FlightGlobal

Routes
Guangzhou 2018
WORLD ROUTES

NETWORK PLANNING 2018

IN ASSOCIATION WITH

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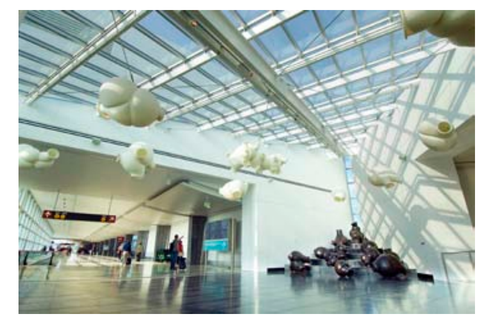




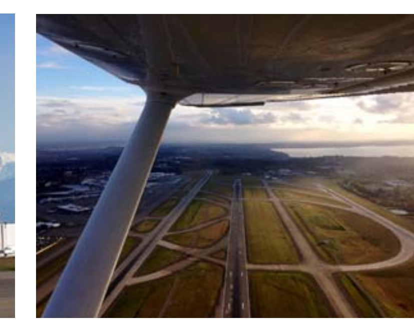

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AIRLINE PROFITS WIDEN THEIR REACH

While operating profits were down slightly overall among the 100 biggest airline groups in 2017, the spread of those enjoying stronger returns reached their highest level last year, FlightGlobal's annual World Airline Rankings survey reveals.

Operating profits among the 100 biggest airline groups by revenue – for which figures are available for 87 firms – shows collective operating profits slipped nearly 3% in 2017 in reaching almost $57 million.

That largely reflects lower profit levels in the North American market. While the region's carriers remain industry-leading, continuing to deliver almost half of all profits, operating levels were down 11% at just under $26 billion for the year.

But a record 20 airline groups generated operating profits of more than $1 billion during the year – two more than in 2016 as Emirates and Turkish Airlines both bounced back. The two had generated $1 billion-plus in 2015, until challenges hit them in 2016.

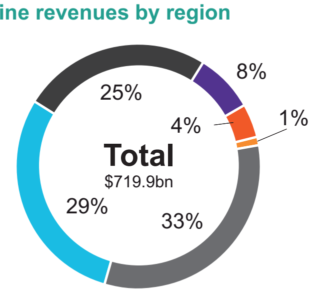
The increased number and spread of groups enjoying operating profits in excess of $1 billion has been a notable feature of the current economic cycle – one which has surpassed previous levels in terms of both profit and longevity.

In 2009, in the grip of the financial crisis, only one airline group generated more than $1 billion in operating profits. Even in 2013, there were just seven airline groups recording that level of profit.

Alongside a benign economic environment and the benefits of relatively low oil prices, this also reflects greater consolidation within the industry. It means airline groups not only have a larger operation from which to generate profits, but integration has also taken out some of the competition.

Eight of the 20 groups with operating profits of more than $1 billion are from North America – including the four most profitable in the form of American Airlines, Delta Air Lines, Southwest Airlines and United Airlines. Profits were down at all four, but they still generated combined operating returns of $17 billion.

Airline revenues by region



Africa $7.2bn	Asia-Pacific $210.1bn	Europe $180.9bn
North America $234.7bn	Middle East $56.5bn	Latin America $30.5bn

The fall largely reflected increased costs, notably from labour and fuel. But collective net profits among North American carriers improved during the year, aided by some one-off gains following changes to the tax code last year.

EUROPEAN GAINS

Europe's big three network carrier groups all generated operating profits over $1 billion. Indeed, one carrier at each of these groups boasted such profit levels in their own right – Lufthansa, British Airways at IAG and KLM, which continues to outshine its bigger partner – at Air France-KLM.

Ryanair, for all its high-profile operational challenges last year, continues to enjoy an enviable profit record.

Chinese and Japanese carriers lead profitably among the big Asia-Pacific airline groups. Revived Australian group Qantas is the only other operator in the region to enjoy operating profits of more than $1 billion, for a third successive year.

By contrast, restructuring Cathay Pacific, which was one of just eight groups to post an operating profit of more than $1 billion in 2010, slipped to an even deeper loss in 2017.

Gulf carrier Emirates is the only operator among the 20 most profitable to come from outside North America, Europe and Asia-Pacific. Profits rebounded at the Gulf operator, in stark contrast to those of its rival Gulf giants.

Restructuring Etihad Airways disclosed a net loss of $1.5 billion as it suffered a number of one-off hits, notably from its European investments.

Qatar Airways meanwhile, which has been forced to restructure its network following the airspace closure by several neighbouring states since last June's escalation of a diplomatic row in the region, has not yet disclosed its financial result for the year.

Africa remains a challenging market. Ethiopian Airlines posted another profit, but South African Airways remains mired in losses and Kenya Airways continues to work through its restructuring.

One of the unheralded returns of last year was the pick-up in air freight. The sector has remained under pressure throughout the cycle. Even as traffic returned, yields continued to struggle.

Yet conditions improved across 2017. Revenues rose more than a quarter among such operators included in the top 100 biggest carriers – including the freight arms of groups which would appear among the largest airlines by revenue in their own right.

BUDGET EXPANSION

Low-cost and leisure carriers continue to play an increasingly prominent role in the industry, accounting for around 16% of revenues among the top 100 operators.

Southwest is only low-cost carrier to rank among the 10 biggest airline groups by revenue, while three others – Ryanair, JetBlue and EasyJet – figure among the top 30.

But low-cost operations comprise an ever more prominent part of the biggest airline groups and around half the 30 biggest airline groups have their own LCC.

Top 10 airline groups by operating profit

While the sharp jump in oil prices has driven the recent softening of IATA's airline industry outlook, the association's chief economist Brian Pearce highlights wider cost pressures starting to impact the industry.

"Perhaps the biggest challenge facing airlines today is the acceleration of costs," said Pearce during a briefing in Sydney during early June. IATA's annual general meeting in early June. IATA issued a revised forecast of $33.8 billion in industry profit for 2018. That figure is $4.6 billion lower than its original forecast for the year, made in December 2017.

Notably IATA lifted its predicted average barrel price for crude oil by $10 from six months ago to $70 for 2018. However, it is not just higher fuel prices driving cost pressures. Pearce also sees it as a product of the unusually long positive economic cycle.

"I think the reason for that is more generally in the world economy we are seeing this 10-year long economic cycle use up the spare capacity that

Industry net profits by region

there is in many markets," he says.

Pearce says that while profit margins peaked in early 2016, strong passenger demand has until recently enabled airlines to keep pace with climbing unit costs. But alongside the acceleration in costs, Pearce also sees a change in the demand dynamic. "Business confidence has taken a knock. But it's still consistent with around 7% growth in RPKs this year.

After last year's strong growth in air freight – which Pearce attributed to an inventory restocking cycle – cargo demand is running at growth rate of about 4%. That is still better than its several years in the doldrums.

NETWORK PLANNING 2018

LEADING AIRLINE GROUPS BY TRAFFIC

This ranking lists airlines at a group level by RPKs flown in 2017, together with their major subsidiaries. These units are only listed where data is available and annual RPKs exceed nine billion, while the use of different sources means subsidiary totals do not necessary match group figures. Data for the top 150 available at flightglobal.com/dashboard

Leading airline groups by RPKs 2017

Rank				Traffic 2017		Capacity 2017		Load Factor	Passengers 2017			
2017	2016	Airline/Group	Country/district	RPKs (m)	Change	ASKs (m)	Change	(%)	Pax (m)	Change	Year-end	Notes
1	(1)	**American Airlines Group**	**USA**	**364,191**	**1.3%**	**444,877**	**1.1%**	**81.9**	**199.6**	**0.5%**	Dec	
		American Airlines	USA	323,974	1.2%	392,284	0.9%	82.6	144.9	0.3%	Dec	
		Envoy Air	USA	9,412	7.9%	12,223	11.2%	77.0	11.8	0.0%	Dec	
2	(2)	**Delta Air Lines Group**	**USA**	**350,299**	**2.2%**	**409,209**	**1.0%**	**85.6**	**186.4**	**1.4%**	**Dec**	
		Delta Air Lines	USA	316,784	2.7%	367,522	1.4%	86.2	145.9	1.8%	Dec	DOT
		Endeavor Air	USA	9,358	-1.1%	11,816	-0.6%	79.2	11.8	7.5%	Dec	
3	(3)	**United Continental**	**USA**	**347,963**	**2.8%**	**422,179**	**3.5%**	**82.4**	**148.1**	**3.4%**	**Dec**	
		United Airlines	USA	311,224	3.9%	377,386	4.4%	82.5	107.4	7.1%	Dec	DOT, Mainline only
4	(4)	**Emirates Airline**	**UAE**	**292,221**	**5.6%**	**377,060**	**2.4%**	**77.5**	**58.5**	**4.3%**	**Mar**	
5	(7)	**Lufthansa Group**	**Germany**	**261,156**	**15.2%**	**322,821**	**12.7%**	**80.9**	**130.0**	**18.6%**	**Dec**	
		Lufthansa	Germany	153,168	5.0%	187,762	1.8%	81.6	66.2	6.1%	Dec	
		Swiss	Switzerland	45,597	7.8%	55,966	6.1%	81.5	18.9	5.4%	Dec	
		Eurowings	Germany	27,389	36.2%	33,963	34.4%	80.6	23.5	27.7%	Dec	Calculation, see notes
		Austrian	Austria	20,024	7.6%	26,075	6.6%	76.8	12.9	12.9%	Dec	
		Brussels Airlines	Belgium	15,257	20.2%	19,425	14.5%	78.5	9.1	17.2%	Dec	
6	(5)	**IAG**	**UK**	**252,819**	**3.8%**	**306,185**	**2.6%**	**82.6**	**104.8**	**4.1%**	**Dec**	
		British Airways	UK	146,561	1.5%	179,077	0.7%	81.8	45.2	1.9%	Dec	
		Iberia	Spain	54,941	7.6%	65,325	4.9%	84.1	18.7	5.1%	Dec	Pax estimated
		Vueling Airlines	Spain	29,125	3.8%	34,378	1.5%	84.7	29.6	6.5%	Dec	
		Aer Lingus	Ireland	21,412	11.6%	26,386	12.1%	81.1	11.0	3.5%	Dec	Pax estimated
7	(6)	**Air France-KLM**	**France**	**248,476**	**4.3%**	**286,190**	**2.6%**	**86.8**	**83.9**	**4.7%**	**Dec**	Includes Hop/Transavia
		Air France	France	144,989	3.2%	169,123	1.4%	85.7	51.3	3.0%	Dec	
		KLM	Netherlands	103,487	5.9%	117,066	4.5%	88.4	32.7	7.6%	Dec	
		Transavia	Netherlands	25,793	12.2%	28,546	9.7%	91.0	15.0	11.2%	Dec	Inc in Air France & KLM
8	(8)	**China Southern Airlines**	**China**	**230,697**	**11.9%**	**280,646**	**9.6%**	**82.2**	**126.3**	**10.2%**	**Dec**	
		China Southern Airlines	China	175,808	8.6%	212,228	6.9%	82.8	91.4	7.7%	Dec	ICAO
		Xiamen Airlines	China	44,236	19.0%	55,485	13.7%	79.7	27.2	14.9%	Dec	ICAO
9	(9)	**Southwest Airlines**	**USA**	**207,802**	**3.4%**	**247,731**	**3.6%**	**83.9**	**157.8**	**3.9%**	**Dec**	
10	(10)	**Air China Group**	**China**	**201,090**	**6.9%**	**247,872**	**6.4%**	**81.1**	**101.6**	**5.2%**	**Dec**	
		Air China	China	147,165	8.5%	181,887	7.6%	80.9	66.1	5.9%	Dec	ICAO
		Shenzhen Airlines	China	49,510	4.0%	54,153	4.0%	82.2	28.3	2.5%	Dec	ICAO
11	(11)	**China Eastern Airlines**	**China**	**183,152**	**9.3%**	**225,967**	**9.6%**	**81.1**	**110.8**	**8.9%**	**Dec**	
		China Eastern Airlines	China	149,950	8.3%	185,571	8.9%	80.8	87.7	8.4%	Dec	ICAO
		Shanghai Airlines	China	22,612	10.2%	28,000	8.6%	79.5	15.4	7.3%	Dec	ICAO, ASK/LF estimated
12	(12)	**Ryanair** EST	**Ireland**	**160,000**	**9.0%**	**167,500**	**7.9%**	**95.5**	**130.3**	**8.9%**	Mar	RPK/ASK estimated
13	(13)	**Qatar Airways***	**Qatar**	**146,023**	**2.8%**	**203,650**	**10.0%**	**71.7**	**29.2**	**-8.8%**	Mar	LF calculated, see notes
14	(16)	**Air Canada Group**	**Canada**	**136,985**	**11.3%**	**166,519**	**11.6%**	**82.3**	**48.1**	**7.3%**	**Dec**	
15	(14)	**Turkish Airlines**	**Turkey**	**136,947**	**7.9%**	**173,073**	**1.6%**	**79.1**	**68.6**	**9.3%**	**Dec**	
16	(20)	**Aeroflot Group**	**Russia**	**130,222**	**16.2%**	**157,211**	**14.2%**	**82.8**	**50.1**	**15.4%**	**Dec**	Inc Pobeda/Aurora
		Aeroflot	Russia	91,810	11.0%	112,246	10.3%	81.8	32.8	13.3%	Dec	
		Rossiya Airlines	Russia	28,119	37.3%	33,301	31.9%	84.4	11.2	26.7%	Dec	
17	(17)	**Singapore Airlines**	**Singapore**	**129,798**	**6.3%**	**159,381**	**3.1%**	**81.4**	**33.7**	**6.5%**	**Mar**	
		Singapore Airlines	Singapore	95,855	3.2%	118,127	0.4%	81.1	19.5	2.7%	Mar	
		Scoot	Singapore	25,600	15.9%	29,888	11.6%	85.7	9.5	11.3%	Mar	
		SilkAir	Singapore	8,344	16.9%	11,366	12.7%	73.4	4.7	14.2%	Mar	
18	(15)	**Cathay Pacific Group**	**Hong Kong**	**126,663**	**2.6%**	**150,138**	**2.8%**	**84.4**	**34.8**	**1.4%**	**Dec**	
		Cathay Pacific	Hong Kong	111,761	1.4%	131,151	1.6%	85.2	24.1	0.1%	Dec	ICAO
		Cathay Dragon	Hong Kong	14,902	12.6%	18,987	12.0%	78.5	10.7	7.7%	Dec	
19	(23)	**Hainan Airlines Group**	**China**	**121,223**	**23.3%**	**140,843**	**24.4%**	**86.1**	**71.7**	**18.3%**	**Dec**	See notes
		Hainan Airlines	China	62,853	15.7%	74,362	19.3%	84.5	30.6	11.7%	Dec	ICAO
		Lucky Air	China	13,963	27.0%	16,115	30.7%	86.6	10.5	23.5%	Dec	
		Tianjin Airlines	China	18,237	21.9%	21,092	22.2%	86.5	13.8	14.0	Dec	RPK/ASK estimated
20	(18)	**Qantas Group**	**Australia**	**121,178**	**1.8%**	**150,323**	**1.1%**	**80.6**	**53.7**	**1.9%**	**Jun**	
		Qantas	Australia	80,695	1.8%	101,620	1.8%	79.4	29.8	1.2%	Jun	
		Jetstar Group	Australia	33,855	2.6%	40,623	0.6%	83.3	19.6	3.2%	Jun	
21	(19)	**LATAM Airlines Group**	**Chile**	**115,693**	**1.8%**	**136,398**	**1.1%**	**84.8**	**67.1**	**0.2%**	**Dec**	
		LATAM Airlines Brazil	Brazil	57,666	1.2%	68,596	0.4%	84.1	33.5	-0.7%	Dec	ANAC
		LATAM Airlines Chile	Chile	24,368	1.2%	28,546	1.7%	85.4	8.2	4.4%	Dec	
		LATAM Airlines Peru	Peru	16,468	14.5%	19,635	11.6%	83.9	9.9	6.5%	Dec	
22	(21)	**Etihad Airways**	**UAE**	**90,240**	**0.8%**	**114,984**	**1.0%**	**78.5**	**18.2**	**0.6%**	Dec	AACO
23	(24)	**EasyJet**	**UK**	**89,685**	**10.0%**	**95,792**	**9.2%**	**93.6**	**80.2**	**9.7%**	Sep	CAA
24	(22)	**ANA Holdings**	**Japan**	**89,405**	**5.7%**	**122,803**	**3.0%**	**72.8**	**53.9**	**3.5%**	Mar	
25	(25)	**Alaska Air Group**	**USA**	**84,210**	**7.3%**	**99,871**	**7.1%**	**84.3**	**44.0**	**5.0%**	**Dec**	
		Alaska Airlines	USA	56,798	7.4%	66,716	7.1%	85.1	26.1	7.0%	Dec	DOT
		Virgin America	USA	20,814	6.3%	24,906	6.2%	83.6	8.4	4.4%	Dec	
26	(26)	**Korean Air**	**South Korea**	**77,842**	**2.5%**	**98,131**	**1.5%**	**79.3**	**26.9**	**-0.1%**	**Dec**	
27	(27)	**JetBlue Airways**	**USA**	**76,009**	**3.6%**	**90,116**	**4.5%**	**84.3**	**40.0**	**4.6%**	**Dec**	
28	(29)	**Thai Airways International**	**Thailand**	**68,102**	**14.0%**	**85,388**	**5.4%**	**79.8**	**20.0**	**9.9%**	**Dec**	
29	(28)	**Japan Airlines Group**	**Japan**	**67,656**	**3.8%**	**87,551**	**1.8%**	**77.3**	**42.6**	**3.9%**	**Mar**	
		Japan Airlines	Japan	62,867	3.6%	80,725	1.5%	77.9	34.1	3.5%	Mar	
30	(32)	**Norwegian**	**Norway**	**63,320**	**24.7%**	**72,341**	**24.9%**	**87.5**	**33.1**	**13.1%**	**Dec**	
31	(31)	**Saudia**	**Saudi Arabia**	**63,201**	**18.2%**	**87,378**	**17.5%**	**72.3**	**31.4**	**11.3%**	**Dec**	Scheduled services only
32	(30)	**Thomas Cook Group**	**UK**	**62,943**	**5.6%**	**70,171**	**5.1%**	**89.7**	**18.5**	**5.1%**	**Sep**	
		Condor	Germany	28,592	4.8%	32,155	4.4%	88.9	7.6	4.0%	Sep	ICAO
		Thomas Cook Airlines	UK	26,516	12.4%	29,388	11.9%	90.2	7.63	10.5%	Sep	CAA
33	(34)	**IndiGo**	**India**	**52,503**	**19.9%**	**60,562**	**16.9%**	**86.7**	**49.2**	**19.7%**	**Dec**	DGCA
34	(33)	**AirAsia Group**	**Malaysia**	**50,805**	**11.0%**	**58,311**	**9.5%**	**87.1**	**39.1**	**11.4%**	**Dec**	Inc Indonesia/Philippines
		AirAsia	Malaysia	38,060	9.8%	43,270	7.9%	88.0	29.2	10.6%	Dec	
35	(45)	**Wizz Air**	**Hungary**	**47,210**	**25.5%**	**51,537**	**23.6%**	**91.6**	**29.6**	**24.5%**	**Mar**	
36	(38)	**Jet Airways**	**India**	**46,414**	**12.9%**	**55,591**	**10.0%**	**83.5**	**27.0**	**10.8%**	**Mar**	
37	(35)	**Garuda Indonesia**	**Indonesia**	**46,300**	**6.8%**	**62,024**	**5.6%**	**74.6**	**36.2**	**3.7%**	Dec	
		Garuda Indonesia	Indonesia	36,488	4.9%	49,751	4.6%	73.3	24.0	0.4%	Dec	Scheduled services only
		Citilink Indonesia	Indonesia	9,791	14.1%	12,273	9.8%	79.8	12.3	10.8%	Dec	
38	(40)	**EVA Air**	**Taiwan**	**45,841**	**12.0%**	**58,570**	**14.5%**	**78.3**	**12.1**	**8.3%**	**Dec**	
39	(36)	**SkyWest Inc**	**USA**	**42,503**	**-5.6%**	**53,020**	**-3.4%**	**80.3**	**51.5**	**-3.8%**	**Dec**	
		SkyWest Airlines	USA	30,298	7.3%	37,387	9.1%	81.0	35.8	14.7%	Dec	DOT
		ExpressJet Airlines	USA	12,246	-27.2%	15,633	-25.3%	78.3	15.5	-30.1%	Dec	
40	(39)	**Air India**	**India**	**44,729**	**9.1%**	**56,910**	**5.9%**	**78.6**	**20.7**	**4.7%**	**Dec**	DGCA
41	(37)	**Asiana Airlines**	**South Korea**	**44,211**	**4.1%**	**53,947**	**4.9%**	**82.0**	**19.3**	**0.2%**	**Dec**	
42	(46)	**Lion Group****	**Indonesia**	**43,913**	**17.2%**	**55,912**	**19.9%**	**78.5**	**51.8**	**15.6%**	**Dec**	Calculation, see notes
		Lion Air	Indonesia	34,820	12.6%	43,353	15.3%	80.3	35.4	9.3%	Dec	DGCA, scheduled only
43	(43)	**Sichuan Airlines**	**China**	**42,285**	**10.3%**	**50,441**	**11.7%**	**83.8**	**24.5**	**6.5%**	**Dec**	ICAO except pax number
44	(42)	**WestJet**	**Canada**	**41,680**	**8.1%**	**49,876**	**5.8%**	**83.6**	**24.1**	**10.2%**	**Dec**	
45	(44)	**Avianca**	**Colombia**	**40,243**	**5.3%**	**48,401**	**2.7%**	**83.1**	**29.5**	**-0.1%**	**Dec**	
46	(41)	**China Airlines**	**China**	**40,171**	**3.8%**	**50,189**	**1.6%**	**80.0**	**15.1**	**2.9%**	**Dec**	
47	(50)	**SAS**	**Sweden**	**40,078**	**8.5%**	**52,217**	**7.4%**	**76.8**	**30.0**	**3.4%**	**Oct**	
48	(52)	**Grupo Aeromexico**	**Mexico**	**39,836**	**14.6%**	**48,906**	**12.8%**	**81.5**	**20.7**	**4.9%**	**Dec**	
		Aeromexico	Mexico	32,682	16.3%	42,471	23.9%	77.0	11.7	4.8%	Dec	ICAO/DGAC
49	(53)	**Spirit Airlines**	**USA**	**39,590**	**14.0%**	**47,615**	**16.1%**	**83.1**	**24.2**	**12.0%**	**Dec**	

Notes: EST FAB estimate; * Qatar Airways LF calculated based on RPK/ASKS; Lion Group calculated based transport ministry data; HNA Group now includes Tianjin & GX Airlines; Eurowings is P2P excluding Brussels Airlines;

Rank 2017	Rank 2016	Airline/Group	Country/district	Traffic 2017 RPKs (m)	Traffic 2017 Change	Capacity 2017 ASKs (m)	Capacity 2017 Change	Load Factor (%)	Passengers 2017 Pax (m)	Passengers 2017 Change	Year-end	Notes
50	(47)	**Virgin Australia Holdings**	**Australia**	**37,576**	**0.7%**	**46,833**	**-0.4%**	**80.2**	**24.2**	**2.1%**	**Jun**	
		Virgin Australia	Australia	31,798	-1.4%	40,327	-2.0%	78.9	19.7	0.0%	Jun	
51	(51)	**Gol**	**Brazil**	**37,230**	**3.6%**	**46,694**	**0.8%**	**79.7**	**32.4**	**-0.7%**	**Dec**	
52	(54)	**TUI Airways**	**UK**	**37,078**	**7.7%**	**39,645**	**8.4%**	**93.5**	**11.3**	**3.7%**	**Dec**	CAA
53	(56)	**Philippine Airlines**	**Philippine**	**36,973**	**13.8%**	**51,793**	**10.2%**	**71.4**	**14.5**	**8.0%**	**Dec**	
54	(49)	**Virgin Atlantic Airways**	**UK**	**36,139**	**-2.7%**	**46,154**	**-2.2%**	**78.3**	**5.3**	**-1.9%**	**Dec**	
55	(48)	**Alitalia** EST	**Italy**	**36,000**	**0.7%**	**45,750**	**0.5%**	**78.7**	**22.5**	**5.6%**	**Dec**	
56	(60)	**Ethiopian Airlines**	**Ethiopia**	**34,927**	**20.6%**	**48,364**	**13.5%**	**72.2**	**9.6**	**16.9%**	**Dec**	
57	(55)	**Air New Zealand**	**New Zealand**	**34,814**	**4.8%**	**42,169**	**6.3%**	**82.6**	**16.0**	**5.2%**	**Jun**	
58	(60)	**TAP Air Portugal**	**Portugal**	**34,711**	**21.6%**	**41,864**	**15.4%**	**82.9**	**14.3**	**22.0%**	**Dec**	ICAO
59	(58)	**Vietnam Airlines**	**Vietnam**	**34,572**	**7.4%**	**40,569**	**5.3%**	**85.2**	**21.2**	**6.5%**	**Dec**	ICAO
60	(64)	**Shandong Airlines**	**China**	**32,984**	**24.8%**	**39,665**	**16.7%**	**83.2**	**23.2**	**24.6%**	**Dec**	
61	(57)	**Malaysia Airlines**	**Malaysia**	**32,983**	**4.6%**	**42,327**	**-0.2%**	**77.9**	**14.0**	**0.4%**	**Dec**	ICAO
62	(61)	**Copa Airlines**	**Panama**	**32,042**	**12.6%**	**38,512**	**8.8%**	**83.2**	**9.5**	**10.5%**	**Dec**	
63	(63)	**Finnair**	**Finland**	**30,750**	**13.6%**	**36,922**	**8.9%**	**83.3**	**11.9**	**9.2%**	**Dec**	
64	(65)	**Frontier Airlines**	**USA**	**30,425**	**18.1%**	**35,229**	**19.3%**	**86.4**	**16.8**	**12.8%**	**Dec**	DOT
65	(68)	**Spring Airlines**	**China**	**30,248**	**22.2%**	**33,400**	**23.7%**	**90.6**	**17.2**	**20.9%**	**Dec**	
66	(62)	**S7 Airlines Group**	**Russia**	**29,821**	**10.1%**	**35,075**	**9.7%**	**85.0**	**14.2**	**8.4%**	**Dec**	
		S7 Airlines	Russia	19,100	5.9%	22,418	5.9%	85.2	9.9	4.6%	Dec	
		Globus	Russia	10,721	18.5%	12,657	17.1%	84.7	4.3	18.4%	Dec	
67	(69)	**Pegasus**	**Turkey**	**28,910**	**16.9%**	**34,428**	**12.8%**	**84.6**	**27.8**	**15.4%**	**Dec**	ICAO for RPK
68	(71)	**AirAsia X**	**Malaysia**	**28,578**	**23.2%**	**35,054**	**19.5%**	**79.0**	**5.8**	**23.7%**	**Dec**	
69	(73)	**Juneyao Airlines**	**China**	**27,411**	**24.1%**	**31,529**	**22.3%**	**86.9**	**16.7**	**25.2%**	**Dec**	
70	(66)	**Hawaiian Airlines**	**USA**	**26,254**	**5.3%**	**30,582**	**3.4%**	**85.8**	**11.5**	**4.1%**	**Dec**	
71	(76)	**Capital Airlines**	**China**	**25,662**	**23.3%**	**28,687**	**24.9%**	**89.5**	**15.4**	**17.6%**	**Dec**	ICAO except pax
72	(72)	**Volaris**	**Mexico**	**25,610**	**11.1%**	**30,347**	**12.9%**	**84.4**	**16.4**	**9.5%**	**Dec**	
73	(70)	**Air Europa**	**Spain**	**25,355**	**6.5%**	**30,755**	**8.5%**	**82.5**	**10.6**	**-0.8%**	**Dec**	
74	(74)	**El Al**	**Israel**	**22,527**	**2.0%**	**26,660**	**1.2%**	**84.5**	**5.6**	**2.4%**	**Dec**	ICAO
75	(81)	**Oman Air**	**Oman**	**21,960**	**19.0%**	**29,405**	**18.6%**	**74.7**	**8.6**	**11.7%**	**Dec**	
76	(75)	**Cebu Pacific Air**	**Philippines**	**21,301**	**0.4%**	**26,233**	**0.9%**	**81.2**	**19.7**	**3.2%**	**Dec**	
77	(82)	**Azul**	**Brazil**	**20,760**	**13.8%**	**25,300**	**10.6%**	**82.1**	**22.0**	**6.8%**	**Dec**	Scheduled only
78	(89)	**Jet2**	**UK**	**20,670**	**44.9%**	**22,808**	**45.3%**	**90.6**	**9.7**	**44.3%**	**Dec**	CAA
79	(78)	**Aerolineas Argentinas**	**Argentina**	**20,390**	**7.7%**	**27,349**	**3.8%**	**80.4**	**9.3**	**12.4%**	**Dec**	
80	(80)	**Flydubai** EST	**UAE**	**20,000**	**8.1%**	**27,851**	**7.1%**	**72.0**	**10.9**	**0.9%**	**Dec**	RPK/LF estimated
81	(90)	**Vietjet**	**Vietnam**	**19,912**	**44.0%**	**23,163**	**38.4%**	**86.0**	**16.6**	**25.8%**	**Dec**	
82	(84)	**Thai AirAsia**	**Thailand**	**19,523**	**12.9%**	**22,379**	**8.5%**	**87.2**	**19.8**	**15.1%**	**Dec**	ICAO
83	(79)	**Air Transat** EST	**Canada**	**19,500**	**1.3%**	**21,500**	**2.4%**	**90.7**	**4.5**	**2.3%**	**Oct**	
84	(87)	**Ural Airlines**	**Russia**	**19,197**	**25.1%**	**23,241**	**18.6%**	**82.6**	**8.0**	**23.7%**	**Dec**	
85	(77)	**South African Airways**	**South Africa**	**18,942**	**-8.4%**	**25,893**	**-7.5%**	**73.2**	**6.0**	**-7.8%**	**Mar**	
86	(83)	**Egyptair**	**Egypt**	**18,476**	**5.9%**	**26,780**	**1.2%**	**69.0**	**8.5**	**-0.6%**	**Dec**	ICAO
87	(96)	**Azur Air**	**Russia**	**17,965**	**47.7%**	**18,597**	**44.9%**	**96.6**	**3.7**	**59.9%**	**Dec**	
88	(86)	**Allegiant Air**	**USA**	**17,871**	**8.0%**	**21,902**	**10.0%**	**81.6**	**12.3**	**10.6%**	**Dec**	
89	(88)	**SpiceJet**	**India**	**17,504**	**21.7%**	**18,797**	**19.3%**	**93.1**	**17.3**	**20.9%**	**Dec**	
90	(85)	**Air Arabia**	**UAE**	**16,225**	**-2.5%**	**20,538**	**0.0%**	**79.0**	**8.5**	**0.0%**	**Dec**	RPK is FAB calculation
91	(100)	**Republic Airline**	**USA**	**16,161**	**42.3%**	**21,264**	**45.4%**	**76.0**	**16.9**	**46.9%**	**Dec**	DOT
92	(90)	**Royal Air Maroc**	**Morocco**	**15,874**	**14.0%**	**23,508**	**4.3%**	**67.5**	**7.3**	**9.0%**	**Dec**	Scheduled only
93	(94)	**SriLankan Airlines**	**Sri Lanka**	**15,281**	**22.7%**	**18,488**	**18.4%**	**82.7**	**5.8**	**31.3%**	**Mar**	
94	(95)	**Interjet**	**Mexico**	**15,061**	**21.8%**	**19,637**	**22.1%**	**76.7**	**12.4**	**11.4%**	**Dec**	DGCA, scheduled only
95	(105)	**Jeju Air**	**South Korean**	**14,084**	**32.8%**	**15,780**	**28.8%**	**89.3**	**10.5**	**20.7%**	**Dec**	
96	(91)	**Pakistan Int'l Airlines**	**Pakistan**	**14,000**	**1.8%**	**19,200**	**-0.1%**	**73.2**	**5.5**	**0.9%**	**Dec**	
97	(92)	**Aegean Airlines**	**Greece**	**13,851**	**8.9%**	**16,657**	**1.7%**	**83.2**	**13.2**	**3.9%**	**Dec**	
98	(98)	**SunExpress**	**Turkey**	**13,791**	**16.8%**	**17,019**	**17.9%**	**81.7**	**7.3**	**15.9%**	**Dec**	
99	(99)	**Ukraine International**	**Ukraine**	**13,459**	**17.9%**	**16,839**	**18.9%**	**79.9**	**6.9**	**15.0%**	**Dec**	
100	(107)	**Avianca Brazil**	**Brazil**	**12,828**	**25.3%**	**15,178**	**24.2%**	**84.5**	**10.9**	**18.0%**	**Dec**	

While this table functions as a ranking of discrete airline groups by traffic and their prominent subisidaries, in some cases it is impossible and/or illogical to split data from airline groups into individual operating units. Furthermore, in some instances the figures for an airline will incorporate those of a co-branded regional operator. While we have endeavoured to compare like-for-like businesses, the rankings are indicative. Subsidiaries have been listed where RPKs total more than 9,000m. Estimates have been used for indicative purposes. Segment figures are used for cargo and leisure operators where individual airline data is unavailable; TRAFFIC/CAPACITY/LOADS Traffic data generally includes scheduled and charter. All data is in metric units as follows: RPK=revenue passenger km, ASK=available seat km, RTK=revenue tonne km, 1 US ton=1.1 tonnes and 1 mile=1.609km; YEAR Results are for the most recent fiscal year where available; SOURCES Data is primarily sourced from company replies to *Flight Airline Business* or company reports. Other sources include national regulators, regional airline associations and ICAO.

TOP 100 AIRPORTS BY TRAFFIC

Another strong year of growth in 2017 was reflected in a 5.6% rise in passenger numbers across the 100 biggest airports, analysis of preliminary traffic figures by FlightGlobal shows, with the Asia-Pacific region a big contributor

Top 100 airports – preliminary passenger ranking 2017 (1-49)

						2017 passengers		Seat share of two leading carriers (marketing airline)			
Rank 2017	Rank 2016	City	Airport	Code	Country/district	Number ('000)	Change %	Carrier 1		Carrier 2	
1	1	Atlanta	Hartsfield Int'l	ATL	USA	103,903	-0.3	Delta Air Lines	78%	Southwest Airlines	10%
2	2	Beijing	Capital	PEK	China	95,786	1.5	Air China	40%	China Southern	14%
3	3	Dubai	International	DXB	UAE	88,242	5.5	Emirates Airline	64%	Flydubai	14%
4	5	Tokyo	Haneda Int'l	HND	Japan	85,263	6.4	All Nippon Airways	45%	Japan Airlines	30%
5	4	Los Angeles	International	LAX	USA	84,558	4.5	American Airlines	18%	Delta Air Lines	16%
6	6	Chicago	O'Hare International	ORD	USA	79,828	2.4	United Airlines	44%	American Airlines	35%
7	7	London	Heathrow	LHR	UK	77,988	3.1	British Airways	48%	Virgin Atlantic	4%
8	8	Hong Kong	International	HKG	Hong Kong	72,867	3.4	Cathay Pacific	30%	Cathay Dragon	15%
9	9	Shanghai	Pudong International	PVG	China	70,001	6.1	China Eastern Airlines	27%	Shanghai Airlines	9%
10	10	Paris	Charles de Gaulle	CDG	France	69,471	5.4	Air France	51%	EasyJet	7%
11	12	Amsterdam	Schiphol	AMS	Netherlands	68,400	7.5	KLM	50%	EasyJet	8%
12	11	Dallas/Fort Worth	International	DFW	USA	67,092	2.3	American Airlines	84%	Spirit Airlines	4%
13	15	Guangzhou	Baiyun International	CAN	China	65,807	10.2	China Southern Airlines	47%	Air China	7%
14	13	Frankfurt	International	FRA	Germany	64,500	6.1	Lufthansa	64%	Ryanair	4%
15	14	Istanbul	Ataturk International	IST	Turkey	63,727	5.5	Turkish Airlines	79%	Atlasglobal	6%
16	20	Delhi	Indira Gandhi Int'l	DEL	India	63,452	14.1	Indigo	26%	Jet Airways	18%
17	21	Jakarta	Soekarno Hatta Int'l	CGK	Indonesia	63,016	8.3	Garuda Indonesia	28%	Lion Airlines	25%
18	17	Singapore	Changi	SIN	Singapore	62,220	6.0	Singapore Airlines	29%	Scoot	8%
19	19	Seoul	Incheon International	ICN	South Korea	62,082	7.5	Korean Air Lines	27%	Asiana Airlines	19%
20	18	Denver	International	DEN	USA	61,379	5.3	United Airlines	42%	Southwest Airlines	30%
21	16	New York	JFK	JFK	USA	59,345	0.7	Delta Air Lines	26%	JetBlue Airways	21%
22	22	Bangkok	Suvarnabhumi	BKK	Thailand	59,080	6.5	Thai Airways	32%	Bangkok Airways	9%
23	24	Kuala Lumpur	International	KUL	Malaysia	58,517	11.2	AirAsia	35%	Malaysia Airlines	22%
24	23	San Francisco	International	SFO	USA	55,833	5.1	United Airlines	42%	Virgin America	9%
25	25	Madrid	Barajas	MAD	Spain	53,403	5.9	Iberia	37%	Air Europa	13%
26	27	Chengdu	Shuangliu Int'l	CTU	China	49,802	8.2	Air China	28%	Sichuan Airlines	20%
27	26	Las Vegas	McCarran Int'l	LAS	USA	48,500	2.2	Southwest Airlines	39%	Delta Air Lines	9%
28	33	Barcelona	El Prat	BCN	Spain	47,285	7.1	Vueling Airlines	37%	Ryanair	15%
29	29	Mumbai	International	BOM	India	47,204	5.6	Jet Airways	27%	Indigo	22%
30	32	Toronto	Pearson International	YYZ	Canada	47,130	6.3	Air Canada	55%	WestJet	15%
31	28	Seattle	Tacoma International	SEA	USA	46,934	2.6	Alaska Airlines	49%	Delta Air Lines	22%
32	31	Charlotte	Douglas	CLT	USA	45,910	3.3	American Airlines	91%	Delta Air Lines	4%
33	39	Shenzhen	Baoan International	SZX	China	45,611	8.7	Shenzhen Airlines	28%	China Southern	26%
34	35	London	Gatwick	LGW	UK	45,562	5.2	EasyJet	42%	British Airways	16%
35	36	Taipei	Taoyuan International	TPE	Taiwan	44,879	6.1	China Airlines	27%	EVA Air	24%
36	43	Mexico City	Benito Juarez Int'l	MEX	Mexico	44,732	7.2	Aeromexico	40%	InterJet	23%
37	38	Kunming	Changshui Int'l	KMG	China	44,728	6.5	China Eastern Airlines	38%	Lucky Air	14%
38	40	Orlando	International	MCO	USA	44,611	6.4	Southwest Airlines	25%	JetBlue Airways	13%
39	37	Munich	International	MUC	Germany	44,595	5.5	Lufthansa	59%	Eurowings	6%
40	30	Miami	International	MIA	USA	44,071	-1.2	American Airlines	68%	Delta Air Lines	6%
41	34	Phoenix	Sky Harbor	PHX	USA	43,922	1.2	American Airlines	47%	Southwest Airlines	34%
42	46	Newark	Liberty International	EWR	USA	43,393	7.5	United Airlines	64%	JetBlue Airways	6%
43	41	Sydney	Kingsford Smith Int'l	SYD	Australia	43,324	3.6	Qantas Airways	32%	Virgin Australia	20%
44	47	Manila [EST]	Ninoy Aquino Int'l	MNL	Philippines	42,000	6.3	Cebu Pacific Air	35%	Philippine Airlines	32%
45	45	Shanghai	Hongqiao Int'l	SHA	China	41,884	3.5	China Eastern Airlines	30%	Shanghai Airlines	19%
46	51	Xian	Xianyang Int'l	XIY	China	41,857	13.1	China Eastern Airlines	23%	Hainan Airlines	12%
47	42	Rome	Fiumicino	FCO	Italy	40,972	-1.9	Alitalia	39%	Vueling Airlines	8%
48	44	Houston	George Bush	IAH	USA	40,696	-2.4	United Airlines	75%	American Airlines	6%
49	48	Tokyo	Narita International	NRT	Japan	40,687	4.2	All Nippon Airways	19%	Japan Airlines	14%

Top 100 airports – preliminary passenger ranking 2017 (50-100)

						2017 passengers		Seat share of two leading carriers (marketing airline)			
Rank 2017	Rank 2016	City	Airport	Code	Country/district	Number ('000)	Change %	Carrier 1		Carrier 2	
50	58	Moscow	Sheremetyevo Int'l	SVO	Russia	39,641	17.8	Aeroflot	89%	Air France	1%
51	54	Chongqing	Jiangbei Int'l	CKG	China	38,715	7.9	Sichuan Airlines	14%	Air China	13%
52	53	Boston	Logan International	BOS	USA	38,412	5.9	JetBlue	28%	Delta Air Lines	17%
53	49	Minneapolis-St Paul	International	MSP	USA	38,034	1.4	Delta Air Lines	71%	Sun Country	7%
54	52	Sao Paulo	Guarulhos Int'l	GRU	Brazil	37,750	3.2	LATAM Airlines Brazil	34%	Gol	23%
55	55	Bangkok	Don Mueang Int'l	DMK	Thailand	37,184	7.2	Thai AirAsia	43%	Thai Lion Air	23%
56	56	Melbourne	Tullamarine	MEL	Australia	36,492	3.7	Qantas Airways	29%	Virgin Australia	23%
57	59	Hangzhou	Xiaoshan Int'l	HGH	China	35,570	12.6	Air China	20%	China Southern	14%
58	50	Doha [EST]	International	DOH	Qatar	35,500	-4.8	Qatar Airways	90%	Indigo	2%
59	57	Detroit	Wayne County	DTW	USA	34,701	0.9	Delta Air Lines	72%	Spirit	9%
60	62	Jeddah	King Abdulaziz Int'l	JED	Saudi Arabia	34,070	9.4	Saudia	42%	Flynas	8%
61	67	Fort Lauderdale	Hollywood Int'l	FLL	USA	32,500	11.3	JetBlue	24%	Southwest Airlines	21%
62	60	Paris	Orly	ORY	France	32,042	2.6	Air France	31%	Transavia France	15%
63	66	Istanbul	Sabiha Gokcen Int'l	SAW	Turkey	31,316	5.6	Pegasus	65%	Turkish Airlines	31%
64	61	Bogota	El Dorado Int'l	BOG	Colombia	30,990	-0.2	Avianca	64%	LATAM Paraguay	14%
65	69	Moscow	Domodedovo Int'l	DME	Russia	30,658	7.6	S7 Airlines	44%	Ural Airlines	16%
66	65	Jeju	International	CJU	South Korea	29,600	-0.4	Korean Air Lines	21%	Asiana Airlines	20%
67	70	Dublin	International	DUB	Ireland	29,600	6.1	Ryanair	40%	Aer Lingus	35%
68	63	Philadelphia	International	PHL	USA	29,586	-1.9	American Airlines	71%	Southwest Airlines	7%
69	64	New York	LaGuardia	LGA	USA	29,502	-1.0	Delta Air Lines	42%	American Airlines	27%
70	71	Zurich	Zurich	ZRH	Switzerland	29,400	6.3	Swiss	55%	Edelweiss	7%
71	68	Copenhagen	Kastrup	CPH	Denmark	29,200	0.5	SAS	38%	Norwegian	16%
72	75	Osaka	Kansai Int'l	KIX	Japan	27,983	10.9	All Nippon Airways	55%	Japan Airlines	41%
73	72	Palma de Mallorca	Palma de Mallorca	PMI	Spain	27,971	6.5	Ryanair	22%	Vueling Airlines	12%
74	74	Manchester	International	MAN	UK	27,800	8.5	Ryanair	18%	EasyJet	14%
75	73	Oslo	Gardermoen	OSL	Norway	27,500	6.6	SAS	39%	Norwegian	36%
76	89	Lisbon	Lisbon	LIS	Portugal	26,670	18.8	TAP Portugal	61%	Ryanair	9%
77	78	Stockholm	Arlanda	ARN	Sweden	26,600	7.7	SAS	44%	Norwegian	18%
78	76	Baltimore [EST]	Washington Int'l	BWI	USA	26,390	5.0	Southwest Airlines	68%	Spirit	9%
79	111	Antalya	International	AYT	Turkey	26,346	38.5	SunExpress	29%	Turkish Airlines	25%
80	80	London	Stansted	STN	UK	25,900	6.5	Ryanair	78%	EasyJet	10%
81	90	Nanjing	Lukou Int'l	NKG	China	25,823	15.5	China Eastern Airlines	15%	Shenzhen Airlines	14%
82	77	Seoul	Gimpo International	GMP	South Korea	25,100	0.2	Korean Air Lines	26%	Asiana Airlines	23%
83	92	Bengaluru	Kempegowda Int'l	BLR	India	25,047	12.9	Indigo	42%	Jet Airways	11%
84	81	Riyadh [EST]	King Khalid Int'l	RUH	Saudi Arabia	25,000	5.4	Saudia	57%	Flynas	15%
85	94	Brussels	National	BRU	Belgium	24,800	13.7	Brussels Airlines	41%	Ryanair	8%
86	83	Dusseldorf	International	DUS	Germany	24,641	4.8	Eurowings	40%	Lufthansa	9%
87	86	Xiamen	Gaoqi International	XMN	China	24,485	7.7	Xiamen Airlines	39%	Shangdong Airlines	14%
88	84	Vienna	Vienna	VIE	Austria	24,400	4.5	Austrian	52%	Eurowings	11%
89	101	Zhengzhou	Xinzheng Int'l	CGO	China	24,299	17.0	China Southern Airlines	15%	Hainan Airlines	9%
90	85	Salt Lake City	International	SLC	USA	24,199	5.0	Delta Air Lines	70%	Southwest Airlines	11%
91	91	Vancouver	International	YVR	Canada	24,166	8.4	Air Canada	46%	WestJet	23%
92	82	Washington	Reagan National	DCA	USA	23,928	1.4	American Airlines	51%	Southwest Airlines	14%
93	98	Changsha	Huanghua Int'l	CSX	China	23,765	11.6	China Southern Airlines	22%	Hainan Airlines	13%
94	79	Abu Dhabi [EST]	International	AUH	UAE	23,500	-4.0	Etihad Airways	83%	Jet Airways	3%
95	107	Okinawa [EST]	Naha	OKA	Japan	23,400	19.0	All Nippon Airways	36%	Japan Airlines	15%
96	104	Qingdao	Liuting International	TAO	China	23,211	13.2	Shangdong Airlines	28%	China Eastern Airlines	18%
97	87	Brisbane	Brisbane	BNE	Australia	23,206	2.3	Qantas Airways	35%	Virgin Australia	31%
98	100	Wuhan	Tianhe International	WUH	China	23,129	11.4	China Southern Airlines	32%	China Eastern Airlines	32%
99	96	Cancun	International	CUN	Mexico	23,000	7.4	Volaris	10%	American Airlines	10%
100	93	Washington	Dulles Int'l	IAD	USA	22,893	4.1	United Airlines	61%	American Airlines	5%
Total						4,291,666	5.6				

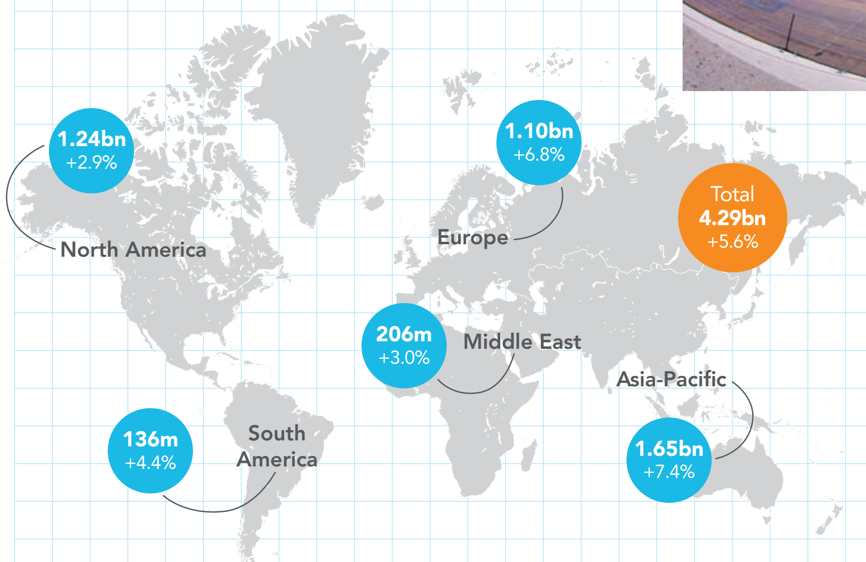
Notes: [EST] *Flight Airline Business* estimates used where full traffic figures unavailable for indicative purposes; Source: FlightGlobal research based on preliminary traffic figures published by airports, which are in many cases reported on a "Terminal Passenger" basis and exclude a small portion of transit passengers; airline capacity shares based on FlightGlobal schedules data for April 2018 based on seats offered by marketing airline

AIRPORT LEADERS

Passenger numbers across the 100 biggest airports rose almost 5.6% in 2017, data collated by FlightGlobal based on preliminary annual traffic figures shows. While still representing strong growth, this is slightly less than the near 6% increase seen among the 100 biggest hubs in 2016

Denver International Airport

Passenger traffic at top 100 airports in 2017 by region



Note: No African airports featured in the top 100. Change versus 2016

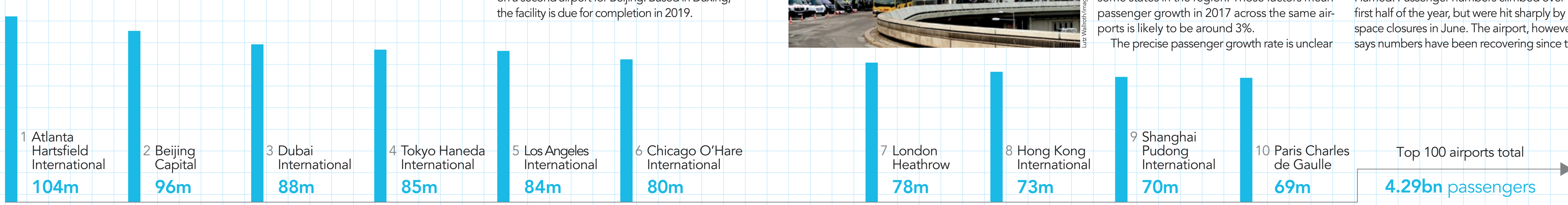
STEADY AT THE TOP

Growth among the 10 biggest hubs stood at just over 3.5%, the slower rate in part reflecting the maturity – and in some cases growth constraints – at these facilities. There was little movement among the 10 biggest airports, the only change being Tokyo Haneda moving above Los Angeles to rank as the fourth-biggest airport with more than 85 million passengers in 2017.

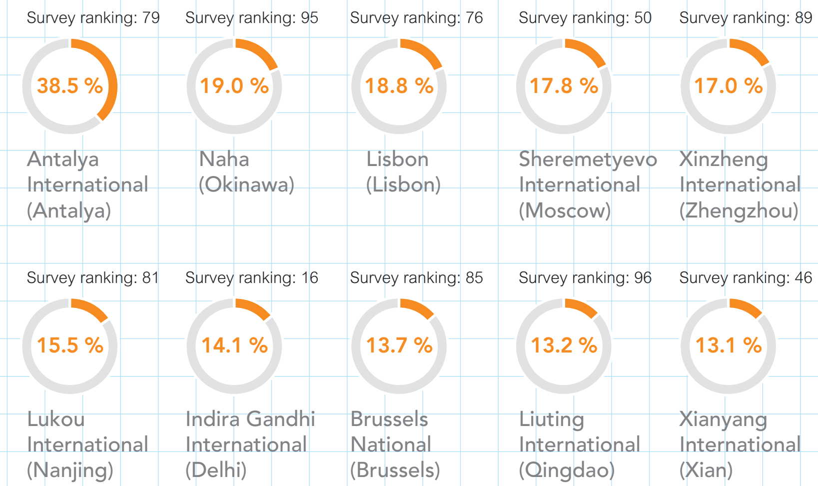
Atlanta Hartsfield remains the biggest airport in the world by passenger number. Just under 104 million passengers went through its doors in 2017, marking a fractional fall on 2016. Flight activity was hit by several factors, notably the disruption from storms in September and a power outage in December.

Beijing Capital closed the gap slightly behind Atlanta, with just over 94 million passengers. But its growth was impacted by maintenance work, which took one of its runways out of operation for most of April. Work meanwhile is continuing on a second airport for Beijing. Based in Daxing, the facility is due for completion in 2019.

Top 10 airports in 2017 by passenger traffic



Fastest growth in passenger traffic among top 100 airports in 2017



Note: Ranking based on year-on-year change in passenger traffic from the top 100 airports

STRONG DEMAND

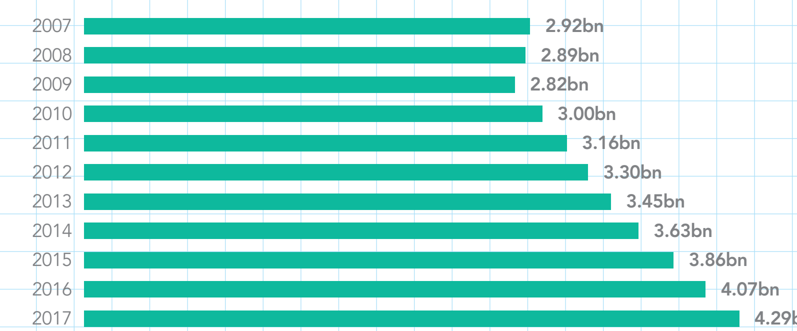
Airports from Asia-Pacific account for 38% of passenger numbers among the 100 largest airports, growing at a rate of 7.4% – the fastest of all the regions.

Tokyo Haneda and Shanghai Pudong enjoyed the largest rises in passenger levels among the 10 biggest airports, while Delhi, Guangzhou, Kuala Lumpur and Xian all reported double-digit rises and were the biggest climbers within the top 50 airports.

Strong travel demand was at the heart of improved profitability for Europe's airlines and several airports in the region reported solid growth. There was double-digit growth at Lisbon and Brussels during the year, while traffic rose sharply among Russian and Turkish airports as fortunes improved in both markets. Notably, passengers jumped more than a third at Antalya airport, as Turkish tourism recovered last year, making it the biggest climber among the 100 largest airports.

Hans Blossey/imageBROKER/REX/Shutterstock

10-year trend: passenger traffic at top 100 airports



Lutz Wallroth/imageBROKER/REX/Shutterstock

GULF SQUEEZE

There were challenges in one of the major growth regions, the Middle East. Traffic among the five biggest airports in the region had grown almost 9% in 2016, continuing recent years of strong increases. But more challenging market conditions were compounded by travel restrictions – notably to the USA – along with the closure of airspace to Qatar and suspension of services to that emirate by some states in the region. Those factors mean passenger growth in 2017 across the same airports is likely to be around 3%.

The precise passenger growth rate is unclear as neither Abu Dhabi nor Doha Hamad have yet disclosed their 2017 full-year data. But after several years of rapid growth, passenger levels would appear to have declined in 2017.

Abu Dhabi airport handled 24.5 million passengers in 2016, but numbers were down 3.7% after 11 months of 2017.

Unsurprisingly, the severing of airlinks by several states had an impact on traffic at Doha Hamed. Passenger numbers climbed over the first half of the year, but were hit sharply by airspace closures in June. The airport, however, says numbers have been recovering since then.

NETWORK PLANNING 2018

AIRLINE START-UPS AND SUSPENSIONS

An update on latest developments in the progress of some of the planned airline start-ups, together with those airlines that have suspended or ceased operations in recent months

NORTH AMERICA

JetBlue and Azul founder David Neeleman cemented his plans for a new US start-up by striking a tentative deal at July's Farnborough air show for 60 Airbus A220-300s.

Having been responsible for one of the last major new US entrants after launching JetBlue in 2000, Neeleman's plans for a new carrier dominated headlines when they first emerged in June.

After years of US airline consolidation, the conditions are improving for a new generation of US airlines to emerge, focused on passenger service and satisfaction," he says.

While initial reports suggested the airline would be called Moxy, Neeleman – in publicly disclosing a deal for A220s at Farnborough – said this was just a working name. The carrier is eyeing launch in 2021.

He says the A220 will allow the new carrier to operate thin routes, with passenger comfort, without compromising costs – particularly on longer-range sectors.

Neeleman adds that the planned US start-up will eventually partner with Brazil's Azul and TAP Air Portugal for transatlantic flying, with the Airbus A220-300's range central to that long-term strategy.

Airline start-ups: 2018 (selected)

Airline	Country	Started ops
Air Belgium	Belgium	29/03/2018
Air Pohang	South Korea	07/02/2018
Flybondi	Argentina	26/01/2018
FlyValan	Italy	23/01/2018
Laudamotion	Austria	25/03/2018
Level (Austria)	Austria	17/07/2018
Myway Airlines	Georgia	31/03/2018
NyxAir	Estonia	19/02/2018
SkyUp	Ukraine	21/05/2018
Swoop	Canada	20/06/2018

Source: FlightGlobal, data as of 31 August 2018, xx start-ups in total

Elsewhere in the region, WestJet's ultra-discount unit Swoop began operations on 20 June and is already expanding into cross-border flights. Swoop will in October launch flights to Las Vegas, Orlando, Tampa, Fort Lauderdale and the Phoenix suburb of Mesa.

The Canadian low-cost market has seen a number of new players emerge. Flair Airlines launched last summer, while EnerJet and Jetlines continue to target a launch. The latter in May recruited former Allegiant executive Lukas Johnson as its new chief executive.

ASIA-PACIFIC

Vietnamese start-up Bamboo Airways expects to begin operations on 10 October. The carrier made the launch date public on its Facebook page, after receiving government approval for its establishment on 9 July.

Local media reports quote Bamboo's director Dang Tat Thang as saying that the airline will begin ticket sales on 2 September, although it did not specify the destinations or routes it will operate..

Bamboo in June committed to an order for 20 Boeing 787-9s for delivery beginning 2020, and plans to deploy the aircraft on international routes to Europe and the USA. The airline had previously signed a memorandum of understanding for 24 Airbus A321neos, which remains in place, says the carrier.

Planned start-up Starlux Airlines in May received a permit from Taiwanese regulators for its establishment, marking the first step towards getting its AOC. The target is to launch operations in early 2020.

Starlux is taking 10 A321neos from lessors and disclosed plans at Farnborough to take up to 17 A350s to support its launch of long-haul operations.

Cambodian start-up KC International Airlines received its first aircraft at the end of June, an Airbus A320. The carrier was established in Phnom Penh with $100 million in launch capital as a joint venture between Cambodian and Chinese investors.

Indian start-up Star Air is now hoping to launch services in September, once it takes delivery of a pair of Embraer ERJ-145s.

Regional carrier JetGo Australia suspended its scheduled services after entering voluntary administration on 1 June. Administrators say the carrier will continue to operate limited charter services during the administration period".

EUROPE

Attention among European carriers continues to focus on Vienna and the former Niki operation, Laudamotion. Formed out of the assets of the Austrian carrier by its founder Niki Lauda, Laudamotion launched operations in March.

Ryanair, which in July secured clearance to raise its stake in the carrier from 25% to 75%, is expecting Laudamotion to lose around €150 million ($176 million) in its first year. But it is forecasting break-even by the third year of operations.

IAG, which had also been in the running to acquire Niki, in July established a new Austrian-based low-cost carrier r under its Level brand this summer.

Air Belgium launched flights in June after securing Siberian overflight rights. The airline is operating Airbus A340 services from Brussels Charleroi to Asia, beginning with Hong Kong.

Air Nostrum's owners are creating a new carrier in Ireland called Hibernian Airlines, which will specialise in European wet-lease operations.

Ukrainian budget carrier SkyUp began operations on 21 May with services to resorts in Egypt. SkyUp has introduced a pair of Boeing 737-800s and has also reached a deal with Boeing to take up to 10 737 Max jets.

Romanian operator Just Us Air added an A321 shortly after launching in April with A319.

Russian entrepreneur Arkady Evstafiev has already begun work on a successor carrier to the collapsed Saratov Airlines, in which he was a shareholder.

Saratov Airlines was grounded at the end of May, just months before a newly-developed airport for the city of Saratov is due to open. This new carrier would aim to retain employees of the grounded airline.

Swedish regional carrier Nextjet cancelled all flights and disclosed plans to file for bankruptcy in May.

AFRICA

Nigeria's transport minister Hadi Sirika unveiled Nigeria Air as the chosen name for the African state's new national carrier, which hopes to commence operations this year and build a fleet of 30 aircraft by 2023.

Sirika says the airline will be based on a public-private partnership model. But while the government would offer support and backing to the airline, it would hold only a minimal share, around 5%, of the carrier.

South African regulators in July reinstated SA Express's AOC after the carrier was temporarily grounded. The airline suspended flights on 24 May when its operating licences and the certificates of airworthiness for nine of its 21 aircraft were suspended following a safety audit.

Air Senegal began its first flights after securing at the end of April, launching with a domestic service between Dakar and Ziguinchor. Flight Fleets Analyzer data indicates that Air Senegal has a fleet of two ATR 72-600s in service and a pair of Airbus A330neos on order.

LATIN AMERICA

Argentina has awarded permits to San Luis-based airline Polar Lineas Aereas to operate commercial passenger and cargo charter flights. The airline is the creation of Daniel Barbosa, a former Aerolineas Argentinas pilot and former chief executive of bankrupt Cata Lineas Aereas. According to Barbosa, the airline will operate Boeing 737 aircraft.

Grounded Venezuelan carrier Aserca Airlines at the end of May acknowledged that it is unable to resume operations and requested Venezuela's civil aviation authority INAC to cancel its air operator's AOC. It had in February stopped flying as it was unable to obtain state-assigned foreign currencies to import spare parts and pay for insurance policies.

Aserca is the third and last of the airlines owned by Venezuelan businessman Simeon Garcia that have gone out of business this year, following Dominican Republic-based PAWA and Caracas-based Santa Barbara Airlines.

Airline suspensions or failures: 2018 (selected)

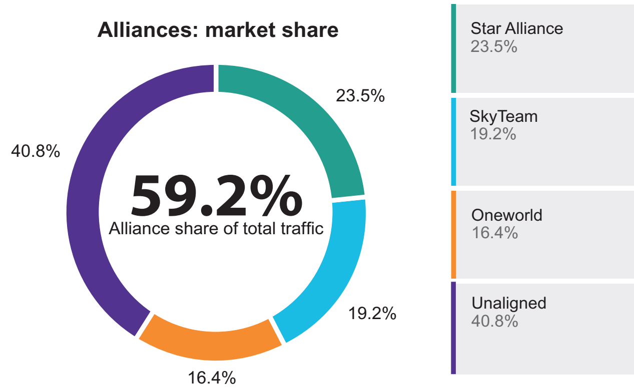
Airline	Country	Started ops
Aserca Airlines	Venezuela	22/05/2018
Great Lakes Airlines	United States	27/03/2018
JetGo Australia	Australia	09/07/2018
Saratov Airlines	Russia	31/05/2018
SBA Airlines	Venezuela	20/06/2018
NextJet	Sweden	25//05/2018

Source: FlightGlobal, data as of 31 August 2018, carriers may subsequently resume services

Partnerships along a mix of pathways

The past 12 months have been relatively quiet in terms of significant actions from the global alliances. Most have a settled core membership, with new joiners more likely to sign up via nascent partnership models. Alongside the latest developments at Oneworld, SkyTeam and Star, our special report focuses on the other ways carriers are working together, including equity investments by non-European airlines into the region and US carriers' joint-venture moves across the Atlantic and Pacific

Global alliances in numbers



Source: FlightGlobal schedules data
Notes: Based on World Airline Rankings 2017 top 150 passenger rankings and alliance members outside top 150

'Broad' range of candidates in contention for Oneworld Connect membership

Oneworld is in discussions with a number of airlines to join its Connect partnership model.

"We've got a very broad potential of candidates," said the alliance's chief executive Rob Gurney (*on right of picture*) at an event marking Fiji Airways becoming the first Oneworld Connect member during the recent IATA AGM.

He would not be drawn on which carriers were involved in talks, except to note that they were in based in Asia-Pacific, Europe and the Americas.

Under the programme, Connect partners will offer some priority services to high-tier members of Oneworld carriers, although the full benefits will be subject to traditional bilateral agreements with the individual carriers.

It has been aimed particularly at smaller carriers that may not meet all the requirements of becoming a full member of the alliance.

Subsequently, Air Italy has emerged as a potential member via the Connect programme.

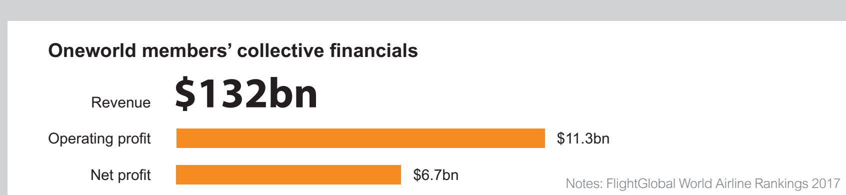
Akbar Al Baker, the chief executive of 49% shareholder Qatar Airways, told FlightGlobal at the Farnborough air show that "in the short term, we hope that we are meeting the requirements of Oneworld to become an associate member".

At the launch of Air Italy in February, Al Baker suggested the alliance would be keen to recruit an Italian carrier: "I'm sure they [Oneworld members] would be very excited because this is a country that is not properly covered by Oneworld members, so it is obvious that we would be an exciting candidate for them," he said at the time.

BillyPix

13 MEMBERS

Collapse of Air Berlin leaves the alliance with 13 full members, but Fiji Airways is its first connecting partner



Colvile takes over SkyTeam helm from Cantarutti, with focus on technology

SkyTeam recently appointed Delta Air Lines executive Kristin Colvile as its new chief executive, replacing Perry Cantarutti (*left and right, repectively*), who is returning to Delta as senior vice-president alliances. The appointment of Colvile, who most recently led Delta's cargo enterprise through a multi-year transition, was revealed at this year's IATA AGM.

In her new role leading the alliance, Colvile says she will focus on enhancing the technological capabilities of its members, as well as the customer experience for their passengers.

SkyTeam also detailed the launch of SkyLink Digital Spine, which will allow members to exchange seat maps and cross-sell ancillary products to passengers. The functionality translates messages between airlines, using New Distribution Capability (NDC) technology.

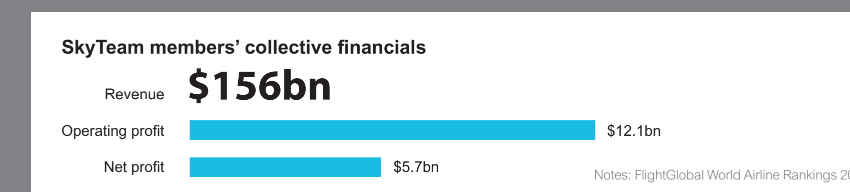
Aeromexico and Delta are the first users of Digital Spine. Five other airlines will subsequently participate this year and all 20 members are expected to be connected in 2019.

One of the options available in Digital Spine includes a seamless ancillaries programme, which SkyTeam expects around 7.5 million passengers to benefit from on an annual basis.

BillyPix

20 MEMBERS

The grouping has not added to its full members since Garuda Airlines joined in the spring of 2014



Star to optimise connecting model after integration of first carrier – Juneyao

Star Alliance is reviewing its connecting partner model, after accepting Juneyao Airlines as the first carrier under the programme last year.

Chief executive Jeffrey Goh (*pictured*) said at the recent IATA AGM that the alliance "wanted to take some time out in understanding not only what this model stands for but [also] the experiences we've had from the integration of Juneyao".

He notes that when Juneyao joined as the first connecting partner, there were more than 40 standards it had to implement. It was later found that a number of these standards are "not required for a connecting partner".

In addition, a number of the connecting partner candidates do not use the traditional global distribution systems, and any required technological changes delay the entry process.

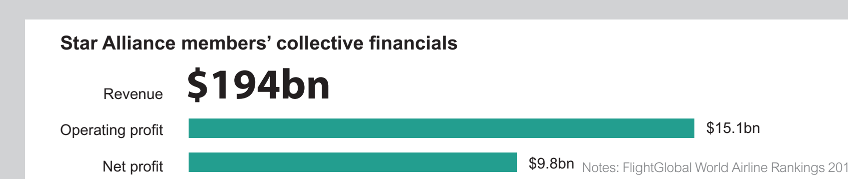
Goh states that Star is likely to announce new connecting partner members "towards the end of the year".

He also talks about enhancing the passenger experience through technology. Initiatives include allowing passengers to track their luggage on alliance interline flights and to make seat selections with another partner carrier.

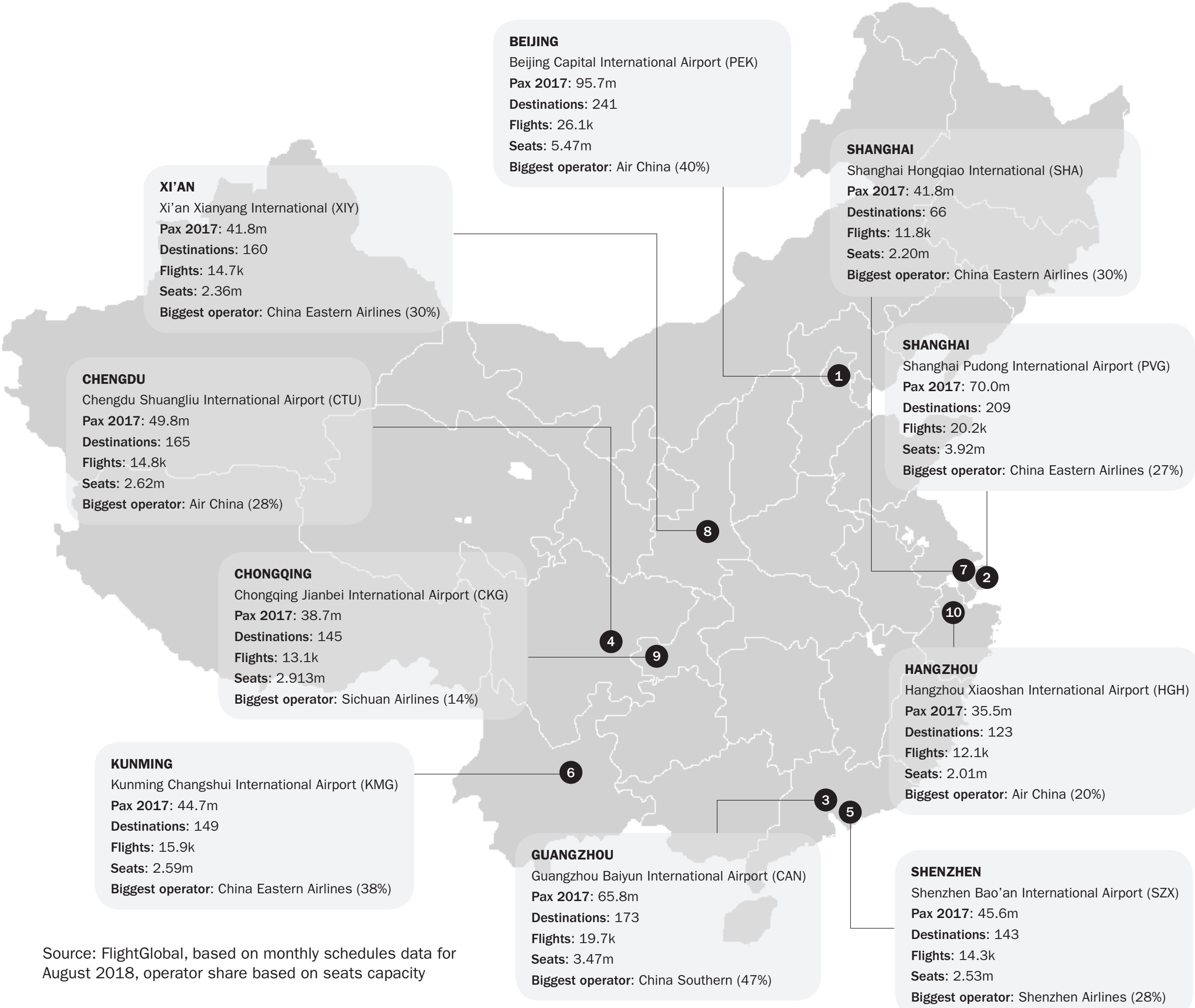
BillyPix

28 MEMBERS

Remains the largest of the global alliances and last year added Juneyao Airlines as its first connecting partner



LEADING CHINESE AIRPORTS



Source: FlightGlobal, based on monthly schedules data for August 2018, operator share based on seats capacity

CHINESE AIRPORTS GROWTH STORY

World Routes lands in Guangzhou a matter of months after the opening of the new terminal at the city's gateway airport. Terminal 2 at Guangzhou Baiyun International airport opened its door on 26 April this year.

Xiamen Airlines, Saudia, Garuda Indonesia and Kenya Airways were the first four carriers to operate out of the terminal. China Southern Airlines, which will anchor the terminal, moved its first services over to the new terminal in May.

The 880,700sqm terminal and transport centre has an annual design capacity of 45 million, with 397 check-in counters, many of which are automated. The new terminal will help in the airport's development as an international hub.

In 2017 Guangzhou Baiyun handled 65.8 million passengers, up 10% from the year before – making it the 13th biggest airport in the world. Throughput is expected to hit 70 million this year.

Continued strong traffic growth in the country means Guangzhou is now one of 16 mainland China airports among the 100 biggest in the world. Beijing Capital and Shanghai Pudong are both among the 10 biggest global hubs by passenger number.

Work is continuing on a second airport for Beijing, to help relieve congestion at Beijing Capital. The latter handled 95 million passengers in 2017 and is second only to Atlanta Hartsfield in volumes.

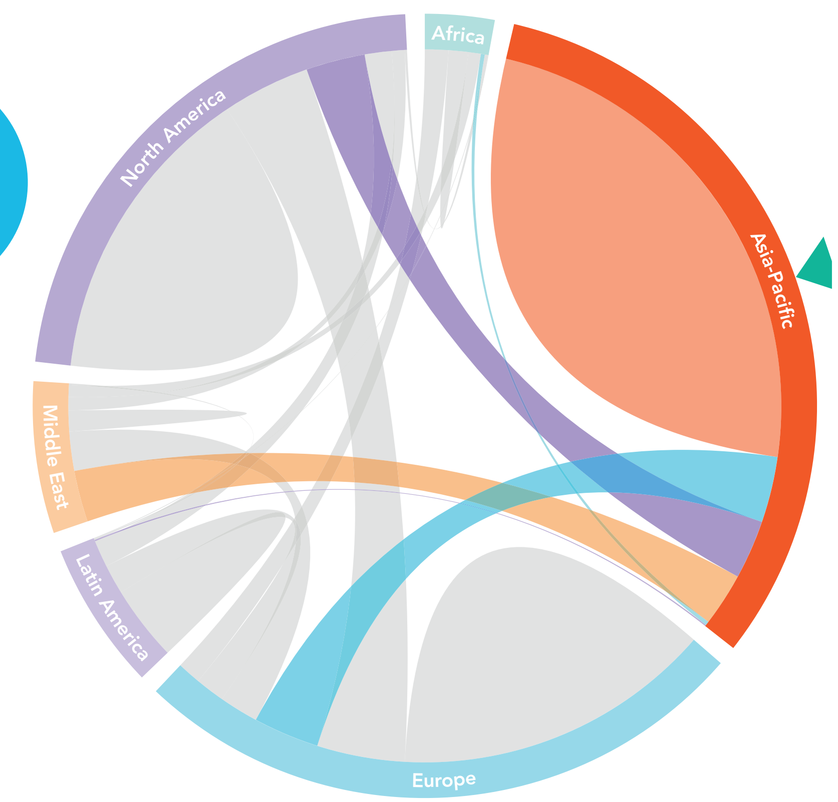
Beijing's second international airport, located in the Daxing district, is set to meet navigation conditions by the end of September 2019, paving the way for its opening shortly after.

When completed, the new airport will have a 700,000sqm terminal, four runways and 268 parking stands. The airport is around 46km from the city centre, and 67km from the existing Beijing Capital International airport.

CAPACITY SNAPSHOT – ASIA-PACIFIC

September capacity:
199.7bn ASKs/wk

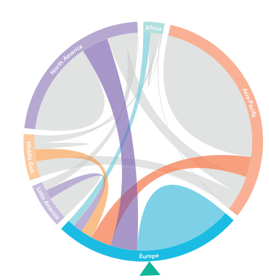
▲6.8%
vs September 2017



66.8bn ASKs/wk
▲ 8.2% YoY

Region	Weekly capacity ASK Millions	Change
Intra-region	49,560	▲ 9%
Europe	6,251	▲ 11%
North America	5,609	▲ 4%
Middle East	4,884	▲ 3%
Africa	368	▲ 8%
Latin America	126	▲ 17%

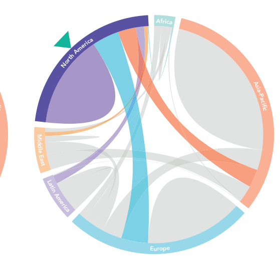
Europe



53.8bn ASKs/wk
▲ 6.7% YoY

Region	Weekly capacity ASK Millions	Change
Intra-region	30,425	▲ 6%
North America	8,351	▲ 6%
Asia-Pacific	6,253	▲ 10%
Middle East	3,718	▲ 8%
Latin America	2,801	▲ 7%
Africa	2,231	▲ 7%

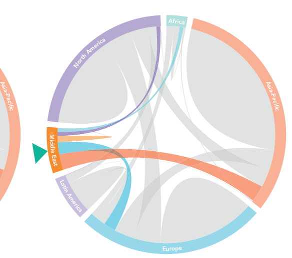
North America



47.1bn ASKs/wk
▲ 5.4% YoY

Region	Weekly capacity ASK Millions	Change
Intra-region	29,020	▲ 6%
Europe	8,347	▲ 6%
Asia-Pacific	5,606	▲ 4%
Latin America	2,556	▲ 6%
Middle East	1,257	▼ 2%
Africa	281	▲ 16%

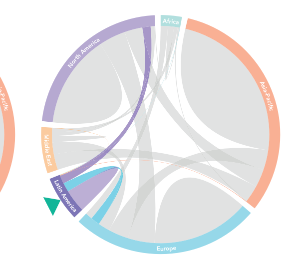
Middle East



13.3bn ASKs/wk
▲ 4.1% YoY

Region	Weekly capacity ASK Millions	Change
Asia-Pacific	5,057	▲ 5%
Europe	3,720	▲ 8%
Intra-region	1,987	▲ 3%
North America	1,220	▼ 4%
Africa	1,180	▼ 1%
Latin America	121	▲ 25%

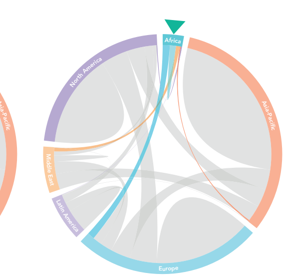
Latin America



12.8bn ASKs/wk
▲ 8.4% YoY

Region	Weekly capacity ASK Millions	Change
Intra-region	7,170	▲ 9%
Europe	2,803	▲ 8%
North America	2,556	▲ 6%
Asia-Pacific	123	▲ 18%
Middle East	121	▲ 25%
Africa	74	▲ 58%

Africa



5.9bn ASKs/wk
▲ 5.3% YoY

Region	Weekly capacity ASK Millions	Change
Europe	2,226	▲ 6%
Intra-region	1,868	▲ 4%
Middle East	1,155	▲ 2%
Asia-Pacific	368	▲ 8%
North America	222	▲ 11%
Latin America	74	▲ 60%

Notes: Data based on one week of schedules data, September 2018 against September 2017
Figures reflect airlines operating nonstop unrestricted scheduled passenger services

Seattle
Hub of Innovation

Long known as a world leader in innovation, Seattle is the birthplace of some of the world's most well-known companies, including Microsoft, Amazon, Starbucks, and Boeing.

Seattle-Tacoma International Airport, the ninth-busiest airport in the United States, connects this vibrant region with over 110 nonstop destinations worldwide.

SEATTLE-TACOMA INTERNATIONAL AIRPORT

Port of Seattle®

Dale Chihuly Garden and Glass, Seattle