +6.0% YoY in terms of RPK for the Top 15

In terms of RPK, the Top 15 airlines grew by +6.0% in April 2014 compared to one year ago. This growth is -1.5 percentage points lower than the world average on scheduled services. All airlines in the Top 15 except Lufthansa posted a positive growth in RPKs.

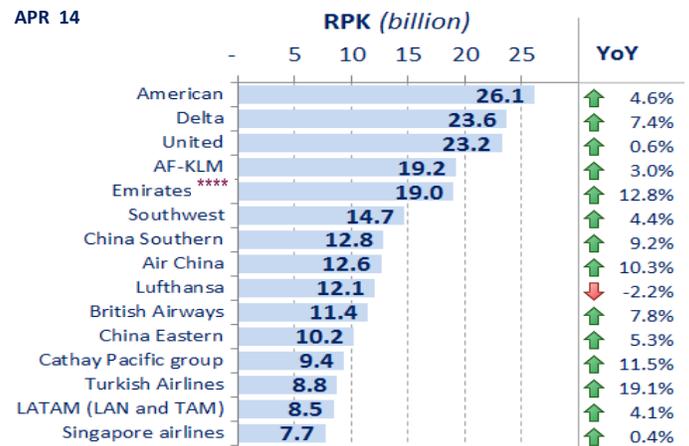
The Top 3 US airlines in terms of RPK posted a year-on-year growth. **American Airlines** remained first with a growth of +4.6% over April 2013.

For the fourth consecutive month of this year, **Turkish Airlines** recorded the highest year-on-year growth rate of RPK in the Top 15 (+19.1%). **Emirates** posted the second highest growth of +12.8%. **Cathay Pacific** reported the third largest year-on-year growth of +11.5%.

The three Chinese carriers in the Top 15 recorded an increase in RPK. **Air China** grew by +10.3%, followed by **China Southern** (+9.2%), and **China Eastern** (+5.3%).

British Airways grew by +7.8% year-on-year in RPK, **AF-KLM** increased by +3.0%, while **Lufthansa** declined by -2.2%.

APR 14



(Source: ICAO, airlines' websites)

Note: Total scheduled and non-scheduled services

CAPACITY BY REGION (ICAO Statistical Regions)

APR 2014

All regions showed positive growth in capacity in April 2014 compared to one year ago, with a +5.8% increase in capacity worldwide.

The airlines of the **Middle East** recorded the highest growth in capacity with a year-on-year increase of +12.6%. **Asia and Pacific**, the largest region with one third of the worldwide capacity, recorded the second highest capacity increase of +7.6% year-on-year. **North America** posted the slowest growth rate of +2.0%.

The worldwide result of April 2014 (+5.8%) is similar to the YTD 2014 result (+5.8%).

All regions, except for **Asia and Pacific** and **Europe**, posted a higher growth in April than their respective year-to-date growth. **Africa** recorded the most significant difference of +2.2 percentage points, followed by **Latin America and Caribbean**, **North America** and **Middle East** with +1.0, +0.4 and +0.3 percentage points, respectively.

	APR 14			YTD		
	ASK (billion)	%	YoY	ASK (billion)	%	YoY
Asia and Pacific	195	32%	↑ 7.6%	790	33%	↑ 7.9%
Europe	165	27%	↑ 5.2%	603	25%	↑ 5.8%
North America	152	25%	↑ 2.0%	587	24%	↑ 1.6%
Middle East	57	9%	↑ 12.6%	226	9%	↑ 12.3%
Latin America and Caribbean	33	5%	↑ 4.8%	133	6%	↑ 3.8%
Africa	17	3%	↑ 6.4%	64	3%	↑ 4.2%
World	619	100%	↑ 5.8%	2,402	100%	↑ 5.8%

(Source: ICAO, IATA, OAG)

Note: Total scheduled services

* Departures of passenger and freight aircraft ** Embarked Passengers *** Loaded and Unloaded Freight in Tonnes **** Source: OAG and ICAO Estimates

ACRONYMS: ACI: Airports Council International; ASK: Available Seat-Kilometres; IATA: International Air Transport Association; LF: Passenger Load Factor; OAG: Official Airline Guide; RPK: Revenue Passenger-Kilometres; UNWTO: World Tourism Organization; YoY: Year-on-year; YTD: Year-to-date.