ICAO

ECONOMIC DEVELOPMENT

FEB 2021: Air Transport Monthly Monitor

World Results and Analyses for DEC 2020. Total scheduled services (domestic and international).

Air Transport Bureau
E-mail: ecd@icao.int

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

GLOBAL KEY FIGURES

DEC 2020 *(versus DEC 2019)*

RPK ▼ -69.7% **ASK** ▼ -56.7% **FTK** ▼ -0.5% **LF**: 57.5% ▼ -0.5 pt

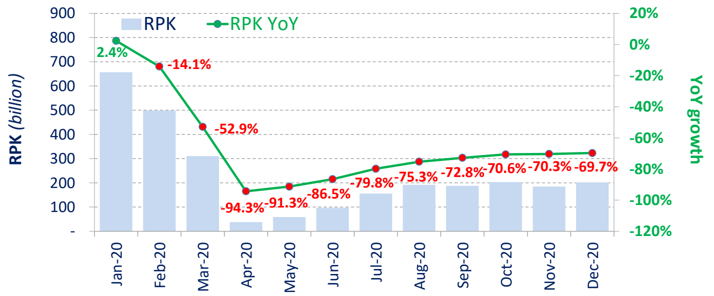
OUTLOOK* - JAN 2021 *(versus JAN 2020)*

ASK ▼ -58.0% * Source OAG

PASSENGER TRAFFIC

Revenue Passenger-Kilometres - RPK

World passenger traffic fell by -69.7% YoY in December 2020, +0.6 percentage point up from the decline in the previous month. Elevated COVID-19 cases and the resulting travel restrictions continued to weigh on air travel. Subsequent to the initial rebound from the lowest point in April throughout the summer, passenger traffic recovery has stalled with several months of moderate improvements. For 2020 as whole, total number of passengers was down -60% YoY to 1.8 billion, back to 2003 levels. China domestic traffic demonstrated the swiftest recovery among all markets.



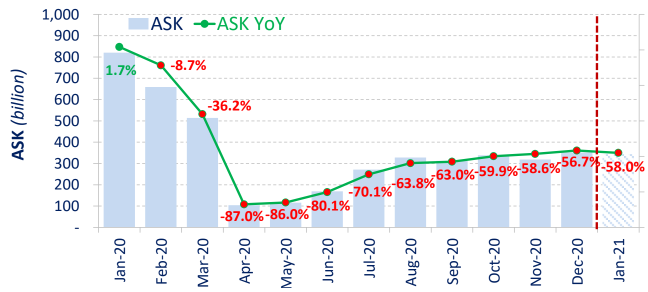
(Source: ICAO, IATA, OAG)

CAPACITY

Available Seat-Kilometres - ASK

Capacity worldwide fell by -56.7% YoY in December 2020, +1.9 percentage points up from the decline in the previous month (-58.6%).

In response to the renewed outbreaks across the world and ease of peak holiday travel, capacity decline in January 2021 is expected to accelerate to -58.0% YoY.

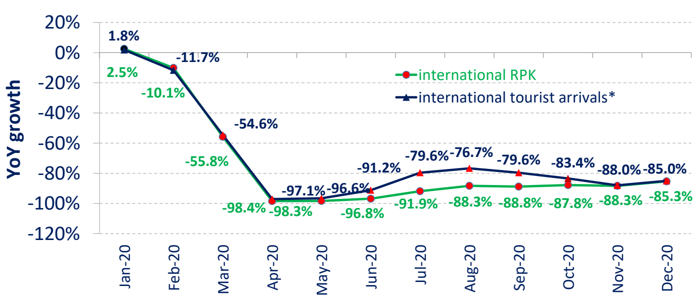


(Source: ICAO, IATA, OAG)

International Traffic vs. Tourist Arrivals

International passenger traffic fell by -85.3% YoY in December 2020, +3.0 percentage points up from the decline in the previous month. There has been no clear signs of improvement in international travel since the peak of crisis in April. Number of international passengers in 2020 was far below 2019 levels, and was down -74% YoY.

The international tourist arrivals also remained stagnant and followed a similar trend as international passenger traffic.

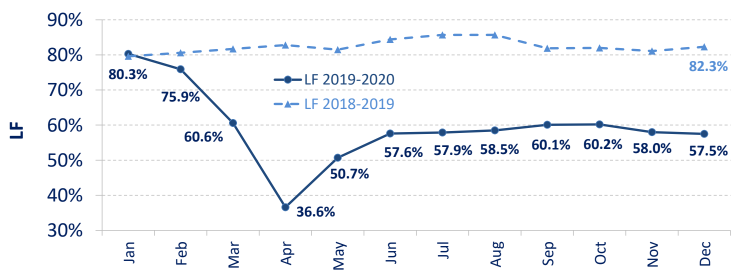


*UNWTO Definition (Source: IATA, UNWTO)

Load Factor - LF

The passenger Load Factor reached 57.5% in December 2020, -0.5 percentage point lower than the previous month.

As the decline in air travel demand was faster than capacity cut, the December LF was -24.8 percentage points lower than the rate in the same period of 2019.

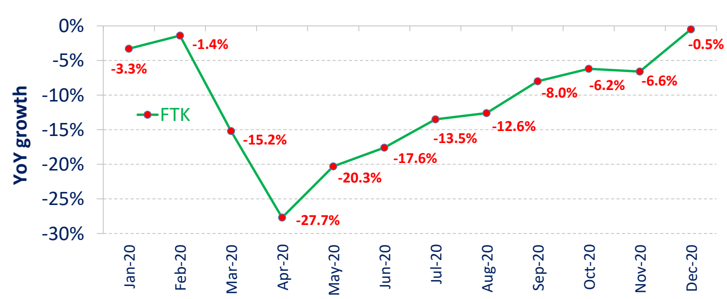


(Source: IATA)

FREIGHT TRAFFIC

Freight Tonne-Kilometres - FTK

World freight traffic reported a decline of -0.5% YoY in December 2020, +6.1 percentage points up from the fall in the previous month. December marked another month of robust rebound in air cargo with traffic recovering to over 99% of the pre-crisis levels. In contrast to the depressed air travel, cargo traffic recovered swiftly benefiting from the continued demand for goods and supplies during the pandemic. Overall, air cargo traffic fell by -10.6% YoY in 2020, much lower than the decline in passenger traffic. Solid improvements were observed in all regions, specifically in Africa and North America, where traffic have already bounced back to 2019 levels and achieved positive growth.



(Source: IATA)

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

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

DEC 2020: -26.6%, -41.3%, and +8.0% YoY in terms of aircraft departures, passengers and freight for the Top 15

DEC 20

Airports (ranking by number of departures)	Departures	YoY
Atlanta GA, US (ATL)	26,127	-29.5%
Dallas/Fort Worth TX, US (DFW)	23,982	-22.0%
Chicago IL, US (ORD)	21,302	-44.9%
Guangzhou, CN (CAN)	20,734	-1.8%
Denver CO, US (DEN)	20,326	-24.6%
Charlotte NC, US (CLT)	17,363	-29.2%
Los Angeles CA, US (LAX)	16,499	-43.9%
Beijing, CN (PEK)	16,030	-35.6%
Shenzhen, CN (SZX)	15,767	-2.8%
Phoenix AZ, US (DVT)	14,769	-18.0%
Phoenix AZ, US (PHX)	14,110	-28.9%
Kunming, CN (KMG)	14,050	-3.0%
Tokyo, JP (HND)	13,679	-30.2%
New Delhi, IN (DEL)	13,468	-35.4%
Xi'An, CN (XIY)	13,442	-6.2%

Airports (ranking by number of passengers)	Passengers*	YoY
Guangzhou, CN (CAN)	2,433,024	-22.9%
Shenzhen, CN (SZX)	1,915,639	-15.8%
Beijing, CN (PEK)	1,842,361	-54.8%
Atlanta GA, US (ATL)	1,794,223	-60.5%
Dallas/Fort Worth TX, US (DFW)	1,760,257	-44.9%
Kunming, CN (KMG)	1,724,022	-8.4%
Xi'An, CN (XIY)	1,606,284	-14.8%
Shanghai, CN (SHA)	1,595,046	-17.3%
Denver CO, US (DEN)	1,581,594	-45.4%
New Delhi, IN (DEL)	1,453,468	-53.9%
Hangzhou, CN (HGH)	1,418,626	-9.7%
Chengdu, CN (CTU)	1,356,744	-41.1%
Tokyo, JP (HND)	1,184,350	-67.0%
Mexico City, MX (MEX)	1,179,992	-47.6%
Charlotte NC, US (CLT)	1,163,744	-46.3%

Airports (ranking by tonnes of freight)	Freight**	YoY
Hong Kong SAR, CN (HKG)	437,000	0.9%
Memphis TN, US (MEM)	426,525	22.1%
Shanghai, CN (PVG)	354,104	-0.7%
Louisville KY, US (SDF)	303,132	3.6%
Anchorage AK, US (ANC)	277,283	21.7%
Incheon, KR (ICN)	264,391	14.8%
Taipei, CN (TPE)	235,959	16.5%
Doha, QA (DOH)	209,474	7.4%
Tokyo, JP (NRT)	207,469	14.3%
Los Angeles CA, US (LAX)	202,333	20.6%
Dubai, AE (DXB)	192,974	-11.9%
Miami FL, US (MIA)	190,149	11.7%
Frankfurt, DE (FRA)	177,405	11.7%
Guangzhou, CN (CAN)	170,530	1.1%
Paris, FR (CDG)	156,300	-7.1%

__Note__: Total scheduled and non-scheduled services

(Source: ACI)

In terms of **aircraft departures**, the Top 15 airports reported a combined fall of **-26.6%** YoY. While US and Chinese airports continued to dominate Top 15, **Tokyo** and **New Delhi**, appeared in the list for the first time since May 2020. **Atlanta** ranked **1st** with **-29.5%** decline, followed by **Dallas/Fort** (**-22.0%**). **Guangzhou** reported the smallest fall at **-1.8%**, followed by **Shenzhen** (**-2.8%**).

In terms of **passengers**, the Top 15 airports posted a total fall of **-41.3%** YoY. Ten airports in Asia/Pacific ranked in the Top 15, including eight Chinese airports, New Delhi and Tokyo. **Guangzhou** retained the **1st** place, followed by **Shenzhen** and **Beijing**. **Kunming** and **Hangzhou** reported the smallest contraction at around less than -10%. **Mexico City** made it to the list for the first time since 2020.

In terms of **freight**, the Top 15 airports reported a YoY increase of **+8.0%**, recording seventh consecutive monthly growth since June. Majority Top 15 recorded YoY growth, except for **Shanghai**, **Dubai**, and **Paris**. **Hong Kong** rose marginally at **+0.9%** while retained the 1st position. US airports recorded stronger growth overall, with **Memphis** up by **+22.1%.**

TOP 15 AIRLINE GROUPS (Ranked by RPK)

DEC 2020: -63.3% YoY in terms of RPK for the Top 15

In terms of RPK, the Top 15 airline groups accounted for 55.3% of the world's total RPK in December 2020 and declined by -63.3% YoY. This decline was 6.4 percentage points smaller than the fall in world's average RPK, with all airlines in the Top 15 posting contractions.

The Top 15 airline list was the same as November, nonetheless rankings fluctuated due to the epidemic divergence across countries. Top 7 were dominated by airlines in China and US, the two largest domestic markets.

The three major Chinese airlines reported moderated recovery due to the new outbreaks and resulting restrictions, but they still demonstrated the strongest resilience. **China Southern** and **Air China** retained the Top 2 positions while **China Eastern** slipped to **4th**. **Hainan Airlines** moved one position down to **9th**; however, it recorded the fastest recovery among the Top 15.

For the first time since the lowest point in April, **American** ranked within the Top 3, surpassed China Eastern. **United**, **Delta** and **Southwest**, occupied the places of **5th** to **7th**, with YoY traffic decline at around -60%, a slight slowdown from November.

Traffic declines of airlines in Europe eased somewhat owing to increased travel during holiday season. **AF-KLM** climbed up one position to **8th**, whereas the others dropped one position and ranked between **11th** and **14th**.

Both **Emirates** and **LATAM** posted smaller fall and ranked **10th** and **15th**, respectively.

DEC 20

	RPK (billion)	YoY	% Share of World Total	Cumulative % Share
China Southern	15.6	-34.1%	7.7%	7.7%
Air China	10.4	-46.3%	5.1%	12.8%
American[1]	10.3	-64.3%	5.1%	18.0%
China Eastern	9.7	-46.6%	4.8%	22.8%
United[1]	9.7	-67.1%	4.8%	27.6%
Delta[1]	9.5	-66.0%	4.7%	32.3%
Southwest[1]	7.1	-61.9%	3.5%	35.8%
AF-KLM[1]	7.0	-69.7%	3.5%	39.3%
Hainan Airlines	6.4	-29.5%	3.2%	42.5%
Emirates	4.9	-81.9%	2.4%	44.9%
Aeroflot	4.6	-59.1%	2.3%	47.2%
IAG[1]	4.6	-79.5%	2.3%	49.5%
Turkish Airlines	4.0	-67.6%	2.0%	51.5%
Lufthansa Group[1]	3.9	-81.9%	1.9%	53.4%
LATAM Airlines Group	3.8	-65.5%	1.9%	55.3%
Top 15 Total RPKs	*112 billion*	*-63.3%*	***55.3%***	
World Total RPKs	*202 billion*	*-69.7%*	***100.0%***	

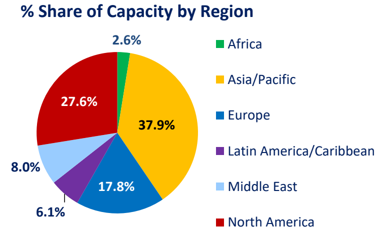
(Source: ICAO, airlines' websites)

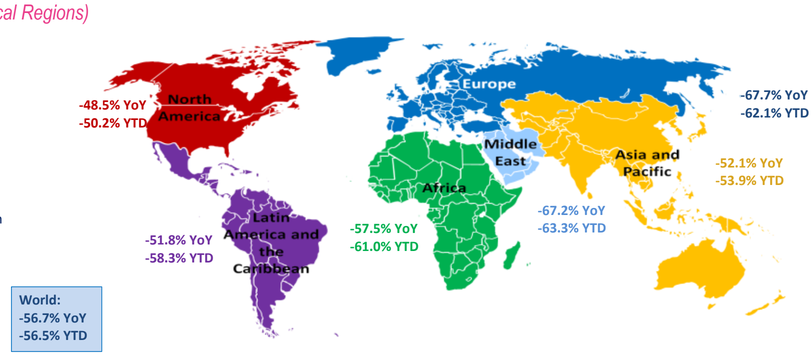
__Note__: Total scheduled and non-scheduled services

CAPACITY BY REGION *(ICAO Statistical Regions)*

DEC 2020: -56.7% YoY in terms of World ASK

% Share of Capacity by Region





(Source: ICAO, IATA, OAG)
__Note__: Total scheduled services

Worldwide capacity contracted by -56.7% YoY in December 2020. All regions saw increases in capacity, with the most significant acceleration in Africa, followed by Europe and Latin America/Caribbean. Capacity increase in other regions was modest.

Capacity offered in 2020 closed out at -56.5% YoY. The fastest resumption in capacity was recorded in North America while the slowest was seen in the Middle East.

* Embarked Passengers ** Loaded and Unloaded Freight in Tonnes 1. ICAO estimates

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