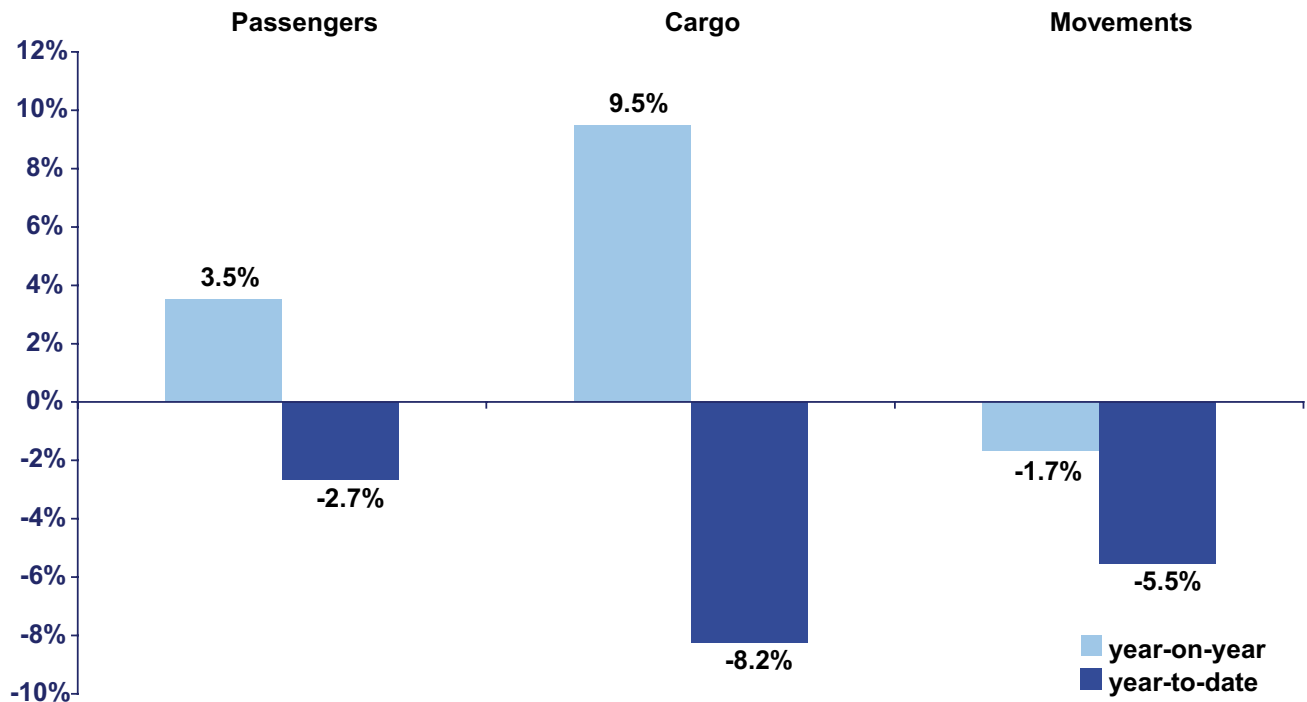


Airport traffic returns to the growth trajectory in Quarter 4 2009

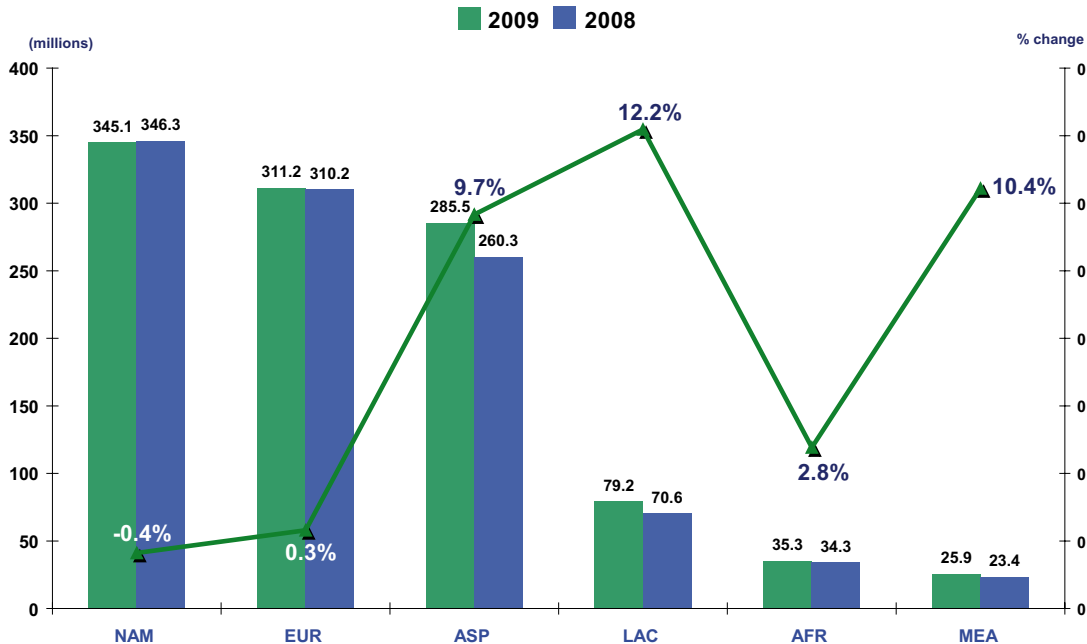
The performance of passenger and cargo traffic at airports around the world in the fourth quarter considerably cushioned the impact of the global economic and financial crisis in 2009. During the last 3 months of the year, passenger traffic grew by 3.5% and cargo by 9.5% (Figure 1). Movements however continued to decline by 1.7% indicating that capacity is slow to return to the market leading to higher aircraft load factors. The year thus resulted in better than expected annual decreases of -2.7% in passenger traffic, -8.2% in cargo, and -5.5% in aircraft movements.

Figure 1: Q4 2009 percentage growth year-on-year and year-to-date



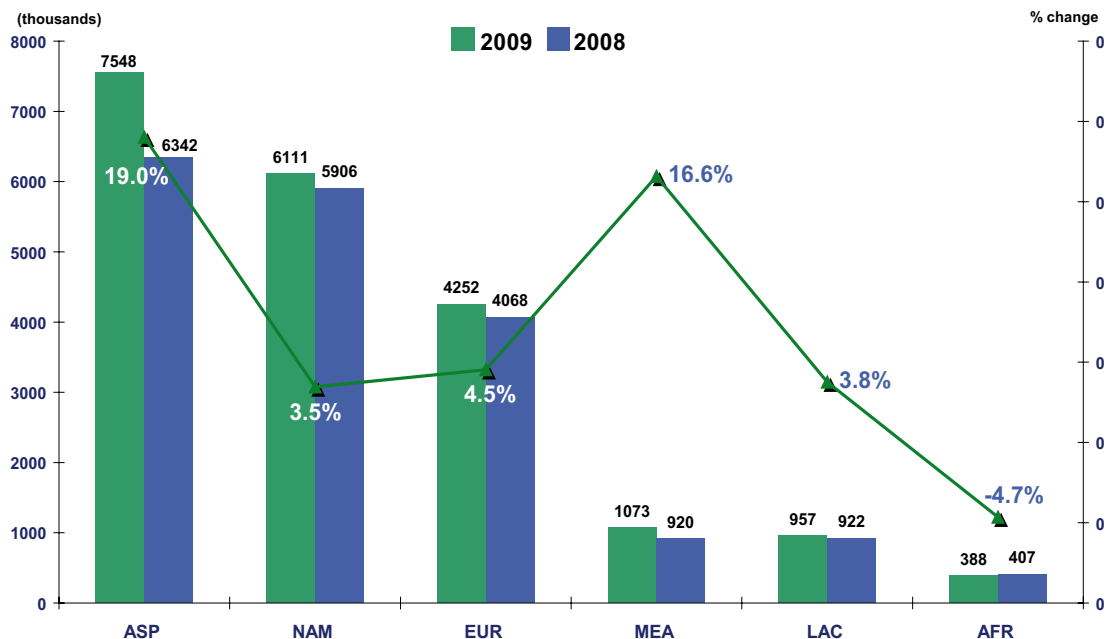
While the above figures and the trend are encouraging on a global basis, the regional differences and traffic shifts are significant. For 60% of the global traffic, namely in North America and Europe (Figure 2), traffic remained flat in the fourth quarter. This represents a marked improvement over quarter 3, but these two biggest and most mature regions remain laggards in the global recovery. Clearly in contrast is the rest of the world led by Asia-Pacific and Latin America-Caribbean as well as the Middle East. Growth was a little more moderate in Africa.

Figure 2: Q4 2009 total passengers



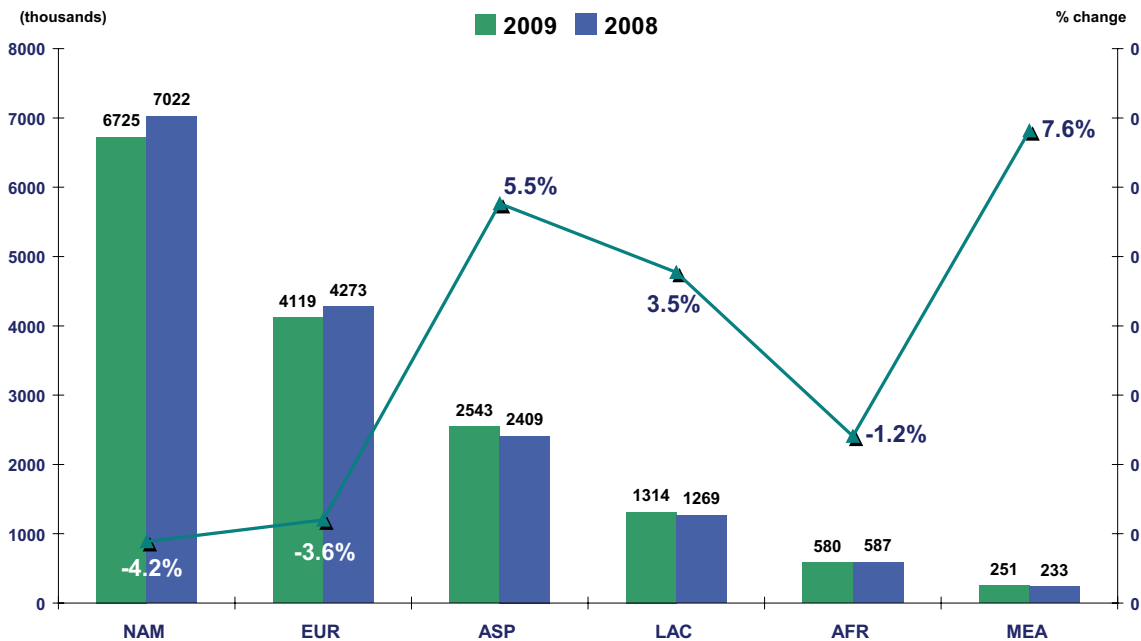
The picture is more uniform in regard to freight. With the exception of Africa, all regions reported growth led by Asia-Pacific and Middle East. This is in sharp contrast to the third quarter when all regions still showed significant contractions and even Middle East only grew by 1.2% (Figure 3). However, to put things into perspective it must be recognized that during the reference quarter 4/2008 freight volumes collapsed very abruptly and growth does not come as a surprise. That being said, the sharp upwards trend for freight during the last quarter bodes well for the global economic outlook.

Figure 3: Q4 2009 total freight



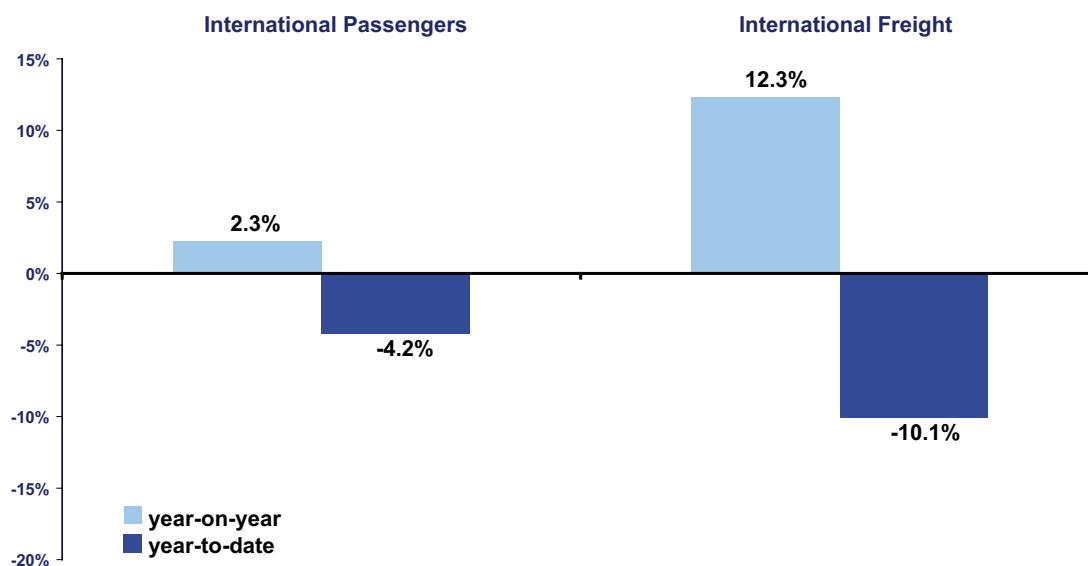
Europe and North America remained down on aircraft movements, well below passenger growth, while Asia-Pacific, Latin America-Caribbean and the Middle East registered increases to cope with the strong growth in passenger volumes (Figure 4). Yet, the increases in movements were significantly below the increases in passengers and freight indicating higher load factors.

Figure 4: Q4 2009 total movements



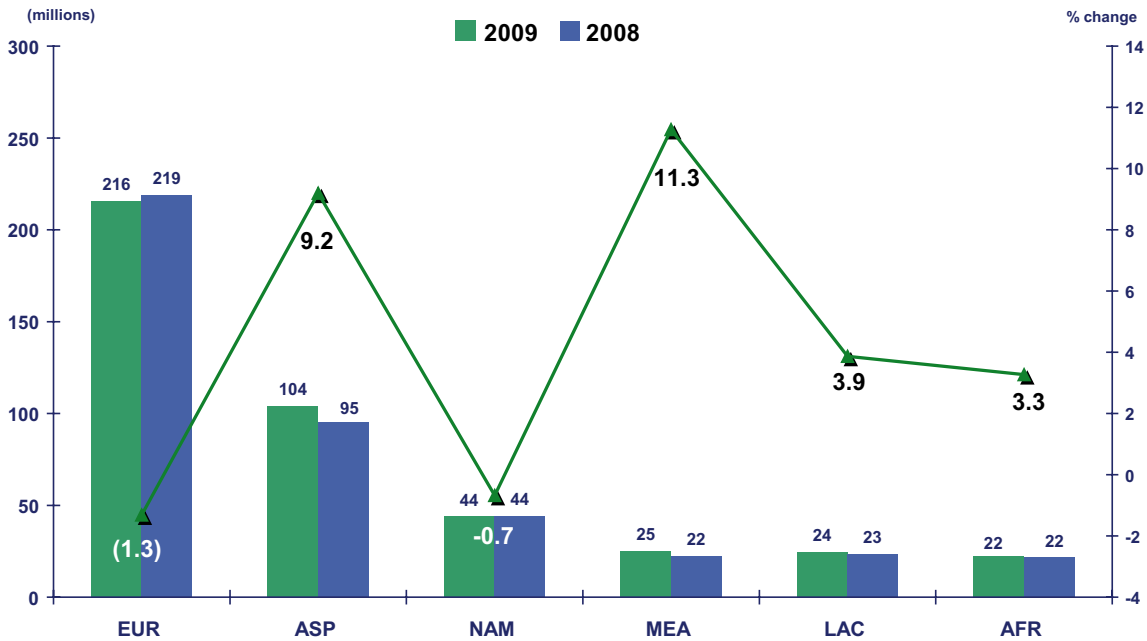
International passenger traffic worldwide returned to positive growth in the third quarter (Figure 5), but did not grow as strong as domestic traffic. A reverse picture is presented by freight where international demand was stronger than domestic. This reversal is also expected for passenger traffic in Q1 2010 as the situation improves further. On an annual basis international passenger traffic was down by 4.2% and international freight shrank by 10.1% and therefore had an inferior performance on domestic volumes.

Figure 5: Q4 2009 international passenger and freight year-on-year percentage growth rate



As indicated above, with the exception of Africa, international traffic growth in all regions fell behind domestic traffic growth (Figure 6).

Figure 6: Q4 2009 international passengers



In freight in Asia-Pacific, international growth nearly matched domestic growth, heavily influenced by domestic volumes in China (Figure 7). In the other regions international freight outperformed domestic.

Figure 7: Q4 2009 international freight (metric tonnes)

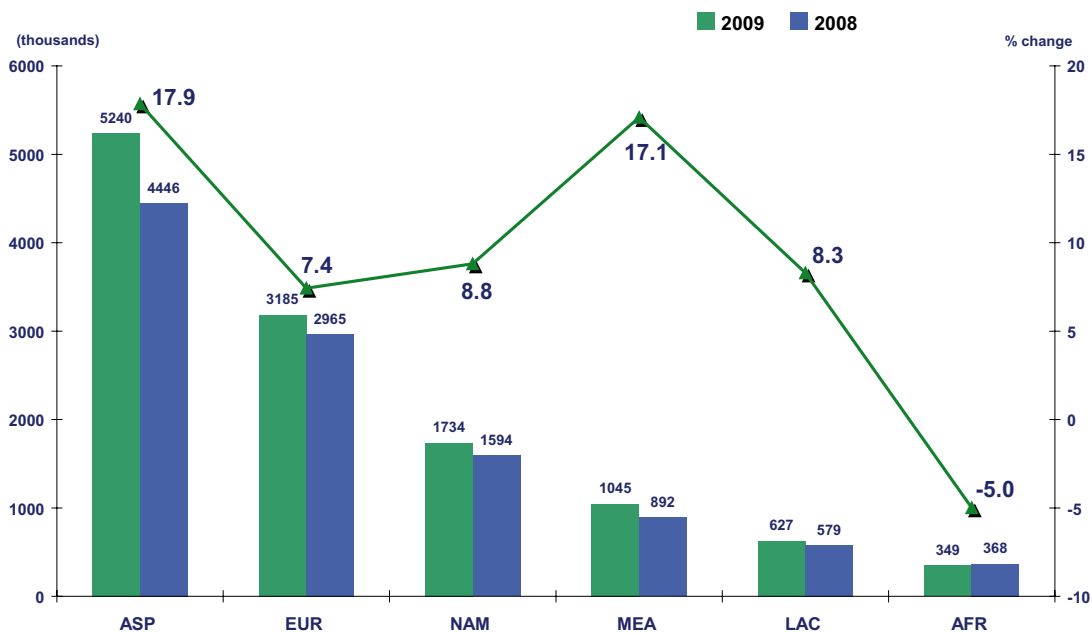
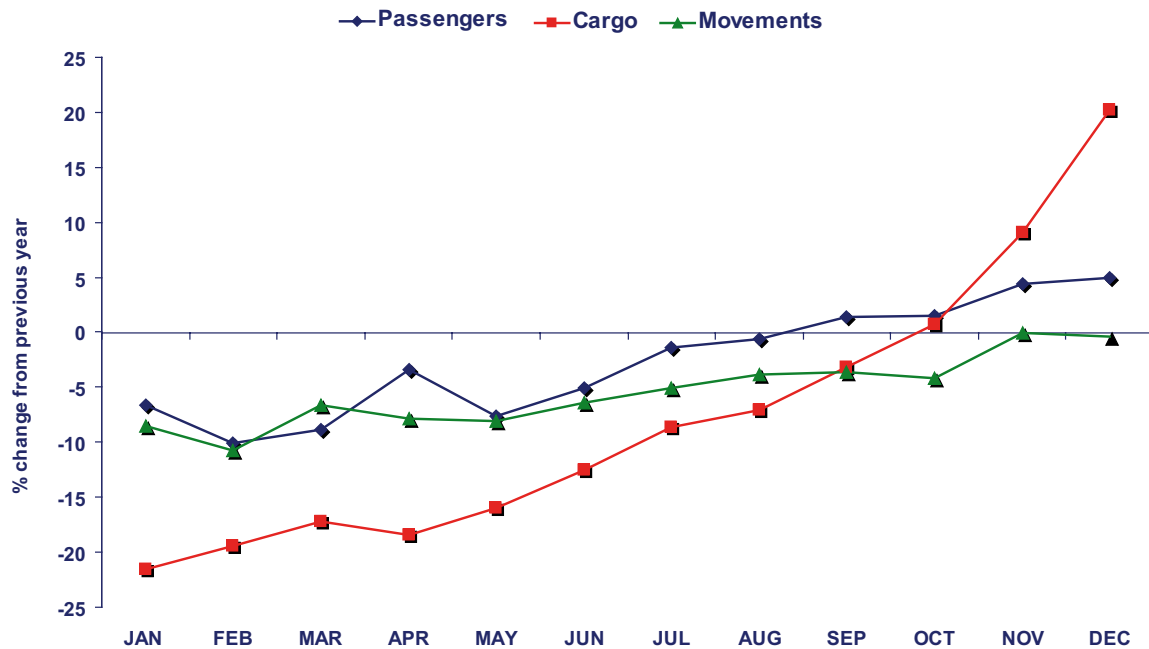


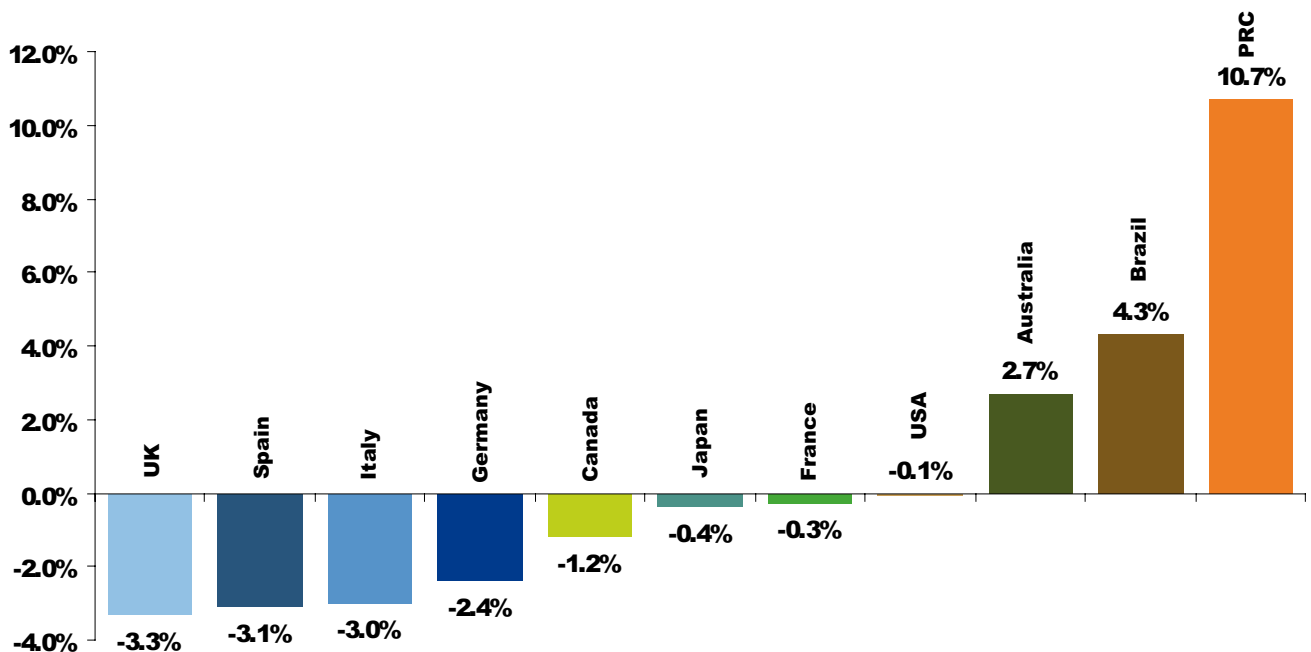
Figure 8 illustrates how negative growth in movements continuously remained below growth in passengers, and how it decoupled during the summer and just stagnated at the end of the year. Freight was in severely negative territory for most of the year but skyrocketing in the fourth quarter peaking in December with almost 20% growth.

Figure 8: Evolution of airport traffic worldwide



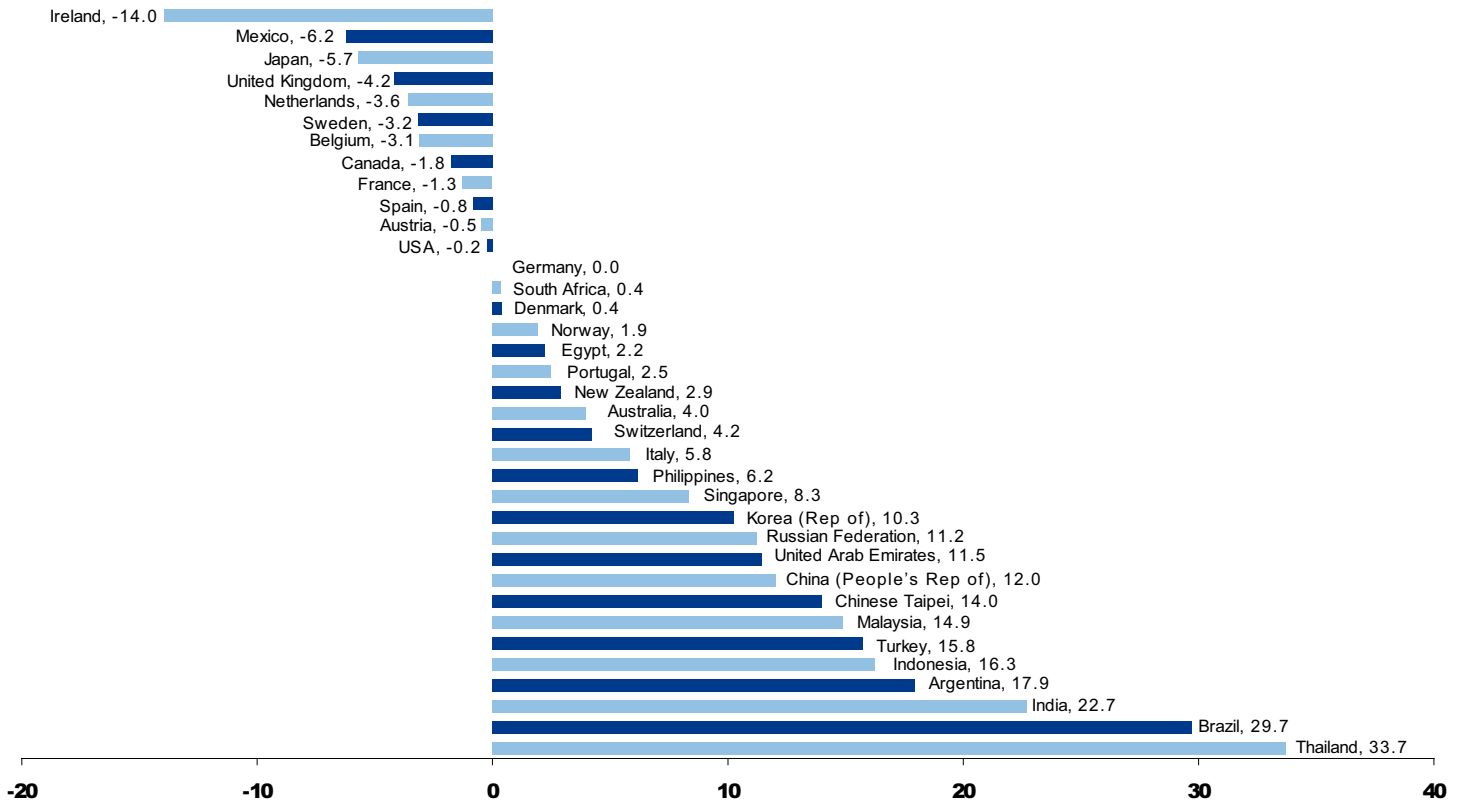
The economic scenario has improved further in the fourth quarter, and all major economies have technically emerged from recession as they reported quarter-on-quarter growth. However, looking at the year-on-year performance (Figure 9), it is noticeable that the advanced economies with the exception of Australia, are still well below 2008 levels explaining the tepid improvement in North America and Europe.

Figure 9: GDP growth in major markets year-on-year Q4 2009



On a by-country basis of the world's largest aviation markets, the decoupling of emerging from advanced economies is confirmed. Most European and both North American countries remain in the negative (Figure 10). And without robust growth in Russia and Turkey the situation in Europe would be even bleaker. The drivers of global air traffic are located in Asia-Pacific, Middle East and Latin America-Caribbean.

Figure 10: Q4 2009 percentage growth in world's largest aviation markets year-on-year



The top performing airports in quarter four are almost exclusively located in Asia-Pacific and Latin America-Caribbean (Figure 11). Bangkok is way up as November and December 2009 traffic was depressed by public unrest in Bangkok leading to temporary airport closure.

Figure 11: 30 airports reporting biggest year-on-year growth in Q4 2009

RANK	Airport, country	CODE	total passengers	% change
1	BANGKOK, TH	BKK	11 481 827	42.9
2	BRASILIA, BR	BSB	3 550 411	33.7
3	CHENGDU, CN	CTU	6 002 084	32.1
4	NEW DELHI, IN	DEL	7 103 854	25.7
5	XIAMEN, CN	XMN	3 128 815	25.1
6	JAKARTA, ID	CGK	10 256 827	24.8
7	SÃO PAULO, BR	GRU	6 281 679	23.6
8	MUMBAI, IN	BOM	6 978 826	23.0
9	RIO DE JANEIRO, BR	GIG	3 301 277	19.6
10	SHANGHAI, CN	PVG	8 296 411	18.0
11	KUALA LUMPUR, MY	KUL	8 459 823	17.8
12	SHENZHEN, CN	SZX	6 566 978	17.4
13	SEOUL, KR	GMP	4 029 520	16.5
14	TAIPEI, TW	TPE	5 749 260	15.4
15	JEJU, KR	CJU	3 435 286	14.9
16	KUNMING, CN	KMG	4 985 643	14.8
17	SÃO PAULO, BR	CGH	3 873 404	14.7
18	MOSCOW, RU	DME	4 673 723	14.3
19	GUANGZHOU, CN	CAN	9 883 312	14.2
20	HANGZHOU, CN	HGH	3 870 101	13.4
21	DUBAI	DXB	10 833 013	13.0
22	CHICAGO IL, US	MDW	4 298 754	9.3
23	ISTANBUL, TR	IST	7 459 620	8.9
24	BEIJING, CN	PEK	16 829 429	8.9
25	SINGAPORE, SG	SIN	10 518 465	8.3
26	MOSCOW, RU	SVO	3 640 587	7.7
27	SYDNEY, AU	SYD	9 142 416	7.3
28	SHANGHAI, CN	SHA	6 358 924	7.0
29	BALTIMORE MD, US	BWI	5 192 964	6.9
30	MANILA, PH	MNL	5 871 724	6.2

Conversely, among the airports with largest decreases, many European and North American can be found (Figure 12), but also airports in Japan were still struggling.

Figure 12: 30 airports reporting biggest year-on-year declines in Q4 2009

RANK	Airport, country	CODE	total passengers	% change
1	DUBLIN, IE	DUB	4 406 984	(12.9)
2	MANCHESTER, GB	MAN	3 860 107	(11.9)
3	NAHA, JP	OKA	3 314 541	(11.0)
4	OSAKA, JP	KIX	3 322 217	(10.3)
5	DETROIT MI, US	DTW	7 345 884	(8.4)
6	MEXICO CITY, MX	MEX	6 231 639	(7.1)
7	TOKYO, JP	HND	15 663 686	(6.9)
8	MINNEAPOLIS MN, US	MSP	7 225 133	(5.9)
9	LONDON, GB	STN	4 455 670	(5.8)
10	FUKUOKA, JP	FUK	4 088 574	(5.6)
11	SAPPORO, JP	CTS	3 959 470	(5.5)
12	STOCKHOLM, SE	ARN	3 929 868	(5.0)
13	OSAKA, JP	ITM	3 802 256	(4.8)
14	PALMA DE MALLORCA, ES	PMI	3 589 599	(4.7)
15	AMSTERDAM, NL	AMS	10 256 265	(4.4)
16	VANCOUVER BC, CA	YVR	3 710 455	(4.2)
17	ST LOUIS MO, US	STL	3 068 697	(4.2)
18	TORONTO ON, CA	YYZ	7 085 578	(3.3)
19	PARIS, FR	ORY	5 834 349	(3.2)
20	BRUSSELS, BE	BRU	3 868 251	(3.1)
21	ATLANTA GA, US	ATL	21 450 579	(2.5)
22	TAMPA FL, US	TPA	4 075 720	(2.5)
23	PARIS, FR	CDG	13 755 219	(2.1)
24	CHICAGO IL, US	ORD	15 706 845	(2.0)
25	PORTLAND OR, US	PDX	3 107 353	(1.6)
26	NEWYORK NY, US	JFK	10 951 255	(1.5)
27	WASHINGTON DC, US	DCA	4 286 634	(1.4)
28	VIENNA, AT	VIE	4 381 638	(1.3)
29	PHILADELPHIA PA, US	PHL	7 268 602	(1.1)
30	LAS VEGAS NV, US	LAS	9 845 750	(1.1)

Figures 13 and 14 illustrate that the three size categories with the largest market share grew the fastest in the fourth quarter. In general, the growth picture is becoming a little more balanced whereas in previous quarters larger airports were growing at the expense of smaller airports. This development indicates a broader and more substantial recovery as it goes across all sizes of airports.

Figure 13: Q4 2009 year-on-year growth per size category

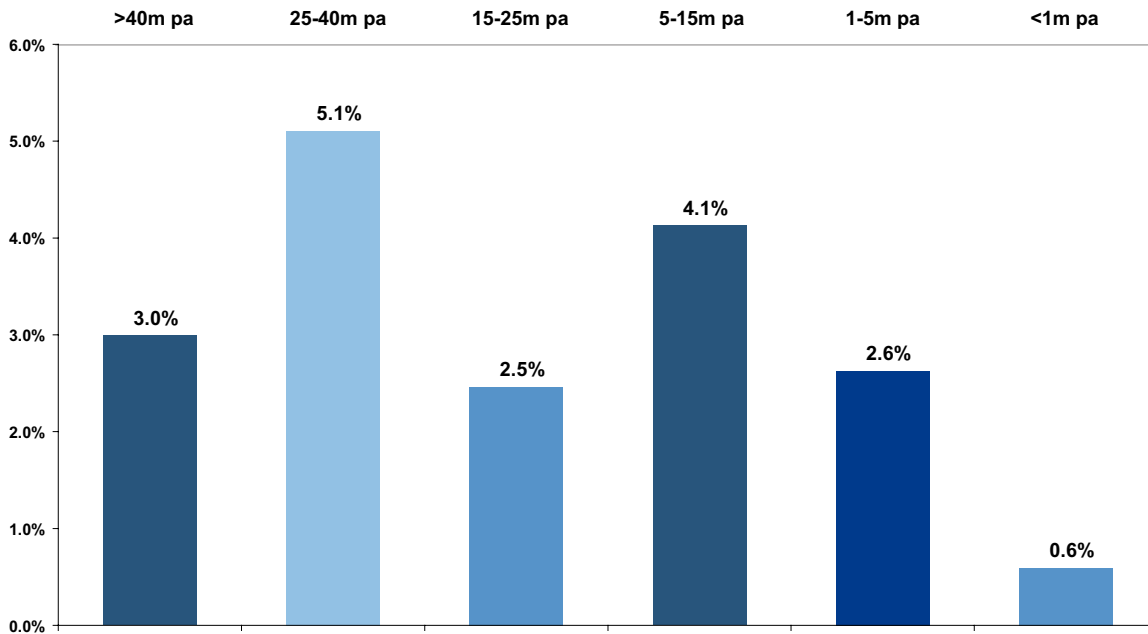
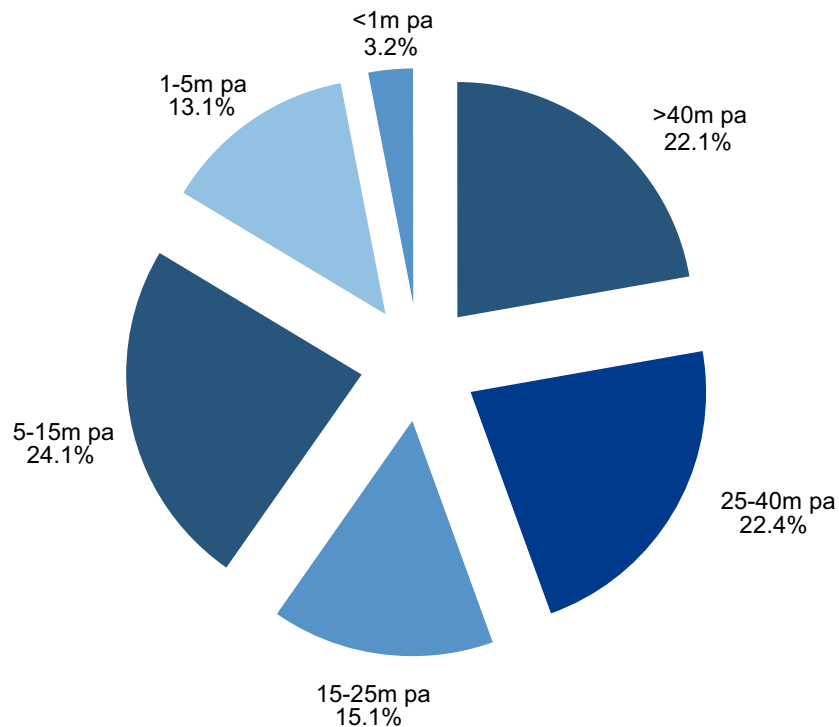


Figure 14: Q4 2009 airport size category and market share



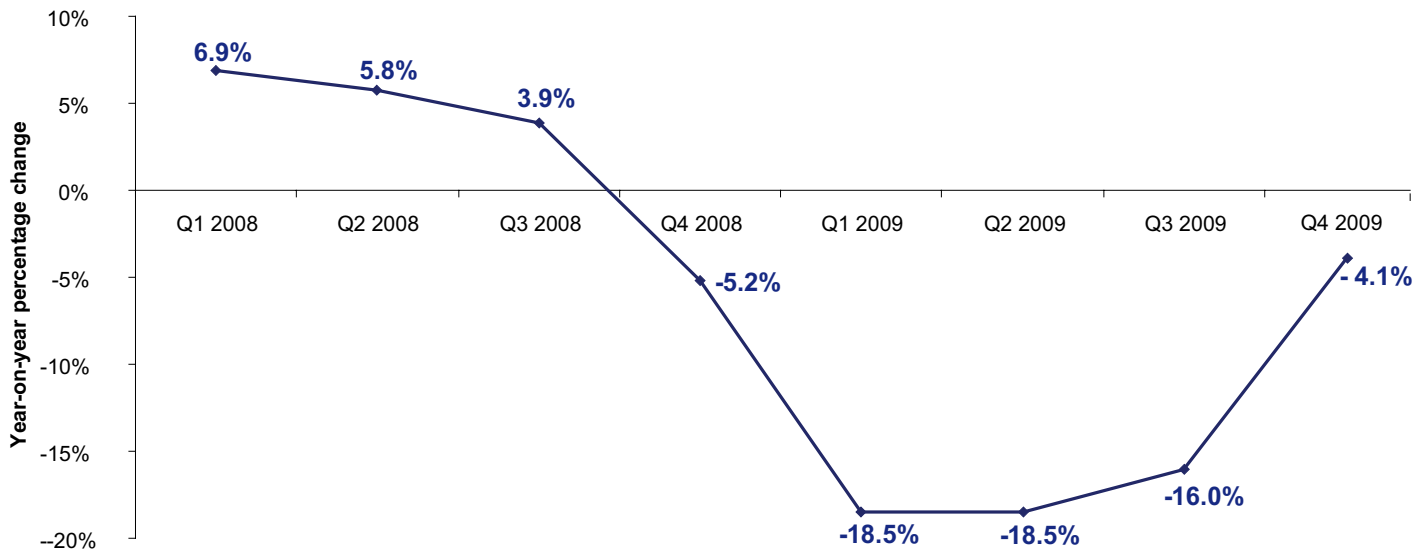
Airports with predominantly international traffic reported a solid fourth quarter performance (Figure 15). Only three (European) airports among the top 20 showed a decline, while Dubai continues its journey to the top three international airports group.

Figure 15: Top 20 international airports Q4 2009
(international traffic only - year-on-year percentage change)

RANK	Airport	Code	Passengers	% change
1	LONDON, GB	LHR	14 765 114	1.8
2	PARIS, FR	CDG	12 573 998	(2.2)
3	HONG KONG, HK	HKG	11 623 000	0.4
4	FRANKFURT, DE	FRA	10 733 251	0.1
5	DUBAI, AE	DXB	10 619 928	13.4
6	SINGAPORE, SG	SIN	10 243 646	9.1
7	AMSTERDAM, NL	AMS	10 242 732	(4.4)
8	BANGKOK, TH	BKK	8 212 157	35.3
9	TOKYO, JP	NRT	7 902 375	3.6
10	INCHEON, KR	ICN	7 066 912	5.2
11	MADRID, ES	MAD	7 051 491	4.2
12	LONDON, GB	LGW	6 095 135	2.0
13	MUNICH, DE	MUC	5 656 535	2.2
14	KUALA LUMPUR, MY	KUL	5 595 062	20.7
15	ZURICH, CH	ZRH	5 304 993	4.3
16	NEWYORK NY, US	JFK	5 290 439	1.5
17	TAIPEI, TW	TPE	5 204 512	14.7
18	ROME, IT	FCO	4 904 437	6.3
19	ISTANBUL, TR	IST	4 765 764	12.7
20	DUBLIN, IE	DUB	4 269 382	(12.0)

World trade has seen a marked improvement and is on track to return to growth this year (Figure 16). Compared to air freight performance it may be concluded that shipment by air currently outperforms other modes of transport. World trade in 2009 was down by 13.2%. In December however it increased by 7.4% the first month of year-on-year growth since September 2008.

Figure 16: World trade volume



Source: CPB Netherlands Bureau for Economic Policy Analysis

In international freight (Figure 17) it shows that the range of performances between regions during the crisis was much narrower than in passenger traffic (with the exception of MEA) and also the recovery has been taking place in a rather concerted manner.

Figure 17: International freight regional trends

