# The Moodie Report
## BUSINESS EXTRA

# ISSUES DATA ANALYSIS

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# From the EDITOR

Welcome to Business Extra, our regular supplement to the print edition of The Moodie Report. In this issue as usual we track some of the traffic and travel trends that underpin the business of retailing to travellers, but we also examine how the future might look, with the help of some detailed forecasts from Airports Council International (ACI) and the International Air Transport Association (IATA).

ACI's regular Global Traffic Forecast is a fascinating report, and we feature an executive summary of its April 2007 edition. Global airport passenger traffic to 2025 will grow at +4% a year, it says, but critically the international market will grow faster than domestic markets worldwide, an underlying trend that spells good news for travel retailers.

Among the regions the exception to this prediction is Asia Pacific. There, the domestic networks of India and China are only now emerging, but they will play a huge role in driving air traffic in Asia Pacific in the future. Overall, the region will be the dominant one by passenger volumes in 2025, rising from third place today.

Passenger growth rates will be highest in the emerging markets of Africa and Asia Pacific, says ACI – at +5.8% each to 2025 – but other regions won't be far behind. The Middle East – which is expected to carry the highest average number of passengers per flight well into the future – will grow at +4.6% a year to 2025, while the so-called 'mature' European market has some life in it yet. Spurred by the growth of low-cost carriers and the emergence of Eastern Europe, the region will grow at +3.6% a year, says ACI.

IATA too has released some excellent forecast figures in its Industry Outlook report for April 2007. The airline industry should make a welcome return to profitability in 2007, it bullishly predicts.

Growth has been concentrated in economy seats over the past five years, says IATA, but demand for premium seats is on the increase between Europe and Asia, and the premium end is set to receive a further boost with the Open Skies agreement between the EU and the US.

Market liberalisation too is a key factor in encouraging growth on international routes. One table we present details the growth in seat availability on UK–India routes over the past two years. It tells a terrific story of progressive government thinking, increased competition and more and better options for the consumer – with spin-off benefits likely for travel retailers.

Also in this issue we feature our regular share price watch of the leading travel retail stocks for the first quarter of 2007, plus the latest in-depth statistics on airport and airline traffic worldwide. We hope you find this issue of Business Extra a compelling read.

–**Dermot Davitt, Editor** ■



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## Inside **Extra**

# Dufry leads strong gains in travel retail stocks

It's been a buoyant start to the year for the shares of publicly listed travel retailers and companies with travel retail divisions. April in particular has seen some of the industry's leading names post excellent share price growth. Michael Fryer and Dermot Davitt track the market in the industry's leading shares in the first four months of 2007.

**Alpha Airports Group** has traded solidly, if not spectacularly, in the opening four months of 2007. But having put the turbulence of 2006 firmly behind it, a period of stability – rather than volatility – is welcome. The company's shares opened the year on 2 January at 73.00 pence having traded within the 70-75 pence range for the last three months of 2006.

The company's announcement of a series of new contract gains in the opening weeks of 2007 was matched by a surge in the share price to 81.00 pence in the third week of January, and this remains a high for 2007. New inflight retail and catering deals for Qantas and Air New Zealand and the joint-venture acquisition of Ligabue's Verona and Venice catering units early in the month preceded new long-term airport retail deals at UK regional airports East Midlands and Bournemouth.

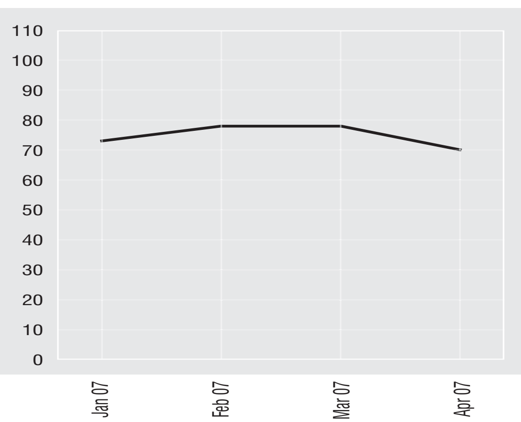
Trading was steady thereafter until the closed period before its results announcement in late March, in which Alpha revealed an increase in revenue but a sharp dip in its profits. There followed a week-long decline in the share price before trading picked up again during April, and shares crept towards a year-high late in the month. Going forward, the market will take a keen interest in how CEO Peter Williams implements his stated tenets of "differentiation, innovation and consumer insights" in shaping the future of the company.

The share price at **Autogrill** (Aldeasa and HMSHost) was buoyed by the group's full-year 2006 results announcement in mid-March (news that followed shortly after Aldeasa's joint-venture coup in securing the important Mumbai International Airport duty free contract). Revenues rose +11.3% to €3.93 billion, while net profit climbed by +17.2% to €152.5 million. The performance of travel retail units Aldeasa and HMSHost helped lift group performance. From an opening of €13.72 on 1 March Autogrill surged ahead to €14.34 by 2 April and reached a peak for the year to date of €14.90 on 16 April.

The rise and rise of **Dufry** – and of the group's performance since its IPO of November 2005 – is well documented in our main issue, following its full-year results announcement in April. The share price opened the year trading at CHF103.8 and continued its upward trajectory during February, March and April. It began last month trading at CHF115.00, then a high for the year, but this was quickly surpassed by trading in the subsequent weeks of April which saw shares hit CHF131.00 on the 18th, on the eve of its strong year-end results for 2006.

The upward move in shares followed just weeks after Dufry Group CEO Julián Díaz – speaking at the ACI Airport Business & Trinity Forum – had outlined his dissatisfaction at the share price since the IPO. Trading in November 2005 had opened at CHF80 and by the time of the Forum in March 2007 the share price had jumped to CHF109; but even this increase failed to reflect the "quantum leap" the business had made since its acquisition

**Alpha Airports Group: monthly share price January–April 2007 (£)**




Source: The Moodie Report
Note: Prices are opening quotes on the first trading day of the month

by Advent International in 2004, said Díaz. Now that the shares have leapt in value by almost one-fifth in subsequent weeks he may have to revise that opinion.

The value of **Hellenic Duty Free Shops**' shares rose to a 2007 high of €16.42 in January as the group reported a strong early performance at its Links of London subsidiary, which had been consolidated from August. Shares dipped in the following two months, and failed to gain momentum even after the company announced double-digit growth in 2006 EBITDA and after-tax earnings, alongside a +14.8% increase in sales; but its bullish pronouncements about 2007 have coincided with a recovery in the share price from €14.76 on 1 April to €15.98 on the 20th.

**Lagardère** (Hachette; Aelia) opened at a price of €61.25 on 2 January following a late-2006 surge in shares, and reached a year-high to date of €63.30 by mid-month. The share price has performed modestly since, opening the months from February to April in a range between €57 and €58 and closing on 20 April at €58.90.

Aelia exerts little influence on its parent company's shares, but the company performed strongly during 2006, announcing +10% sales growth to €473 million as it cemented its hold on French airport travel retail. 2007 promises to be a landmark in its development with the opening of the new Paris CdG Terminal S3 scheduled for June.

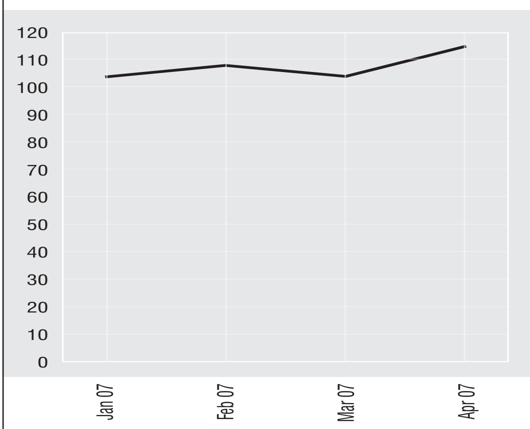
The biggest gains posted by **LVMH Moët Hennessy Louis Vuitton** so far this year came after the group announced a sparkling set of full-year results for 2006 on 14 February. The Selective Retailing division, which includes DFS Group, recorded organic revenue growth of +9% and a rise of +15% in profit from recurring operations. These contributed to a +16% leap in group profits and a +12% rise in organic revenues for the year.

Having opened on 14 February at €82.65 per share LVMH was trading at €87.70 by close of business the following day. By 26 February it had reached a year high of €89.20. The share price slipped back in March but has performed solidly again in April, opening the month at €82.95 and ending on 20 April at €85.77.

The shares of **Stefanel** (co-parent of The Nuance Group) began the year strongly, moving from €3.05 to €3.72 between the first and last trading days in January; but the price slipped back and has been trading at just over €3.20 for much of February, March and April. In February it announced full year results for 2006, with consolidated sales rising +9.4% to €298 million. Gross profit rose from €160.5 million to €170.5 million in the year compared to 2005; net profit was €1.1 million. The Nuance Group sales hit €1,025.6 million in 2006, up +3.2% on 2005.

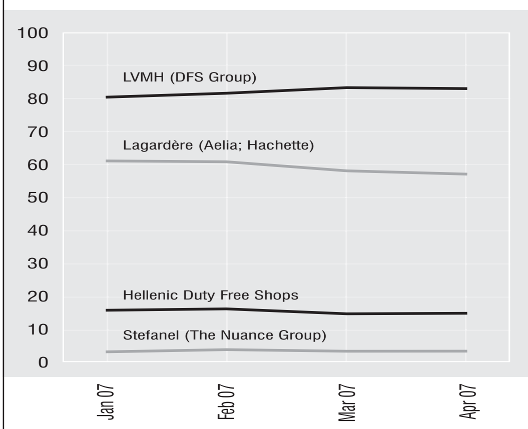
Stefanel Group Chairman Giuseppe Stefanel said at the time: "On the Nuance front we are still involved in a process of rationalisation and turnaround: the airport anti-terrorism rules have in part slowed down our turnaround programme, but it is still going forwards and I am convinced it will bear fruit very soon." ■

**Dufry: monthly share price January–April 2007 (CHF)**




Source: The Moodie Report
Note: Prices are opening quotes on the first trading day of the month

**Monthly share prices 2007 January–April 2007 (€)**




Source: The Moodie Report
Note: Prices are opening quotes on the first trading day of the month

# Forecasting the future of airport traffic

Airports Council International recently released the 2007 edition of its Global Traffic Forecast, detailing the very latest projections for airport passenger traffic from 2006 to 2025. We present highlights from a fascinating report – which predicts robust long-term growth in almost every region, and particularly in the emerging markets of Africa and Asia Pacific.

The 2007 edition of the Global Traffic Forecast from Airports Council International (ACI) makes compelling reading for anyone with an interest in the long-term factors that will underpin the growth of the travel retail business.

By 2010 the number of air passengers is expected to surge past the five billion mark, and by 2025 the total is forecast to hit nine billion a year. But the annual growth rate will slow, reflecting maturing air travel markets in many countries.

Overall ACI predicts that global passenger traffic to 2025 will rise by +4.0% a year. Annual growth rates for international flights (+4.5%) will outpace growth for domestic flights (+3.7%), but domestic markets will remain larger than the international market at 5.1 billion passengers versus four billion passengers in 2025.

For all regions except Asia Pacific passenger traffic growth on international flights is expected to outpace that on domestic routes between 2006 and 2025. This is because domestic markets are either more mature than international markets, said ACI, or they offer lower potential for growth because of their size (e.g. the Middle East), or they have many alternative modes of transport available to travellers.

### The rise of Asia Pacific

In Asia Pacific the potential for domestic market growth is high, but the region's international market is also expected to grow rapidly. Since many markets in this region are only now emerging their domestic networks are expected to develop first, followed by traffic on international routes. Asia, driven by high growth rates in India and China, is expected to enjoy +9% annual growth to 2009.

Growth rates in North America are expected to increase in 2007 and 2008 as fuel costs level out and as US carriers restructure. Over the next decade North America will remain the largest aviation market, but its overall share will decline and by 2025 it will account for just one-quarter of all passengers worldwide.

**Passenger growth rates by region 2006–2025**

| Region | 2006 | 2007 | 2008 | 2009 | 2010 | 2015 | 2025 | 2005–2010 | 2005–2025 |
|---|---|---|---|---|---|---|---|---|---|
| Africa | +7.8% | +8.6% | +7.5% | +7.3% | +7.0% | +5.5% | +5.0% | +7.6% | +5.8% |
| Asia Pacific | +8.5% | +8.6% | +7.9% | +7.7% | +6.8% | +5.7% | +4.8% | +7.9% | +5.8% |
| Europe | +6.2% | +5.4% | +4.6% | +4.2% | +4.2% | +3.6% | +3.0% | +4.9% | +3.6% |
| Lat Am/Caribbean | +6.3% | +6.8% | +5.3% | +4.9% | +5.0% | +4.5% | +3.9% | +5.7% | +4.5% |
| Middle East | +12.6% | +7.0% | +5.3% | +4.9% | +4.3% | +4.1% | +3.8% | +6.8% | +4.6% |
| North America | +0.6% | +3.7% | +3.1% | +3.1% | +3.1% | +2.9% | +2.7% | +2.7% | +2.7% |
| **World** | **+4.9%** | **+5.7%** | **+5.0%** | **+4.8%** | **+4.6%** | **+4.0%** | **+3.6%** | **+5.0%** | **+4.0%** |

Source: ACI; The Moodie Report

## Commercial air transport movements growth rates by region 2006–2025

| Region | 2006 | 2007 | 2008 | 2009 | 2010 | 2015 | 2025 | 2005–2010 | 2005–2025 |
|---|---|---|---|---|---|---|---|---|---|
| Africa | +5.2% | +6.0% | +5.1% | +4.7% | +4.2% | +3.3% | +2.5% | +5.1% | +3.4% |
| Asia Pacific | +13.3% | +12.2% | +10.4% | +9.3% | +7.5% | +5.7% | +4.5% | +10.5% | +6.3% |
| Europe | +3.0% | +2.6% | +2.1% | +1.9% | +1.8% | +1.0% | +1.4% | +2..3% | +1.5% |
| Lat Am/Caribbean | +7.3% | +5.1% | +3.8% | +3.3% | +3.2% | +2.7% | +2.0% | +4.6% | +2.8% |
| Middle East | +11.6% | +6.1% | +4.1% | +3.4% | +2.8% | +2.5% | +2.3% | +5.6% | +3.2% |
| North America | +2.2% | +2.4% | +2.6% | +2.6% | +2.6% | +1.9% | +1.8% | +2.5% | +2.0% |
| **World** | **+4.7%** | **+4.4%** | **+4.0%** | **+3.8%** | **+3.5%** | **+2.7%** | **+2.5%** | **+4.1%** | **+2.8%** |

Source: ACI; The Moodie Report

Asia, the third largest market in 2006, will become the largest market by 2025. Europe's growth will continue, driven by low-cost carrier development and strong economic growth in Eastern Europe, where air transport markets are also opening up.

Over the next 20 years total air transport movements are forecast to almost double, increasing from 67.9 million in 2005 to 118.6 million by 2025, an annual growth rate of +2.8%.

Asia is forecast to be the fastest-growing region for air transport movements. In 2025 Asian airports are expected to handle three times as many aircraft as in 2006, a growth rate of +6.3% per annum.

North American and European growth rates are predicted to average +2.0% and +1.5% respectively. Despite its relatively slow growth curve in the period, North America is expected to remain the largest region for movements by volume, reaching 31 million commercial aircraft movements by 2025.

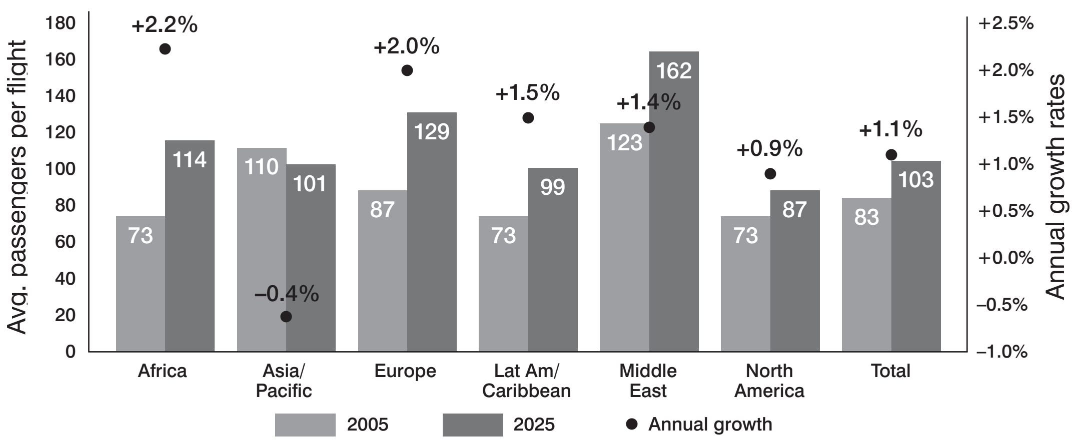
This volume of movements translates into about 40% of all operations, but is a decline from the 50% share the region held in 2005.

During the forecast period Asia should become the second largest region, overtaking Europe.

### Aircraft size forecast

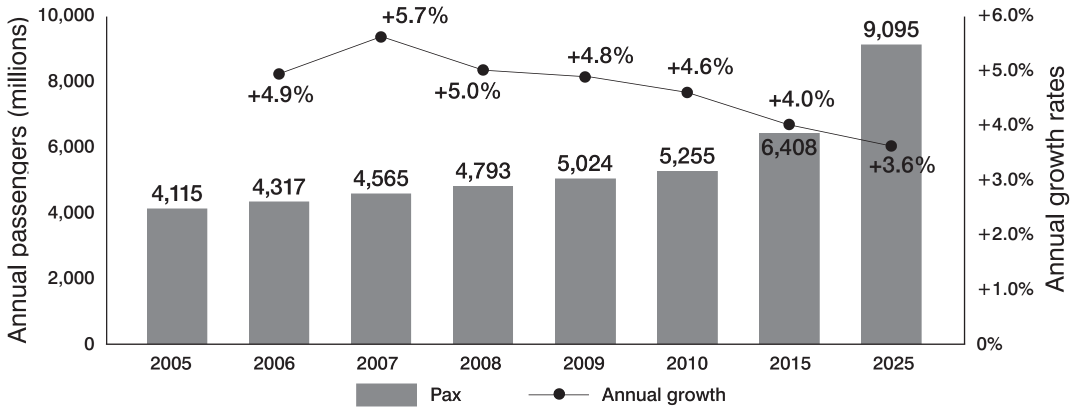
The configuration of the global fleet is expected to change, with more passengers per aircraft movement by 2025. This, coupled with higher load factors, means the forecast expects an increase in passengers per departure in all regions except Asia Pacific.

## Projection of average number of passengers per flight by region 2005 & 2025




Source: ACI; The Moodie Report

**Projection of total world passenger traffic 2005–2025**




Source: ACI; The Moodie Report

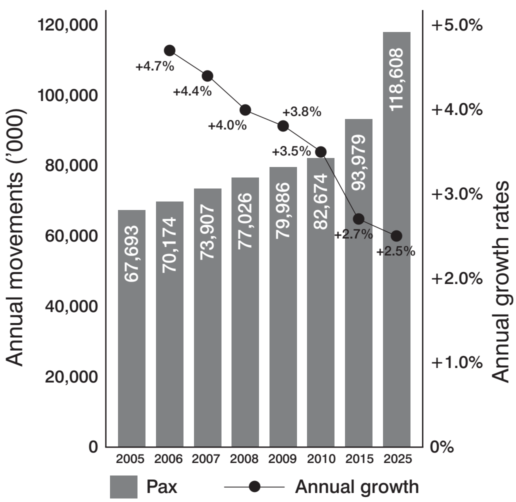
At a global level, passengers per departure are expected to rise by +1.1% during the forecast period. This compares to +1.8% annual growth during the previous five years, indicating a maturing of the global market, says ACI.

The Middle East is expected to remain the region with the highest average of passengers carried because of the development of its medium- and long-haul operations. The region is also expected to operate the largest share of wide-bodied aircraft (in particular the A380). In 2006 such planes accounted for 55% of the region's entire fleet, and this is forecast to rise in the next five years. It is also anticipated that load factors will increase as the region's airlines develop and compete.

In Asia, according to the forecast, the number of passengers per departure will decrease from 110 in 2005 to 101 in 2025. Load factors are almost certain to increase but the development of domestic markets in China and India is predicted to materially change the composition of the Asian fleet and the number of passengers per departure.

The rapid development in domestic aviation is expected to bring about an influx of single aisle aircraft and, to a lesser degree, regional aircraft. These factors combined are expected to lower the average number of passengers per departure. ■

**Projection of total world commercial air transport movements 2005–2025**




Source: ACI; The Moodie Report

ACI and partner DKMA have combined their teams of experts to produce one of the few world-class forecasting services to the aviation market.

The ACI Air Traffic Forecast Advisory relies on over 30 years of experience in transport research and benefits from strategic advisory and research services. The advisory team has undertaken over 160 projects for more than 60 airports worldwide, as well as reports for civil aviation authorities, banks and investors/consortia.

For more information go to www.aci-forecast.aero or www.aci.aero

## First-quarter 2007 passenger numbers for selected leading airports and airlines

| Airport/airline | Passengers (thousands) | Change on Q1 2006 |
|---|---|---|
| Aeroflot (total pax) | 1,706 | +23.5% |
| Air France/KLM (total pax) | 16,983 | +4.6% |
| Alitalia (international traffic) | 2,998 | +7.0% |
| Amsterdam Schiphol Airport | 9,932 | +6.6% |
| Atlanta Hartsfield-Jackson International Airport (international traffic) | 2,097 | +18.7% |
| Belfast International Airport (total pax) | 1,081 | +2.6% |
| British Airways (total pax) | 7,691 | –2.3% |
| Brussels Airport (total pax) | 3,438 | +3.8% |
| Budapest Ferihegy Airport (total pax) | 1,600 | +2.8% |
| Cancún Airport (international traffic) | 2,515 | +35.7% |
| Cathay Pacific Airways (total pax) | 5,317 | +1.2% |
| China Southern Airlines (total pax) | 12,563 | +16.8% |
| Copenhagen Kastrup Airport (international traffic) | 4,212 | +4.1% |
| Dubai International Airport (total pax) | 8,115 | +17.7% |
| easyJet (total pax) | 8,315 | +11.7% |
| Edinburgh Airport (total pax) | 1,867 | +2.9% |
| Frankfurt International Airport (total pax) | 11,826 | +5.4% |
| Geneva Airport (total pax) | 2,988 | +8.4% |
| Glasgow Airport (total pax) | 1,686 | +2.0% |
| Helsinki Vantaa International Airport (international traffic) | 2,577 | +11.8% |
| Hong Kong International Airport (total pax) | 10,981 | +6.5% |
| Johannesburg O.R. Tambo International Airport (international traffic) | 1,735 | +10.2% |
| Lima Airport (total pax) | 1,702 | +22.3% |
| London Heathrow Airport (total pax) | 15,302 | –0.2% |
| London Gatwick Airport (total pax) | 6,967 | +4.8% |
| London Stansted Airport (total pax) | 5,038 | +3.3% |
| Lufthansa (total pax) | 12,329 | +8.0% |
| Madrid Barajas Airport (international traffic) | 6,093 | +19.5% |
| Miami International Airport (international traffic) | 3,709 | +1.1% |
| Milan Malpensa Airport (international traffic) | 4,464 | +15.1% |
| Moscow Domodedovo Airport (total pax) | 1,876 | +29.4% |
| Northwest Airlines (mainline pax) | 12,876 | +2.2% |
| Oslo Gardermoen Airport (international traffic) | 2,066 | +10.8% |
| Paris Charles de Gaulle Airport (total pax) | 13,060 | +6.8% |
| Ryanair (total pax) | 10,108 | +24.3% |
| Seoul Incheon Airport (international traffic) | 7,508 | +15.6% |
| Singapore Airlines (total pax) | 4,592 | +7.6% |
| Southwest Airlines (total pax) | 19,968 | +4.0% |
| Sydney Airport (international traffic | 2,634 | +6.4% |
| US Airways Group (international traffic) | 1,172 | –3.3% |
| Zürich Kloten Airport (total pax) | 4,442 | +11.5% |

Source: The Moodie Report

# The airline viewpoint: a fragile confidence is emerging, says IATA

With its regular Industry Outlook series, the International Air Transport Association – the voice of the world's airlines – provides an invaluable insight into the factors that underpin the global air travel industry. We present highlights of its April 2007 report, and discover a rapidly changing set of dynamics in the international market.

In the April 2007 edition of its Industry Outlook series, the International Air Transport Association (IATA) reports growing – if still fragile – confidence among the world's airlines about the year ahead.

Crucially, the financial prognosis for the world's airlines is better than it has been for some years. With final 2006 worldwide figures yet to appear, IATA is estimating losses of US$500 million across the industry. But this is an improvement of US$3 billion on its December forecasts for the year.

This performance is expected to be carried over into 2007, for which IATA has raised its net profit forecasts from US$2.5 billion to US$3.8 billion, despite the slowdown in the US economy and rising oil prices.

Looking towards 2008 the association expects net profits of up to US$7.6 billion as the US economy grows faster and as oil prices ease.

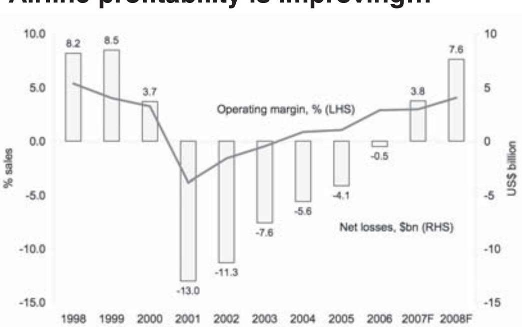
The improvement, says IATA, is encouraging, but the potential for shocks remains high, and airlines' balance sheets remain fragile, which means many carriers are not generating enough revenues to provide a cash cushion against major adverse events.

Balance sheets – among US carriers in particular – have deteriorated because of the losses of recent years, as high fuel costs prevented cash reserves from being built up.

The airline business will also enter a period of slower growth over the next two years, says IATA. Revenues are forecast to grow by about half the average 10% annual expansion of the years since 2004. A slowing US economy will put a brake on airline growth, although it will accelerate once again in 2008. Yields are expected to remain flat in Dollar terms and an improvement in load factors will be harder to achieve, says IATA.

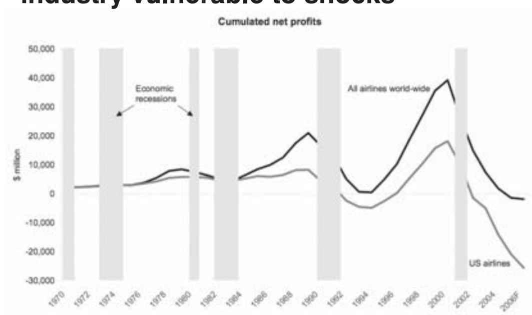
Liberalisation and price sensitivity among passengers

**Airline profitability is improving…**

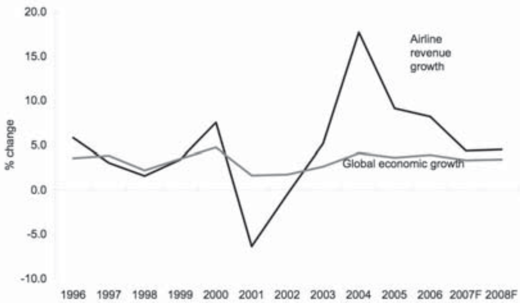



Source: IATA; The Moodie Report

**…but weak balance sheets leave the industry vulnerable to shocks**

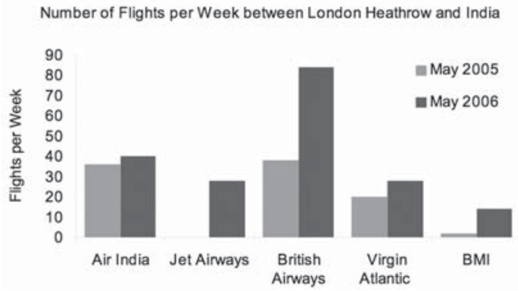


## The revenue growth boom is slowing




Source: IATA; The Moodie Report

## Market liberalisation is the major driver of traffic




Source: SRS Analyser; IATA; The Moodie Report

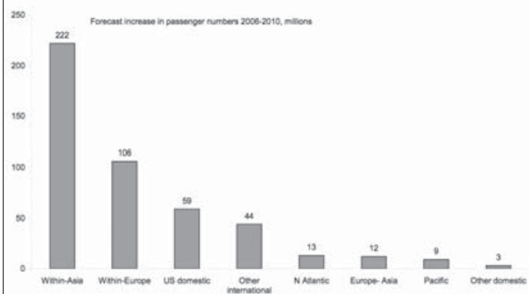
has meant that the past five years have been characterised by growth mainly in economy class among airlines. Allied to this is the increasing share taken by low-cost carriers across all regions.

Profitability on some routes, however, has been boosted by growing demand for premium traffic – this is particularly the case between Europe and Asia. Open Skies between the EU and US, and increased access to the US–China market, should further boost premium traffic on North Atlantic and Pacific routes, the association concludes.

The opening of the skies is typified by the boom in air travel between the UK and India. All of the major network carriers have sharply increased the number of flights available between the two countries, including British Airways, Virgin Atlantic, bmi and Air India. A new entrant, Jetstar, has added to overall volume of flights.

Confidence in the emerging Asian market is boosted by encouraging economic growth. In forecasts of GDP growth among the regions between 2006 and 2010, India and China

## Most growth within Asia, but EU/US solid




Source: IATA BIS Passenger Forecasts 2006–2010; The Moodie Report

stand out, and these countries should provide a healthy base of travellers for the world's airlines in the years to come.

IATA's passenger forecasts for intra-Asian traffic to 2010 reflect this confidence, with the market expected to attract a further 222 million passengers in the period, compared to much lower rates of growth in other regions. ■

## Most growth is at the back-end…


Source: IATA; The Moodie Report

## …but some premium markets are booming

# International traffic: the latest figures By Jon Elphick

| REGION/ COUNTRY | AIRPORT/AIRLINE/ ORGANISATION | MEASURED BY | PAX HANDLED IN FEBRUARY |
|---|---|---|---|
| **AMERICAS** | | | |
| N. AMERICA | ACI (30 members) | International pax | 8,205,000 |
| ARGENTINA | AA2000 (32 airports) | Total international pax | 719,471 |
| ARGENTINA | Buenos Aires Ezeiza Airport | Total international pax | 622,873 |
| BRAZIL | TAM | International RPK* | |
| BRAZIL | GOL Linhas Aéreas Inteligentes | International RPK* | |
| CANADA | Air Canada | Mainline RPM* | |
| CANADA | Montréal-Trudeau International Airport | Total international pax | 567,177 |
| CANADA | Ottawa International Airport | Total international pax | 107,810 |
| CANADA | Toronto Pearson International Airport | Total international pax | 1,353,006 |
| CANADA | Vancouver International Airport | Total international pax | 582,911 |
| CANADA | WestJet | RPM* | |
| CHILE | Santiago Arturo Merino Benitez Int. Airp't | Total international pax | 459,610 |
| CHILE | LAN Airlines | Total international pax | 634,000 |
| LATIN AM. & CARIB. | ACI (11 members) | Total international pax | 4,157,000 |
| MEXICO | Cancún Airport | Total international pax | 969,218 |
| MEXICO | Cozumel Airport | Total international pax | 48,713 |
| MEXICO | Guadalajara Airport | Total international pax | 168,100 |
| MEXICO | Los Cabos Airport | Total international pax | 192,800 |
| MEXICO | Puerto Vallarta Airport | Total international pax | 267,900 |
| MEXICO | Mérida Airport | Total international pax | 82,348 |
| PANAMA | Copa Airlines group | RPM* | |
| PERU | Lima Jorge Chávez Airport | Total pax figures | 539,138 |
| US | AirTran Airways | Total pax figures | 1,547,357 |
| US | Alaska Airlines | Total pax figures | 1,197,800 |
| US | American Airlines | Total pax figures | 7,034,528 |
| US | ATA Airlines | Total scheduled pax | 164,929 |
| US | Atlanta Hartsfield-Jackson Int. Airport | Total international pax | 606,420 |
| US | Austin-Bergstrom International Airport | Total pax figures | 610,922 |
| US | Boston Logan International Airport | Total international pax | 256,086 |
| US | Charlotte-Douglas International Airport | Total international pax | 148,534 |
| US | Chicago O'Hare International Airport | Total international pax | 753,149 |
| US | Continental Airlines | Mainline passengers | 3,649,358 |
| US | Dallas Fort Worth Airport | Total pax figures | 4,281,084 |
| US | Delta Air Lines | Total pax figures | 7,527,101 |
| US | Denver International Airport | Total international pax | 159,145 |

| JANUARY 2007 % CHANGE YEAR-ON-YEAR | FEBRUARY 2007 % CHANGE YEAR-ON-YEAR | MARCH 2007 % CHANGE YEAR-ON-YEAR | YEAR TO DATE % CHANGE YEAR-ON-YEAR | COMMENT |
|---|---|---|---|---|
| +4.4 | +3.0 | | +2.1 to Feb | |
| +10.6 | +16.0 | | +13.1 to Feb | Excludes transit passengers |
| +11.0 | +16.7 | | +13.6 to Feb | Ezeiza is Argentina's principal airport for international traffic |
| +57.6 | +72.9 | +68.7 | +66.0 to Mar | |
| +173.8 | +186.1 | +132.8 | +161.8 to Mar | Low-cost airline GOL is one of the world's fastest-growing carriers |
| +2.7 | +4.5 | +5.0 | +4.1 to Mar | Busiest March on record |
| +11.1 | +6.3 | | +8.8 to Feb | Transborder and international passengers. Record month in July |
| +14.1 | +1.5 | +2.0 | +5.4 to Mar | Transborder and international passengers |
| +2.4 | +1.4 | | +1.9 to Feb | Transborder and international passengers. Record month in August |
| +6.4 | +4.2 | | +5.3 to Feb | Asia Pacific traffic up +4.4% in November; Europe up +3.0% |
| +20.0 | +22.2 | +22.5 | +21.6 to Mar | Record load factor for March of 85.2% |
| +10.8 | +18.5 | | +14.5 to Feb | |
| +31.2 | +38.5 | +34.4 | +34.6 to Mar | |
| +7.4 | +7.8 | | +3.2 to Feb | |
| +51.7 | +33.3 | +26.4 | +35.7 to Mar | |
| +406.6 | +94.3 | +82.9 | +122.8 to Mar | Numbers reflect recovery from the hurricane problems of 2005 |
| −9.4 | −15.0 | −10.0 | −11.2 to Mar | The busiest of GAP's airports in terms of total traffic |
| −9.7 | −10.4 | −2.7 | −7.1 to Mar | |
| −4.1 | −2.9 | −3.8 | −3.6 to Mar | The busiest of GAP's airports in terms of international traffic |
| +7.3 | −8.9 | −7.2 | −3.1 to Mar | Early 2006 traffic unusually high during evacuation of Cancún tourists |
| +23.4 | +25.7 | +21.8 | +23.5 to Mar | Includes AeroRepublica. Serves 35 destinations across the Americas |
| +18.0 | +23.7 | +25.1 | +22.2 to Mar | Record months in July and August. Record year in 2006 |
| +11.2 | +13.5 | +14.5 | +13.2 to Mar | Record months in February and March; record first quarter |
| −1.8 | −1.0 | −0.6 | −1.1 to Mar | Traffic in RPMs up +1.0% in March; load factor down to 76.8% |
| −1.5 | −1.4 | −1.6 | −1.4 to Feb | International RPMs up +1.2% in February |
| −21.8 | −9.7 | −2.1 | −11.2 to Mar | All-time record load factor in July (92.0%) |
| +19.3 | +22.2 | +15.5 | +18.7 to Mar | 'The world's busiest passenger airport' (about 90% domestic) |
| +2.5 | +5.9 | | +4.2 to Feb | |
| −2.8 | −4.3 | | −3.5 to Feb | Traffic down for several reasons, including reduced flight availability |
| +0.8 | −3.5 | | −1.3 to Feb | One of America's busiest airports, but only 7% international traffic |
| +7.8 | +2.0 | | +5.1 to Feb | World's busiest airport, but only 18% international traffic in 2007 |
| +4.0 | +5.6 | +2.7 | +4.0 to Mar | International traffic (in RPMs) up +6.1% in March |
| −7.6 | −1.0 | | −2.4 to Feb | A major hub airport for American and Delta |
| −1.7 | −2.0 | +0.9 | −0.8 to Mar | International RPMs up +23.1% in March (Latin America +25.2%) |
| +9.8 | +6.4 | | +8.3 to Feb | About 4% of traffic is international. Summer 2006 was busiest ever |

| REGION/ COUNTRY | AIRPORT/AIRLINE/ ORGANISATION | MEASURED BY | PAX HANDLED IN FEBRUARY |
|---|---|---|---|
| US | Fort Lauderdale-Hollywood Int. Airport | Total international pax | 216,719 |
| US | Hawaiian Airlines | Total pax figures | 518,840 |
| US | Houston Bush Intercontinental Airport | Total international pax | 550,054 |
| US | jetBlue Airways | Total pax figures | 1,483,516 |
| US | Las Vegas McCarran Int. Airport | Total international pax | 163,969 |
| US | Los Angeles International Airport | Total international pax | 1,163,537 |
| US | Miami International Airport | Total international pax | 1,102,336 |
| US | Minneapolis St Paul International Airport | Total international pax | 182,000 |
| US | New York JFK International Airport | Total international pax | 1,279,131 |
| US | Newark Liberty International Airport | Total international pax | 682,556 |
| US | Northwest Airlines | Mainline passengers | 3,933,057 |
| US | Phoenix Sky Harbor International Airport | Total international pax | 148,522 |
| US | Portland International Airport | Total international pax | 38,409 |
| US | Republic Airways | Total pax figures | 961,226 |
| US | San Francisco International Airport | Total international pax | 590,499 |
| US | Seattle-Tacoma Airport | Total international pax | 188,979 |
| US | Southwest Airlines | Revenue passengers | 6,987,064 |
| US | United Airlines | Total pax (scheduled) | 4,891,000 |
| US | US Airways Group | Total pax figures | 4,267,549 |
| US | Washington Dulles International Airport | Total international pax | 343,712 |
| **ASIA PACIFIC** | | | |
| ASIA PACIFIC | ACI (24 members) | Total international pax | 25,151,000 |
| AUSTRALIA | Brisbane Airport | Total international pax | 293,552 |
| AUSTRALIA | Gold Coast Airport | Total international pax | 12,785 |
| AUSTRALIA | Perth Airport | Total international pax | 175,434 |
| AUSTRALIA | Qantas | Total international pax | 668,000 |
| AUSTRALIA | Sydney Airport | Total international pax | 796,000 |
| AUSTRALIA | Virgin Blue | Total pax figures | 1,183,419 |
| CHINA | Air China | Total international pax | 416,600 |
| CHINA | Beijing Capital International Airport | Total international pax | 872,000 |
| CHINA | China Eastern Airlines | Total pax figures | 2,820,000 |
| CHINA | China Southern Airlines | Total pax figures | 4,221,580 |
| CHINA | Hainan Meilan Airport | Total international pax | 21,306 |
| HONG KONG | Cathay Pacific | Total pax | 1,716,506 |
| HONG KONG | Hong Kong International Airport | Total pax figures | 3,625,000 |
| JAPAN | ANA | Total international pax | 365,043 |
| JAPAN | JAL Group | Total international pax | 1,098,683 |
| JAPAN | Osaka Kansai International Airport | Total international pax | 874,140 |

| JANNARY 2007 % CHANGE YEAR-ON-YEAR | FEBRUARY 2007 % CHANGE YEAR-ON-YEAR | MARCH 2007 % CHANGE YEAR-ON-YEAR | YEAR TO DATE % CHANGE YEAR-ON-YEAR | COMMENT |
|---|---|---|---|---|
| +5.3 | +5.3 | | +5.3 to Feb | |
| +12.2 | +12.8 | +18.6 | +14.7 to Mar | Facing intense competition from low-cost airlines |
| +3.0 | +4.2 | | +3.5 to Feb | Traffic to Europe up +5.3% in Feb; Central/South America +4.8% |
| +19.8 | +12.0 | +19.9 | +17.4 to Mar | February performance affected by severe weather conditions |
| +7.5 | −2.1 | | +2.8 to Feb | |
| −3.0 | −3.4 | | −3.2 to Feb | Capacity has been cut back by airlines as fuel costs affect profits |
| −0.3 | +1.7 | +2.1 | +1.1 to Mar | |
| +11.5 | +6.7 | +4.4 | +7.0 to Mar | |
| +11.8 | +7.7 | | +9.9 to Feb | Biggest international carriers in February were American, Delta & BA |
| +6.5 | +10.7 | | +8.5 to Feb | Biggest international carrier by far is Continental |
| +0.1 | +2.5 | +0.4 | +2.2 to Mar | International RPMs +1.4% in March (+2.0% on Pacific routes) |
| −0.6 | −0.3 | | −0.4 to Feb | |
| +29.8 | +31.6 | +18.3 | +25.7 to Mar | |
| +36.2 | +22.1 | +23.8 | +27.2 to Mar | Operates to Canada and the Bahamas as well as domestic routes |
| +4.7 | +7.1 | | +5.8 to Feb | Australia/Oceania passengers up by +46.7% in December |
| −2.3 | −1.3 | +0.9 | −0.9 to Mar | |
| +6.0 | +2.4 | +3.5 | +4.0 to Mar | Fourth-largest airline in the US in terms of passengers carried |
| +1.4 | −1.4 | +1.3 | +0.5 to Mar | Atlantic routes +6.6% in December (RPMs) |
| +4.3 | +2.3 | −0.6 | +1.2 to Mar | |
| +11.3 | +9.8 | | +10.7 to Feb | |
| | | | | |
| +5.6 | +12.0 | | +9.8 to Feb | Chinese New Year contributed to double-digit increases in February |
| +4.3 | +8.5 | | +6.1 to Feb | Record month in July |
| −36.4 | −45.5 | −39.7 | −40.2 to Mar | Decline due to the demise of Australian Airlines on 1 July 2006 |
| +13.7 | +11.8 | | +12.9 to Feb | |
| −6.2 | −5.0 | | −5.7 to Feb | |
| +3.5 | +4.2 | +12.2 | +6.4 to Mar | Chinese pax +50%, Indian +15%, Korean + 15% in March |
| +8.4 | +12.5 | | +10.3 to Feb | Serves New Zealand and the South Pacific as well as domestic |
| +10.9 | +24.4 | | +18.3 to Feb | Excludes Hong Kong/Macao routes (which were +20.6% in February) |
| +16.5 | +20.0 | | +18.3 to Feb | Includes Hong Kong and Macao routes |
| +0.1 | +10.4 | | +6.7 to Feb | |
| +5.3 | +23.0 | +22.0 | +16.8 to Mar | International RPKs up +21.2% in March |
| +79.6 | +48.8 | +101.4 | +73.1 to Mar | One of China's busiest airports, but less than 4% international traffic |
| −3.0 | +3.7 | +2.7 | +1.2 to Mar | Passenger numbers combined with Dragonair from January 2007 |
| +0.7 | +10.8 | +8.4 | +6.5 to Mar | |
| +7.4 | +9.2 | | +8.3 to Feb | Japan's second-largest airline |
| −5.2 | −0.4 | | −2.9 to Feb | |
| −3.3 | +3.4 | | −0.1 to Feb | Record month for international traffic in August |

| REGION/ COUNTRY | AIRPORT/AIRLINE/ ORGANISATION | MEASURED BY | PAX HANDLED IN FEBRUARY |
|---|---|---|---|
| JAPAN | Tokyo Narita Airport | Total international pax | 2,423,926 |
| MACAO | Macao International Airport | Total pax figures | 425,833 |
| MALAYSIA | AirAsia | Total pax figures | 1,070,263 |
| MALAYSIA | Malaysia Airlines | Total international pax | 634,000 |
| MALDIVES | Male International Airport | Total international pax | 155,235 |
| NEW ZEALAND | Air New Zealand | Total international pax | 380,000 |
| NEW ZEALAND | Auckland International Airport | Total international pax | 534,871 |
| NEW ZEALAND | Christchurch International Airport | Total international pax | 135,151 |
| SINGAPORE | Changi Airport | Total pax figures | 2,719,000 |
| SINGAPORE | Singapore Airlines | Total pax figures | 1,413,000 |
| SOUTH KOREA | Seoul Incheon International Airport | Total international pax | 2,404,281 |
| TAIWAN | EVA Airways | Total pax figures | 501,894 |
| TAIWAN | Taiwan Taoyuan International Airport | Total pax figures | 1,967,666 |
| THAILAND | Bangkok Suvarnabhumi Airport | Total international pax | 2,668,587 |
| THAILAND | Thai Airways International | Total pax figures | 1,540,000 |
| **EUROPE** | | | |
| EUROPE | ACI (44 members) | Total international pax | 43,352,000 |
| EUROPE | AEA (31 members) | Total international pax | 16,197,600 |
| AUSTRIA | Austrian Airlines Group | Total pax figures | 688,200 |
| AUSTRIA | Vienna International Airport | Total pax figures | 1,130,631 |
| BELGIUM | Brussels International Airport | Total pax figures | 1,064,000 |
| CROATIA | Dubrovnik Airport | Total pax figures | 19,395 |
| CZECH REPUBLIC | CSA Czech Airlines | Total pax figures | 315,813 |
| CZECH REPUBLIC | Prague Ruzyne Airport | Total pax figures | 714,384 |
| DENMARK | Copenhagen Kastrup Airport | Total international pax | 1,290,449 |
| ESTONIA | Tallinn Airport | Total international pax | 109,942 |
| FINLAND | Finnair Group (three airlines) | Total pax figures | 678,700 |
| FINLAND | Helsinki Vantaa Airport | Total international pax | 800,753 |
| FRANCE | Air France-KLM | Total pax figures | 5,177,000 |
| FRANCE | EuroAirport (Basel Mulhouse Freiburg) | Total pax figures | 287,827 |
| FRANCE | Paris Charles de Gaulle Airport | Total pax figures | 3,955,782 |
| FRANCE | Paris Orly Airport | Total pax figures | 1,886,294 |
| FRANCE | Nice Côte d’Azur Airport | Total international pax | 270,613 |
| GERMANY | Air Berlin (incuding dba) | Total pax figures | 1,302,643 |
| GERMANY | Berlin Schönefeld (Brandenburg) Airport | Total international pax | 310,130 |
| GERMANY | Berlin International (Tegel) Airport | Total international pax | 392,067 |
| GERMANY | Cologne Bonn Airport | Total pax figures | 630,400 |
| GERMANY | Düsseldorf International Airport | Total pax figures | 1,082,696 |

| JANUARY 2007 % CHANGE YEAR-ON-YEAR | FEBRUARY 2007 % CHANGE YEAR-ON-YEAR | MARCH 2007 % CHANGE YEAR-ON-YEAR | YEAR TO DATE % CHANGE YEAR-ON-YEAR | COMMENT |
|---|---|---|---|---|
| +1.3 | +4.5 | | +2.9 to Feb | August international total the highest since the record of Aug 2004 |
| +18.1 | +18.0 | | +18.1 to Feb | Record month in August. Record year in 2006 |
| +42.2 | +37.5 | +31.1 | +36.7 to Mar | |
| −2.7 | −0.8 | | −1.8 to Feb | |
| +6.5 | +16.9 | | +11.3 to Feb | About 8% of all international traffic consists of transit passengers |
| +6.2 | +6.4 | +8.7 | +4.8 to Feb | Asia/UK traffic +51.5% in March |
| +2.3 | +3.6 | +7.6 | +4.4 to Mar | Chinese arrivals +18.0% in March to 14,460; Japanese -12.0% |
| +0.5 | −0.8 | | −0.1 to Feb | Numbers on Japan routes +11% in Dec, South Korea routes +24% |
| +3.8 | +6.8 | | +5.2 to Feb | Record number of passengers in July |
| +5.9 | +6.7 | +10.1 | +7.6 to Mar | Strong demand on Australian routes in March |
| +16.4 | +11.0 | +19.4 | +15.6 to Mar | Record total in August; January was second-busiest month ever |
| −0.3 | +0.9 | | +0.3 to Feb | |
| −4.0 | +9.0 | | +2.6 to Feb | |
| +6.6 | +3.0 | +6.7 | +5.5 to Mar | FIgures are compared with Don Muang AIrport, now closed |
| +7.9 | +2.5 | | +5.3 to Feb | Traffic now recovered after December 2004's tsunami |
| | | | | |
| +6.6 | +6.9 | | +6.4 to Feb | Madrid, Munich and Prague were among the top performers in Feb |
| +6.3 | +5.8 | +9.0 | +7.2 to Mar | |
| +3.8 | +5.5 | +8.3 | +6.0 to Mar | Scheduled pax +8.4% in March; charter traffic down -17.7% |
| +6.0 | +8.6 | +12.9 | +9.4 to Mar | Traffic to the Near East +34.3% in March; Eastern Europe +21.8% |
| +2.3 | +2.4 | +6.1 | +3.8 to Mar | Extra-EU traffic up +8.1% in March |
| +24.5 | +25.6 | +21.3 | +23.4 to Mar | Main routes (by pax numbers) are to France, UK and Germany |
| −0.9 | +7.3 | | +5.2 to Mar | Many cancellations in January due to severe weather conditions |
| +10.8 | +18.3 | | +14.5 to Feb | Most popular destination in Q1 was the UK |
| +6.2 | −0.9 | +6.7 | +4.1 to Mar | Busiest March ever |
| +11.3 | +13.0 | +10.0 | +11.3 to Mar | Busiest March ever |
| +3.3 | +1.3 | +2.9 | +2.5 to Mar | Asian traffic up +29.9% in 2007; Europe +5.5%; North Atlantic −5.8% |
| +12.4 | +12.5 | +10.7 | +11.8 to Mar | Main destinations are Germany, Sweden, Denmark and UK |
| +2.2 | +4.0 | +7.4 | +4.6 to Feb | All regions saw increased numbers in March; Asia/Pacific +9.4% |
| +11.8 | +21.9 | +17.4 | +17.0 to Mar | |
| +6.4 | +4.9 | +10.3 | +6.8 to Mar | Big March rise caused by later school holidays (in Feb last year) |
| +2.7 | +5.6 | +10.8 | +6.4 to Mar | Big March rise caused by later school holidays (in Feb last year) |
| +4.7 | +0.8 | +8.8 | +5.2 to Mar | Traffic to North America falling; Middle East increasing |
| +8.6 | +12.3 | +13.6 | +11.7 to Mar | Includes subsidiary airline dba. New record total in March |
| +11.0 | +12.1 | +14.6 | +12.7 to Mar | A major base for low-cost flights including easyJet and Ryanair |
| +8.1 | +11.3 | +12.8 | +10.9 to Mar | Primarily a base for long-haul flights; strong premium traffic |
| +5.6 | +4.8 | | +5.2 to Feb | Record months in June, July and September |
| +10.7 | +10.1 | | +10.4 to Feb | Busiest-ever start to year |

| REGION/ COUNTRY | AIRPORT/AIRLINE/ ORGANISATION | MEASURED BY | PAX HANDLED IN FEBRUARY |
|---|---|---|---|
| GERMANY | Frankfurt Airport | Total pax figures | 3,561,753 |
| GERMANY | Hamburg Airport | Total international pax | 426,372 |
| GERMANY | Hannover Airport | Total pax figures | 309,905 |
| GERMANY | Lufthansa Group | Total pax figures | 3,820,000 |
| GERMANY | Munich Airport | Total international pax | 1,511,115 |
| GREECE | Athens International Airport | Total international pax | 514,182 |
| GREECE | Olympic Airlines | Total pax figures | 330,800 |
| HUNGARY | Budapest Ferihegy Airport | Total pax figures | 473,900 |
| HUNGARY | Malev Hungarian Airlines | Total pax figures | 161,900 |
| ICELAND | Keflavik Leifur Eiríksson Int. Airport | Total pax figures | 103,019 |
| IRELAND | Aer Lingus | Scheduled pax | 616,000 |
| IRELAND | Dublin Airport | Total international pax | 1,339,284 |
| IRELAND | Ryanair | Total pax figures | 3,206,143 |
| ITALY | Alitalia | Total international pax | 907,000 |
| ITALY | Assaeroporti (37 airports) | Total international pax | 4,384,395 |
| ITALY | Bergamo Airport | Total international pax | 324,811 |
| ITALY | Milan Linate Airport | Total international pax | 183,778 |
| ITALY | Milan Malpensa Airport | Total international pax | 1,352,608 |
| ITALY | Rome Ciampino Airport | Total international pax | 340,348 |
| ITALY | Rome Fiumicino Airport | Total international pax | 1,041,745 |
| ITALY | Venice Marco Polo Airport | Total international pax | 280,273 |
| LATVIA | airBaltic | Total pax figures | 96,000 |
| LATVIA | Riga International Airport | Total international pax | 178,134 |
| MALTA | Malta International Airport | Total international pax | 132,203 |
| NETHERLANDS | Amsterdam Airport Schiphol | Total pax figures | 3,056,823 |
| NORWAY | Oslo Gardermoen Airport | Total international pax | 646,389 |
| POLAND | LOT Polish Airlines | Total pax figures | 263,000 |
| PORTUGAL | Lisbon Airport | Total pax figures | 794,247 |
| PORTUGAL | TAP Air Portugal | Total pax figures | 446,000 |
| RUSSIA | Aeroflot | Total pax figures | 517,700 |
| RUSSIA | Moscow Domodedovo Airport | Total international pax | 540,000 |
| SLOVAKIA | Kosice Airport | Total pax figures | 21,358 |
| SLOVAKIA | SkyEurope | Total pax figures | 202,851 |
| SLOVENIA | Adria Airways | Total pax figures | 57,954 |
| SPAIN | AENA (all airports) | Total international pax | 6,682,104 |
| SPAIN | Alicante Airport | Total pax figures | 496,949 |
| SPAIN | Barcelona El Prat Airport | Total pax figures | 2,157,145 |
| SPAIN | Gran Canaria Airport | Total pax figures | 871,242 |

| JANUARY 2007 % CHANGE YEAR-ON-YEAR | FEBRUARY 2007 % CHANGE YEAR-ON-YEAR | MARCH 2007 % CHANGE YEAR-ON-YEAR | YEAR TO DATE % CHANGE YEAR-ON-YEAR | COMMENT |
|---|---|---|---|---|
| +3.0 | +3.8 | +8.9 | +5.4 to Mar | Record first quarter in 2007 despite capacity constraints |
| +3.6 | +7.8 | | +14.4 to Dec | July was Hamburg's busiest month ever for international traffic |
| −0.7 | +2.2 | | +0.7 to Feb | |
| +3.1 | +7.1 | +10.5 | +8.0 to Mar | Europe up +11.2% in Mar, ME/Africa +8.6%, Asia Pacific +9.0% |
| +12.2 | +16.9 | +17.2 | +15.6 to Mar | Germany's second-busiest airport after Frankfurt |
| +6.0 | +13.2 | | +9.2 to Feb | |
| −1.8 | −4.2 | +7.5 | +0.8 to Mar | |
| +0.1 | +1.8 | +5.9 | +2.8 to Mar | |
| +2.9 | +4.3 | +9.7 | +5.8 to Mar | |
| +9.2 | +10.8 | +11.7 | +10.6 to Mar | Busiest first quarter ever in 2007 |
| +2.4 | +7.3 | +8.0 | +6.0 to Mar | |
| +11.7 | +13.6 | +18.1 | +14.7 to Mar | |
| +23.5 | +23.7 | +25.6 | +24.3 to Mar | Busiest months ever in April, May, June, July and August |
| +7.4 | +5.6 | +7.9 | +7.0 to Mar | |
| +10.8 | +10.7 | +15.9 | +12.7 to Mar | |
| +10.7 | +9.0 | +14.2 | +11.5 to Mar | |
| +3.8 | −1.8 | +7.1 | +3.2 to Mar | |
| +15.5 | +13.7 | +16.1 | +15.1 to Mar | |
| +11.4 | +16.4 | +24.6 | +17.9 to Mar | Strong growth in intra-EU low-cost traffic continues |
| +7.5 | +11.0 | +11.4 | +10.0 to Mar | Strong demand for intra-EU low-cost flights |
| +11.4 | +12.8 | +13.9 | +12.8 to Mar | |
| +26.9 | +20.4 | +34.1 | +27.6 to Mar | Record month in August |
| +19.8 | +21.3 | +20.7 | +20.6 to Mar | Record years in 2005 and 2006 |
| +3.9 | +4.2 | +10.1 | +6.5 to Mar | 40% of traffic is to/from UK; 14% Germany; 12% Mainland Italy |
| +4.3 | +6.6 | +8.6 | +6.6 to Mar | |
| +8.7 | +9.8 | +13.2 | +10.8 to Mar | Over 1 million international passenger numbers in July – a record |
| +20.7 | +18.9 | +19.2 | +19.6 to Mar | |
| +9.6 | +11.0 | | +10.3 to Feb | |
| +10.3 | +10.4 | +16.0 | +12.4 to Mar | |
| +25.1 | +21.7 | +23.5 | +23.5 to Mar | International passengers up +14.6% in March |
| +25.4 | +31.6 | +31.8 | +29.4 to Mar | New routes driving growth. August was a record – over 1 million pax |
| +14.4 | +26.5 | +25.4 | +22.0 to Mar | About 55% international traffic |
| +38.1 | +39.5 | +48.5 | +42.6 to Mar | Record months in June, July & August |
| −1.9 | −1.3 | | −1.6 to Feb | Numbers falling off as competition increases in the region |
| +8.3 | +8.0 | +13.2 | +9.3 to Mar | |
| +0.4 | −1.4 | | −0.5 to Feb | |
| +10.4 | +11.1 | | +10.8 to Feb | Spain's second-busiest airport. Record month in August |
| +0.6 | +2.3 | | +1.4 to Feb | |

| REGION/ COUNTRY | AIRPORT/AIRLINE/ ORGANISATION | MEASURED BY | PAX HANDLED IN FEBRUARY |
|---|---|---|---|
| SPAIN | Iberia | Total international pax | 941,000 |
| SPAIN | Málaga Airport | Total pax figures | 741,842 |
| SPAIN | Madrid Barajas Airport | Total international pax | 1,860,512 |
| SPAIN | Palma de Mallorca Airport | Total pax figures | 849,601 |
| SPAIN | Spanair | Total pax figures | 651,000 |
| SWEDEN | LFV (19 airports) | Total international pax | 1,109,401 |
| SWEDEN | SAS Group (five airlines) | Total pax figures | 2,828,000 |
| SWEDEN | SAS Scandinavian Airlines | Total pax figures | 1,794,000 |
| SWEDEN | Stockholm Arlanda Airport | Total international pax | 834,388 |
| SWITZERLAND | Geneva Airport | Total pax figures | 931,124 |
| SWITZERLAND | Swiss International Air Lines | Total pax figures | 814,368 |
| SWITZERLAND | Zürich Airport | Total pax figures | 1,360,031 |
| TURKEY | Antalya Airport T1 | Total pax figures | 134,129 |
| TURKEY | Turkish Airlines | Total pax figures | 1,183,200 |
| UK | Aberdeen Airport | Total pax figures | 235,700 |
| UK | Belfast International Airport | Total pax figures | 342,363 |
| UK | Birmingham International Airport | Total international pax | 465,000 |
| UK | Bristol International Airport | Total international pax | 293,000 |
| UK | British Airways | Total pax figures | 2,364,000 |
| UK | British Midland Airways | Total pax figures | 649,800 |
| UK | East Midlands Airport | Total pax figures | 331,458 |
| UK | easyJet | Total pax figures | 2,646,775 |
| UK | Edinburgh Airport | Total pax figures | 588,200 |
| UK | Glasgow Airport | Total pax figures | 520,000 |
| UK | Liverpool John Lennon Airport | Total pax figures | 370,974 |
| UK | London Gatwick Airport | Total pax figures | 2,162,800 |
| UK | London Heathrow Airport | Total pax figures | 4,641,500 |
| UK | London Stansted Airport | Total pax figures | 1,610,600 |
| UK | Manchester International Airport | Total international pax | 1,085,448 |
| UK | Newcastle International Airport | Total international pax | 210,838 |
| **MIDDLE EAST & AFRICA** | | | |
| AFRICA | ACI (12 members) | Total international pax | 3,249,000 |
| MIDDLE EAST | ACI (eight members) | Total international pax | 4,481,000 |
| KUWAIT | Kuwait International Airport | Total pax figures | 527,050 |
| SOUTH AFRICA | Cape Town International Airport | Total international pax | 135,866 |
| SOUTH AFRICA | Johannesburg O.R. Tambo Int. Airport | Total international pax | 515,173 |
| UAE | Dubai International Airport | Total pax figures | 2,504,158 |
| UAE | Sharjah International Airport | Total pax figures | 295,180 |

| JANUARY 2007 % CHANGE YEAR-ON-YEAR | FEBRUARY 2007 % CHANGE YEAR-ON-YEAR | MARCH 2007 % CHANGE YEAR-ON-YEAR | YEAR TO DATE % CHANGE YEAR-ON-YEAR | COMMENT |
|---|---|---|---|---|
| +7.7 | +4.1 | +1.3 | +4.2 to Mar | Long-haul pax +9.0% in Mar – about a third of all international pax |
| +0.4 | +3.4 | | +1.9 to Feb | Spain's fourth-busiest airport |
| +15.4 | +17.4 | +25.0 | +19.5 to Mar | New T4 and extra runways have had a dramatic effect on traffic |
| −2.9 | +0.7 | | −1.0 to Feb | Spain's third-busiest airport. Record month in August |
| +10.0 | +9.9 | +13.3 | +11.2 to Mar | Rapid 2007 expansion on Scandinavian, German and Swiss routes |
| +4.8 | +3.9 | +6.4 | +5.1 to Mar | |
| +7.7 | +2.8 | +7.4 | +6.5 to Mar | Traffic on intercontinental routes routes down -5.6% in March (RPK) |
| +5.6 | −1.5 | +3.0 | +2.3 to Mar | March increase was largely Swedish domestic traffic |
| +4.7 | +3.4 | +6.5 | +5.0 to Mar | |
| +5.2 | +7.4 | +12.1 | +8.4 to Mar | Close to 10 million passengers carried in 2006 |
| +22.8 | +20.1 | +16.1 | +19.4 to Mar | Record month in March, reflecting growing fleet and services |
| +11.6 | +11.1 | +11.7 | +11.5 to Mar | Main passenger destinations are London, Paris, Frankfurt & Vienna |
| +277.2 | +298.6 | +162.8 | +226.2 to Mar | Strong growth reflects redistribution of traffic at Antalya in 2006 |
| +25.3 | +32.5 | +21.2 | +25.9 t Mar | |
| +12.7 | +11.5 | +9.7 | +11.2 to Mar | Busiest March ever |
| +4.4 | −0.0 | +3.6 | +2.6 to Mar | |
| +1.1 | −3.9 | +0.2 | −0.9 to Mar | Charter traffic down -3.6% in March |
| −4.9 | +8.9 | +9.4 | +4.9 to Mar | Growth driven by increasing low-cost capacity |
| −4.3 | −6.2 | +3.3 | −2.3 to Mar | February numbers significantly affected by threat of industrial action |
| −3.6 | −5.1 | −6.4 | −5.1 to Mar | |
| +28.1 | +24.8 | +33.3 | +29.0 to Mar | "Officially the UK's fastest-growing airport." About 14% domestic |
| +11.1 | +11.5 | +12.3 | +11.7 to Mar | |
| +2.5 | +0.5 | +5.4 | +2.9 to Mar | Busiest March ever |
| +1.6 | +0.8 | +3.4 | +2.0 to Mar | Busiest March ever |
| +14.8 | +11.4 | | +13.1 to Feb | New records in July and August |
| +5.0 | +2.8 | +5.1 | +4.8 to Mar | Busiest March ever |
| −1.9 | −2.0 | +2.8 | −0.2 to Mar | |
| +4.3 | +3.0 | +2.8 | +3.3 to Mar | Busiest March ever |
| +1.7 | +0.6 | | +1.1 to Feb | Numbers boosted by new long-haul routes as the year ended |
| +9.3 | +13.7 | +17.8 | +13.8 to Mar | |
| | | | | |
| +4.3 | +12.3 | | +6.0 to Feb | Morocco, Egypt and South Africa were the leaders in February |
| +11.3 | +17.6 | | +12.3 to Feb | |
| +23.0 | +24.0 | +24.5 | +22.0 to Mar | Busiest first quarter ever |
| +8.8 | +7.4 | +9.9 | +8.7 to Mar | Record month in January; busiest first quarter ever |
| +7.3 | +10.0 | +13.4 | +10.2 to Mar | Record month in December |
| +16.1 | +20.3 | +17.1 | +17.7 to Mar | Record month in March |
| +44.6 | +41.5 | | +43.2 to Feb | Record months in December and January |

## OAG ranking of airports by international flight frequencies*

| World rank | Airport | Country | *Flights in week | Change on year |
|---|---|---|---|---|
| 1 | Paris Charles de Gaulle | France | 4,230 | –3% |
| 2 | London Heathrow | UK | 3,991 | –1% |
| 3 | Amsterdam Schiphol | Netherlands | 3,958 | +4% |
| 4 | Frankfurt International | Germany | 3,691 | –2% |
| 5 | Munich International | Germany | 2,800 | +4% |
| 6 | Hong Kong International | China SAR | 2,387 | +4% |
| 7 | Madrid Barajas | Spain | 2,290 | +16% |
| 8 | Vienna | Austria | 2,193 | +4% |
| 9 | Zürich | Switzerland | 1,987 | –1% |
| 10 | Copenhagen Kastrup | Denmark | 1,932 | –6% |
| 11 | Singapore Changi | Singapore | 1,930 | –1% |
| 12 | Toronto Lester B Pearson International | Canada | 1,887 | +2% |
| 13 | Milan Malpensa | Italy | 1,887 | +4% |
| 14 | London Gatwick | UK | 1,835 | +11% |
| 15 | Brussels National | Belgium | 1,817 | –5% |
| 16 | Dubai International | UAE | 1,721 | +8% |
| 17 | Bangkok Suvarnabhumi International | Thailand | 1,680 | +8% |
| 18 | Seoul Incheon International | South Korea | 1,622 | +23% |
| 19 | Rome Fiumicino | Italy | 1,607 | +8% |
| 20 | London Stansted | UK | 1,562 | +3% |
| 21 | Barcelona El Prat | Spain | 1,549 | +10% |
| 22 | Dublin | Ireland | 1,531 | +3% |
| 23 | Düsseldorf International | Germany | 1,458 | — |
| 24 | Tokyo Narita | Japan | 1,421 | +3% |
| 25 | Prague Ruzyne | Czech Republic | 1,378 | +6% |
| 26 | New York JFK International | US | 1,317 | +9% |
| 27 | Miami International | US | 1,231 | –2% |
| 28 | Taipei Taoyuan International | Taiwan | 1,193 | +7% |
| 29 | Manchester International | UK | 1,190 | +7% |
| 30 | San Juan Luis Munoz Marin International | Puerto Rico | 1,183 | –9% |
| 31 | Nice Côte d'Azur | France | 1,162 | +5% |
| 32 | Istanbul Ataturk | Turkey | 1,101 | +7% |
| 33 | Palma Mallorca | Spain | 1,095 | +16% |
| 34 | Stockholm Arlanda | Sweden | 1,091 | –12% |
| 35 | Geneva | Switzerland | 1,066 | +11% |

*Figures are for the week commencing 14 May 2007, compared with the week commencing 15 May 2006.
Source: OAG; The Moodie Report

OAG is a global content management company specialising in travel and transport. The company holds an impressive breadth of travel-related content and is best known for its airline schedules database, which includes flight details for 1,000 airlines and more than 3,500 airports and is updated about ten times a second.

OAG works closely with The Moodie Report, which publishes regular summaries and extracts of OAG findings by agreement. The statistics are revealed in OAG's latest *Global Airline Capacity Bulletin*, a quarterly snapshot of airline activity around the world. For further information about OAG please contact Duncan Alexander on +44 1582 695476, or by e-mail at dalexander@oag.com; or Margareta Stanley at DBA on +44 20 7930 8033 or e-mail info@nchl.demon.co.uk

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  - management approach (e.g. concession length & structure)

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  - airport retail revenue per square metre
  - gross sales per passenger
  - airport retail revenue per passenger
  - square metres of retail per thousand passengers

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- Worldwide participation – covering 40 airports representing a total passenger base of 827.1 million. Including airports handling:
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  - 10 to 20 million passengers
  - more than 20 million passengers

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  - the location of retail space – airside v landside
  - the financial performance of space – retail floor space per square metre
  - yields: income to sales ratio

- New participants in this edition: Geneva, Munich, Prague and Marseille in Europe; Houston, Kansas City, Edmonton, Louisville, San Diego and Miami International in North America

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