



# Arab Air Transport Statistics 2012



الاتحاد العربي للمنتقل الجوي  
ARAB AIR CARRIERS ORGANIZATION



## AACO Members Quick Facts 2011

|  |         |
|--|---------|
| Member Airlines  | 27      |
| Billion \$ Operating Revenue <small>(12 members)</small> <small>(+14.3% over 2010)</small> | 23      |
| Million Passengers Carried <small>(+4.6% over 2010)</small>                                | 125     |
| Million Tonnes of Cargo <small>(+8.4% over 2010)</small>                                   | 3.9     |
| Destinations Served  | 356     |
| Countries Served   | 107     |
| Average Daily Flights <small>(+4.2% over 2010)</small>                                     | 2,873   |
| Average Daily Seats <small>(+5.1% over 2010)</small>                                       | 541,899 |
| Aircraft in Fleet <small>(+46 A/C over 2010)</small>                                       | 908     |
| Employees <small>(+5.7% over 2010)</small>   | 147,000 |



2011 was a pivotal year in the Arab history. It was a year of sweeping changes, instability, and deep impact on the future. The turmoil in the Arab world affected the Arab air transport, mostly in the countries which were witnessing that turmoil. However, the critical mass for the Arab air transport industry was not substantially harmed by the turmoil. The center of gravity for the Arab airlines, as a whole, has moved to the Arabian Peninsula with its airlines expanding their geographical coverage to cover the whole globe.

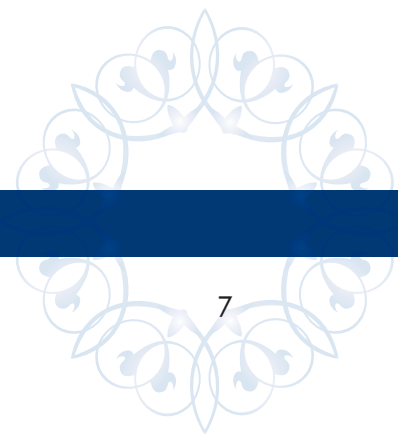
Accordingly, the regional variables play nowadays a lesser role in impacting the overall presence and weight of the Arab air transport industry. As a result of that, the Arab air transport passenger market increased in 2011, in spite of the turmoil, by 5.7%. And in spite of the persisting situation in several affected countries, the 2012 numbers are showing a healthy increase. Arab airlines and airports have seen their absolute passenger numbers increase slightly in 2011, but in 2012 they are forecast to witness a double digit increase over 2011. The spread of the Arab airlines in their market reach and their increase in market share in major travel markets of the world have helped them achieve almost 8% in RPKs growth in 2011. The RPK numbers expected for 2012 are estimated to be in the double digits.

Of course, the regional situation in the Arab world is not the only factor affecting the Arab air transport industry. With greater global reach, comes higher exposure to global issues. The debt crisis in Europe has added to the challenges that the Arab airlines are facing. However, on the plus side, the Arab airlines continue expanding their competitive posture through offering the global customer a compelling product with modern equipment, state-of-the-art entertainment systems, unrivaled level of service and a great value for the customers' money. The infrastructure development in the Arab world is an important factor in the Arab airlines' success and will continue to enable those airlines to provide that global customer with excellence in the air transport value chain.

Enjoy your reading,,,

Abdul Wahab Teffaha  
Secretary General

A handwritten signature in black ink, appearing to read 'Abdul Wahab Teffaha'.



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### Geographical Areas

|                           |  |
|---------------------------|--|
| <b>Americas</b>           | North, Central, & South American Countries.  |
| <b>Mid Asia</b>           | Afghanistan, Bangladesh, India, Iran, Nepal, Pakistan, Sri Lanka.  |
| <b>Australasia</b>        | Australia, China, Hong Kong, Indonesia, Japan, Malaysia, Philippines, Singapore and Thailand.  |
| <b>Europe</b>             | All European Countries.  |
| <b>Arab World</b>         | Algeria, Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Libya, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Sudan, Syria, Tunisia, United Arab Emirates and Yemen. |
| <b>Sub-Saharan Africa</b> | All African Countries except: Egypt, Sudan, Libya, Tunisia, Algeria and Morocco.   |

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### Abbreviations and Definitions:

|           |                             |
|-----------|-----------------------------|
| ASK       | Available Seat Kilometer    |
| ATK       | Available Tonne Kilometer   |
| PAX       | Passengers                  |
| PLF       | Passenger Load Factor       |
| RPK       | Revenue Passenger Kilometer |
| RTK       | Revenue Tonne Kilometer     |
| Unit Cost | Operating Expense per ASK   |
| Yield     | Operating Revenue per RPK   |