India’s Civil Aviation Sector:

Exploring Recent Performance Trend

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Dripto Mukhopadhyay

Tuihin Das

Ascension Centre for Research and Analytics (ACRA)

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Dripto Mukhopadhyay[1]

and

Tuhin Das[2]

Ascension Centre For Research and Analytics

(ACRA)

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[1] Dripto Mukhopadhyay is the Founder Director of ACRA and corresponding author (email: dripto@ascension.org.in)

[2] Tuhin Das is Manager Research at ACRA

Indian Civil Aviation Sector: Exploring Recent Performance Trends

1. Introduction

The Indian aviation sector is the world's third largest domestic market at present. Notably, it contributes 5% to the country's total GDP, making a substantial economic impact. In addition to this, this sector has a workforce of 4 million with a massive US $72 billion gross value-added contributed to GDP by this industry (IBEF, 2023).

However, just a few years back, nations across the globe were hit drastically with the consequences of the Covid 19 global pandemic. It is important to see how industries have bounced back after the two-year-long hiatus. The civil aviation industry which plays a pivotal role in transporting passengers and cargo was one of the worst-hit sectors because of the COVID-19 pandemic. A report by IATA (IATA Economics, 2020) suggested that worldwide passenger departures dropped by a record 2,736 million during pandemic from 4,543 million in 2019, while the sector's share to global GDP fell to 0.4% in 2020 from 1% in 2021.

Like any other nation, the Indian aviation sector saw a massive loss in revenue during the pandemic years when domestic and international air traffic plummeted to an all-time low. A CRISIL report (CRISIL, 2020) projected domestic air traffic growth in India to drop by 40-50% during 2020 and 2021, while international growth was to drop by 60-65%.

Against this backdrop, this paper explores how India has performed compared to some of the world economics with examples from developed and emerging economies in reference to aviation sector. The data used for the study are primarily air traffic volumes between 2018 and 2022. This helps us to portray India's standing as a leading aviation player in the global market. The reason for selecting this particular timeframe is to compare the pre- and post-pandemic scenarios to capture impact of the pandemic on aviation sector, The analysis examines air traffic before the onset of the pandemic, during the pandemic years and post-COVID period.

Firstly, the study explores how civil aviation space in India has evolved in terms of domestic and international passenger market as the world was hit a sudden reset button in 2020. As the next step, it examines domestic and international passenger volumes of 10 countries, including India, between 2018 and 2022 for a comparison. The data were collected from the official aviation ministries of these countries covered in the study. Annual growth rates for each country's domestic and international passenger volumes ware calculated. The performance of each country was correlated with their respective GDP.

The data used for the study includes domestic traffic from different cities within India, inbound as well as outbound. Since the actual data used for comparison across countries, it may have the scale related challenge. To overcome the same we used an indexing method where 2018 was set at 100 as the baseline year, wherever needed. This serves the purpose of serving as a reference point to measure changes in subsequent years for country. This approach will help portraying an intuitive representation of the relative shifts in passenger volumes across the countries selected for the study.

2. Civil Aviation Sector in India: An Overview

India's Domestic Passenger Traffic

The tables mentioned below offer a comprehensive overview of month-wise domestic and international passenger traffic in India spanning over 6 years. We have data for domestic market from January 2018 to October 2023, while for international passenger market, it was from January 2018 to September 2023.

Table 1. Month-wise Domestic Scheduled Passengers

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2018	11.45	10.72	11.54	11.48	11.82	11.29	11.66	11.32	11.36	11.81	11.61	12.65
2019	12.47	11.32	11.56	10.97	12.15	11.99	11.86	11.76	11.49	12.28	12.91	12.98
2020	12.75	12.33	7.74	0.00	0.28	1.98	2.10	2.83	3.94	5.27	6.34	7.31
2021	7.70	7.80	7.79	5.65	2.04	3.03	4.90	6.54	6.89	8.78	10.47	11.16
2022	6.41	7.70	10.62	10.55	11.47	10.51	9.70	10.12	10.35	11.40	11.68	12.74
2023	12.55	12.07	12.89	12.89	13.21	12.49	12.10	12.42	12.25	12.64	-	-

Note: Data is related to scheduled air traffic
Source: DGCA, GOI

Table 2. Month-wise International Scheduled Passengers

Year	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
2018	5.63	4.92	5.30	5.18	5.43	5.11	5.27	5.16	4.87	5.05	5.36	5.92
2019	5.93	5.10	5.36	5.11	5.19	5.27	5.55	5.21	4.98	5.32	5.40	5.76
2020	5.82	4.80	1.95	0.03	0.08	0.31	0.47	0.49	0.57	0.73	0.90	1.10
2021	1.34	1.29	1.47	1.28	0.44	0.47	0.72	1.20	1.58	2.12	2.33	2.80
2022	2.44	2.33	3.21	3.42	3.96	4.15	4.48	4.40	4.30	4.58	4.70	5.23
2023	5.35	4.69	5.13	4.88	5.40	5.30	5.39	5.34	5.12			

Note: Data is related to scheduled air traffic
Source: DGCA, GoI

It is evident from table 1, the domestic passengers for the period from January to October in 2023 has already surpassed the corresponding timeframes for all previous years. Similar positive trends can be seen for international passengers as well as presented in Table 2. This is a positive indication that Indian aviation sector is on its way to complete recovery from the challenges posed by the COVID-19 pandemic. We have estimated an annual passenger traffic for 2023 for a more comprehensive and comparable analysis on changes over time as experienced for the aviation sector in India. We used two approaches for estimating the potential trajectories of domestic and international passengers for the entire year of 2023. The first one was an extrapolation using average proportion of the relevant months for the period 2018 to 2022 to extrapolate for 2023. The second method for extrapolation was using the minimum and maximum proportions for the period 2018 to 2022 and applying those to

obtain a range of passenger traffic for November and December to estimate for the year 2023. This helps in estimating the possible trajectories for the year 2023 in terms of best-case scenario (upper limit) and worst-case scenario (lower limit) of the performance of the sector. These are presented as Figure 1 and Figure 2 below.

Figure 1: Domestic Passenger Volume in India (2018-2023)
(in million)

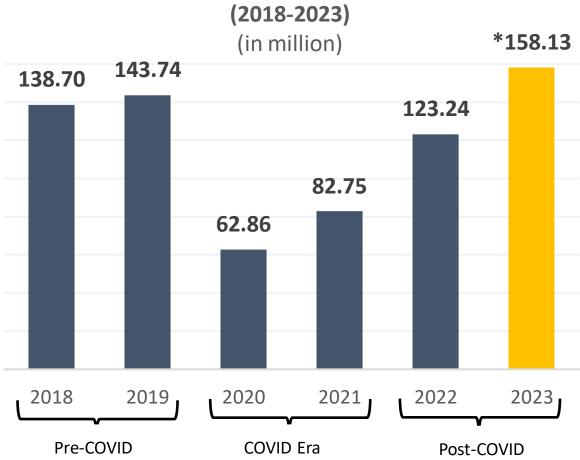
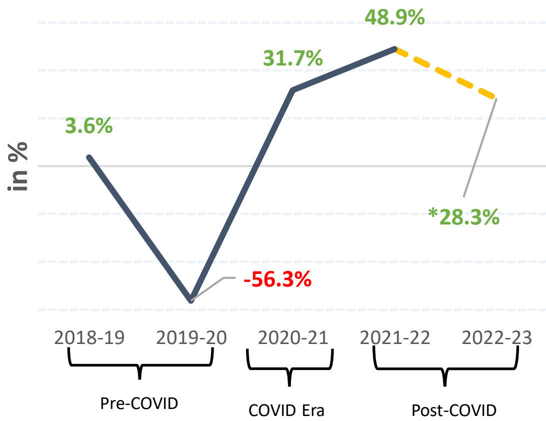


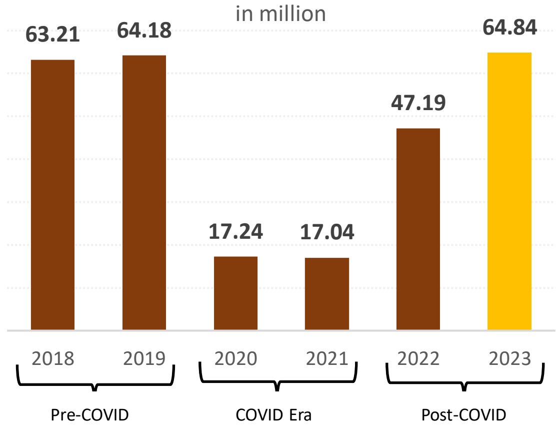
Figure 2: Growth Rate of India's Domestic Passengers



As per the overall growth patterns of the domestic market, it can be seen that India lost 80.8 million passengers between 2019 and 2020, which is a downfall of 56.3%. As India enters the post-COVID era, by 2022, India bounced back to 123.24 million passengers which is close to 86% of 2019 statistics. Meanwhile, in 2022, the international passenger market saw a recovery of 73.5% compared to 2019. Based on the estimation using average approach, the domestic passenger market is expected to be higher by 10% to that of pre-pandemic period, while the international passenger market is expected to increase by 1.02%.

The expected outcome for 2023 using the best case and worst case scenario might be different compared to the one using average scenario. The best-case scenario paves a way for a huge growth in passenger volume for both domestic and international markets. The domestic market with a staggering 162.92 million passengers overshadows 2019 and 2022 numbers by 18% and 37% respectively, while the international market grows by 26.3% and 71.8% repsctively. The domestic market looks more stable with more passengers compared to 2019 and 2022.

Figure 3: International Passenger Volume in India (2018-2023) in million



**2023 was estimated using average approach*

Figure 4: Growth Rate of India's International Passengers

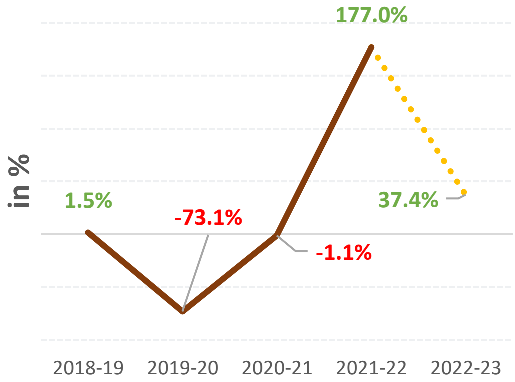


Figure 5: Domestic Passenger Volume in India (in million)

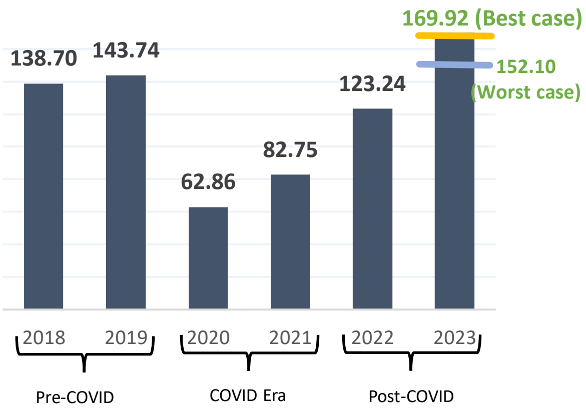


Figure 6: Growth Rate of India's Domestic Passengers

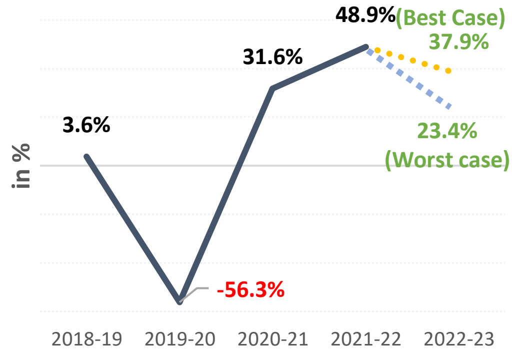


Figure 7: International Passenger Volume in India (in million)

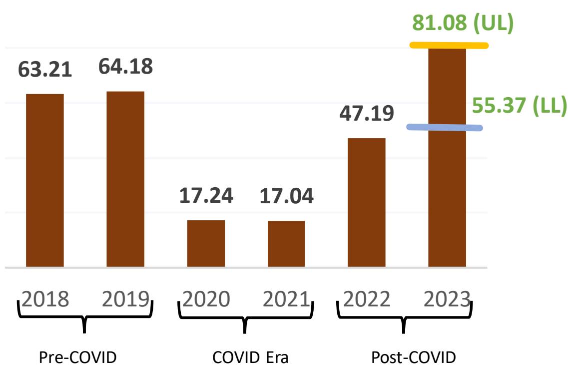
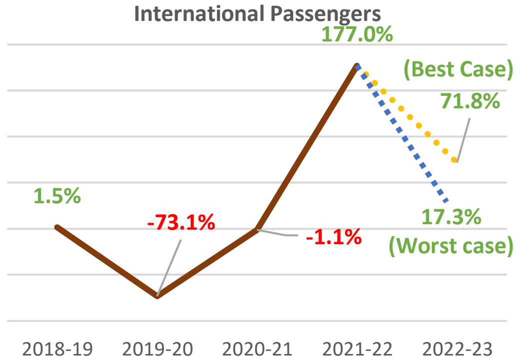


Figure 8: Growth Rate of India's International Passengers



10 list have dropped out, while new airports have emerged in their place. The growth rate for most of the top 10 airports in India seems to follow a similar negative growth trajectory between 2019-20 which

mirrors the national domestic pattern growth rate of -56.7%. Interestingly, Dabolim has overtaken big metropolitan cities such as Ahmedabad and Pune over the years.

Table 3. Outbound and Inbound Domestic Passengers in India's Top 10 Airports

(Passengers in millions)

Airport	2018		2019		2020		2021		2022	
	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound
Delhi	26.19	25.78	26.09	25.91	11.67	11.38	16.07	15.93	23.26	22.88
Mumbai	17.99	17.83	17.56	17.31	6.62	6.65	8.81	8.81	14.82	14.92
Bengaluru	14.05	13.91	14.41	14.32	6.29	6.16	7.53	7.65	12.07	12.30
Hyderabad	9.37	9.42	10.14	10.18	4.57	4.56	5.53	5.47	8.01	7.98
Kolkata	9.35	9.75	9.76	10.15	4.51	4.42	5.39	5.54	7.29	7.56
Chennai	8.53	8.45	8.55	8.50	3.23	3.25	3.94	3.87	6.16	6.13
Dabolim	3.71	3.71	3.99	3.97	1.44	1.45	2.61	2.56	3.83	3.71
Ahmedabad	4.68	4.63	5.10	5.04	2.18	2.14	2.68	2.65	3.75	3.69
Pune	4.34	4.35	4.29	4.25	1.60	1.58	1.70	1.73	3.51	3.57
Guwahati	2.82	2.95	2.93	3.06	1.30	1.34	1.72	1.72	2.39	2.45
Other Airports	37.67	37.92	40.91	41.05	19.45	19.92	26.77	26.82	38.15	38.05
All Airports - Total	138.70	138.70	143.73	143.74	62.86	62.86	82.75	82.75	123.24	123.24

Source: DGCA, GoI.

Above analysis also shows that the inbound and outbound passenger traffic for the domestic market is mostly concentrated among major metropolitan cities of India. From 2018 to 2022, the top 3 airports with the highest domestic passenger movement have always been Delhi followed by Mumbai and Bengaluru. As of 2022, Delhi and Mumbai had a cumulative share of 31% which experienced an increase from 29% in 2020. Based on data shown in figure 5, the top 5 airports in India accounted between 52% to 55% of the total domestic traffic during the study period considered. It is also interesting to see that over the years, the per cent share of domestic passengers remained more or less similar across the large airports. However, the growth rates of passenger traffic vary extensively across the airports with Mumabi and Bengaluru recording impressive growth rates over 60% during 2021-22. As obvious all the top airports recorded negative growth rate during covid period.

Figure 9: India's Top 5 Airports - Domestic Passengers
(in millions)

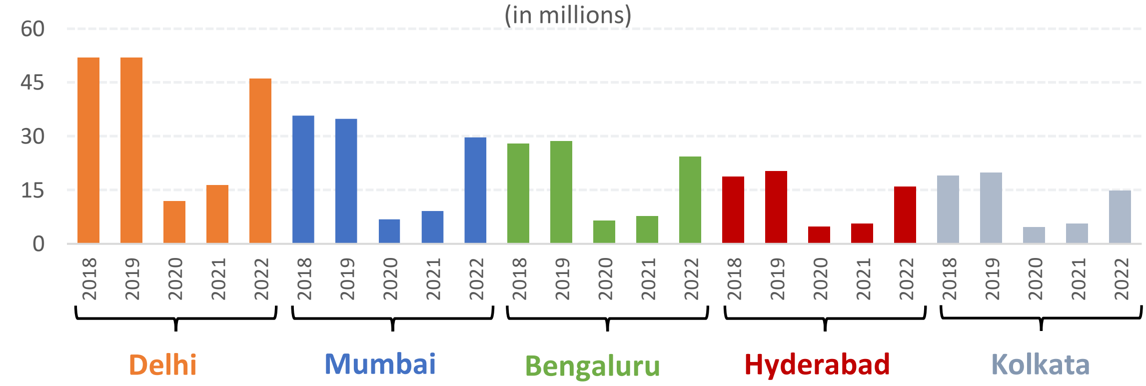


Figure 10: India's Top 5 Airports - Domestic Passengers (Total)
% share of all Indian Airports

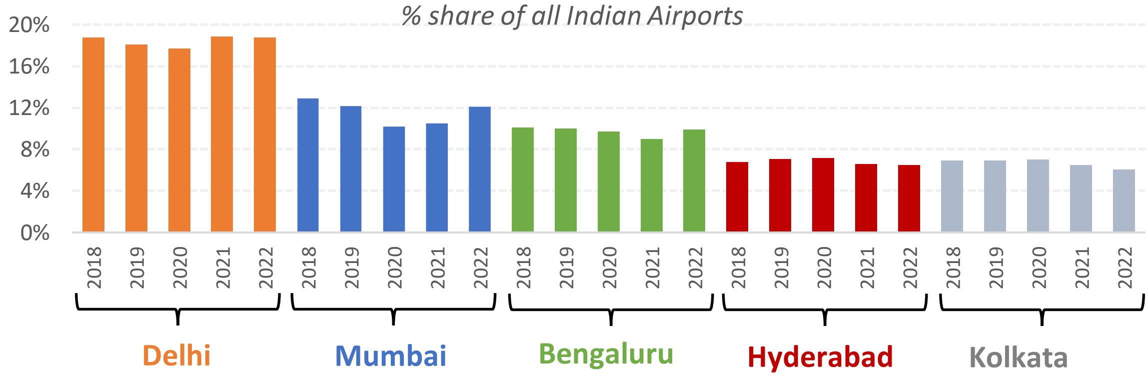
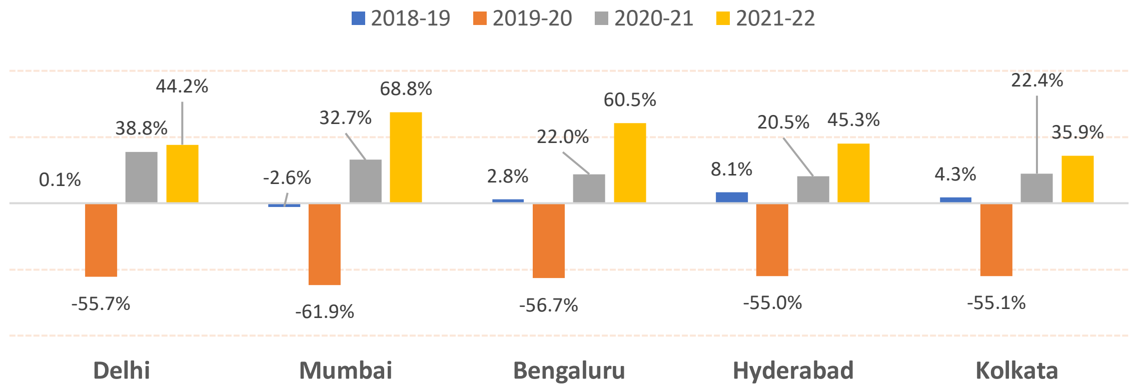


Figure 11: Growth Rate of India's Top 5 Airports
Domestic Traffic - (2018-2022)



4. Market Share of Domestic Passengers – Indian Operators

Undoubtedly Indigo is the leading domestic airline operator in 2022 with a share of more than 56% of the total domestic passenger traffic. Indigo's share has increased from around 51% in 2020 by about 5 per cent points. Among the rest of the operators, no other operator crossed the 10% share mark. Vistara, Go Air, Air India and spice jet were close competitors in order with their share around 9% of the total. In 2020 Spice Jet and Air India were 2nd and 3rd ranked operator followed by Vistara. In 2022 Vistara has increased its share, while the shares of Spice Jet Air India have declined. In 2020 the top 3 operators contributed to a total of 76% share of the entire domestic passengers, which has been marginally reduced in 2022 to 73.95% of the all scheduled domestic passengers. Akasa Air entered the market in 2022 and recorded a passenger traffic of 0.7 million passengers in the year. Another interesting fact to note is that in last 2 to 3 years, total number of Indian airline operators has reduced significantly while the market share has somewhat dominated within a few key players.

Figure 12: Scheduled Domestic Passengers - Airline wise Market Share (2022)

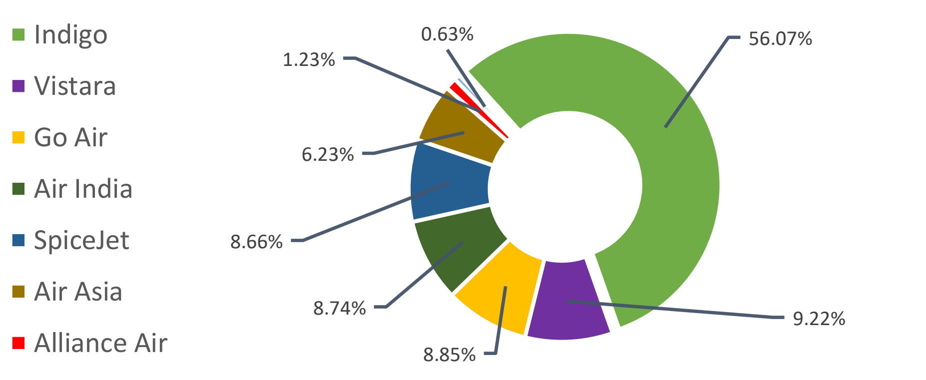
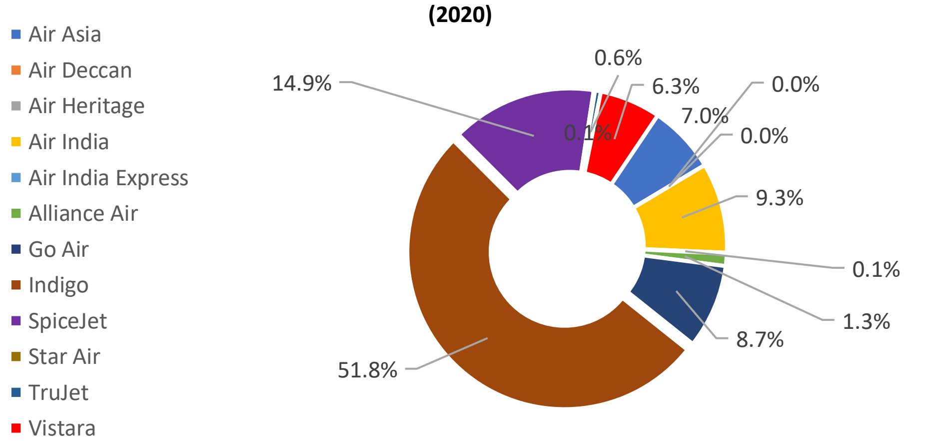


Figure 13. Scheduled Domestic Passengers - Airline wise Market Share (2020)



Source: As computed by authors using DGCA data

One important fact to be noted that the financial performance of the domestic operators have been impacted severely since the Covid 19 pandemic. In FY 2022, the domestic airline industry incurred losses of around Rs. 23,000 crore. However, the situation has been better in FY 2023, though not rosy, as the projected losses to be in the range of Rs. 15000 to 17000 crores. Couple of reasons that might play a role in lower revenue generation are increase in cost of ATF (aviation turbine fuel) and weak rupee.

5. Countries of Importance for Indian Aviation Sector

As of 2022, The Middle East countries dominate the international chart regarding inbound and outbound passengers. Five countries out of top 10 countries regarding international passengers to and from India are from Middle East. It is interesting to note that over the years, the market share of the following 10 countries as international destination has increased from 54% in 2018 to 64% in 2021. However, in 2022 the same share has declined to 61%. The United States and the United Kingdom continue to dominate among the western countries.

Table 4. Outbound and Inbound International Passengers to & from India – Top 10 Countries

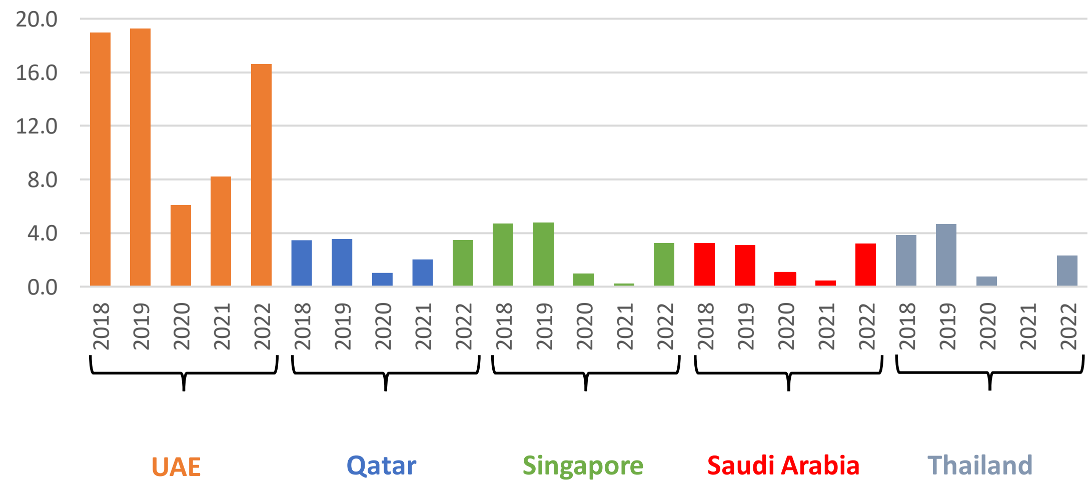
(Passengers in millions)

Country	2018		2019		2020		2021		2022	
	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound	Outbound	Inbound
United Arab Emirates	9.53	9.43	9.68	9.60	2.97	3.12	4.17	4.06	8.54	8.08
Qatar	1.75	1.71	1.80	1.76	0.50	0.54	1.09	0.95	1.79	1.70
Singapore	2.41	2.32	2.43	2.33	0.51	0.48	0.09	0.13	1.69	1.56
Saudi Arabia	1.60	1.67	1.58	1.51	0.38	0.64	0.10	0.36	1.77	1.44
Thailand	1.93	1.92	2.35	2.33	0.37	0.39	0.01	0.01	1.22	1.11
United Kingdom	1.44	1.40	1.55	1.41	0.39	0.35	0.41	0.30	1.02	0.97
Oman	1.76	1.76	1.55	1.55	0.40	0.45	0.33	0.35	1.05	0.92
Kuwait	0.56	0.54	0.69	0.68	0.17	0.23	0.19	0.32	0.89	0.75
United States	0.62	0.60	0.65	0.63	0.36	0.34	0.54	0.49	0.71	0.71
Malaysia	1.45	1.46	1.60	1.62	0.34	0.33	0.02	0.07	0.66	0.63
Others	8.80	8.55	8.63	8.24	2.03	1.94	1.69	1.37	5.14	4.83
TOTAL	**31.85**	**31.36**	**32.52**	**31.66**	**8.43**	**8.80**	**8.64**	**8.40**	**24.48**	**22.71**

Source: Directorate General of Civil Aviation, GoI

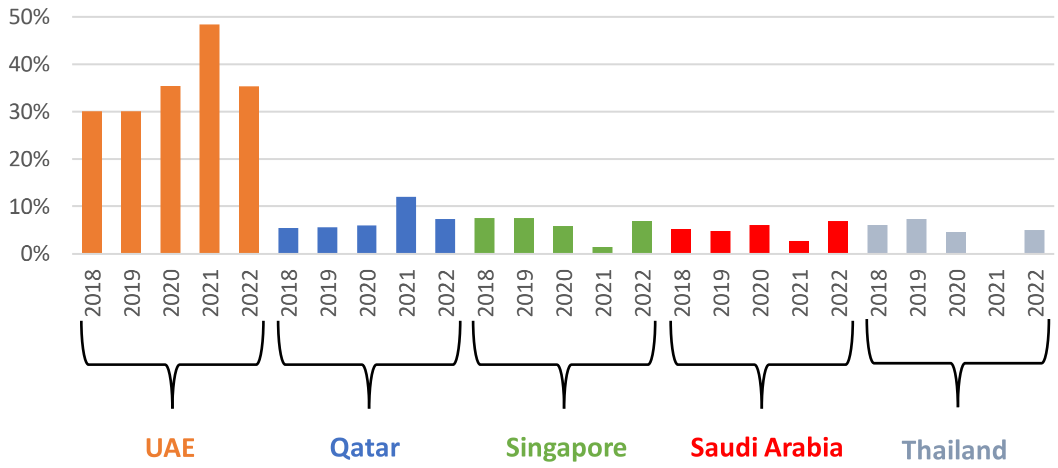
The following tables showcase the concentration of passengers traveling to and from India from the country of UAE which alone accounted for 35% of all inbound and outbound traffic in India for 2020 and 2022.

Fig 14. International Passengers to & from India - Top 5 Countries
(in millions)



Source: As computed by authors

Fig 15. International Passengers to & from India - Top 5 Countries
% share of all countries



Source: As computed by authors

However, this high proportion of passengers to and from middle east countries, especially from UAE is lopsided and needs to be considered with caution. This might be due to the fact that large number of passengers travel to European countries as well as other regions of the world with a stopover at middle eastern region. Since the data as published by the Government of India does not mentioned about whether the "stopover" is considered or not, the passenger traffic analysis as shown above may not depict the right scenario. Foreign tourists arrivals to India from top countries are presented in the Table . The data shows that the top countries regarding inbound tourists to India do not include any of the middle east countries as reflected in the above analysis.

Table 5: Source Countries of FTA to India

Country	No. of Tourists	Share (%)
United States	13,73,817	22.19
Bangladesh	12,55,960	20.29
United Kingdom	6,17,768	9.98
Australia	3,69,023	5.96
Canada	2,77,291	4.48
Sri Lanka	1,77,652	2.87
Nepal	1,35,347	2.19
Germany	1,24,496	2.01
Singapore	1,17,195	1.89
Malaysia	1,16,523	1.88

Source: Tourism Statistics of India, Government of India.

6. India's Position in the World Aviation Sector

This section examines the how economic recovery is linked to aviation sector's performance. Various countries responded differently to combat the economic downfall due to Covid 19 pandemic. This section presents a glimpse of how aviation sector performance is correlated with the economic performance of the countries. This also evaluates India's performance vis-à-vis some of the developed and developing countries. To conduct this analysis, we have used data from 10 selected countries. The aviation sector data and GDP data is used to understand the post-covid recovery trajectory. For easier comparison the data presented in the tables below are in index form with 2018, the base year for the study, was considered as 100. Country-wise passenger traffic including absolute domestic and international passenger volumes from 2018 to 2022 along with Gross Domestic Product for each country are given in the Appendix.

India's performance Vs Developed Economies

It is quite evident from Tables and Table that GDP and air passenger movement is strongly correlated. India recorded a relatively better recovery pattern till 2022 as compared to most of the selected developed economies. Only USA shows a better recovery in terms of to domestic air passenger traffic. A varied picture emerges when international passenger volume is considered. The impact of COVID-19 on domestic and international passenger volumes shows substantial differences when it comes to aviation sector recovery story. Australia faced an all-time low international passenger traffic in 2021, but bounced back with growth of more than 1000% during the next year. UK and Canada also shown impressive recovery in terms of international passenger traffic compared to USA and India.

It is interesting to observe that the US and India were the only two economies, where the aviation sector stabilized faster than other countries. From Figures and Figure it is seen that during the peak COVID period (2019-20), India had the least negative growth rate as compared to developed economies for both domestic as well as international passenger volume.

Table 6. Domestic Passenger and GDP – A Comparison of Developed Economies' performance with India

Year	Index of Domestic Passengers					Index of GDP, Current Prices				
	USA	UK	Canada	Australia	India	USA	UK	Canada	Australia	India
2018	100.0	100.0	100.0	100.0	**100.0**	100.00	100.00	100.00	100.00	**100.00**
2019	104.3	97.1	100.0	100.5	**103.6**	104.14	99.31	100.58	97.89	**105.19**
2020	43.1	25.8	31.1	31.8	**45.3**	102.58	94.10	95.38	95.77	**98.89**
2021	77.9	34.3	36.9	38.6	**59.7**	113.59	108.33	115.61	116.20	**116.67**
2022	96.5	67.0	76.5	82.1	**88.9**	124.01	106.94	123.70	119.72	**125.56**

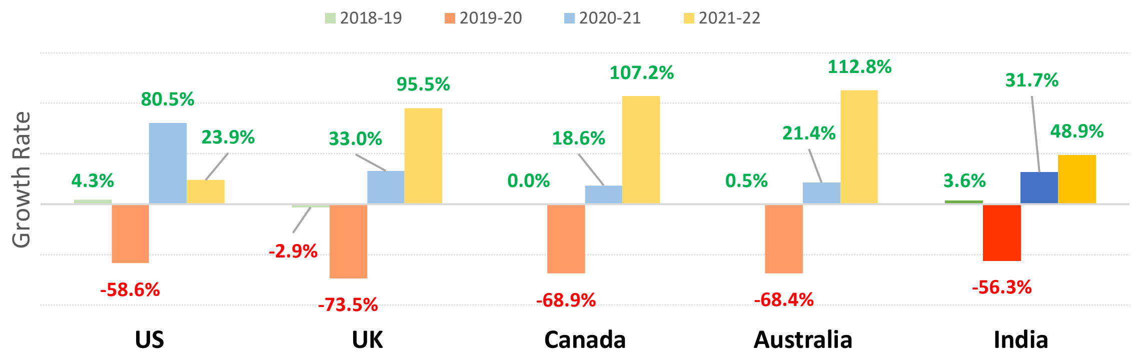
Source: Computed by authors based on data from different country's ministries & IMF

Table 7. International Passenger and GDP – A Comparison of Developed Economies' performance with India

Year	Index of International Passengers					Index of GDP, Current Prices				
	USA	UK	Canada	Australia	India	USA	UK	Canada	Australia	India
2018	100.0	100.0	100.0	100.0	**100.0**	100.00	100.00	100.00	100.00	**100.00**
2019	102.6	100.0	103.3	102.2	**101.5**	104.14	99.31	100.58	97.89	**105.19**
2020	26.8	24.5	25.7	22.4	**27.3**	102.58	94.10	95.38	95.77	**98.89**
2021	40.2	19.3	17.6	3.7	**27.0**	113.59	108.33	115.61	116.20	**116.67**
2022	79.4	75.4	68.2	45.6	**74.7**	124.01	106.94	123.70	119.72	**125.56**

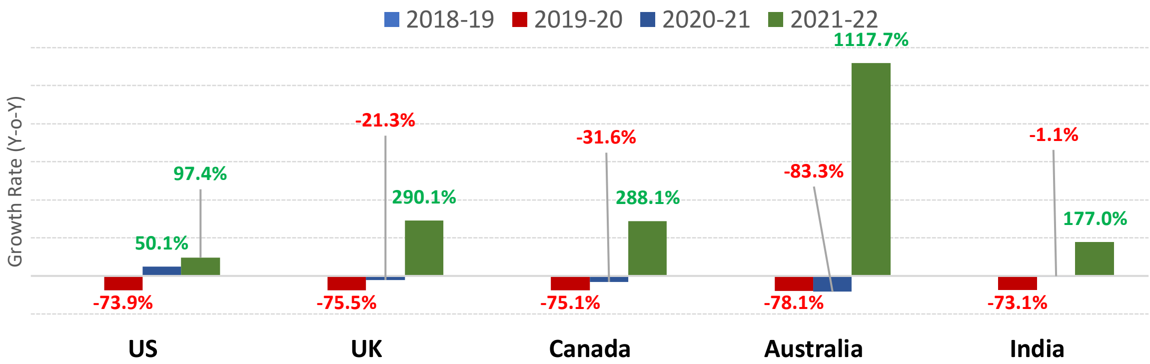
Source: Computed by authors based on data from different country's ministries & IMF

Figure 16: Growth Rate of Domestic Passengers - Developed Economies and India



Source: Computed by authors

Figure 17: Growth Rate of International Passengers - Comparision of Developed Economies with India



Source: As computed by authors

Emerging Economies Vs. India

For domestic passenger volume as seen in Table 3, Mexico has shown a quicker recovery as compared to all other developing countries. India is ahead of rest of selected developing economies in terms of recovery of the aviation sector when domestic passenger traffic is considered. In addition to this, for international passengers, Turkey and Mexico performed better than India in terms of recovering from the adverse impact faced during pandemic. Thailand hit rock bottom in 2021 when the international passenger volume came to a abysmally low of 16 lacs from 1.54 crores in 2020 with a growth rate of -53.2%.

Table 8. Index of Domestic Passenger Volume and GDP – Comparison of Emerging Economies with India

Year	Index of Domestic Passengers					Index of GDP				
	Mexico	Philippines	Thailand	Turkey	India	Mexico	Philippines	Thailand	Turkey	India
CY 2018	100.0	100.0	100.0	100.0	**100.0**	100.00	100.00	100.00	100.00	**100.00**
CY 2019	108.1	108.3	96.4	88.5	**103.6**	103.97	108.64	107.35	97.48	**105.19**
CY 2020	57.0	25.3	52.5	44.1	**45.3**	88.89	104.30	98.76	92.31	**98.89**
CY 2021	89.6	20.3	24.6	60.6	**59.7**	103.97	113.62	99.77	104.89	**116.67**
CY 2022	115.4	82.5	40.5	69.4	**88.9**	116.67	116.56	97.76	116.11	**125.56**

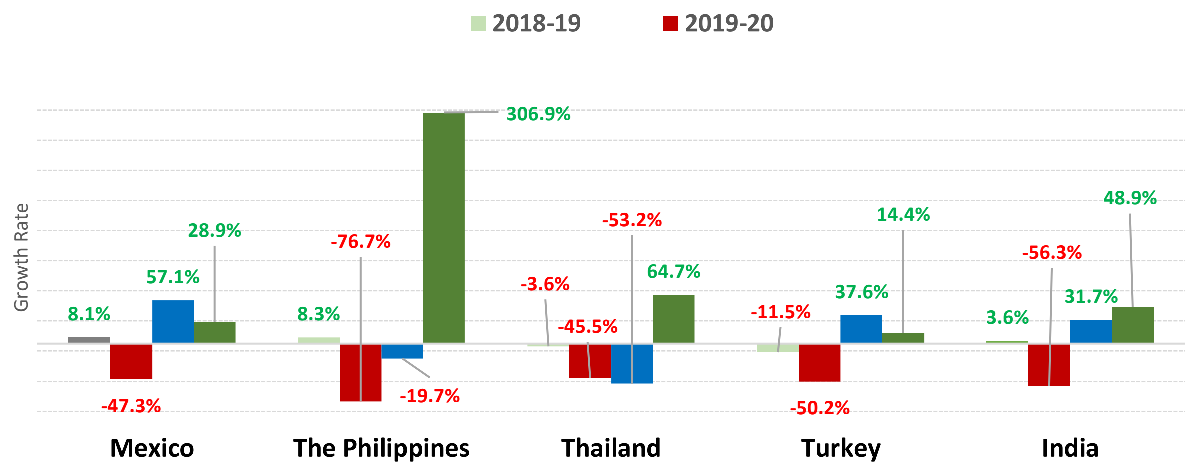
Source: as computed by authors based on data from different country's ministries & IMF

Table 9. Index of International Passenger Volume and GDP – Comparison of Emerging Economies with India

Year	Index of International Passengers					Index of GDP				
	Mexico	Philippines	Thailand	Turkey	India	Mexico	Philippines	Thailand	Turkey	India
CY 2018	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
CY 2019	102.2	113.7	105.8	111.1	101.5	104.0	108.6	107.4	97.5	105.9
CY 2020	42.3	23.2	19.1	32.7	27.3	88.9	104.3	98.8	92.3	98.9
CY 2021	76.0	8.2	2.0	61.2	27.0	104.0	113.6	99.8	104.9	116.7
CY 2022	106.0	36.6	47.8	106.0	74.7	116.7	116.6	97.8	116.1	125.6

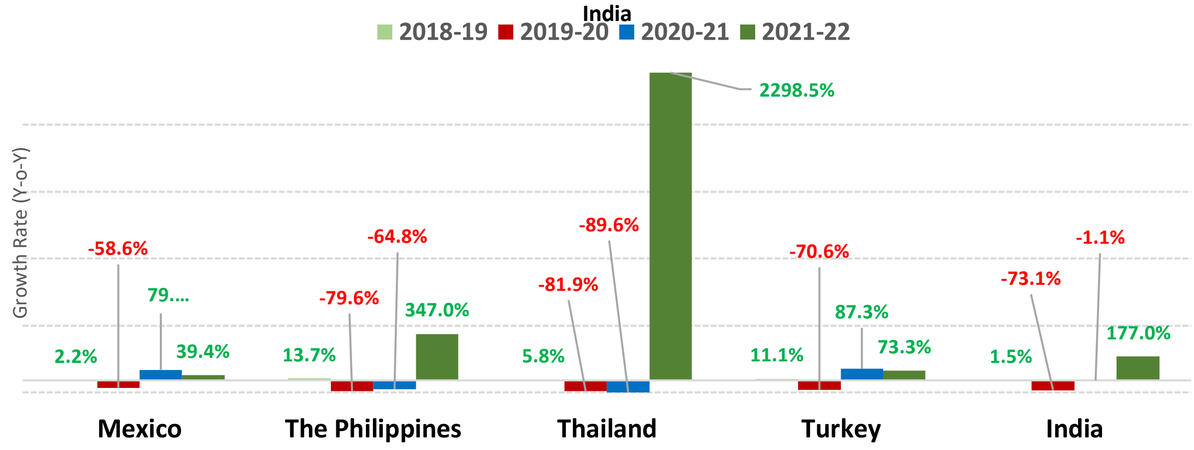
Source: as computed by authors based on data from different country's ministries & IMF

Figure18. Growth Rate of Domestic Passengers- Comparision of Emerging Economies with India



Source: As computed by authors

Figure 19. Growth Rate of International Passengers - Comparision of Emerging Economies with India



Source: As computed by authors

7. Concluding Remarks

The study reveals that the aviation sector in India has recovered to a large extent from the adverse impact of the pandemic in 2022. It is more or less reached close to the level of pre-pandemic period passenger traffic volume both in terms of domestic as well as international passengers. Indigo is the most dominant player in the market with a share of more than 50% of the domestic passenger traffic. Vistara, Go Air, Air India and Spice Jet are significantly behind Indigo with a share close to 9% for each of them. The number of players has also declined over time in the Indian aviation market. International experience suggests that the aviation sector goes hand in hand with the economic recovery. India with a relatively stable GDP growth shows better performance compared to most of the countries in developed as well as developing economies. With a positive outlook regarding the economic growth in India, the aviation sector is poised to grow faster in the coming years.

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Appendix

A 1: Total Domestic and International Passengers – Developed Economies

Domestic Passengers (in numbers)				
Year	US	UK	Canada	Australia
CY 2018	77,79,72,787	2,29,93,150	9,32,99,144	12,12,59,178
CY 2019	81,15,45,260	2,23,25,129	9,33,13,525	12,18,15,450
CY 2020	33,56,07,840	59,24,088	2,90,44,556	3,85,20,396
CY 2021	60,59,35,323	78,81,485	3,44,52,193	4,67,57,718
CY 2022	75,05,56,323	1,54,04,396	7,13,87,568	9,95,06,464
International Passengers (in numbers)				
Year	US	UK	Canada	Australia
CY 2018	23,52,39,717	23,68,23,333	6,73,42,443	4,15,75,313
CY 2019	24,14,35,921	24,32,16,043	6,95,50,552	4,25,08,455
CY 2020	6,30,47,151	5,96,75,427	1,73,04,979	93,02,204
CY 2021	9,46,24,181	4,69,82,370	1,18,28,718	15,55,361
CY 2022	18,67,51,556	18,32,68,255	4,59,11,363	1,89,39,239

Source: Civil Aviation Ministries

A 2: Total Domestic and International Passengers – Emerging Economies

Domestic Passengers (in numbers)					
Year	Mexico	The Philippines	Thailand	Turkey	India
CY 2018	4,95,34,895	2,72,83,603	5,93,26,098	11,29,11,108	13,86,98,284
CY 2019	5,35,31,241	2,95,35,606	5,71,92,778	9,99,46,572	14,37,36,256
CY 2020	2,82,36,461	68,89,730	3,11,44,216	4,97,40,303	6,28,52,011
CY 2021	4,43,62,468	55,30,596	1,45,79,873	6,84,66,177	8,27,45,079
CY 2022	5,71,63,392	2,25,03,092	2,40,15,132	7,83,23,824	12,32,42,014
International Passengers (in numbers)					
Year	Mexico	The Philippines	Thailand	Turkey	India
CY 2018	4,68,71,133	2,68,55,912	8,11,45,917	9,75,87,056	6,32,10,841
CY 2019	4,78,92,341	3,05,28,392	8,58,25,353	10,84,27,124	6,41,78,209
CY 2020	1,98,43,156	62,42,628	1,54,93,531	3,18,75,837	1,72,36,862
CY 2021	3,56,40,833	21,99,420	16,16,641	5,96,89,585	1,70,39,399
CY 2022	4,96,92,226	98,31,454	3,87,75,872	10,34,65,515	4,71,93,839

Source: Civil Aviation Ministries

A 3: Gross Domestic Product, Current Prices (in billion USD) – Developed & Emerging Economies

	GDP (in Billion USD)								
Year	US	UK	Canada	Australia	India	Mexico	Philippines	Thailand	Turkey
2018	20,530	2,880	1,730	1,420	2,700	1,260	347	507	780
2019	21,380	2,860	1,740	1,390	2,840	1,310	377	544	761
2020	21,060	2,710	1,650	1,360	2,670	1,120	362	500	720
2021	23,320	3,120	2,000	1,650	3,150	1,310	394	506	818
2022	25,460	3,080	2,140	1,700	3,390	1,470	404	495	906

Source: International Monetary Fund

A 4: Other Data Sources

S.No	Sources	Data
1	International Monetary Fund	GDP, Current Prices (in billion$)
2	International Monetary Fund	Per Capita GDP, Current Prices (in billion$)
3	Bureau of Transportation Statistics	US Passenger Data
4	Civil Aviation Authority (CAA)	UK Passenger Data
5	Statistique Canada	Canada Passenger Data
6	Bureau of Infrastructure & Transport Statistics	Australia Passenger Data
7	Gobierno De Mexico	Mexico Passenger Data
8	Civil Aeronautics Board (CAB)	Philippines Passenger Data
9	Airports of Thailand	Thailand Passenger Data
10	Devlet Hava Meydanları İşletmesi	Turkey Passenger Data
11	Directorate General of Civil Aviation	India Passenger Data