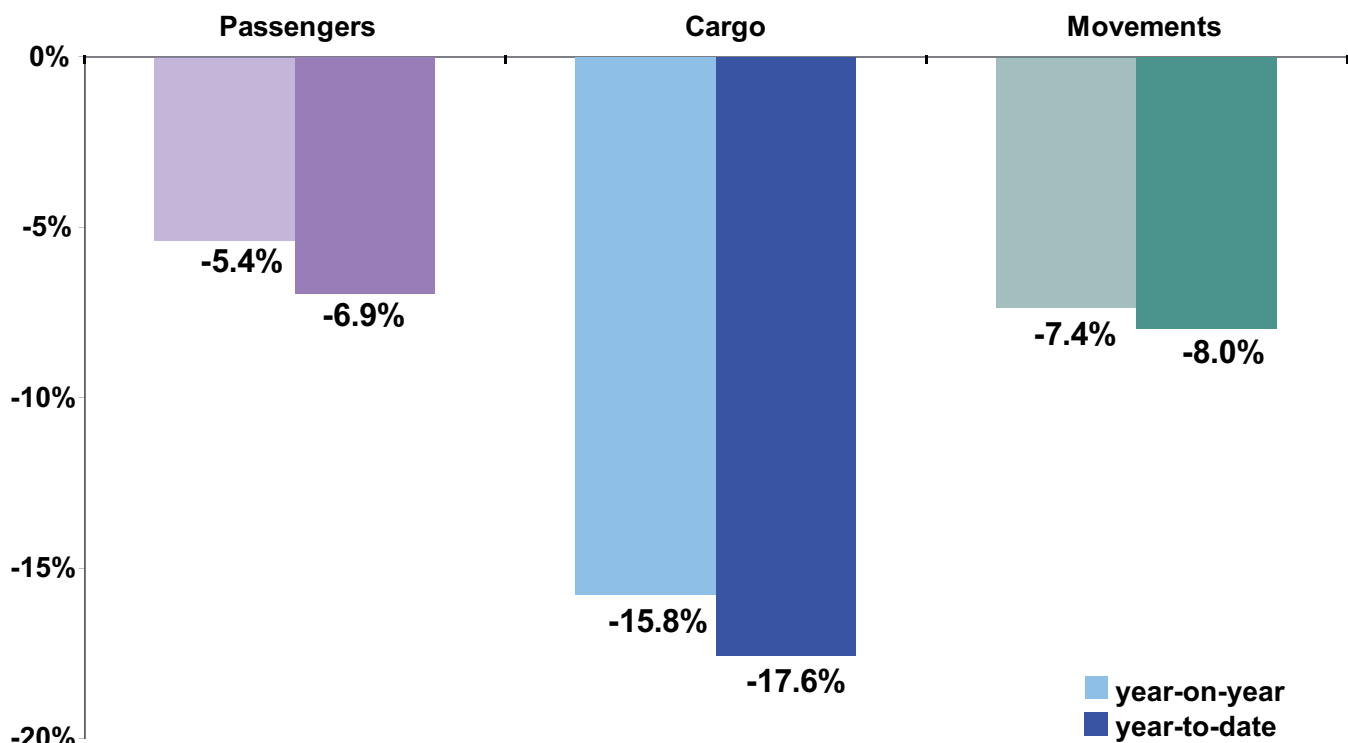


Quarterly figures (all figures presented are year-on-year comparisons)

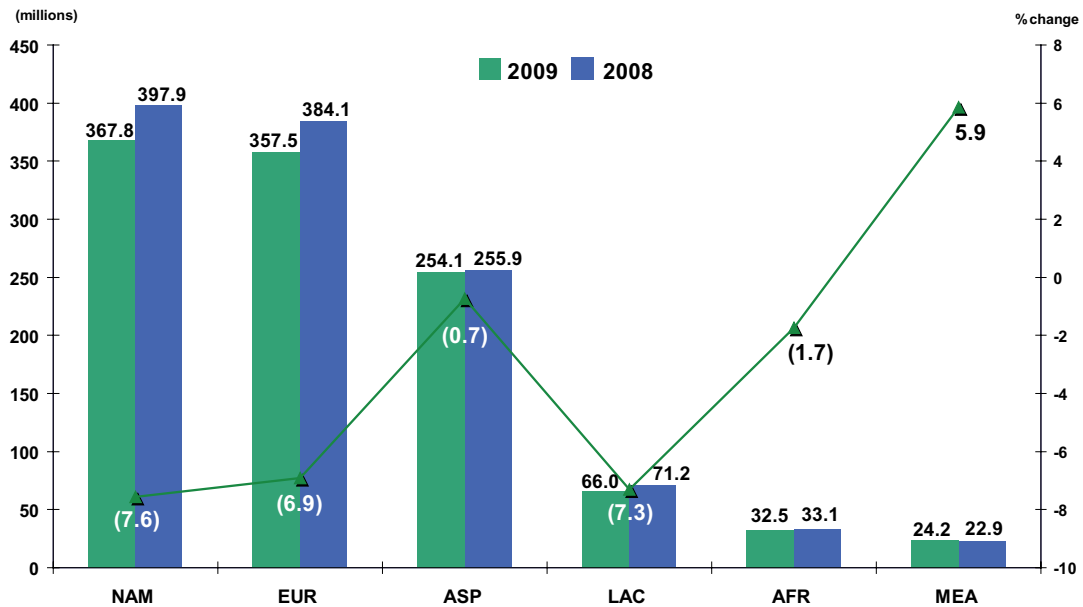
Worldwide traffic shrank by 5.4% in the second quarter of 2009 compared to the corresponding period of 2008. Freight volumes decreased by -15.8% while movements went down by 7.4%. These figures represent an improvement from Q1 quarterly results, however, year-to-date figures remain very depressed as shown in Figure 1 below.

Figure 1: Q2 2009 percentage growth year-on-year and year-to-date



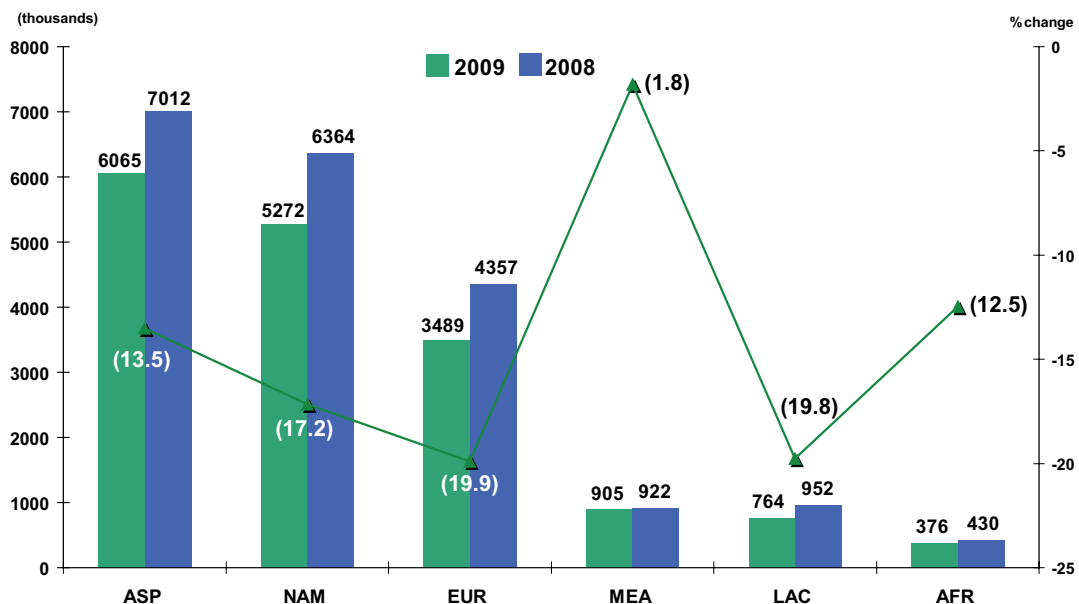
Europe has shown the best improvement relative to Q1 shifting from -11.9% to -6.9% together with Africa and the Middle East. North America reported the biggest decline at -7.6% (see Figure 2). The only region showing a worse performance in Q2 compared with Q1 is Latin America/ Caribbean with a decline of -7.3%. This dip is clearly a result of the outbreak of H1N1 in the region which devastated traffic in Mexico and other countries in the region. Asia Pacific was almost flat (-0.7%) driven by China where figures climbed in 2009 as a result of the 2008 May earthquake and a political situation as well as major economic stimulus programmes.

Figure 2: Q2 2009 total passengers



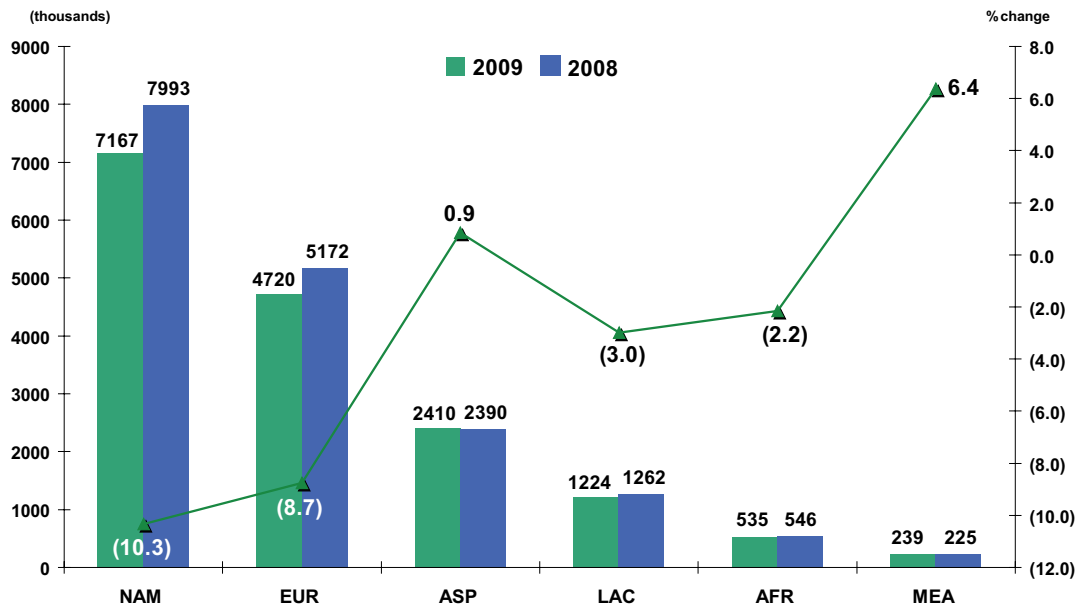
The only region that has shown marked improvement over Q1 is Asia-Pacific where a decline of 13.5% contrasts with a -21% drop in Q1 (see Figure 3). The other regions largely remained mired in very depressed levels led by Europe, North America and Latin America/ Caribbean hovering just below minus 20%.

Figure 3: Q2 2009 total freight



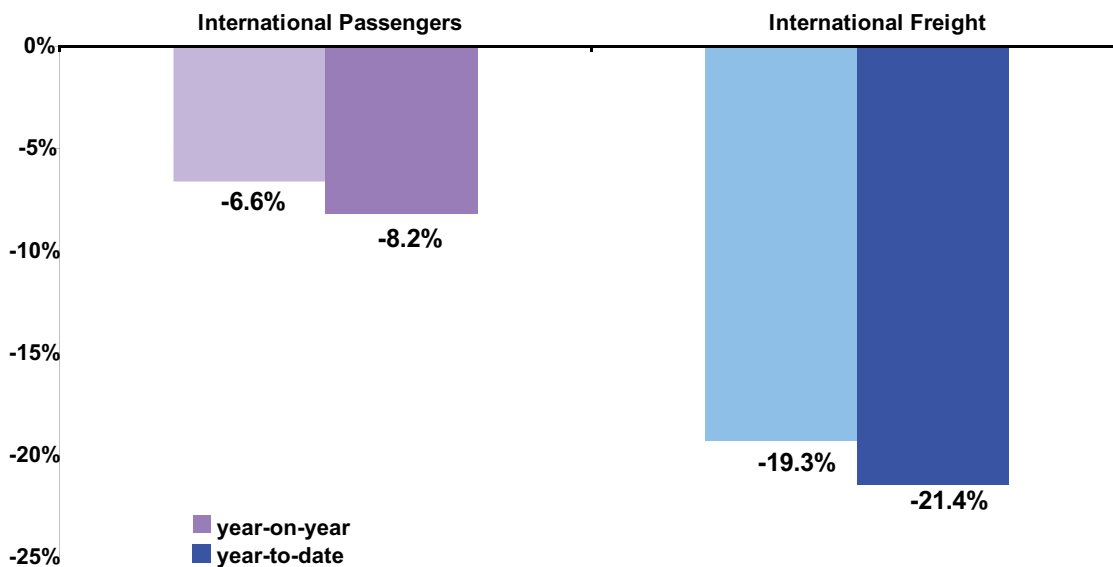
Aircraft movements grew in Asia Pacific and the Middle East. In both cases faster than passengers by a relatively small margin. Latin America and Africa have not managed to cut movements in line with passenger declines, whereas North America and Europe (see Figure 4) showed movement reductions topping passenger drops.

Figure 4: Q2 2009 total movements



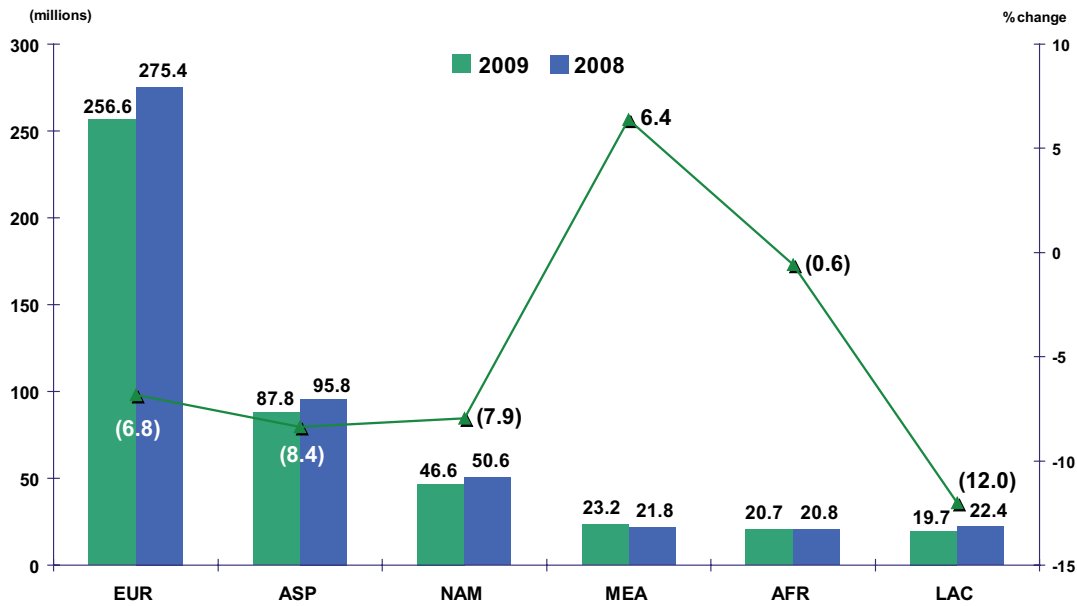
International passenger traffic decreased by -6.6% eclipsed by a heavy -19.3% in international freight. This performance is slightly up from the even heavier declines seen in Q1, but that is compared to traffic growth in Q2 2008 that was already easing. It also shows that domestic traffic is healing faster than international traffic.

Figure 5: Q2 2009 international passenger and freight year-on-year percentage growth rate



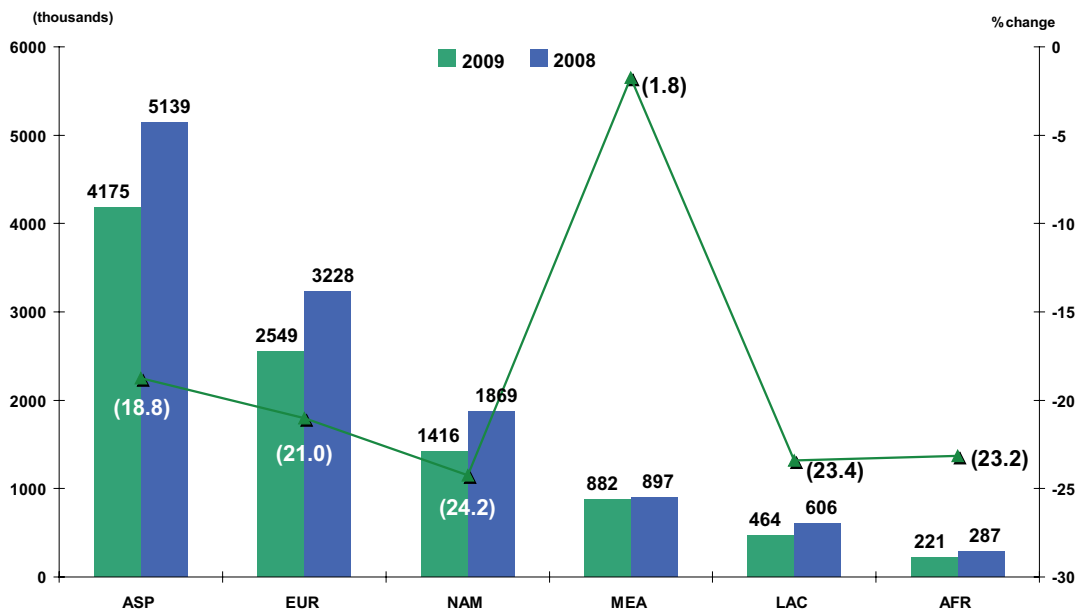
International passenger traffic declines were more moderate in Europe and Africa (see Figure 6) while the Middle East grew by a solid 6.4%. Asia Pacific and North America slightly improved over Q1 levels while Latin America/ Caribbean was set back by -12%.

Figure 6: Q2 2009 international passengers



The international freight picture remained extremely bleak (see Figure 7) with all regions declining by over or just under 20%. Middle East remains the only exception yet also did not grow.

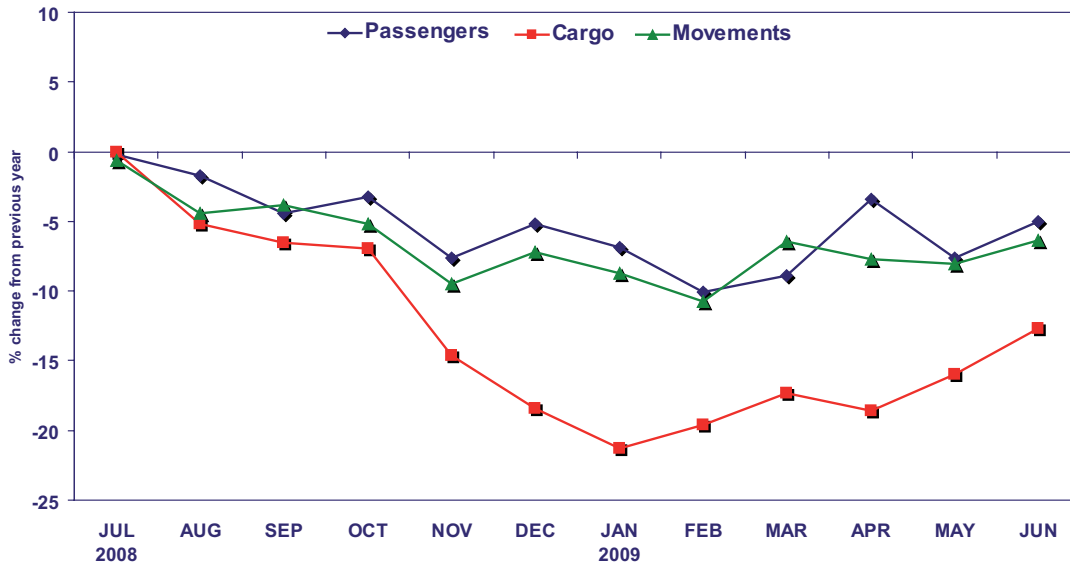
Figure 7: Q2 2009 international freight (metric tonnes)



Analysis – Passenger traffic

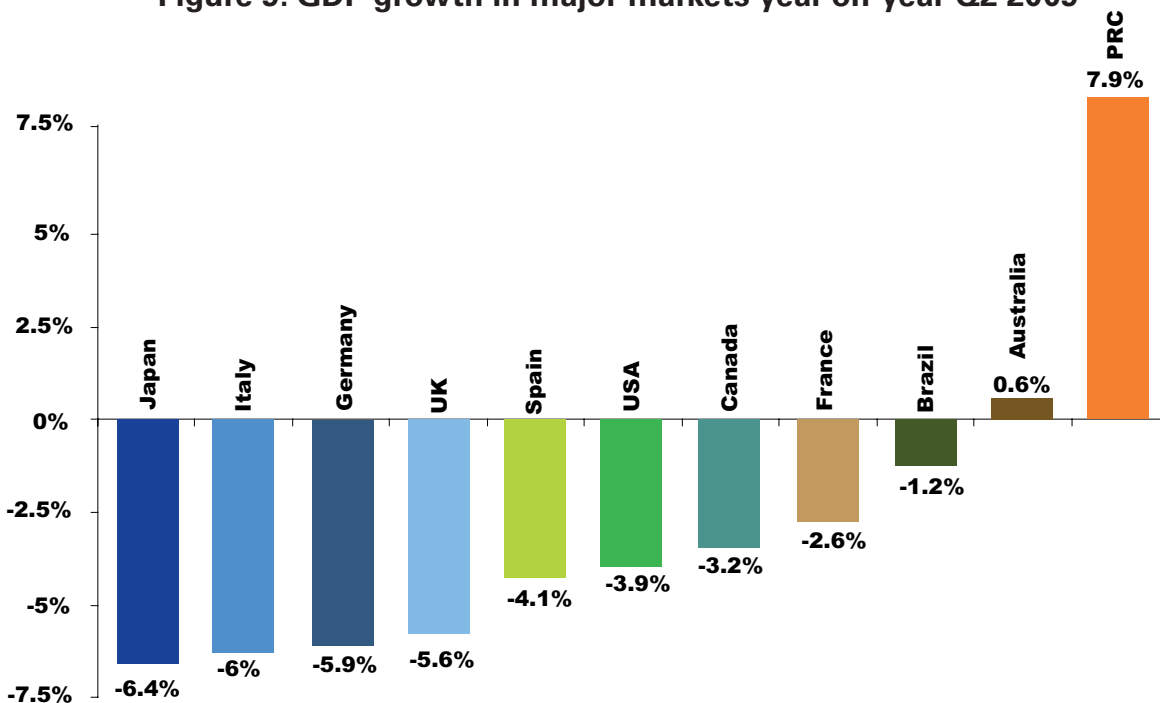
Although the percentage changes in Q2 seem to be an improvement over Q1, it must be noted that Q2 2008 already showed signs of easing traffic and freight demand and therefore represents a lower reference base. Also, April figures were distorted upwards due to Easter falling in April in 2009 as opposed to March in 2008. Year-to-date figures (half year performance) are very sobering (see Figure 8) at -7% for passengers and -18% for freight. On the other hand Q2 was severely affected by the outbreak of H1N1 in May which scared air travellers around the world, particularly in the Americas, but also in Asia Pacific. While positive year-on-year growth is expected to occur during the second half of the year, the 2009 y-t-d declines will only be partly offset.

Figure 8: Evolution of airport traffic worldwide



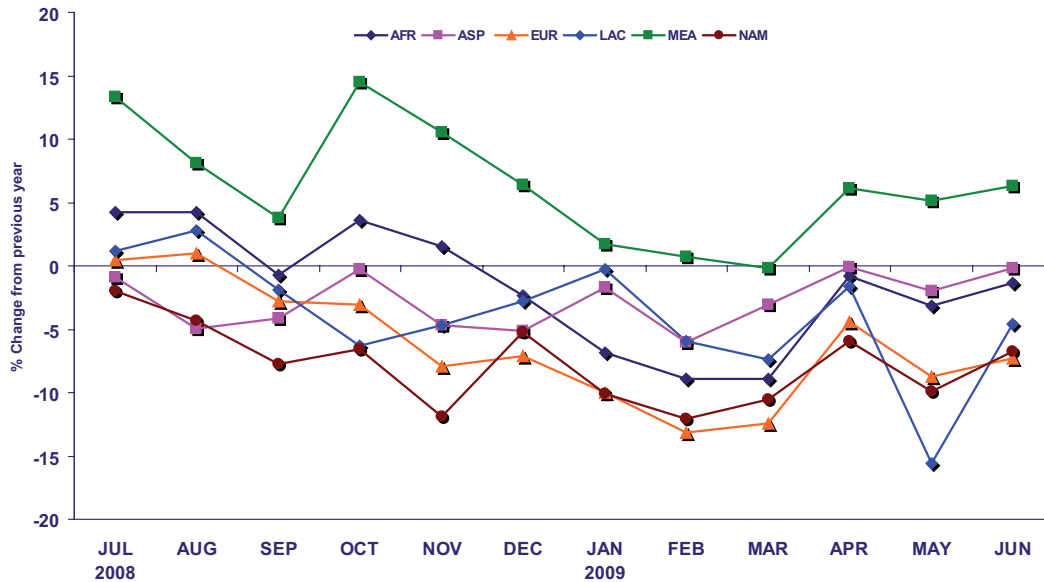
While some economies have grown again quarter-on-quarter in Q2 and are technically out of recession, the year-on-year picture (see Figure 9) shows still far spread reductions in output.

Figure 9: GDP growth in major markets year-on-year Q2 2009



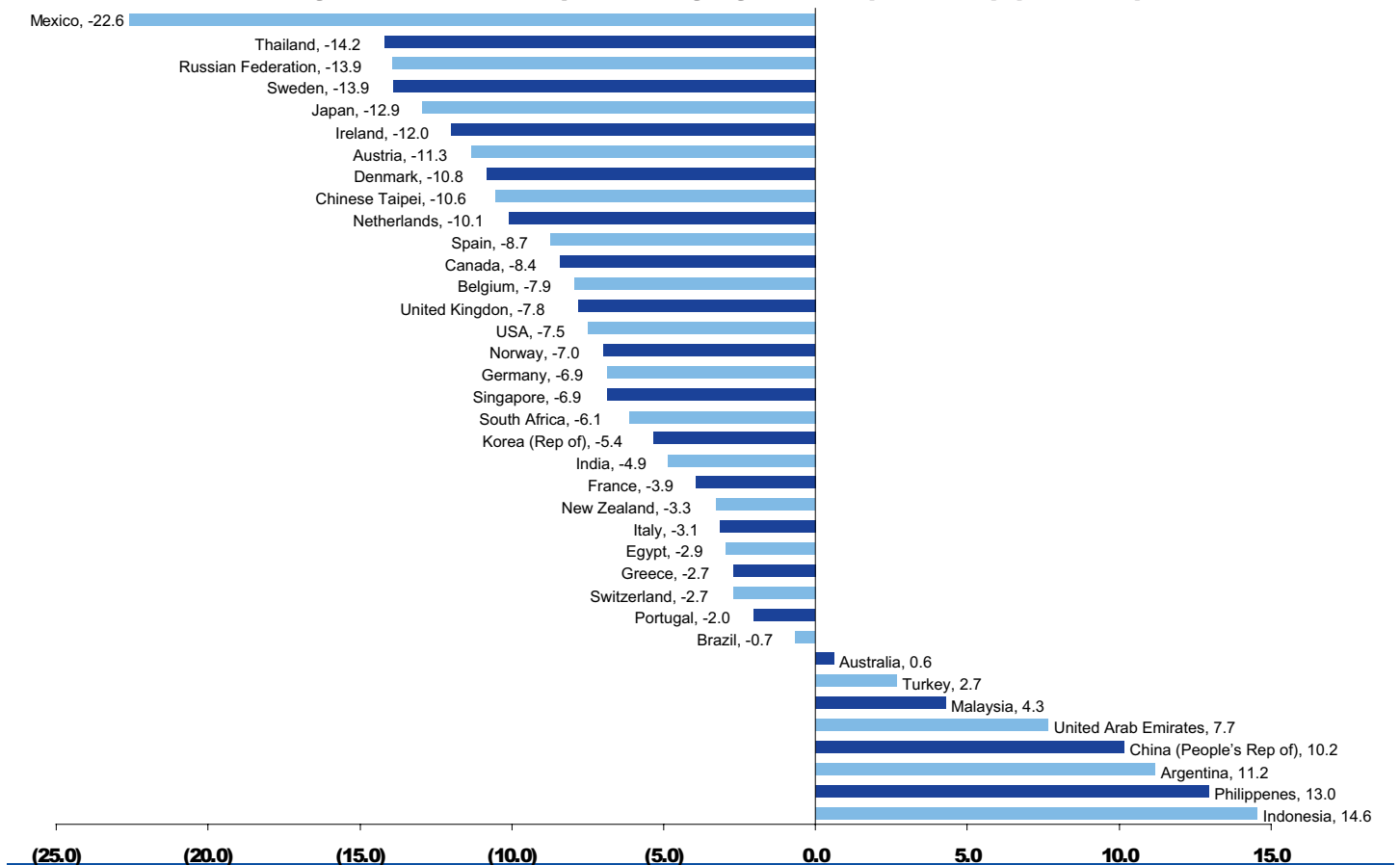
On a regional basis as already pointed out, Europe and North America remained the most severely affected by the downturn joined by Latin America / Caribbean as a result of H1N1. The picture in Asia Pacific (see Figure 10) is somewhat softened by strong growth and significant volumes of domestic traffic in China and India.

Figure 10: Total passenger regional trends



Of the 36 countries with more than 20 million passengers per year only 8 countries grew passenger traffic (see Figure 11). All other major markets declined lead by Mexico with a -23% decline in passengers followed by Thailand and Russia. The increase in Argentina was due to an expansion of domestic capacity at many smaller airports around the country.

Figure 11: Q2 2009 percentage growth by country year-on-year



China's economy has picked up speed again in Q2 (see Figure 12) as a result of massive government stimulus programmes. Passenger traffic in China was majorly driven by domestic travel as international travel from and to China has continued to contract. Reasons for the continued strong domestic demand are more migrations within China as a consequence of the economic shift as well as a certain catch up effect from last years earthquake and political tensions.

Figure 12: 30 airports reporting biggest year-on-year growth in Q2 2009

Airport, country	CODE	total passengers	% change
BEIRUT, LB	BEY	1 201 585	40.7
CHENGDU, CN	CTU	5 359 034	35.9
ISTANBUL, TR	SAW	1 449 914	31.6
KUNMING, CN	KMG	4 578 965	25.5
NANJING, CN	NKG	2 626 258	24.1
XIAMEN, CN	XMN	2 674 393	19.4
JAKARTA, ID	CGK	9 147 325	16.8
BUENOS AIRES, AR	AEP	1 386 522	16.3
BEIJING, CN	PEK	15 839 397	14.9
HANGZHOU, CN	HGH	3 595 500	13.4
RIGA, LV	RIX	1 063 881	13.4
BOLOGNA, IT	BLQ	1 301 914	13.0
MANILA, PH	MNL	6 612 774	13.0
KUWAIT, KW	KWI	1 970 161	12.3
SHENZHEN, CN	SZX	5 702 836	11.7
IZMIR, TR	ADB	1 595 531	11.1
ALGIERS, DZ	ALG	1 120 696	11.0
MUSCAT, OM	MCT	1 121 949	10.5
SHARJAH, AE	SHJ	1 410 508	10.4
SHANGHAI, CN	SHA	6 403 711	9.8
SHANGHAI, CN	PVG	7 703 395	9.5
GOLD COAST, AU	OOL	1 148 155	9.0
ABU DHABI, AE	AUH	2 335 797	8.8
MARSEILLE, FR	MRS	2 024 139	8.6
MILAN, IT	BGY	1 856 757	8.2
DUBAI, AE	DXB	9 849 937	7.9
LAGOS, NG	LOS	1 384 990	7.9
PERTH, AU	PER	2 397 740	7.9
GUANGZHOU, CN	CAN	8 708 442	7.8
LIMA, PE	LIM	2 099 352	7.2

Turkey's growth is driven by a fast expanding Turkish Airlines, similarly traffic growth in the UAE is maintained by fast growing home carriers, Emirates and Etihad, in Dubai and Abu Dhabi. Among the airports with over 5 million passengers per year only thirty airports registered growth in quarter 1. Of the top 10 growing airports 6 are in China. Other outperformers are Beirut, Jakarta and Jorge Newbery in Buenos Aires.

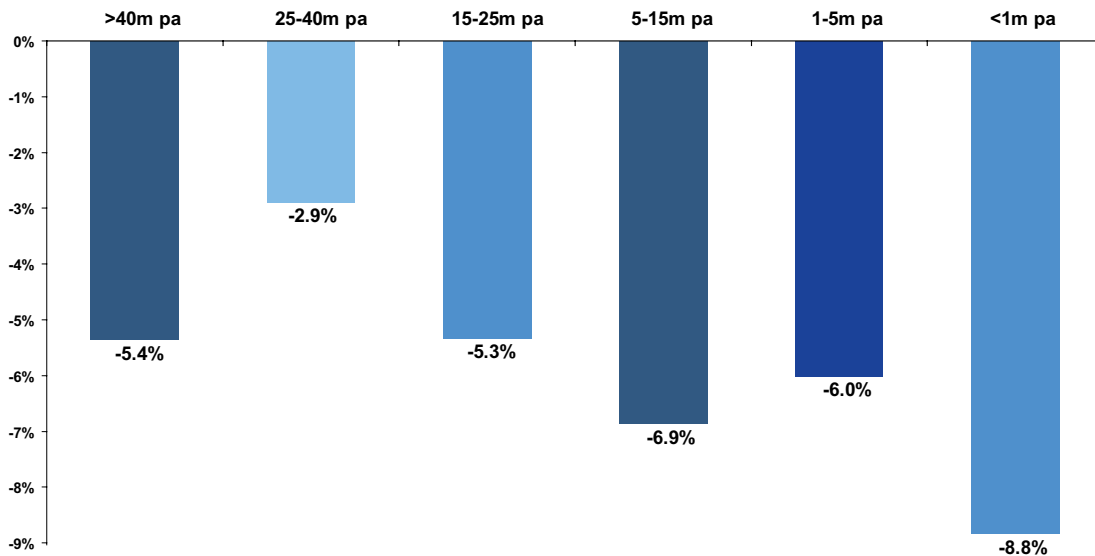
Of the 30 airports reporting the most significant declines (see Figure 13), 11 are located in the U.S.

Figure 13: 30 airports reporting biggest year-on-year declines in Q2 2009

Airport, country	CODE	total passengers	% change
MONTERREY, MX	MTY	1 270 539	(30.1)
CANCUN, MX	CUN	2 433 369	(27.3)
ONTARIO CA, US	ONT	1 273 437	(25.5)
MACAU, MO	MFM	1 033 268	(25.4)
OSAKA, JP	KIX	2 941 066	(25.3)
NAGOYA, JP	NGO	2 109 575	(24.1)
GUADALAJARA, MX	GDL	1 453 107	(22.9)
CINCINNATI OH, US	CVG	2 916 988	(21.7)
SAN JUAN, PR	SJU	2 134 514	(21.0)
OAKLAND CA, US	OAK	2 439 632	(19.0)
VALENCIA, ES	VLC	1 248 781	(18.3)
LANZAROTE, ES	ACE	1 064 255	(18.2)
MOSCOW, RU	DME	4 558 478	(18.2)
CLEVELAND OH, US	CLE	2 592 202	(17.5)
EAST MIDLANDS, GB	EMA	1 283 104	(17.2)
TENERIFE, ES	TFS	1 521 336	(16.7)
SÃO PAULO, BR	CGH	3 190 706	(16.6)
SAN JOSE CA, US	SJC	2 180 698	(16.1)
ST LOUIS MO, US	STL	3 398 648	(15.8)
MEXICO CITY, MX	MEX	5 417 236	(15.7)
BURBANK CA, US	BUR	1 201 144	(15.3)
ALBUQUERQUE NM, US	ABQ	1 535 062	(14.5)
BRISTOL, GB	BRS	1 459 992	(14.5)
STOCKHOLM, SE	ARN	4 323 390	(14.4)
LONDON, GB	STN	5 116 345	(14.3)
CHICAGO IL, US	ORD	16 938 228	(14.2)
KANSAS CITY MO, US	MCI	2 642 210	(14.2)
OSAKA, JP	ITM	3 295 893	(14.1)
MILAN, IT	LIN	2 234 108	(13.6)
WARSAW, PL	WAW	2 212 931	(13.5)

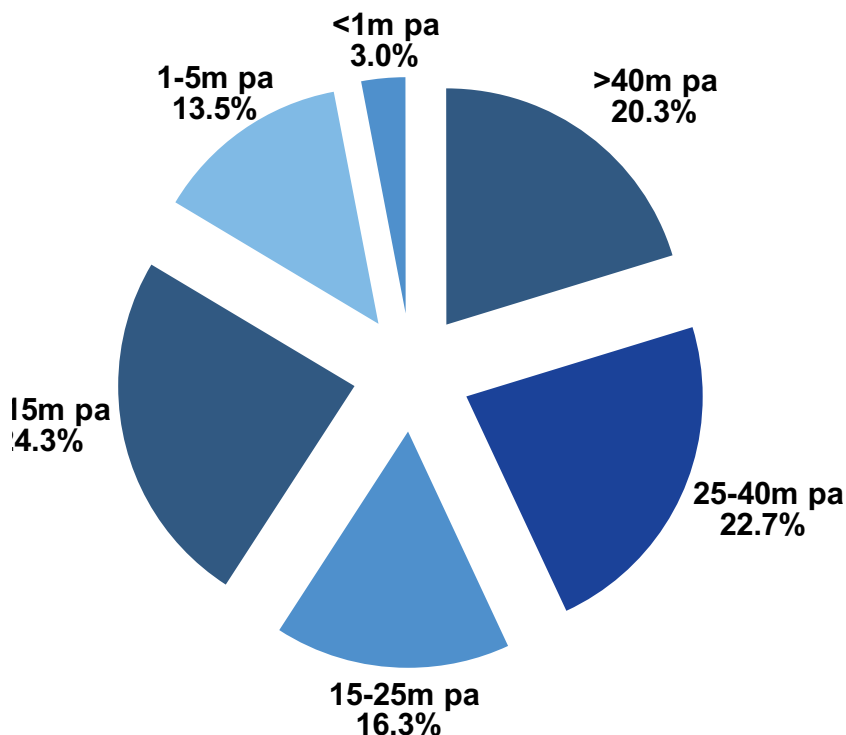
The breakdown of airports in the sample by size (see Figure 14) confirms the trend that large airports (over 15 million passengers) are less affected by the crisis than small and medium sized airports (under 15 million passengers). The Q2 'winners' are clearly the airports with 25-40 million passengers per annum reflecting the high proportion of fast growing Chinese airports in this category. The consolidation of airline route networks clearly comes at the disadvantage of small and medium sized airports without hub status as many non-stop routes or frequencies became unprofitable in an environment of declining demand. Airlines, network carriers in particular, are keen to consolidate their operations to save costs and retreat to their hubs.

Figure 14: Q2 2009 year-on-year growth per size category



Airport with more than 15 million consequently expand their market share to almost 60% of global traffic (see Figure 15). However, the 5-15 million remains the largest single size category for the time being.

Figure 15: Q2 2009 airport size category and market share



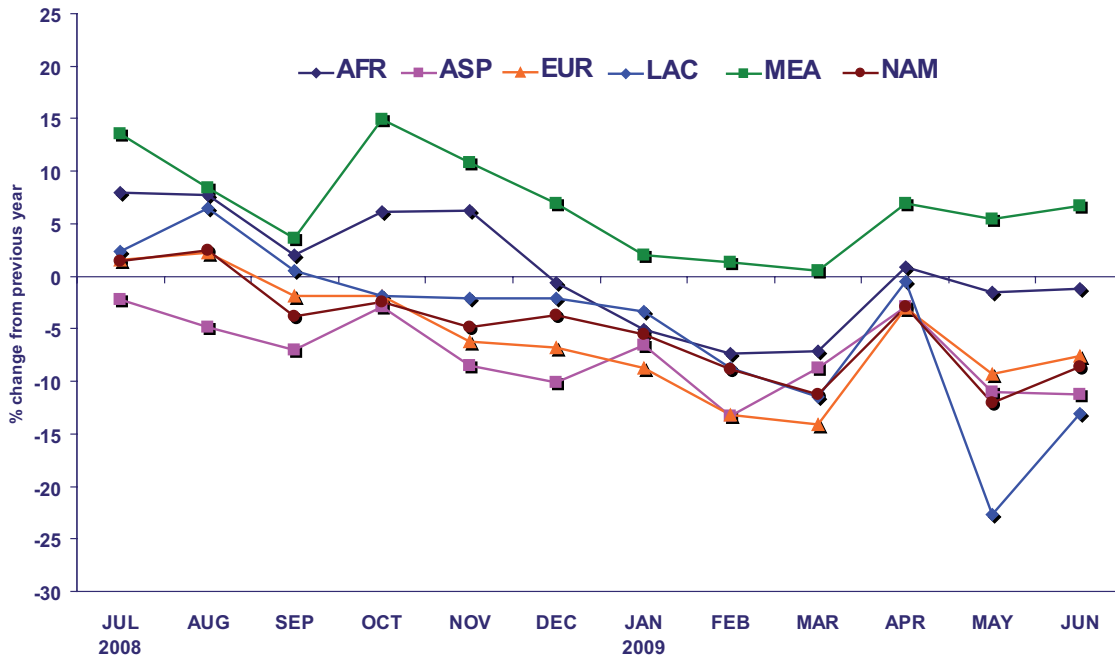
Among the top 20 international airports (see Figure 16) Dubai and Istanbul were the only airports that could report an increase in traffic whereas the others dropped by more than 5%.

Figure 16: Top 20 international airports Q2 2009

(international traffic only)

Airport	Code	Passengers	% change
LONDON, GB	LHR	15 451 787	(1.3)
PARIS, FR	CDG	13 943 415	(5.3)
FRANKFURT, DE	FRA	11 591 246	(5.1)
AMSTERDAM, NL	AMS	11 413 011	(10.2)
HONG KONG, HK	HKG	10 869 000	(8.7)
DUBAI, AE	DXB	9 663 290	8.4
SINGAPORE, SG	SIN	8 490 540	(6.2)
LONDON, GB	LGW	7 557 692	(6.2)
MADRID, ES	MAD	7 510 254	(2.8)
TOKYO, JP	NRT	6 977 195	(11.4)
INCHEON, KR	ICN	6 461 896	(12.5)
BANGKOK, TH	BKK	6 379 287	(18.9)
MUNICH, DE	MUC	6 125 962	(7.9)
ROME, IT	FCO	5 601 172	(5.7)
NEW YORK NY, US	JFK	5 492 709	(4.7)
ZURICH, CH	ZRH	5 446 051	(1.5)
DUBLIN, IE	DUB	5 353 314	(10.8)
PALMA DE MALLORCA, ES	PMI	4 777 229	(7.1)
COPENHAGEN, DK	CPH	4 711 985	(10.6)
ISTANBUL, TR	IST	4 709 283	6.5

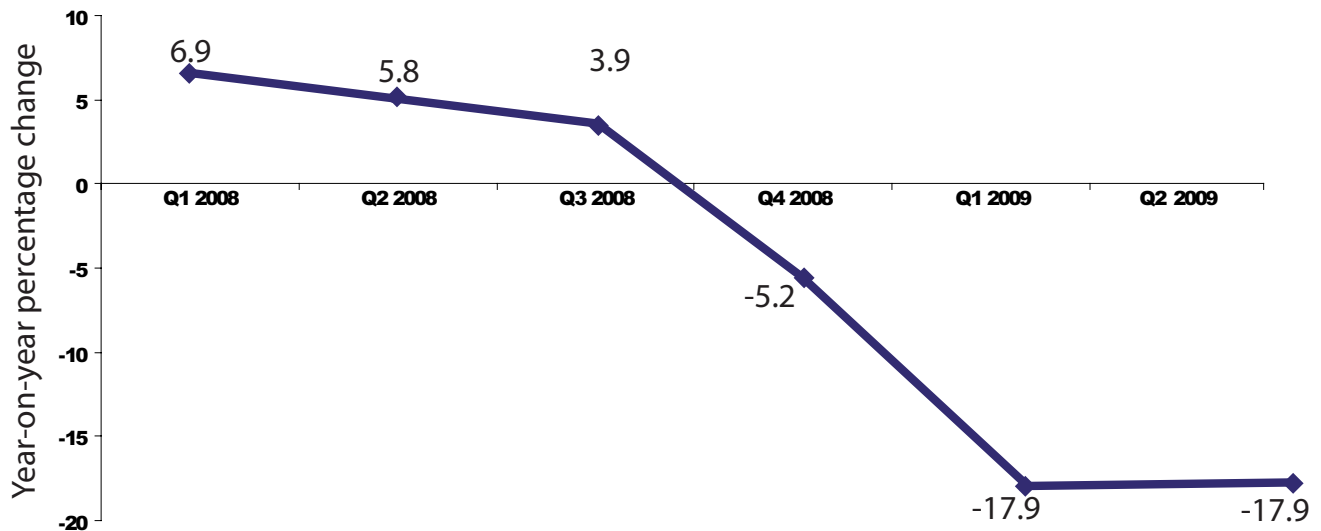
Figure 17: International passenger regional trends



Analysis - Cargo

The very marked declines in national GDPs (see Figure 18) perpetuate the slump in global trade.

Figure 18: World trade volume



International air freight remained at -19.5% in Q2 (see Figure 19) hardly meaning any improvement of activity in that sector. This is also manifested by the volume of global trade which has shown no improvement over Q1. While consumption in many countries is holding up quite well, inventories do not seem to have depleted yet keeping order volumes low.

Figure 19: International freight regional trends

