AIRPORTS COUNCIL INTERNATIONAL

Media Release

Preliminary World Airport Traffic 2008
Passenger traffic growth flat; Cargo down by 3.6 percent

Geneva, 17 March 2009 – Strong traffic results early in 2008 helped save the overall averages for the year, as seen in the ACI preliminary airport data. While passenger traffic growth hovered at -0.2 percent and cargo shrank by -3.6 percent, total aircraft movements dropped by -2.2 percent, led by the largest world market North America where movement reductions (-5.6 percent) were greater than the decline in passenger numbers (-3 percent).

Director General Angela Gittens sums up the tempestuous year, "Dramatic swings in the business world, including an unprecedented financial and investment crisis and the onset of a spreading global recession, impacted consumers and businesses in all regions in 2008. Shrinking demand is directly hitting the carriers, who in turn are cutting routes and services offered at many airports. The end result is readily visible in the ACI preliminary figures provided by 900 airports worldwide."

SUMMARY: PRELIMINARY (ESTIMATED) RESULTS 2008

Total Passengers: 4.5 billion, -0.2%

Total International Passengers: 1.9 billion, +2%

Total Cargo (includes mail): 77.9 million metric tonnes, -3.6%

Total International Freight: 45.8 million metric tonnes, **-3.1**%

Total Aircraft Movements: 66.9 million, -2.2%

** The figures in this summary table have been submitted by 900 airports, which together represent 93% of traffic worldwide. Confirmed traffic results for all reporting Members of ACI will be published in July 2009 (1200+ airport reports).*

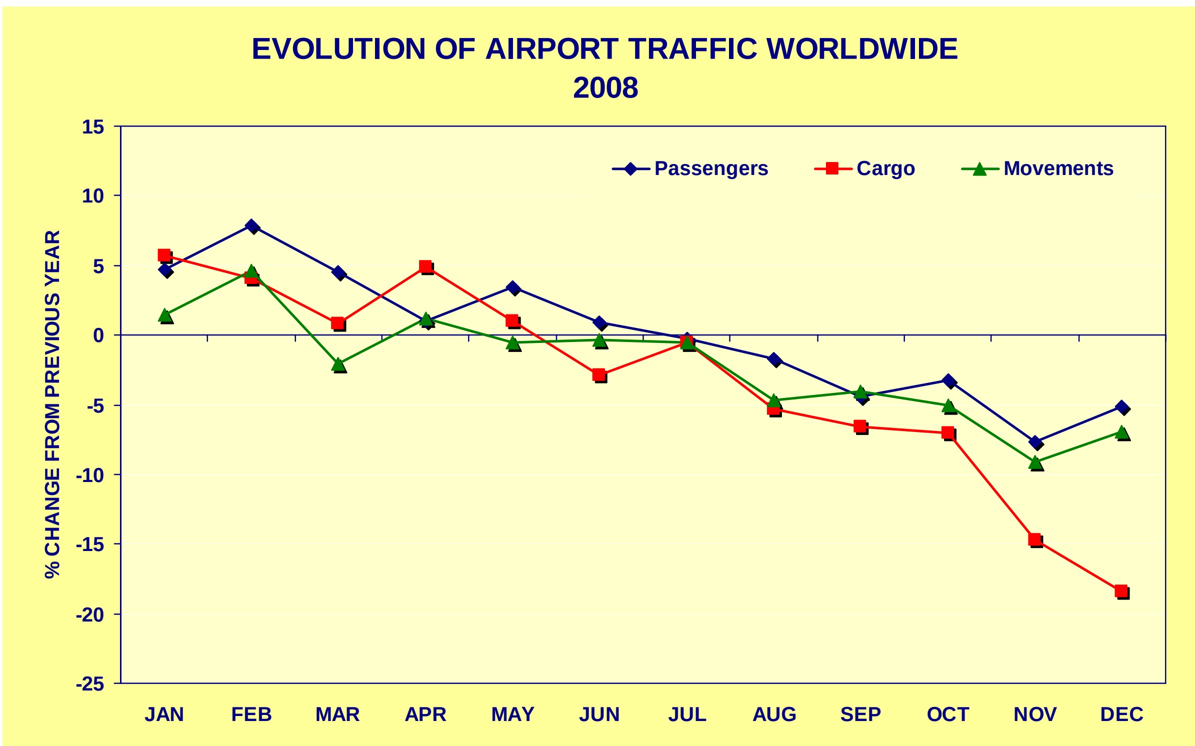
ACI Economics Director Andreas Schimm comments on the results: "This year provided a unique combination of two very different semesters. During the first half of the year, airports still recorded some robust growth, but by June, the curve had reversed and began what was to become a steady slide downward on the traffic growth chart. (See chart 1)

- more -

”Aviation business during the mid-year months was characterised by unprecedented oil prices, rising air fares and slowing demand in many regions. This impact was particularly visible in domestic traffic results where alternative means of transportation exist and bookings are made on shorter notice allowing greater flexibility in changing travel plans. International traffic proved more resilient and was less affected by the oil price and fares, and until mid year maintained reasonable growth relative to 2007.

“As of September 2008, however, growth contracted in all regions excepting the Middle East. The causes for the decline had shifted – no longer tied to oil but rather to a financial market crisis and its consequences for the overall global economy and industrial production. The decline of both the domestic and international traffic sectors converged in December. November was the month registering the sharpest overall drop at - 7.6 percent as compared to November 2007.”

CHART 1



The regions hardest hit by the downturn were Asia Pacific, Europe and North America. Asia Pacific was hard hit by a reduction in international traffic whereas domestic traffic held up relatively well. The reverse was true in Europe and North America where international traffic remained relatively steady until the last quarter 2008 but suffered from lagging domestic performance at an early stage that pulled down overall results for the year.

The Middle East and Africa continued to experience growth in international traffic throughout the year, however, on much more moderate levels than the preceding years. Latin America, while performing well during the first three quarters, particularly in international traffic, succumbed to the slump in the fourth quarter with both domestic and international traffic in decline.

Cargo's downward slide was more acute. After a volatile first half of the year, due to the steadily rising cost of fuel, which made air cargo less and less price competitive, cargo volume dropped significantly over the summer. Due to a collapse of international trade and export, this trend reached free-fall proportions by the last quarter, with cargo down by 20 percent worldwide in December 2008 compared to December 2007, a decline led by the Asia Pacific region (-24 percent). A reversal to the trend is expected to be aligned with improvements in world business trends -- a resurgence of global economic health, industrial output and new market development.

Gittens concludes, "ACI traffic forecasts indicate that the downturn will continue to be played out during 2009, with an easing of the situation late 2009 and early 2010. Airports know from many years of experience that once the economic cycle has run its course, we can anticipate a rapid upsurge in demand for aviation services in several promising markets. That is why airports must maintain a long term focus despite erratic times if they are to ensure adequate capacity and service excellence in the future. Our communities see us as part of their sustainable and secure future and airports, alongside our airline and air navigation service suppliers, must be equally committed to that vision."

Note for Editors

1. ACI, the only worldwide association of airports, is a non-profit organisation whose prime purpose is to represent the interests of airports and to promote professional excellence in airport management and operations. ACI has 5897 members who operate 1679 airports in 177 countries and territories.

2. For queries concerning the statistics, please contact Nancy Gautier, Director Communications at ACI World ngautier@aci.aero or tel +41 22 717 8562.

3. The following tables present **preliminary** rankings, and results may change slightly when confirmed figures from airports worldwide (approx. 1200) are submitted and tabulated in July 2009.

4. The figures in the summary table have been submitted by 900 airports, which together represent 93% of traffic worldwide.

WORLDWIDE AIRPORT TRAFFIC REPORT SUMMARY

Preliminary Results 2008

STATS REGIONS	PASSENGERS	percent change	CARGO	percent change	MOVEMENTS	percent change
AFR	138 997 447	4.9	1 549 498	(1.9)	2 262 139	1.4
ASP	1 041 532 860	0.7	27 070 984	(2.3)	9 667 543	1.8
EUR	1 435 208 447	0.7	16 787 364	(1.2)	19 183 581	(0.5)
LAC	287 560 960	2.0	3 652 173	(3.4)	5 088 869	1.0
MEA	93 491 464	11.9	3 688 430	6.0	908 479	9.0
NAM	1 481 220 116	(2.9)	25 184 672	(7.7)	29 759 878	(5.6)
ACI	**4 478 011 294**	**(0.2)**	**77 933 122**	**(3.6)**	**66 870 489**	**(2.2)**

Passengers total passengers enplaned and deplaned, passengers in transit counted once.
Cargo loaded and unloaded freight and mail in metric tonnes.
Movements landing or take-off of an aircraft.

The Airport Traffic Report Summary is a comparison of airports with complete data series for the 12-month period under review.

Number of participating airports by region included in this summary:
AFR: 109; ASP: 131; EUR: 308; LAC: 160; MEA: 13; NAM: 179; : 900

INTERNATIONAL PASSENGER & FREIGHT SUMMARY

Preliminary Results 2008

STATS REGIONS	INTERNATIONAL PASSENGERS	percent change	INTERNATIONAL FREIGHT	percent change
AFR	87 769 464	7.7	1 043 602	(3.5)
ASP	390 801 828	(0.7)	19 551 118	(4.0)
EUR	1 028 606 808	1.7	12 357 036	(1.6)
LAC	97 229 602	3.6	2 278 037	(2.2)
MEA	89 068 863	12.4	3 584 551	6.0
NAM	196 628 331	2.1	7 026 787	(7.3)
ACI	**1 890 104 896**	**2.0**	**45 841 132**	**(3.1)**

International (Passengers/Freight) traffic (passengers and freightl) performed between the designated airport and an airport in another country/territory

Freight comprises goods, newspapers, diplomatic bags, parcel post and express parcel; does not include passenger baggage and trucked freight; loaded and unloaded in metric tonnes.

This summary is a comparison of airports with complete data series for the 12-month period under review.

Number of participating airports by region included in the international summary:
AFR: 88 ASP: 86 EUR: 248 LAC: 95 MEA: 13 NAM: 68 TOTAL: 598

- more -

CORRECTION: WORLD'S BUSIEST AIRPORTS – Preliminary Ranking

AIRCRAFT MOVEMENTS 2008

RANK	AIRPORT	CODE	MOVEMENTS	
			Take-off and Landings	Percent change
1	ATLANTA, GA	ATL	978 824	(1.6)
2	CHICAGO, IL	ORD	881 566	(4.9)
3	DALLAS/FT WORTH, TX	DFW	656 310	(4.3)
4	DENVER, CO	DEN	615 573	0.2
5	LOS ANGELES, CA	LAX	615 525	(9.1)
6	LAS VEGAS, NV	LAS	578 949	(5.0)
7	HOUSTON, TX	IAH	576 062	(4.6)
8	PARIS, FR	CDG	559 812	1.3
9	CHARLOTTE, NC	CLT	536 253	2.6
10	PHOENIX, AZ	PHX	502 499	(6.8)
11	PHILADELPHIA, PA	PHL	492 010	(1.5)
12	FRANKFURT, DE	FRA	485 783	(1.4)
13	LONDON, GB	LHR	478 569	(0.6)
14	MADRID, ES	MAD	469 740	(2.8)
15	DETROIT, MI	DTW	462 284	(1.1)
16	MINNEAPOLIS/ST PAUL, MN	MSP	446 840	(1.3)
17	AMSTERDAM, NL	AMS	446 626	(1.7)
18	NEW YORK, NY	JFK	435 750	(1.2)
19	NEWARK, NJ	EWR	433 463	(0.5)
20	MUNICH, DE	MUC	432 296	0.1
21	BEIJING, CN	PEK	431 675	8.0
22	TORONTO, ON, CA	YYZ	429 829	1.0
23	SAN FRANCISCO, CA	SFO	387 710	2.2
24	SALT LAKE CITY, UT	SLC	387 695	(8.1)
25	LOS ANGELES, CA	VNY	386 706	3.3
26	NEW YORK, NY	LGA	377 940	(3.4)
27	PHOENIX, AZ	DVT	376 210	(0.6)
28	MIAMI, FL	MIA	372 635	(3.7)
29	BOSTON, MA	BOS	371 604	(7.0)
30	MEXICO CITY, MX	MEX	366 561	(3.1)

WORLD’S BUSIEST AIRPORTS – Preliminary Ranking

TOTAL PASSENGER TRAFFIC 2008

RANK	AIRPORT	CODE	PASSENGERS (Enplaning and deplaning)	Percent change
1	ATLANTA, GA	ATL	90 039 280	0.7
2	CHICAGO, IL	ORD	69 353 654	(8.9)
3	LONDON, GB	LHR	67 056 228	(1.5)
4	TOKYO, JP	HND	66 735 587	0.0
5	PARIS, FR	CDG	60 851 998	1.6
6	LOS ANGELES, CA	LAX	59 542 151	(4.8)
7	DALLAS/FT WORTH, TX	DFW	57 069 331	(4.6)
8	BEIJING, CN	PEK	55 662 256	3.9
9	FRANKFURT, DE	FRA	53 467 450	(1.3)
10	DENVER, CO	DEN	51 435 575	3.0
11	MADRID, ES	MAD	50 823 105	(2.4)
12	HONG KONG, CN	HKG	47 898 000	1.8
13	NEW YORK, NY	JFK	47 790 485	0.2
14	AMSTERDAM, NL	AMS	47 429 741	(0.8)
15	LAS VEGAS, NV	LAS	44 074 707	(7.7)
16	HOUSTON, TX	IAH	41 698 832	(3.0)
17	PHOENIX, AZ	PHX	39 890 896	(5.4)
18	BANGKOK, TH	BKK	38 604 009	(6.3)
19	SINGAPORE, SG	SIN	37 694 824	2.7
20	DUBAI, AE	DXB	37 441 440	9.0
21	SAN FRANCISCO, CA	SFO	37 405 467	4.5
22	ORLANDO, FL	MCO	35 622 252	(2.4)
23	NEWARK, NJ	EWR	35 299 719	(2.9)
24	DETROIT, MI	DTW	35 144 841	(2.3)
25	ROME, IT	FCO	35 132 879	6.9
26	CHARLOTTE, NC	CLT	34 732 584	4.7
27	MUNICH, DE	MUC	34 530 593	1.7
28	LONDON, GB	LGW	34 214 474	(2.9)
29	MIAMI, FL	MIA	34 063 531	1.0
30	MINNEAPOLIS/ST PAUL, MN	MSP	34 032 710	(3.0)

- more -

WORLD'S BUSIEST AIRPORTS – Preliminary Ranking

TOTAL CARGO TRAFFIC 2008

RANK	AIRPORT	CODE	CARGO (Metric tonnes)	
			Loaded and unloaded	Percent change
1	MEMPHIS, TN	MEM	3 695 561	(3.8)
2	HONG KONG, CN	HKG	3 656 724	(3.1)
3	SHANGHAI, CN	PVG	2 598 795	3.6
4	SEOUL, KR	ICN	2 423 717	(5.2)
5	ANCHORAGE, AK	ANC	2 361 088	(15.0)
6	PARIS, FR	CDG	2 280 049	(0.8)
7	FRANKFURT, DE	FRA	2 111 116	(2.7)
8	TOKYO, JP	NRT	2 099 349	(6.9)
9	LOUISVILLE, KY	SDF	1 973 965	(5.0)
10	SINGAPORE, SG	SIN	1 883 894	(1.8)
11	DUBAI, AE	DXB	1 824 992	9.4
12	MIAMI, FL	MIA	1 806 769	(6.0)
13	LOS ANGELES, CA	LAX	1 630 385	(11.8)
14	AMSTERDAM, NL	AMS	1 602 584	(3.0)
15	TAIPEI, TW	TPE	1 493 120	(7.0)
16	LONDON, GB	LHR	1 486 260	6.5
17	NEW YORK, NY	JFK	1 446 491	(10.0)
18	CHICAGO, IL	ORD	1 324 820	(13.5)
19	BEIJING, CN	PEK	1 303 258	9.3
20	BANGKOK, TH	BKK	1 173 131	(3.8)
21	INDIANAPOLIS, IN	IND	1 025 895	(3.7)
22	NEWARK, NJ	EWR	889 121	(7.8)
23	TOKYO, JP	HND	849 378	(0.3)
24	OSAKA, JP	KIX	845 496	(0.1)
25	LUXEMBOURG, LU	LUX	788 223	(8.0)
26	GUANGZHOU, CN	CAN	685 866	(1.3)
27	KUALA LUMPUR, MY	KUL	661 212	1.4
28	DALLAS/FT WORTH, TX	DFW	660 465	(8.7)
29	ATLANTA, GA	ATL	655 277	(9.0)
30	BRUSSELS, BE	BRU	616 423	(17.6)

- END -