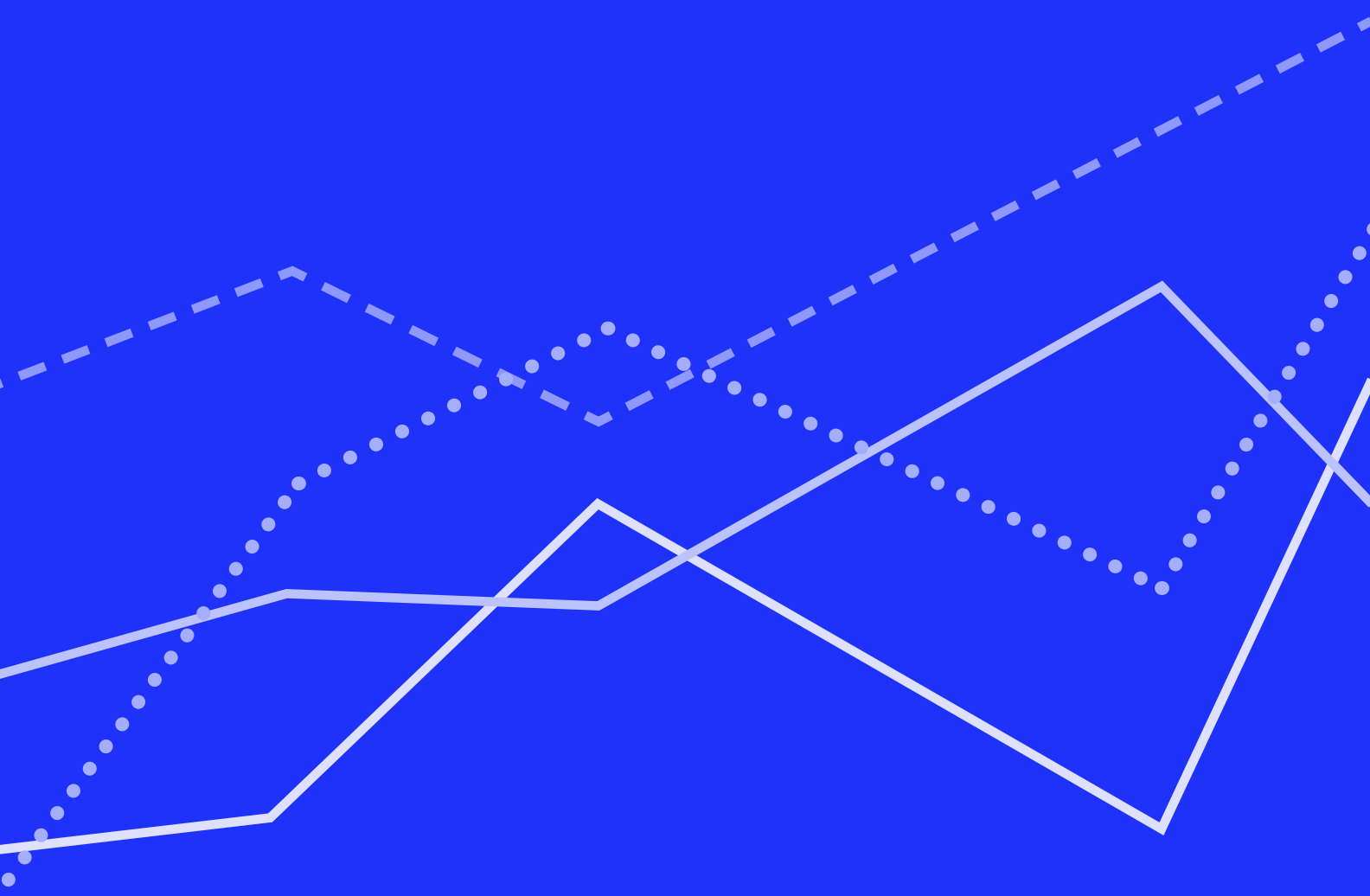


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World Air Transport Statistics
2019



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Corporate Secretary
International Air Transport Association
33, Route de l'Aéroport
1215 Geneva 15 Airport
Switzerland

SUMMARY OF PASSENGER AND FREIGHT TRAFFIC

Passenger and freight traffic



LOAD FACTOR

81.9%

Revenue Passenger-Kilometers (millions):
8,329,776
Available Seat-Kilometers (millions):
10,174,828



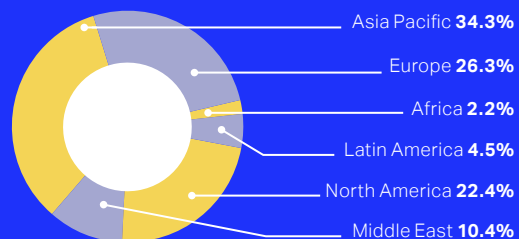
LOAD FACTOR

49.3%

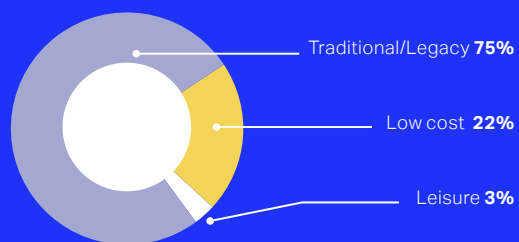
Freight and Mail Tonne-Kilometers (millions):
262,333
Available Freight Tonne Kilometers (millions):
532,000



World scheduled passenger and freight traffic by region of airline domicile – Revenue Tonne-Kilometres (millions)

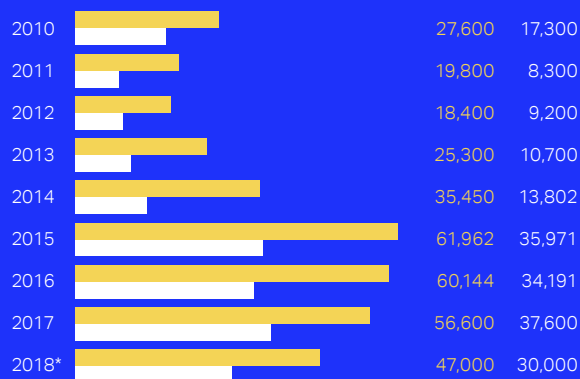


Share of Revenue Passenger- Kilometres by Airline Type



OPERATING AND NET RESULTS

(US\$ millions)

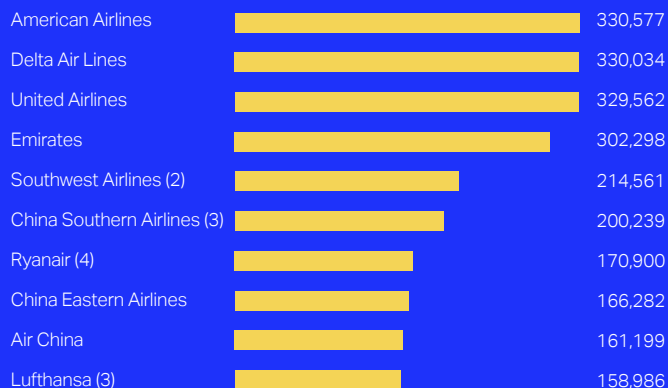


*Preliminary

■ Operating Result ■ Net Result

TOP AIRLINES BY RPK AND FTK

Top 10 Passenger (RPK)



* Airline has additional notes, please refer to Ranking Table 4.1

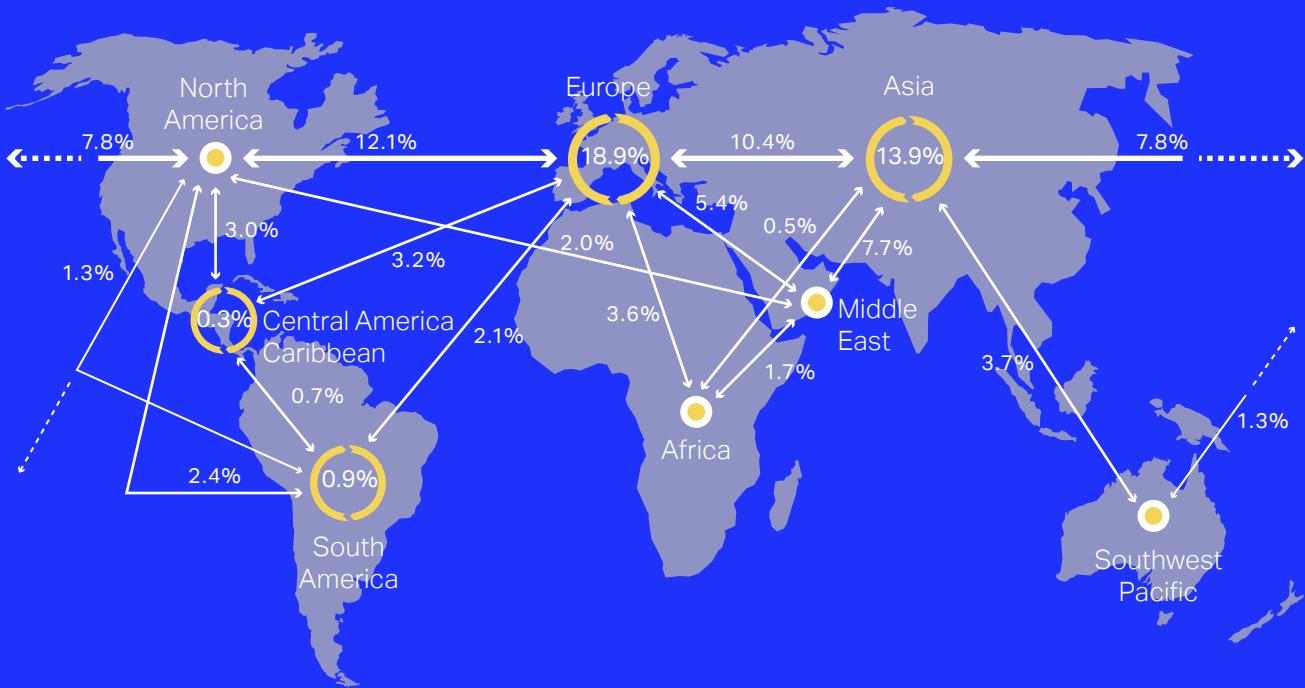
Top 10 Cargo (FTK)



* Airline has additional notes, please refer to Ranking Table 4.2

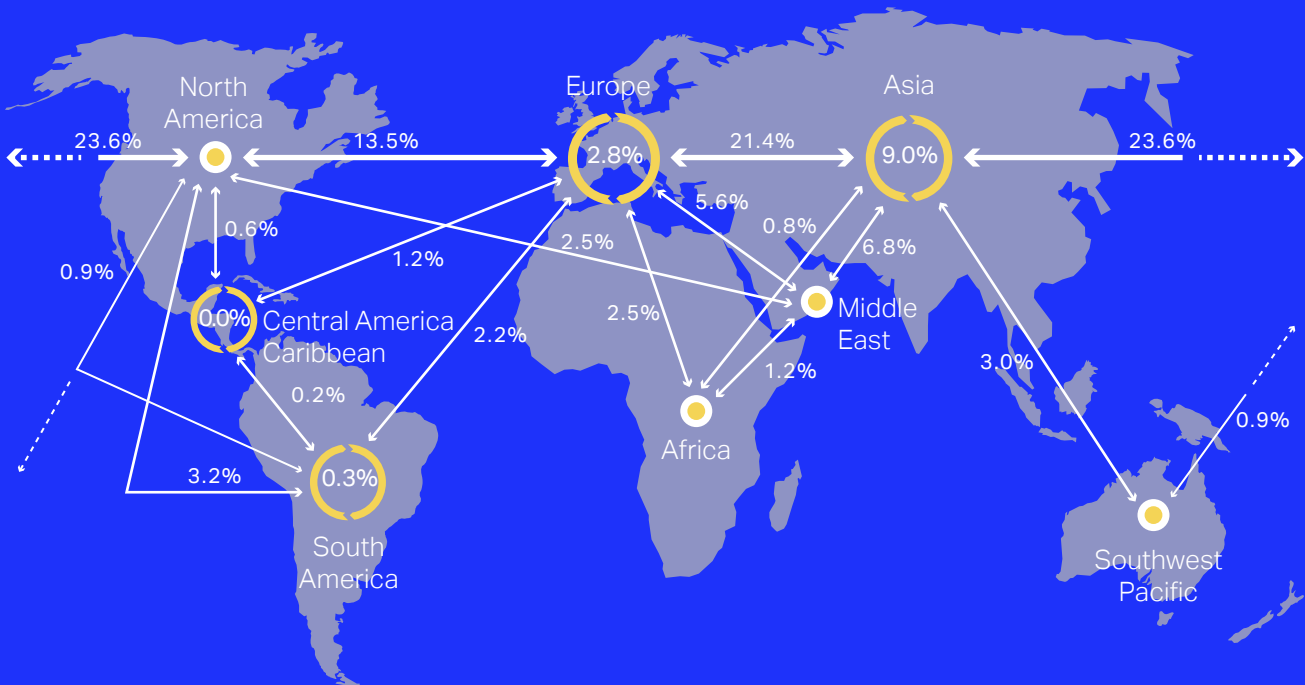
TRAFFIC BY ROUTE AREA

Percentage of international scheduled Revenue Passenger-Kilometers



TRAFFIC BY ROUTE AREA

Percentage of international scheduled Freight Tonnes-Kilometers



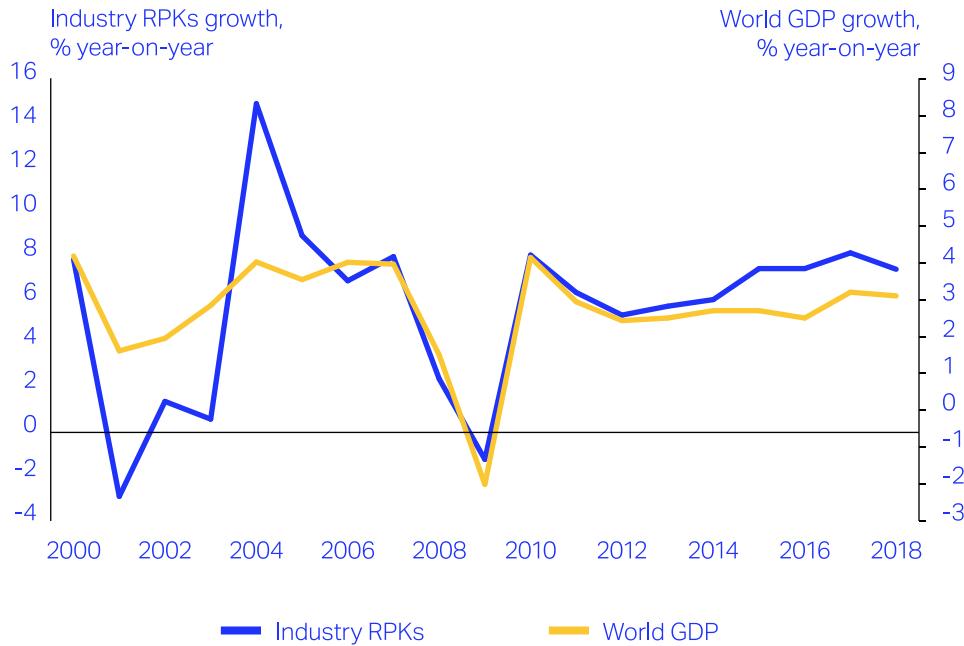
Industry Economic Analysis

Another solid year for air transport in 2018, despite a more challenging business environment

Passenger demand showed robust growth again in 2018

In 2018, the demand for air passenger services remained solid, with industry-wide revenue passenger kilometers (RPKs) increasing by 7.4% over the year as a whole. Although this represents a slowdown from the decade-high pace recorded in 2017 (around 8%) it still exceeded the long-run industry average growth rate by around 2 percentage points. Air passenger demand was supported by a generally solid global economic backdrop, especially earlier in the year, which in turn supports jobs, incomes and business activity, as well as the strong competition in the industry which helps to ensure airfares remain affordable to travelers.

Chart 1: RPK Versus World GDP Growth

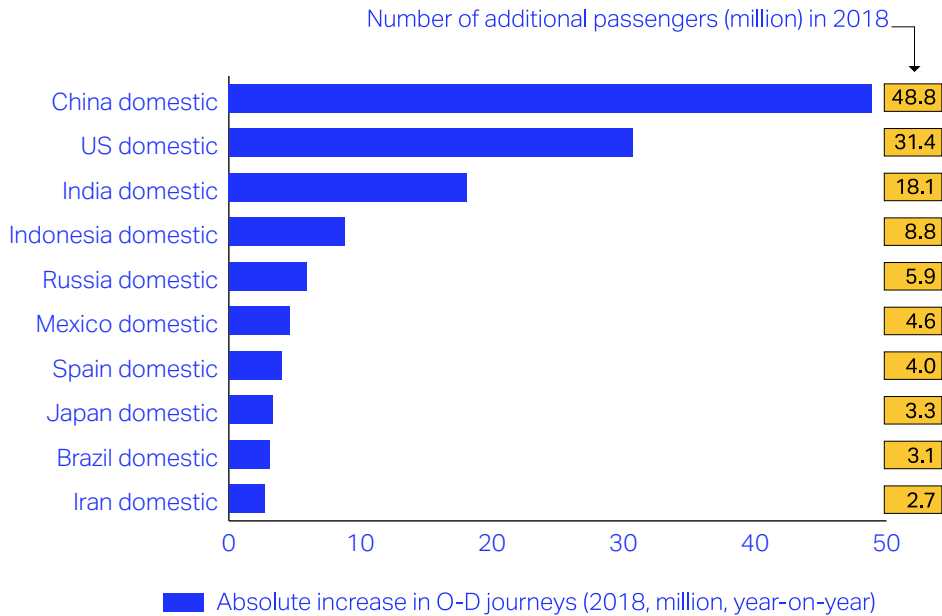


Source: IATA, IMF

China adds the most number of passenger journeys in 2018

With close to 4 billion origin-destination (O-D) passenger journeys worldwide in 2018, domestic routes within China again provided the largest incremental increase globally in the number of passenger trips, adding just under 50 million journeys. The domestic markets of the United States and India once more ranked second and third, with around 30 million and 18 million more passenger journeys, respectively. Of the main domestic markets that we regularly track, Domestic India showed the fastest growth, with the number of passengers increasing by 18.5% in 2018. Highlighting the consistently strong performance in this market, in October, India recorded its 50th consecutive month of double-digit year-on-year growth in RPKs.

Chart 2: Top 10 Increasing O-D Markets in 2018

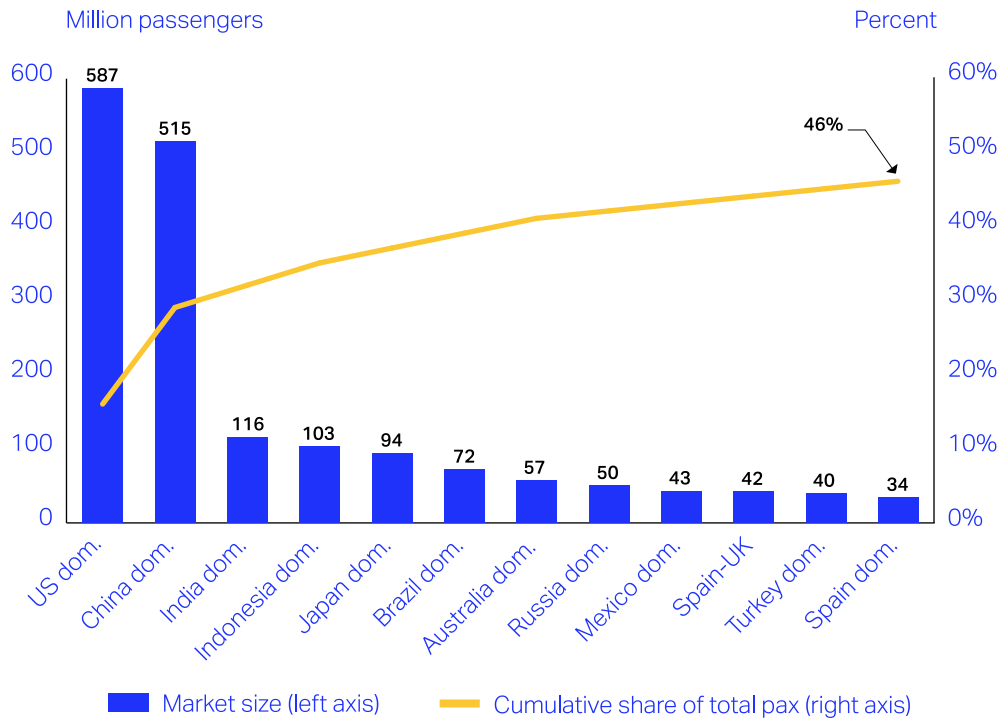


Source: IATA DDS

Domestic US remains the world's largest single O-D passenger market in 2018

Although the domestic China market added more passenger journeys in 2018, the domestic US market continues to be the world's largest single market, with almost 590 million passenger journeys undertaken in 2018. Domestic China comes a close second, with 515 million, followed by domestic India some distance back, at 116 million. Unsurprisingly, the domestic markets dominate the ranking, with UK-Spain the first international country pairing at #10. The top 12 markets shown account for almost half of the total number of O-D passenger journeys in 2018.

Chart 3: Largest O-D air passenger markets, 2018

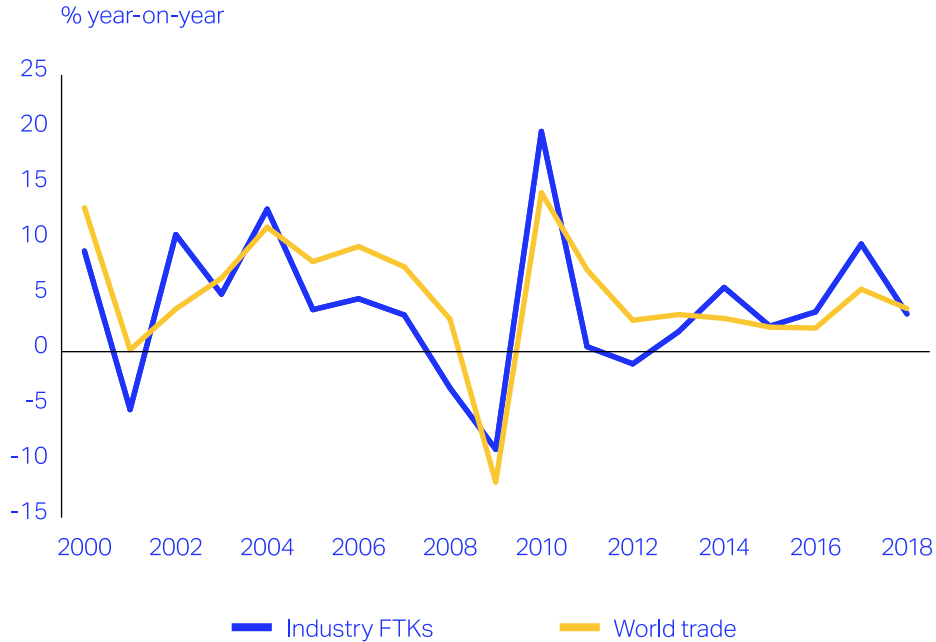


Source: IATA DDS

Air freight demand growth eases in 2018

Following a year of very strong growth in 2017, where industry-wide freight tonne kilometers (FTKs) increased by 9.7% buoyed by the global inventory restocking cycle, 2018 delivered a considerably weaker performance for air freight. FTKs increased by 3.4% last year overall, growing in line with global trade volumes despite trending broadly sideways in the first part of the year and actually contracting in Q4. This partly reflected the typical slowdown which follows an inventory rebuild, however, the second half of the year also saw the industry facing a number of headwinds including a moderation in world trade – in part a result of the heightened trade tensions between the US and China – and deterioration in some of the key leading indicators, such as the new export orders component of the global Purchasing Managers Index. Having said that, not all air freight sectors were equally affected with e-commerce and pharmaceuticals continuing to perform very strongly.

Chart 4: Air freight versus global goods trade growth

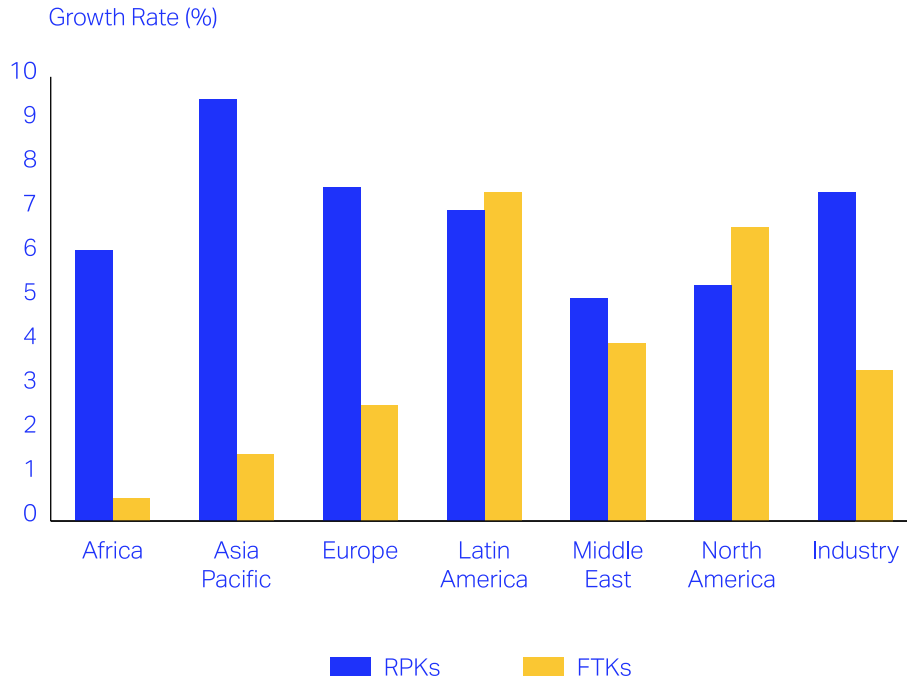


Source: IATA, Netherlands CPB

Regional outcomes for passenger and freight demand were mixed

At a regional level, 2018 saw a varied performance in passenger and freight demand. On the passenger side, airlines from the Asia-Pacific led the way, with growth over the year of 9.5%, followed by Europe and Latin America. For freight, Latin American carriers were the outperformer, followed by the North American carriers. Freight volumes carried by the African airlines were stable in 2018, but this should be viewed in the context of the very strong 24% growth in 2017.

Chart 5: Regional passenger and freight demand outcomes

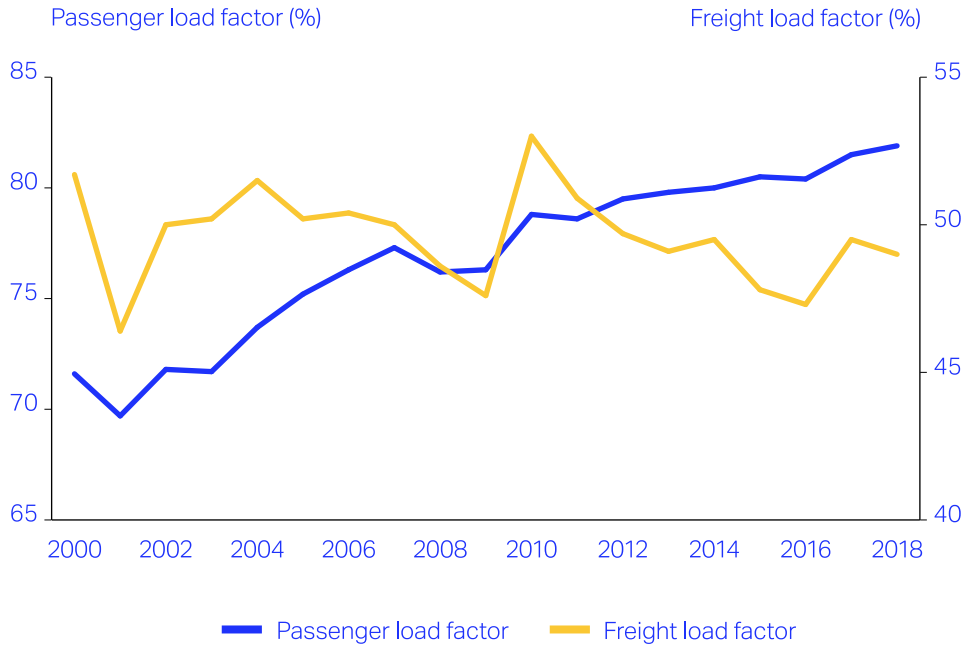


Source: IATA

A new record high passenger load factor as demand growth exceeds capacity

On the passenger side, global available seat kilometers (ASKs) increased by 6.9% in 2018 compared with 2017, slightly slower than the increase observed in passenger demand (RPKs increased by 7.4% in the year). For freight, available freight tonne kilometers (AFTKs) grew by 4.5% year on year in 2018, easily outpacing the 3.4% growth in FTKs. As a result, the passenger load factor (PLF) ticked up slightly to a new record high level of 81.9% for the year. Putting this into context, the PLF has risen by more than 10 percentage points over the past 15 years. This increase has been an important structural change which has supported the improved industry financial performance of recent years (see also Chart 9). The freight load factor, however, fell by around one percentage point in 2018, partly unwinding the gain observed in 2017.

Chart 6: Industry-wide passenger and freight load factors

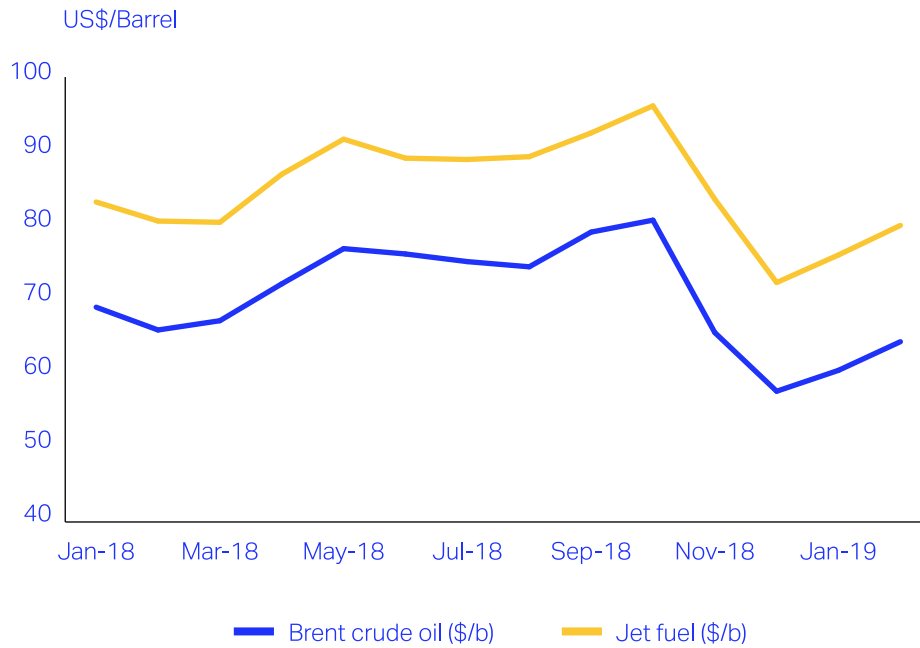


Source: IATA

A bumpy ride for oil prices in 2018

The jet fuel price opened the year around \$80/bbl and was relatively stable initially. From the end of Q1, fuel prices began to track upwards, increasing by more than 20%, to peak at \$96/bbl in October. In November and December however, market sentiment turned sharply on signs of a deteriorating global economic backdrop and strong supply from the US tight oil producers. Prices quickly tumbled, falling by 25% to end the year averaging around \$72 for the month of December. Prices have subsequently begun to recover in the early months of 2019. The sharp and unanticipated nature of the decline means that many airlines who hedge their fuel exposure are unlikely to have seen much benefit from the price adjustment so far.

Chart 7: World oil and jet fuel prices, 2018

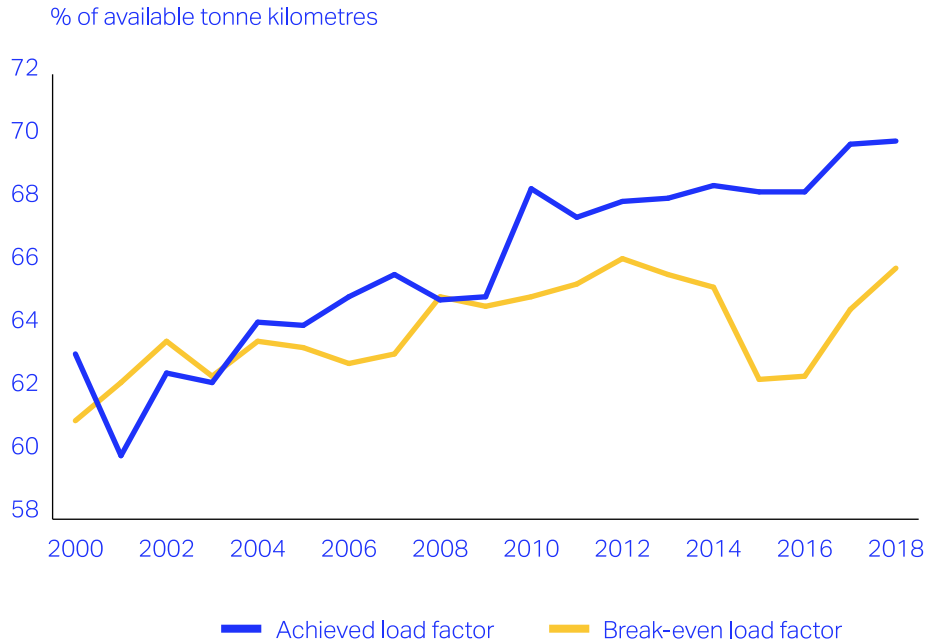


Source: Platts, EIA

Airlines raised their achieved load factor, maintaining a gap above the breakeven level

With oil prices, interest rates, and such other key costs as labor rising further in 2018, the estimate for the industry-wide breakeven load factor increased to 65.9%. However, aided by the record high passenger load factor noted previously, the combined achieved load factor also rose, enabling airlines to maintain a solid gap above the level required for financial breakeven. The gap between the breakeven and achieved load factors is driving profitability and returns and was again a critical contribution to the industry’s financial performance in 2018.

Chart 8: Breakeven and achieved load factors



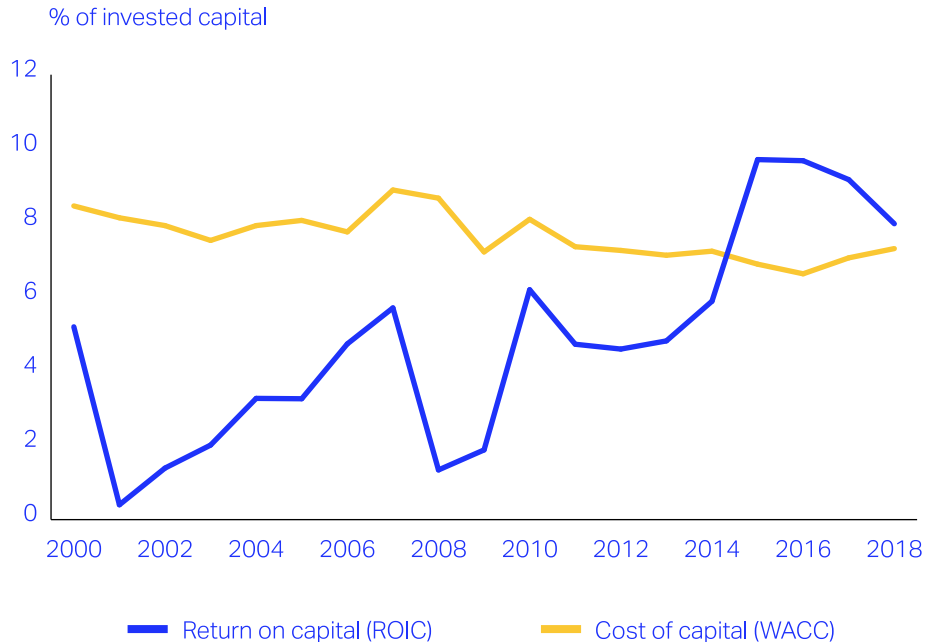
Source: IATA, *The Airline Analyst*

Another solid financial performance generates an above-cost-of-capital return for the fourth consecutive year

2018 was another year of robust financial outcomes for the global airline industry. We estimate that airlines generated a net post-tax profit of \$30 billion in 2018, with an operating (EBIT) margin of 5.8%. Both are modestly lower than the outcomes for 2017, reflecting the more challenging business environment, particularly reflected in rising cost pressures.

Despite a moderation in industry-wide returns, to 8.0%, the industry's return on capital that exceeded its average costs of capital (which increased to 7.3%) for the fourth consecutive year. Creating value for investors on a more sustainable basis than the industry has managed to do historically will be an increasingly crucial element in attracting the capital necessary to fund fleet renewal and replacement in the years ahead.

Chart 9: Industry return on investment and the cost of capital

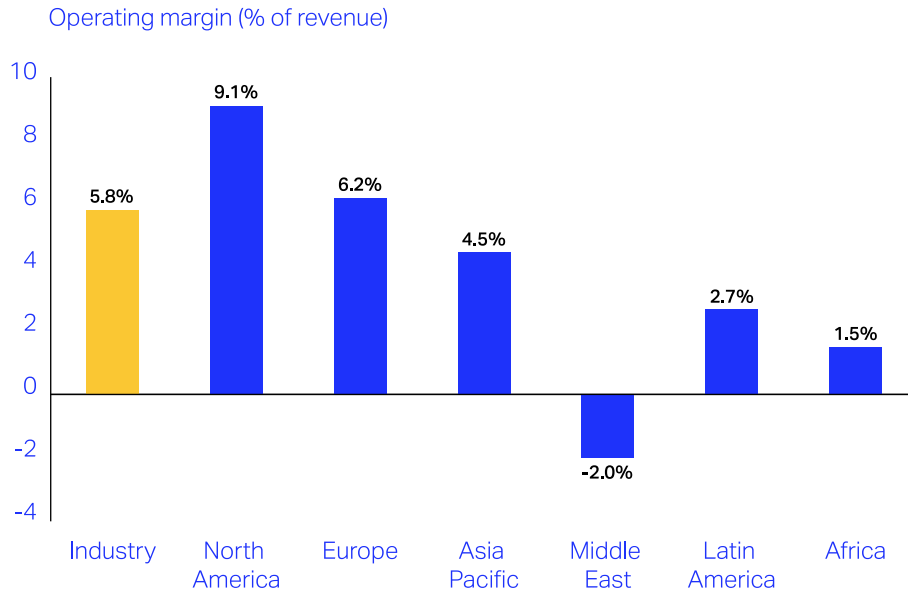


Source: IATA, Datastream, The Airline Analyst

Regional financial performance remains mixed

Regionally, the industry's financial performance continues to vary considerably. The financial performance of the North American airlines continues to lead the way, delivering an operating (EBIT) margin of 9.1% in 2018. Europe, Asia-Pacific and Latin America are also showing a solid profit performance, while carriers in both the Middle East and Africa are facing a particularly challenging operating environment.

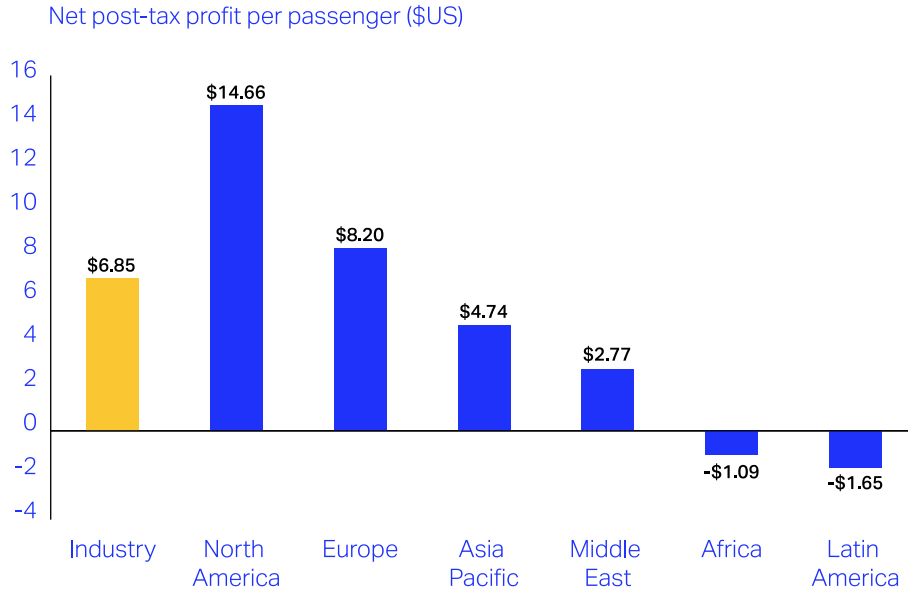
Chart 10: Regional profit performance



Source: IATA, *The Airline Analyst*

On a per passenger basis, the airline industry is a high volume, but low margin industry. Highlighting this, and presenting an alternative perspective on regional airline profitability is to consider net profits on a per passenger basis. On this measure, the industry generates a modest \$6.85 per passenger. Regionally, the North American carriers are also the best performers on this measure, earning around \$14.66 per passenger. At the other end of the spectrum are airlines in Africa and Latin America who, are losing \$1.09 and \$1.65, respectively on average for every passenger they carry.

Chart 11: Airline profitability per passenger, 2018

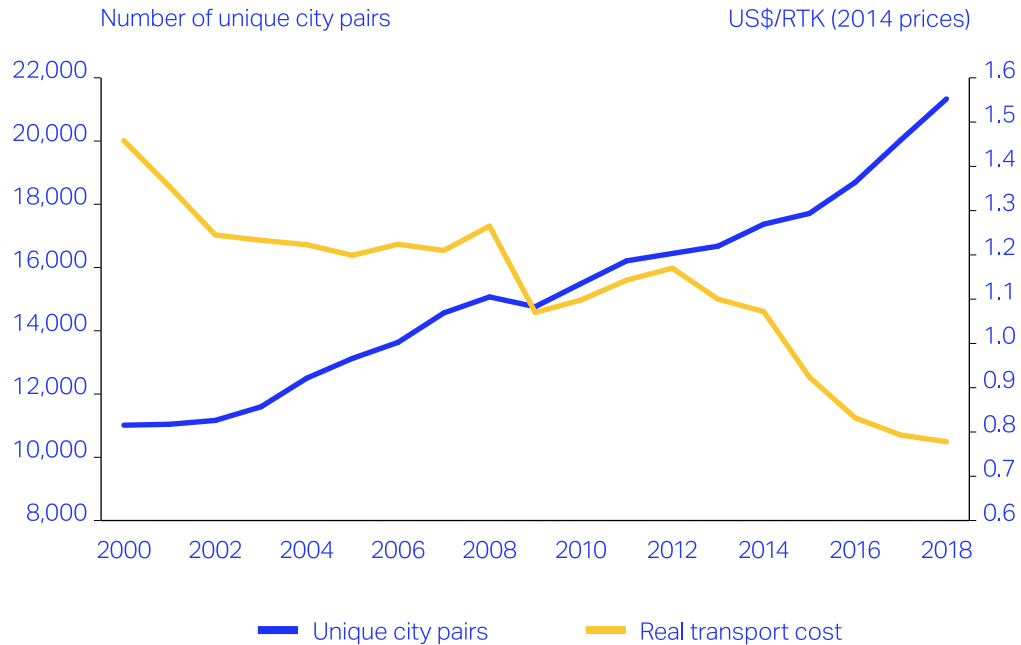


Source: IATA, *The Airline Analyst*

Air transport connects more cities at a lower cost

In 2018, airlines continued to increase their number of city-pair routes served globally. Almost 22,000 city pairs are now connected by airlines through regular services. This is an increase of 1,300 over the number of city-pair connections in 2017. The strong improvement in connectivity over the past two decades combined with lower costs – the real (that is, inflation-adjusted) cost of air transport declined further in 2018 – help to ensure that the ‘business of freedom’ benefits aviation can bring to consumers, suppliers, and the broader economy are widely distributed globally. The real cost of air transport has halved over the past twenty years.

Chart 12: Unique city pairs and the real cost of air transport

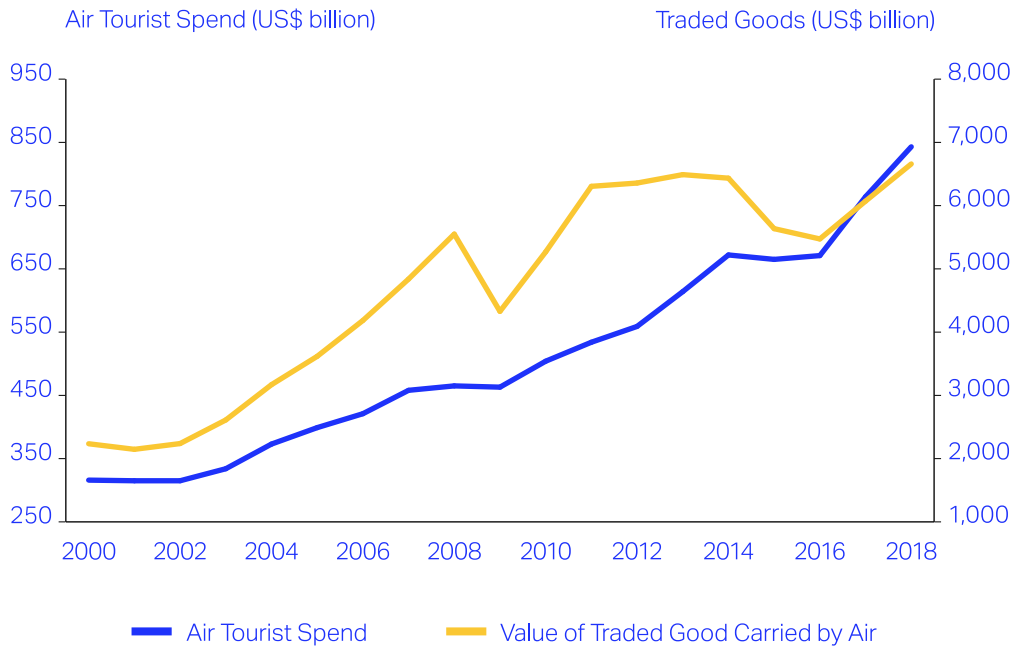


Source: IATA, ICAO, Boeing, SRS Analyser

Air transport supports economic growth and prosperity through tourism and trade

Air transport plays an important part in supporting developments in world tourism and trade. International tourists traveling by air are estimated to have spent around \$850 billion in 2018, an increase of more than 10% over 2017. The additional number of city pair connections and cheaper cost of air transport also boosts trade in goods and services and heightens foreign direct investment and other important economic flows. Air transport accounts for only a very small proportion of world trade by volume (<1%) but a much larger share by value (~33%); in 2018 the value of goods carried by air is estimated at around \$6.7 trillion.

Chart 13: Air tourist spending and the value of trade by air

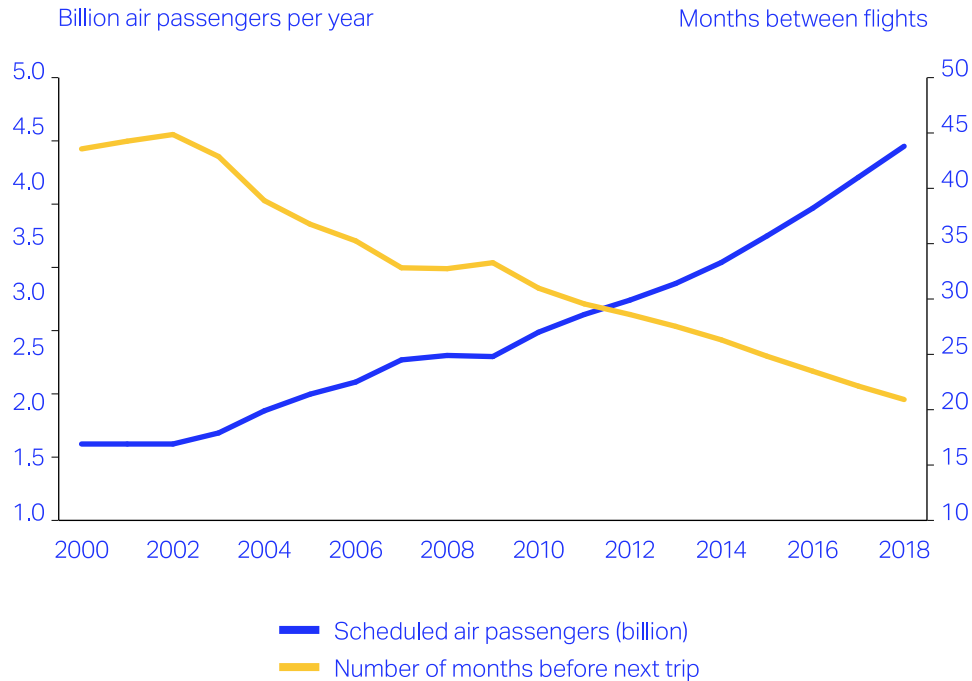


Source: IATA, WTTC, IHS

Air travel is more accessible for more people

Worldwide air passenger numbers continued to rise, reaching 4.4 billion journeys in 2018. Connecting cities directly cuts the cost of air transport by saving time for both shippers and travelers. Combined with cheaper fares this enables more people to fly more often. In 2000, the average citizen flew just once every 44 months. By 2018, however, the time between trips had halved to just 21 months.

Chart 14: Accessibility of air travel



Source: IATA, ICAO, IMF

Demand for Air Transport 2018

This section outlines, in summary, traffic and capacity trends of the global air transport industry. The operational statistics are presented for international, domestic, and scheduled operations, worldwide and by region. Traffic flow data by route area is provided in this section, along with passenger traffic by cabin class. IATA's latest forecasts for the industry are presented last.

The data presented in the subsections 1.1 to 1.5 are sourced directly from airlines through direct data submission, and extrapolated in order to reflect the entire industry. The data refer to total scheduled traffic, including low-costs, non-IATA member airlines, dedicated cargo carriers, regional carriers, etc. Only non-scheduled (or "charter") traffic that does not have pre-published schedules is not covered.

Airline traffic data are compiled based on on-flight origin-destination counting, which—in the case of passenger traffic—roughly compares to the amount of boarding passes issued. This means that passengers making intermediate connections will be at least counted twice. The equivalent applies to freight and mail data.

Passengers, freight and mail are counted by the airline that operates the flight, which operation is identified by a unique call-sign that is used for air traffic control purposes, even though another airline might have sold the ticket or airway bill (for example in the case of code-shared operations).

World Air Transport Traffic

World Scheduled Passenger and Cargo Traffic 2018

World	Scheduled Services					
	International		Domestic		Systemwide	
	2018	% Change	2018	% Change	2018	% Change
Passengers Carried (thousands)	1,811,324	7.0	2,566,346	6.8	4,377,670	6.9
Freight Tonnes Carried (thousands)	42,450	2.9	20,037	2.9	62,487	2.9
Passenger-Kilometres Flown (millions)	5,332,852	7.2	2,996,924	7.6	8,329,776	7.4
Available Seat-Kilometres (millions)	6,569,395	6.7	3,605,433	7.2	10,174,828	6.9
Passenger Load Factor	81.2%	0.4	83.1%	0.3	81.9%	0.4
Freight and Mail Tonne-Kilometres (millions)	229,328	3.4	33,005	3.8	262,333	3.4
Available Freight Tonne Kilometres (millions)	416,834	4.8	115,166	6.7	532,000	5.2
Freight Load Factor	55.0%	-0.8	28.7%	-0.8	49.3%	-0.8
Revenue Tonne-Kilometres (millions)	738,132	5.9	305,970	7.0	1,044,103	6.2
Available Tonne-Kilometres (millions)	1,046,283	5.8	447,262	6.8	1,493,545	6.1
Weight Load Factor	70.5%	0.1	68.4%	0.1	69.9%	0.1

Source: Estimates produced by IATA Statistics. For more information, please visit www.iata.org/statistics

World Scheduled Cargo Traffic 2018

Cargo Traffic	All Cargo Operations		Mixed Operations		Total	
	2018	% Change	2018	% Change	2018	% Change
	Freight Tonnes Carried (thousands)	34,425	2.8	28,063	3.0	62,487
Freight and Mail Tonne-Kilometres (millions)	136,583	3.6	125,750	3.2	262,333	3.4
Available Freight Tonne Kilometres (millions)	204,645	5.4	327,356	5.1	532,000	5.2
Freight Load Factor	66.7%	-1.1	38.4%	-0.7	49.3%	-0.8

Source: Estimates produced by IATA Statistics. For more information, please visit www.iata.org/statistics

All-cargo operations refer to traffic carried out by dedicated cargo aircraft, which by design or configuration, are operating exclusively for the transportation of cargo. Mixed operations refer to traffic operated by aircraft that transport both passengers and cargo.

World Scheduled Passenger Traffic by Airline Type 2018

Passenger Traffic	Traditional/Legacy Carriers		Low Costs Carriers		Leisure Carriers		Total	
	2018	% Change	2018	% Change	2018	% Change	2018	% Change
Passengers Carried (thousands)	2,911,299	5.0	1,374,994	11.4	91,378	4.0	4,377,670	6.9
Passenger-Kilometres Flown (millions)	6,206,807	5.7	1,848,635	13.4	274,334	7.1	8,329,776	7.4
Available Seat-Kilometres (millions)	7,686,479	5.2	2,168,999	13.4	319,350	6.7	10,174,828	6.9
Passenger Load Factor	80.7%	0.4	85.2%	0.1	85.9%	0.3	81.9%	0.4
Revenue Tonne-Kilometres (millions)	842,154	4.8	175,028	13.4	26,920	7.9	1,044,103	6.2
Available Tonne-Kilometres (millions)	1,224,608	4.8	232,475	13.5	36,463	7.4	1,493,545	6.1
Weight Load Factor	68.8%	0.0	75.3%	0.0	73.8%	0.3	69.9%	0.1

Source: Estimates produced by IATA Statistics. For more information, please visit www.iata.org/statistics

The distinction between traditional/legacy, low-costs, and leisure carriers is compiled by IATA following an auto-classification of the airline as based on its marketing strategy.

Domestic World Scheduled Passenger and Cargo Traffic, Selected Countries, 2018

Scheduled Domestic Services	Australia		Brazil		China, People's Republic of		India		Indonesia		Japan		Russian Federation		USA	
	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change
Passengers Carried (thousands)	62,247	1.6	95,404	3.8	547,506	10.5	138,024	18.4	101,370	4.8	100,728	1.5	64,565	9.8	787,923	4.9
Freight Tonnes Carried (thousands)	94	3.6	469	8.0	4,671	2.5	715	5.6	632	9.4	845	-7.8	215	-2.7	10,619	3.0
Passenger-Kilometres Flown (millions)	71,618	1.7	94,285	4.8	788,988	12.1	131,924	18.9	83,383	4.5	85,089	1.5	116,234	9.2	1,166,868	5.4
Available Seat-Kilometres (millions)	89,442	0.3	115,945	5.1	936,059	12.1	152,412	18.1	106,020	3.1	118,468	0.5	139,720	7.1	1,378,185	5.6
Passenger Load Factor	80.1%	1.1	81.3%	-0.2	84.3%	0.0	86.6%	0.5	78.6%	1.0	71.8%	0.8	83.2%	1.6	84.7%	-0.1
Freight and Mail Tonne-Kilometres (millions)	194	4.2	662	5.9	7,559	3.4	843	6.2	558	11.5	916	-8.3	707	-4.6	19,904	4.2
Available Freight Tonne Kilometres (millions)	1,426	-2.4	2,456	3.8	22,960	10.8	3,257	25.1	1,914	1.3	4,619	-1.4	2,954	5.3	64,433	7.2
Freight Load Factor	13.6%	0.9	27.0%	0.5	32.9%	-2.3	25.9%	-4.6	29.2%	2.7	19.8%	-1.5	23.9%	-2.5	30.9%	-0.9
Revenue Tonne-Kilometres (millions)	6,906	1.6	9,124	3.6	77,945	10.9	12,711	18.0	8,265	4.9	7,695	0.4	11,538	8.3	127,040	5.1
Available Tonne-Kilometres (millions)	9,802	-0.2	12,863	3.7	106,780	11.6	16,974	19.4	11,715	2.8	14,036	0.0	15,990	6.9	193,882	5.7
Weight Load Factor	70.5%	1.3	70.9%	-0.1	73.0%	-0.4	74.9%	-0.9	70.5%	1.4	54.8%	0.2	72.2%	0.9	65.5%	-0.4

Source: Estimates produced by IATA Statistics. For more information, please visit www.iata.org/statistics

Rankings 2018

The rankings section contains a list of the top 200 airlines (passenger traffic) and 100 airlines (freight traffic), together with statistics for major airline alliances. Airlines are ranked in terms of international, domestic and total scheduled passenger numbers, freight tonnes, passenger–kilometres, and freight tonne–kilometres. Top countries, airport–pairs, and airport rankings are also displayed in terms of their passenger or freight traffic. Also included are top 50 airlines ranked by financial results, operating revenue and operating profit. Another ranking included is top 50 airlines ranked by number of employees. In addition, a set of rankings of the top 25 airlines by fleet size is presented.

Top 25 Airlines: Ranked by Passenger Traffic

The data presented in the Passenger Traffic Ranking are sourced directly from airlines, the US Department of Transportation, or estimated by IATA. The data refer to total scheduled traffic, excluding non–scheduled (or “charter”) traffic that does not have pre–established schedules.

Airline traffic data are compiled based on on–flight origin–destination counting, which—in the case of passenger traffic—roughly compares to the amount of boarding passes issued. This means that passengers making connections will be at least counted twice. The equivalent applies to freight data.

The distinction between domestic and international traffic is determined by the flight stage (a flight from take–off to landing). Passengers or freight on a flight with both an international and a domestic flight stage are included under both domestic and international traffic. Cabotage traffic, i.e. flight stages within a single state flown by a carrier that is not resident of that state, is counted as international traffic.

Passenger data refer to the revenue passenger concept. Non–revenue passengers such as airline staff flying on preferential fares are excluded. Infants not occupying a seat are also excluded. Airlines may include “no–shows”, provided that the tickets were non–refundable and non–changeable.

Airline data are presented according to the operating carrier, which means that passengers flying on tickets issued by other airlines on code–shared operations are included under the airline that operated the flight. In the event that airline data include traffic of other operators, this occasionally occurs for certain airline groups and/or airlines having subsidiaries, notes will be made.

Scheduled Passengers Carried									
International			Domestic			Total			
Rank	Airline	Thousands	Rank	Airline	Thousands	Rank	Airline	Thousands	Thousands
1	Ryanair ⁽⁴⁾	136,719	1	Southwest Airlines ⁽²⁾	159,045	1	Southwest Airlines ⁽²⁾	163,606	
2	easyJet ⁽³⁾	80,154	2	Delta Air Lines	125,725	2	Delta Air Lines	152,217	
3	Emirates	59,177	3	American Airlines	120,518	3	American Airlines	148,181	
4	Lufthansa ⁽³⁾	51,453	4	China Southern Airlines ⁽³⁾	89,514	4	Ryanair ⁽⁴⁾	136,719	
5	British Airways ⁽³⁾	40,806	5	United Airlines	85,911	5	United Airlines	113,215	
6	Turkish Airlines ⁽³⁾	40,554	6	China Eastern Airlines	81,311	6	China Southern Airlines ⁽³⁾	103,975	
7	KLM ⁽³⁾	34,170	7	Air China	58,299	7	China Eastern Airlines	95,618	
8	Air France ⁽³⁾	33,992	8	IndiGo ⁽¹⁾	56,635	8	easyJet ⁽³⁾	88,089	
9	Wizz Air ⁽³⁾⁽⁴⁾	30,507	9	LATAM group ⁽³⁾	52,958	9	Turkish Airlines ⁽³⁾	73,201	
10	Norwegian ⁽³⁾⁽⁴⁾	30,214	10	All Nippon Airways ⁽³⁾	39,679	10	Air China	71,001	
11	Qatar Airways	29,173	11	Hainan Airlines ⁽¹⁾	38,833	11	LATAM group ⁽³⁾	69,658	
12	American Airlines	27,663	12	Skywest Airlines ⁽²⁾	38,743	12	Lufthansa ⁽³⁾	64,391	
13	United Airlines	27,304	13	Alaska Airlines	35,178	13	IndiGo ⁽¹⁾	60,855	
14	Delta Air Lines	26,492	14	JetBlue	33,950	14	Emirates	59,177	
15	Cathay Pacific Airways	24,271	15	Lion Airlines ⁽¹⁾	33,612	15	All Nippon Airways ⁽³⁾	49,824	
16	Eurowings ⁽³⁾	21,130	16	Turkish Airlines ⁽³⁾	32,647	16	British Airways ⁽³⁾	46,620	
17	Singapore Airlines	20,365	17	GOL	31,295	17	Air France ⁽³⁾	46,541	
18	Korean Air	19,834	18	Shenzhen Airlines	29,169	18	Hainan Airlines ⁽¹⁾	42,261	
19	Vueling	19,785	19	Xiamen Airlines	28,770	19	JetBlue	42,232	
20	Aeroflot Russian Airlines	18,206	20	Spirit Airlines ⁽²⁾	26,415	20	Skywest Airlines ⁽²⁾	38,956	
21	Scandinavian Airlines ⁽³⁾	17,707	21	Japan Airlines	25,765	21	Norwegian ⁽³⁾⁽⁴⁾	37,344	
22	SWISS ⁽³⁾	17,297	22	Sichuan Airlines ⁽¹⁾	24,657	22	Alaska Airlines	37,284	
23	Etihad Airways	17,180	23	Shandong Airlines	23,669	23	Lion Airlines ⁽¹⁾	36,067	
24	LATAM group ⁽³⁾	16,701	24	Azul Brazilian Airlines	22,725	24	Aeroflot Russian Airlines	35,739	
25	Thai Airways International	16,503	25	Qantas Airways ⁽³⁾	22,093	25	Japan Airlines	34,824	

⁽¹⁾ IATA Estimate

⁽²⁾ US DOT

⁽³⁾ Airline has additional notes regarding coverage; please see the Notes section at the end of the Rankings for further information.

⁽⁴⁾ Passenger data include 'no-shows' on non-refundable and non-changeable tickets

Scheduled Passengers—Kilometers Flown									
International			Domestic				Total		
Rank	Airline	Millions	Rank	Airline	Millions	Rank	Airline	Millions	Millions
1	Emirates	302,298	1	American Airlines	209,161	1	American Airlines	330,577	
2	Ryanair ⁽⁴⁾	170,900	2	Southwest Airlines ⁽²⁾	206,878	2	Delta Air Lines	330,034	
3	United Airlines	155,178	3	Delta Air Lines	193,387	3	United Airlines	329,562	
4	Lufthansa ⁽³⁾	153,639	4	United Airlines	174,384	4	Emirates	302,298	
5	Qatar Airways	152,210	5	China Southern Airlines ⁽³⁾	137,223	5	Southwest Airlines ⁽²⁾	214,561	
6	British Airways ⁽³⁾	148,477	6	China Eastern Airlines	103,819	6	China Southern Airlines ⁽³⁾	200,239	
7	Delta Air Lines	136,647	7	Air China	86,588	7	Ryanair ⁽⁴⁾	170,900	
8	Air France ⁽³⁾	136,476	8	Alaska Airlines	77,796	8	China Eastern Airlines	166,282	
9	Turkish Airlines ⁽³⁾	125,229	9	JetBlue	64,599	9	Air China	161,199	
10	American Airlines	121,416	10	Hainan Airlines ⁽¹⁾	59,911	10	Lufthansa ⁽³⁾	158,986	
11	Cathay Pacific Airways	114,699	11	IndiGo ⁽¹⁾	55,675	11	Qatar Airways	152,210	
12	KLM ⁽³⁾	107,676	12	LATAM group ⁽³⁾	51,650	12	British Airways ⁽³⁾	151,784	
13	Singapore Airlines	100,492	13	Spirit Airlines ⁽²⁾	44,987	13	Turkish Airlines ⁽³⁾	145,521	
14	easyJet ⁽³⁾	93,609	14	Shenzhen Airlines	44,210	14	Air France ⁽³⁾	143,904	
15	Air Canada	86,069	15	Xiamen Airlines	39,902	15	LATAM group ⁽³⁾	118,986	
16	Etihad Airways	84,252	16	All Nippon Airways ⁽³⁾	36,542	16	Cathay Pacific Airways	114,699	
17	Norwegian ⁽³⁾⁽⁴⁾	79,825	17	Aeroflot Russian Airlines	33,892	17	Air Canada	111,354	
18	Korean Air	77,327	18	Shandong Airlines	33,746	18	KLM ⁽³⁾	107,676	
19	Air China	74,611	19	Skywest Airlines ⁽²⁾	33,009	19	Singapore Airlines	100,492	
20	LATAM group ⁽³⁾	67,335	20	GOL	32,689	20	Aeroflot Russian Airlines	97,911	
21	Thai Airways International	66,263	21	Sichuan Airlines ⁽¹⁾	31,012	21	easyJet ⁽³⁾	97,285	
22	Aeroflot Russian Airlines	64,019	22	Frontier Airlines ⁽²⁾	30,752	22	All Nippon Airways ⁽³⁾	87,289	
23	China Southern Airlines ⁽³⁾	63,016	23	Lion Airlines ⁽¹⁾	29,690	23	Qantas Airways ⁽³⁾	85,663	
24	China Eastern Airlines	62,463	24	Qantas Airways ⁽³⁾	26,607	24	Hainan Airlines ⁽¹⁾	85,474	
25	Qantas Airways ⁽³⁾	59,056	25	Air Canada	25,286	25	Etihad Airways	84,252	

⁽¹⁾ IATA Estimate

⁽²⁾ US DOT

⁽³⁾ Airline has additional notes regarding coverage; please see the Notes section at the end of the Rankings for further information.

⁽⁴⁾ Passenger data include 'no-shows' on non-refundable and non-changeable tickets

Top 25 Airlines: Ranked by Freight Traffic

The data presented in the Freight Traffic Ranking are sourced directly from airlines, the US Department of Transportation, or estimated by IATA. The data refer to total scheduled traffic, excluding non-scheduled (or "charter") traffic that did not have pre-established schedules.

Airline traffic data are compiled based on on-flight origin-destination counting. This means that any freight (in tonnage terms) that makes an intermediate connection will be at least counted twice. Surface transportation (for example trucking) is not included.

The distinction between domestic and international traffic is determined by the flight stage (a flight from take-off to landing). Freight on a flight with both an international and a domestic flight stage are included under both domestic and international traffic. Cabotage traffic, i.e. flight stages within a single state flown by a carrier that is not resident of that state, is counted as international traffic.

Freight data refer to freight that is accompanied by an airway bill as well as express mail. Traditional mail is excluded as well as passenger (excess) luggage. Freight is reported in actual tonnage terms, as opposed to chargeable weight.

Airline data are presented according to the operating carrier. In the event that airline data include traffic of other operators, this occasionally occurs for certain airline groups and/or airlines having subsidiaries, notes will be made.

Scheduled Freight Tonnes Carried									
International			Domestic			Total			
Rank	Airline	Thousands	Rank	Airline	Thousands	Rank	Airline	Thousands	Thousands
1	Emirates	2,609	1	Federal Express	5,406	1	Federal Express	7,565	
2	Qatar Airways	2,262	2	United Parcel Service	3,207	2	United Parcel Service	4,755	
3	Federal Express	2,159	3	China Southern Airlines ⁽³⁾	787	3	Emirates	2,609	
4	Cathay Pacific Airways	1,828	4	Air China	731	4	Qatar Airways	2,262	
5	United Parcel Service	1,548	5	China Eastern Airlines	508	5	Cathay Pacific Airways	1,828	
6	China Airlines	1,512	6	SF Airlines	466	6	Korean Air	1,574	
7	Korean Air	1,510	7	All Nippon Airways ⁽³⁾	429	7	China Airlines	1,512	
8	Turkish Airlines ⁽³⁾	1,302	8	Atlas Air	390	8	Air China	1,448	
9	Singapore Airlines	1,167	9	Air Transport International ⁽²⁾⁽³⁾	383	9	China Southern Airlines ⁽³⁾	1,383	
10	Lufthansa ⁽³⁾	969	10	Japan Airlines	343	10	Turkish Airlines ⁽³⁾	1,369	
11	Asiana Airlines	933	11	Shenzhen Airlines	325	11	All Nippon Airways ⁽³⁾	1,258	
12	Cargolux	850	12	Hainan Airlines ⁽¹⁾	314	12	Singapore Airlines	1,167	
13	All Nippon Airways ⁽³⁾	829	13	ABX Air ⁽²⁾	301	13	Atlas Air	1,115	
14	Polar Air Cargo	788	14	Garuda Indonesia	248	14	Lufthansa ⁽³⁾	977	
15	Atlas Air	726	15	Xiamen Airlines	226	15	Asiana Airlines	969	
16	AirBridgeCargo Airlines	724	16	LATAM group ⁽³⁾	225	16	Cargolux	850	
17	Etihad Airways	719	17	CargoJet ⁽¹⁾	222	17	LATAM group ⁽³⁾	831	
18	Air China	717	18	Kalitta Air ⁽²⁾⁽³⁾	196	18	Kalitta Air ⁽²⁾⁽³⁾	828	
19	EVA Air	648	19	IndiGo ⁽¹⁾	180	19	Polar Air Cargo	826	
20	Thai Airways International	644	20	China Postal Airlines	175	20	Japan Airlines	754	
21	Kalitta Air ⁽²⁾⁽³⁾	632	21	Shandong Airlines	164	21	China Eastern Airlines	730	
22	British Airways ⁽³⁾	623	22	Blue Dart Aviation ⁽¹⁾	134	22	AirBridgeCargo Airlines	724	
23	LATAM group ⁽³⁾	606	23	Vietnam Airlines	127	23	Etihad Airways	719	
24	China Southern Airlines ⁽³⁾	596	24	Jet Airways	123	24	Thai Airways International	669	
25	Saudi Arabian Airlines	569	25	Delta Air Lines	119	25	EVA Air	648	

⁽¹⁾ IATA Estimate

⁽²⁾ US DOT

⁽³⁾ Airline has additional notes regarding coverage; please see the Notes section at the end of the Rankings for further information.

Scheduled Freight Tonne-Kilometers Flown									
International			Domestic				Total		
Rank	Airline	Millions	Rank	Airline	Millions	Rank	Airline	Millions	Millions
1	Emirates	12,713	1	Federal Express	9,044	1	Federal Express	17,499	
2	Qatar Airways	12,695	2	United Parcel Service	6,207	2	Emirates	12,713	
3	Cathay Pacific Airways	11,284	3	China Southern Airlines ⁽³⁾	1,289	3	Qatar Airways	12,695	
4	Federal Express	8,455	4	Air China	1,138	4	United Parcel Service	12,459	
5	Korean Air	7,815	5	Atlas Air	761	5	Cathay Pacific Airways	11,284	
6	Lufthansa ⁽³⁾	7,391	6	China Eastern Airlines	695	6	Korean Air	7,839	
7	Cargolux	7,322	7	Air Transport International ^{(2),(3)}	666	7	Lufthansa ⁽³⁾	7,394	
8	Singapore Airlines	6,491	8	SF Airlines	628	8	Cargolux	7,322	
9	United Parcel Service	6,252	9	Hainan Airlines ⁽¹⁾	533	9	Air China	7,051	
10	Air China	5,912	10	Shenzhen Airlines	508	10	China Southern Airlines ⁽³⁾	6,597	
11	Turkish Airlines ⁽³⁾	5,860	11	All Nippon Airways ⁽³⁾	473	11	Singapore Airlines	6,491	
12	China Airlines	5,804	12	ABX Air ⁽²⁾	422	12	Turkish Airlines ⁽³⁾	5,890	
13	AirBridgeCargo Airlines	5,511	13	United Airlines	391	13	China Airlines	5,804	
14	China Southern Airlines ⁽³⁾	5,309	14	LATAM group ⁽³⁾	345	14	AirBridgeCargo Airlines	5,511	
15	British Airways ⁽³⁾	4,270	15	Delta Air Lines	345	15	All Nippon Airways ⁽³⁾	4,587	
16	All Nippon Airways ⁽³⁾	4,113	16	Kalitta Air ^{(2),(3)}	341	16	Atlas Air	4,553	
17	United Airlines	4,064	17	Japan Airlines	325	17	United Airlines	4,455	
18	Asiana Airlines	4,052	18	Xiamen Airlines	295	18	British Airways ⁽³⁾	4,276	
19	Polar Air Cargo	4,010	19	American Airlines	267	19	Asiana Airlines	4,067	
20	Atlas Air	3,792	20	Hawaiian Airlines	266	20	Polar Air Cargo	4,038	
21	Air France ⁽³⁾	3,672	21	Aeroflot Russian Airlines	259	21	American Airlines	3,817	
22	KLM ⁽³⁾	3,604	22	Garuda Indonesia	251	22	Air France ⁽³⁾	3,673	
23	EVA Air	3,580	23	Shandong Airlines	246	23	KLM ⁽³⁾	3,604	
24	American Airlines	3,550	24	CargoJet ⁽¹⁾	231	24	EVA Air	3,580	
25	Etihad Airways	3,471	25	IndiGo ⁽¹⁾	217	25	Etihad Airways	3,471	

⁽¹⁾ IATA Estimate

⁽²⁾ US DOT

⁽³⁾ Airline has additional notes regarding coverage; please see the Notes section at the end of the Rankings for further information.

Top Passenger Airport–Pairs

The top airport–pair rankings as presented in this table have been sourced from IATA's PaxIS Plus. It covers all scheduled traffic, on all airlines world–wide. The data are bi–directional and compiled based on the origin–destination counting concept, as opposed to on–flight origin–destination counting (see Section 1). This means that potential intermediate connections are included. For example, a passenger travelling from Hong Kong to London–Heathrow via Dubai, is included under Hong Kong–London–Heathrow.

Top Passenger Airport Pairs by Route Area–International and Regional Traffic, 2018

International			
Route Area	Airport Pair	2018	Growth (%)
Africa - Asia	Cairo - Guangzhou	189,089	11.3
Africa - Europe	Paris-Orly - St. Denis de la Reunion	767,975	20.6
	Algiers - Paris-Orly	743,507	-5.7
	Algiers - Paris-Charles de Gaulle	688,261	-2.1
	Paris-Orly - Tunis	608,377	7.1
	Paris-Orly - Marrakech	582,631	10.5
	Johannesburg-O.R. Tambo - London-Heathrow	516,194	-0.9
	Casablanca - Paris-Orly	468,457	5.6
	London-Heathrow - Lagos	417,106	10.9
	Agadir - Paris-Orly	384,455	17.3
	London-Gatwick - Marrakech	361,293	9.6
Africa - Middle East	Cairo - Jeddah	1,608,172	-9.4
	Cairo - Riyadh	934,862	-1.2
	Cairo - Kuwait	828,279	-2.5
	Cairo - Dubai-International	795,810	11.9
	Jeddah - Khartoum	501,714	8.0
	Cairo - Madinah	501,565	7.7
	Cairo - Dammam	480,002	8.0
	Alexandria-Borg El Arab - Jeddah	434,825	-7.1
	Addis Ababa - Dubai-International	430,724	23.2
	Alexandria-Borg El Arab - Kuwait	385,642	20.7
Africa - North America	Cairo - New York-John F. Kennedy	177,703	19.2
	Casablanca - Montreal-P. E. Trudeau	165,512	12.6
	New York-John F. Kennedy - Johannesburg-O.R. Tambo	139,973	-1.7
	Algiers - Montreal-P. E. Trudeau	121,305	-7.3
	Casablanca - New York-John F. Kennedy	110,746	4.1
Asia - Europe	Hong Kong - London-Heathrow	953,920	0.6
	Bangkok-Suvarnabhumi - London-Heathrow	655,540	-6.4
	London-Heathrow - Singapore	629,923	0.4
	Delhi - London-Heathrow	613,968	6.1
	Mumbai - London-Heathrow	536,483	4.9
	Bangkok-Suvarnabhumi - Paris-Charles de Gaulle	512,380	10.1
	London-Heathrow - Shanghai-Pudong	509,038	0.9
	Paris-Charles de Gaulle - Seoul-Incheon	505,519	2.0
	Frankfurt-International - Seoul-Incheon	451,303	1.2
	London-Heathrow - Beijing-Capital	431,213	2.6

Top Passenger Airport Pairs by Route Area—International and Regional Traffic, 2018 (Cont'd)

International			
Route Area	Airport Pair	2018	Growth (%)
Asia - Middle East	Mumbai - Dubai-International	1,157,267	-1.6
	Delhi - Dubai-International	871,476	1.6
	Jeddah - Lahore	866,686	8.6
	Jeddah - Karachi	838,390	0.9
	Dubai-International - Karachi	807,923	-4.5
	Jakarta-Soekarno-Hatta - Jeddah	771,713	-7.0
	Kochi - Dubai-International	770,159	-5.4
	Islamabad - Jeddah	638,823	4.5
	Dubai-International - Manila	601,657	1.7
	Kozhikode - Dubai-International	554,566	-1.7
Asia - North America	Honolulu - Tokyo-Narita	1,414,919	-5.4
	Guam - Seoul-Incheon	1,009,543	12.5
	Honolulu - Osaka-Kansai	778,652	29.1
	Guam - Tokyo-Narita	756,788	-8.2
	Seoul-Incheon - Los Angeles	725,116	-3.1
	Los Angeles - Shanghai-Pudong	626,021	2.9
	Hong Kong - San Francisco	607,094	13.2
	San Francisco - Taipei-Taoyuan	569,560	16.5
	Los Angeles - Taipei-Taoyuan	551,631	-18.2
	Los Angeles - Tokyo-Narita	544,861	19.0
Asia - Southwest Pacific	Bali-Denpasar - Perth	843,001	6.5
	Hong Kong - Sydney	659,231	11.6
	Singapore - Sydney	643,134	4.2
	Melbourne-Tullamarine - Singapore	612,308	1.4
	Bali-Denpasar - Melbourne-Tullamarine	564,206	24.2
	Perth - Singapore	505,094	-8.9
	Bali-Denpasar - Sydney	488,906	7.0
	Hong Kong - Melbourne-Tullamarine	427,177	10.7
	Shanghai-Pudong - Sydney	384,590	6.4
	Seoul-Incheon - Sydney	378,436	5.2
Europe - Latin America/Caribbean	Paris-Orly - Pointe-a-Pitre	871,247	0.4
	Fort de France - Paris-Orly	766,205	2.1
	Buenos Aires-Ezeiza - Madrid	549,590	16.4
	Madrid - Mexico City-Benito Juarez	385,461	8.8
	Bridgetown - London-Gatwick	375,493	3.7
	Barcelona - Buenos Aires-Ezeiza	362,373	26.3
	Cancun - London-Gatwick	343,692	-4.0
	Amsterdam - Curacao	331,818	-3.1
	Bogota - Madrid	329,455	21.7
	Lima - Madrid	312,752	13.9

Top Passenger Airport Pairs by Route Area—International and Regional Traffic, 2018 (Cont'd)

International			
Route Area	Airport Pair	2018	Growth (%)
Europe - Middle East	Dubai-International - London-Heathrow	1,317,472	-4.5
	Tehran-Imam Khomeini - Istanbul-Ataturk	1,188,100	46.8
	Paris-Charles de Gaulle - Tel Aviv Yafo-Ben Gurion	698,848	8.3
	Amsterdam - Tel Aviv Yafo-Ben Gurion	550,943	6.9
	Istanbul-Ataturk - Jeddah	539,953	-1.3
	Bucharest-Otopeni - Tel Aviv Yafo-Ben Gurion	535,986	12.8
	London-Heathrow - Tel Aviv Yafo-Ben Gurion	508,475	2.1
	Rome-Fiumicino - Tel Aviv Yafo-Ben Gurion	504,168	33.7
	London-Luton - Tel Aviv Yafo-Ben Gurion	474,072	15.3
	Paris-Charles de Gaulle - Dubai-International	467,796	15.6
Europe - North America	New York-John F. Kennedy - London-Heathrow	1,874,623	-3.9
	Paris-Charles de Gaulle - New York-John F. Kennedy	1,093,878	8.9
	Los Angeles - London-Heathrow	824,329	12.4
	Newark - London-Heathrow	811,024	10.6
	London-Gatwick - Orlando-International	736,531	4.9
	London-Heathrow - San Francisco	727,564	6.5
	Paris-Charles de Gaulle - Los Angeles	701,466	19.0
	New York-John F. Kennedy - Milan-Malpensa	693,461	16.5
	Paris-Charles de Gaulle - Montreal-P. E. Trudeau	593,181	5.0
Boston - London-Heathrow	587,753	-1.4	
Europe - Southwest Pacific	London-Heathrow - Sydney	522,087	3.2
	London-Heathrow - Melbourne-Tullamarine	353,994	6.2
	Auckland - London-Heathrow	220,607	-5.9
	London-Heathrow - Perth	207,611	1.0
	Brisbane - London-Heathrow	207,087	3.1
	Paris-Charles de Gaulle - Sydney	150,198	10.7
Latin America/Caribbean - North America	Buenos Aires-Ezeiza - Miami	917,678	-7.7
	Los Angeles - Mexico City-Benito Juarez	811,670	5.5
	Guadalajara - Los Angeles	792,690	21.5
	Cancun - Toronto-Pearson	718,256	10.6
	New York-John F. Kennedy - Mexico City-Benito Juarez	698,117	16.4
	Sao Paulo-Guarulhos - Miami	654,139	22.7
	New York-John F. Kennedy - Santiago	634,739	6.0
	Cancun - New York-John F. Kennedy	601,311	-2.6
	New York-John F. Kennedy - Santo Domingo-Las Americas	574,186	-11.2
	Punta Cana - Toronto-Pearson	525,346	13.6

Top Passenger Airport Pairs by Route Area—International and Regional Traffic, 2018 (Cont'd)

International			
Route Area	Airport Pair	2018	Growth (%)
Middle East - North America	New York-John F. Kennedy - Tel Aviv Yafo-Ben Gurion	709,036	-6.7
	Newark - Tel Aviv Yafo-Ben Gurion	436,710	19.1
	Los Angeles - Tel Aviv Yafo-Ben Gurion	175,666	1.3
	Tel Aviv Yafo-Ben Gurion - Toronto-Pearson	172,772	1.2
	San Francisco - Tel Aviv Yafo-Ben Gurion	166,389	11.8
	Dubai-International - Washington-Dulles	154,690	23.1
	Dubai-International - New York-John F. Kennedy	139,712	-6.6
	Dubai-International - Los Angeles	108,040	0.1
	Dubai-International - Toronto-Pearson	107,157	13.4
	Beirut - Montreal-P. E. Trudeau	105,320	4.8
Middle East - Southwest Pacific	Beirut - Sydney	107,646	7.8
North America - Southwest Pacific	Los Angeles - Sydney	356,751	0.4
	Los Angeles - Melbourne-Tullamarine	262,522	1.1
	Honolulu - Sydney	249,927	-1.3
	Brisbane - Los Angeles	178,882	4.8
	Los Angeles - Papeete	169,122	-7.2
	San Francisco - Sydney	163,938	4.6
	New York-John F. Kennedy - Sydney	139,584	0.7
	Auckland - Los Angeles	135,021	-9.9
Within Africa	Harare - Johannesburg-O.R. Tambo	476,748	25.5
	Mauritius - St. Denis de la Reunion	391,586	-13.9
	Cairo - Khartoum	278,230	22.5
	Entebbe/Kampala - Nairobi-Jomo Kenyatta	258,989	26.6
	Johannesburg-O.R. Tambo - Windhoek-Hosea Kutako Intl	255,477	-13.4
	Johannesburg-O.R. Tambo - Mauritius	249,738	7.7
	Algiers - Tunis	238,366	5.0
	Mitiga - Tunis	224,819	-12.1
	Accra - Lagos	221,017	-22.4
	Johannesburg-O.R. Tambo - Lusaka	203,569	28.9
Within Asia	Hong Kong - Taipei-Taoyuan	5,385,806	-0.4
	Bangkok-Suvarnabhumi - Hong Kong	3,365,328	8.8
	Jakarta-Soekarno-Hatta - Singapore	3,202,216	-3.3
	Seoul-Incheon - Osaka-Kansai	2,903,837	16.5
	Kuala Lumpur-International - Singapore	2,840,332	2.1
	Hong Kong - Seoul-Incheon	2,761,060	1.7
	Tokyo-Narita - Taipei-Taoyuan	2,747,087	8.6
	Hong Kong - Shanghai-Pudong	2,687,484	6.5
	Bangkok-Suvarnabhumi - Singapore	2,554,043	0.6
	Hong Kong - Singapore	2,437,636	-2.0

Top Passenger Airport Pairs by Route Area—International and Regional Traffic, 2018 (Cont'd)

International			
Route Area	Airport Pair	2018	Growth (%)
Within Europe	Dusseldorf-International - Palma de Mallorca	1,392,673	6.1
	Barcelona - London-Gatwick	1,350,591	-4.3
	Dublin - London-Heathrow	1,288,244	2.4
	Dublin - London-Gatwick	1,213,209	-0.7
	Amsterdam - London-Heathrow	1,132,742	10.9
	Berlin-Tegel - Zurich	1,119,556	37.0
	Moscow-Domodedovo - Simferopol	1,098,102	-25.0
	Amsterdam - London-Gatwick	1,060,957	1.8
	Malaga - London-Gatwick	1,034,568	-7.7
	Stockholm-Arlanda - Copenhagen	1,001,976	0.7
Within Latin America/Caribbean	Lima - Santiago de Chile	965,075	29.3
	Sao Paulo-Guarulhos - Santiago de Chile	717,905	42.6
	Buenos Aires-Ezeiza - Santiago de Chile	600,880	-6.3
	Rio de Janeiro-Galeao - Santiago de Chile	599,008	27.3
	Buenos Aires-Ezeiza - Rio de Janeiro-Galeao	585,723	23.2
	Buenos Aires-Jorge Newbery - Santiago de Chile	442,269	-22.1
	Bogota - Mexico City-Benito Juarez	442,126	14.0
	Buenos Aires-Ezeiza - Sao Paulo-Guarulhos	416,846	48.4
	Buenos Aires-Ezeiza - Lima	379,447	-1.8
	Bogota - Lima	371,772	10.5
Within Middle East	Dubai-International - Riyadh	1,359,135	8.0
	Dubai-International - Kuwait	1,350,120	-7.4
	Dubai-International - Jeddah	1,027,638	-0.7
	Dubai-International - Muscat	818,673	12.4
	Bahrain - Dubai-International	719,028	-10.1
	Beirut - Dubai-International	649,751	-0.1
	Amman - Dubai-International	586,466	-3.7
	Doha - Kuwait	574,382	44.3
	Dammam - Dubai-International	554,266	16.4
	Dubai-International - Tehran-Imam Khomeini	541,889	-31.3
Within North America	New York-La Guardia - Toronto-Pearson	1,188,429	14.5
	Los Angeles - Vancouver	663,596	-2.5
	Los Angeles - Toronto-Pearson	621,038	5.4
	Orlando-International - Toronto-Pearson	580,519	7.0
	Las Vegas - Toronto-Pearson	506,210	-2.0
	Chicago-O'Hare - Toronto-Pearson	448,545	14.0
	Fort Lauderdale - Montreal-P. E. Trudeau	445,113	2.3
	Fort Lauderdale - Toronto-Pearson	438,225	4.4
	San Francisco - Toronto-Pearson	406,808	10.3
	San Francisco - Vancouver	389,699	12.8

Top Passenger Airport Pairs by Route Area—International and Regional Traffic, 2018 (Cont'd)

International			
Route Area	Airport Pair	2018	Growth (%)
Within Southwest Pacific	Auckland - Sydney	1,172,721	6.9
	Auckland - Melbourne-Tullamarine	868,203	0.2
	Auckland - Brisbane	661,950	-4.6
	Christchurch - Sydney	408,714	14.5
	Auckland - Gold Coast	405,574	27.2
	Nadi - Sydney	368,377	0.0
	Auckland - Nadi	322,336	4.3
	Christchurch - Melbourne-Tullamarine	276,125	7.6
	Sydney - Queenstown	255,005	15.0
	Brisbane - Christchurch	232,411	6.2

Source: IATA PaxIS-Plus

Top Passenger Airport Pairs—Domestic Traffic, 2018

Domestic			
Country	Airport Pair	2018	Growth (%)
Republic of Korea	Jeju - Seoul-Gimpo	14,517,391	7.6
Japan	Fukuoka - Tokyo-Haneda	7,628,987	0.9
Australia	Melbourne-Tullamarine - Sydney	7,626,914	-2.1
Japan	Sapporo - Tokyo-Haneda	7,250,950	-1.5
People's Republic of China	Beijing-Capital - Shanghai-Hongqiao	6,388,881	0.4
Viet Nam	Hanoi - Ho Chi Minh City	6,222,674	-2.1
India	Mumbai - Delhi	5,899,139	6.0
Japan	Tokyo-Haneda - Okinawa	4,872,792	1.8
Saudi Arabia	Jeddah - Riyadh	4,789,112	0.6
People's Republic of China	Chengdu - Beijing-Capital	4,786,822	4.5
People's Republic of China	Beijing-Capital - Shenzhen	4,732,603	10.1
People's Republic of China	Shanghai-Hongqiao - Shenzhen	4,571,093	11.4
People's Republic of China	Guangzhou - Shanghai-Hongqiao	4,364,629	10.2
Indonesia	Jakarta-Soekarno-Hatta - Bali-Denpasar	4,360,051	8.7
People's Republic of China	Guangzhou - Beijing-Capital	4,328,908	5.3
Indonesia	Jakarta-Soekarno-Hatta - Surabaya	4,311,901	4.3
Japan	Tokyo-Haneda - Osaka-Itami	4,257,739	-0.1
India	Bangalore - Delhi	3,866,369	10.7
Australia	Brisbane - Sydney	3,816,260	-2.2
Mexico	Cancun - Mexico City-Benito Juarez	3,733,779	13.0
Brazil	Sao Paulo-Congonhas - Rio de Janeiro-Santos Dumont	3,642,452	7.1
Republic of Korea	Jeju - Busan	3,576,351	6.3
South Africa	Cape Town - Johannesburg-O.R. Tambo	3,488,768	-0.5
Indonesia	Jakarta-Soekarno-Hatta - Medan	3,285,031	14.4
Philippines	Cebu - Manila	3,155,008	10.4
Colombia	Bogota - Medellin-Jose Marie Cordova	3,059,213	8.4
Indonesia	Jakarta-Soekarno-Hatta - Ujung Pandang	3,043,552	-3.3
Australia	Brisbane - Melbourne-Tullamarine	3,035,470	0.5
United States	New York-John F. Kennedy - Los Angeles	3,005,193	-0.7
India	Bangalore - Mumbai	2,959,077	8.9
Thailand	Bangkok-Don Muang - Phuket	2,926,635	2.4
People's Republic of China	Chengdu - Shenzhen	2,923,896	14.6
Republic of Korea	Seoul-Gimpo - Busan	2,898,802	-6.1
Peru	Cuzco - Lima	2,874,123	5.5

Top Passenger Airport Pairs–Domestic Traffic, 2018 (Cont'd)

Domestic			
Country	Airport Pair	2018	Growth (%)
People's Republic of China	Guangzhou - Chengdu	2,864,509	4.7
Mexico	Mexico City-Benito Juarez - Monterrey	2,805,727	15.9
Viet Nam	Da Nang - Ho Chi Minh City	2,791,943	-2.7
People's Republic of China	Hangzhou - Beijing-Capital	2,703,010	2.2
United States	New York-La Guardia - Chicago-O'Hare	2,700,102	11.6
Thailand	Chiang Mai - Bangkok-Don Muang	2,554,711	1.6
People's Republic of China	Guangzhou - Hangzhou	2,525,727	4.0
People's Republic of China	Chongqing - Shenzhen	2,498,777	18.9
India	Kolkata - Delhi	2,494,305	15.8
Viet Nam	Da Nang - Hanoi	2,489,392	4.1
People's Republic of China	Beijing-Capital - Xi'an	2,425,532	3.3
People's Republic of China	Chongqing - Beijing-Capital	2,415,368	3.5
United States	Los Angeles - San Francisco	2,371,175	16.4
South Africa	Durban - Johannesburg-O.R. Tambo	2,351,263	4.1
People's Republic of China	Jinghong - Kunming	2,319,951	5.2
Mexico	Guadalajara - Mexico City-Benito Juarez	2,317,417	9.1
India	Delhi - Hyderabad	2,302,665	21.8
Australia	Gold Coast - Sydney	2,287,999	-4.6
People's Republic of China	Guangzhou - Chongqing	2,273,441	-2.6
Thailand	Bangkok-Suvarnabhumi - Phuket	2,266,873	6.4
People's Republic of China	Hangzhou - Shenzhen	2,262,322	5.6
Philippines	Davao - Manila	2,209,040	-0.4
India	Delhi - Pune	2,183,104	9.3
Colombia	Bogota - Cartagena	2,177,248	11.7
Thailand	Bangkok-Suvarnabhumi - Chiang Mai	2,167,751	9.6
France	Paris-Orly - Toulouse	2,164,244	-0.1
Malaysia	Kota Kinabalu - Kuala Lumpur-International	2,158,382	2.2
Japan	Tokyo-Haneda - Kagoshima	2,157,994	5.2
India	Delhi - Chennai	2,129,363	16.0
Thailand	Bangkok-Don Muang - Hat Yai	2,113,389	-2.0
New Zealand	Auckland - Wellington	2,088,126	1.3
People's Republic of China	Kunming - Beijing-Capital	2,007,891	4.4
France	Nice - Paris-Orly	1,995,392	0.3
New Zealand	Auckland - Christchurch	1,982,830	2.8
Chinese Taipei	Kinmen - Taipei-Sung Shan	1,980,491	44.4
People's Republic of China	Dalian - Shanghai-Pudong	1,954,592	1.4
Republic of Korea	Cheongju - Jeju	1,947,786	15.6
Australia	Adelaide - Melbourne-Tullamarine	1,920,118	-0.3
Turkey	Izmir-Adnan Menderes - Istanbul-Ataturk	1,911,539	-10.1
People's Republic of China	Beijing-Capital - Sanya	1,882,717	-0.8
People's Republic of China	Chengdu - Shanghai-Pudong	1,880,042	3.4
People's Republic of China	Guangzhou - Nanjing	1,857,517	17.0
Indonesia	Jakarta-Soekarno-Hatta - Yogyakarta	1,857,217	5.8
United States	Atlanta - New York-La Guardia	1,852,826	3.0
People's Republic of China	Chengdu - Shanghai-Hongqiao	1,840,707	15.8
People's Republic of China	Guangzhou - Xi'an	1,838,345	5.0
United States	Los Angeles - Seattle/Tacoma	1,831,410	-11.8
Indonesia	Surabaya - Ujung Pandang	1,831,181	-0.7
United States	Newark - Orlando-International	1,829,119	-0.3
United States	New York-John F. Kennedy - San Francisco	1,826,358	-4.5

Top Passenger Airport Pairs—Domestic Traffic, 2018 (Cont'd)

Domestic			
Country	Airport Pair	2018	Growth (%)
People's Republic of China	Nanjing - Shenzhen	1,816,165	12.8
People's Republic of China	Shanghai-Hongqiao - Xiamen	1,814,954	-2.0
Turkey	Izmir-Adnan Menderes - Istanbul-Sabiha Gokcen	1,811,080	16.3
Indonesia	Jakarta-Soekarno-Hatta - Palembang	1,800,052	17.6
Japan	Fukuoka - Okinawa	1,782,440	-1.1
United States	Las Vegas - Los Angeles	1,770,936	3.7
Philippines	Iloilo - Manila	1,766,680	53.5
Colombia	Bogota - Cali	1,765,302	-8.4
Japan	Tokyo-Haneda - Kumamoto	1,761,756	1.7
Spain	Madrid - Palma de Mallorca	1,752,758	16.3
India	Ahmedabad - Delhi	1,745,241	22.2
India	Mumbai - Chennai	1,741,401	1.4
Australia	Melbourne-Tullamarine - Gold Coast	1,734,394	-1.2
People's Republic of China	Chengdu - Kunming	1,725,550	-5.6
People's Republic of China	Changsha - Beijing-Capital	1,723,972	0.8
India	Mumbai - Goa	1,721,615	-1.5

Source: IATA PaxIS-Plus

Top Passenger Countries

The top passenger–countries rankings as presented in this table have been sourced from IATA's PaxIS Plus. It covers all scheduled traffic, on all airlines world–wide. The data reflect all passenger counts to, from, or within the respective country.

Top Passenger Countries by Region, 2018

	Number	Growth (%)
Africa		
South Africa	25,253,344	3.9
Egypt	23,996,516	15.3
Morocco	18,785,269	13.5
Algeria	9,998,802	-11.6
Tunisia	8,216,465	22.3
Nigeria	7,443,155	6.1
Kenya	6,783,334	12.2
Ethiopia	5,559,202	1.8
United Republic of Tanzania	3,763,319	8.6
Mauritius	3,614,373	3.8
Sudan	3,488,252	11.0
Senegal	2,427,899	9.0
Ghana	2,366,070	-8.4
Réunion	2,184,862	-1.6
Côte d'Ivoire	1,984,485	3.6
Cape Verde	1,885,534	11.4
Zimbabwe	1,859,307	20.6
Angola	1,744,596	-7.3
Uganda	1,634,462	18.0
Cameroon	1,556,441	2.9
Asia/Pacific		
People's Republic of China	668,024,219	15.3
Japan	187,233,922	7.3
India	176,719,682	15.8
Indonesia	138,807,314	10.1
Thailand	105,905,344	8.5
Republic of Korea	102,304,402	15.3
Australia	97,486,223	3.9
Malaysia	65,683,220	5.6
Chinese Taipei	60,879,324	10.7
Viet Nam	60,507,574	12.0
Hong Kong (SAR), China	54,180,456	4.2
Philippines	51,972,645	10.1
Singapore	49,196,273	2.7
New Zealand	24,891,447	3.1
Pakistan	19,129,335	-0.7
Bangladesh	11,558,845	10.2
Cambodia	10,831,317	23.2
Sri Lanka	8,225,013	7.3
Kazakhstan	8,154,588	0.7
Macao (SAR), China	7,941,893	14.2
Myanmar	7,934,861	-8.2
Nepal	6,460,065	12.5
Maldives	4,912,348	11.6
Uzbekistan	4,086,419	22.0
Lao People's Democratic Republic	3,195,881	17.4

Top Passenger Countries by Region, 2018 (Cont'd)

	Number	Growth (%)
Kyrgyzstan	2,593,997	-7.1
Papua New Guinea	2,536,141	-12.5
Fiji	2,230,401	3.2
Afghanistan	2,103,344	-0.8
Tajikistan	2,064,336	0.7
Turkmenistan	1,929,485	-7.4
Europe		
United Kingdom	251,370,641	4.7
Spain	200,814,594	5.5
Germany	171,126,916	3.7
Italy	146,984,636	7.8
France	140,165,675	9.1
Russian Federation	100,491,546	16.0
Turkey	95,792,929	20.4
Netherlands	51,585,542	8.3
Switzerland	49,110,761	4.5
Greece	47,516,575	17.2
Portugal	44,407,341	7.2
Poland	36,794,934	12.3
Norway	35,237,424	-0.6
Sweden	34,543,554	-0.4
Ireland	33,808,200	5.3
Belgium	29,052,869	1.4
Denmark	28,460,089	2.4
Austria	24,105,166	8.4
Romania	19,733,335	7.2
Czech Republic	16,615,189	11.3
Ukraine	16,147,113	15.5
Hungary	15,253,317	14.2
Finland	15,225,481	7.9
Cyprus	12,471,405	8.6
Bulgaria	10,332,473	14.0
Croatia	9,264,070	10.4
Iceland	7,704,538	2.2
Malta	6,787,694	14.2
Serbia	6,416,125	4.5
Lithuania	5,775,709	16.4
Georgia	4,773,206	28.5
Latvia	4,627,181	-2.2
Luxembourg	3,978,051	10.8
Azerbaijan	3,893,894	10.4
Albania	2,975,434	25.8
Slovakia	2,847,678	15.2
Armenia	2,835,430	14.2
Republic of Moldova	2,622,417	0.8
Estonia	2,609,003	9.1
The former Yugoslav Republic of Macedonia	2,292,068	17.9
Belarus	2,207,182	-7.7
Montenegro	2,045,407	12.8
Bosnia and Herzegovina	1,681,853	8.6
Slovenia	1,511,773	6.6

Top Passenger Countries by Region, 2018 (Cont'd)

	Number	Growth (%)
Latin America and Caribbean		
Brazil	93,266,806	3.7
Mexico	88,900,965	9.9
Colombia	33,879,040	11.6
Argentina	26,788,122	9.0
Chile	22,174,381	15.6
Peru	19,984,490	11.8
Dominican Republic	13,388,987	4.4
Cuba	8,912,003	-8.5
Ecuador	7,638,667	6.2
Panama	6,284,299	-12.9
Costa Rica	6,171,253	0.5
Jamaica	5,916,836	7.0
Bolivia (Plurinational State of)	5,392,683	-1.7
Bahamas	4,093,422	11.3
Venezuela (Bolivarian Republic of)	3,913,136	-28.1
Guatemala	3,118,559	7.3
Trinidad and Tobago	2,625,430	-9.2
Belize	2,584,571	3.2
Aruba	2,562,903	3.4
El Salvador	2,466,987	-16.0
Uruguay	2,315,998	1.8
Honduras	1,990,942	-0.5
Guadeloupe	1,921,961	-19.4
Barbados	1,847,092	-3.4
Haiti	1,726,743	6.4
Martinique	1,707,781	-1.8
Paraguay	1,500,804	23.3
Middle East		
Saudi Arabia	60,170,002	2.8
United Arab Emirates	53,573,211	0.3
Israel	21,588,660	21.1
Iran (Islamic Republic of)	19,403,070	16.4
Kuwait	12,181,830	6.0
Qatar	9,733,992	-11.2
Oman	9,491,502	3.5
Lebanon	7,967,300	9.0
Iraq	7,382,934	5.4
Jordan	6,583,885	8.1
Bahrain	4,968,478	-8.0
North America		
United States	796,877,823	5.8
Canada	97,545,561	8.4

Source: IATA PaxIS-Plus

Top Freight Country–Pairs, International and Regional Traffic

The top freight country–pair rankings as presented in this table are estimated by IATA. It covers all scheduled traffic, on all airlines world–wide, however excluding integrator traffic. The data are uni–directional and compiled on an on–flight origin–destination counting basis. This means that, for example, freight (in tonnage terms) that is shipped from China, P.R. to Germany with an intermediate connection in United Arab Emirates, will be presented twice, once under China, P.R. to United Arab Emirates, and once under United Arab Emirates to Germany.

Rank		Freight Tonnes Carried	
		2018	% Change
1	From People's Republic of China	3,254,447	2.3
	1 United States	642,145	5.1
	2 Japan	322,861	-4.0
	3 Republic of Korea	276,037	-3.6
	4 Hong Kong (SAR), China	236,252	0.8
	5 Germany	218,362	8.1
	6 Chinese Taipei	195,363	2.3
	7 Netherlands	159,819	1.1
	8 Singapore	114,149	-7.2
	9 Luxembourg	92,202	-4.7
	10 United Arab Emirates	84,747	-6.7
2	From United States	3,077,624	1.8
	1 People's Republic of China	286,017	13.1
	2 United Kingdom	263,234	3.8
	3 Japan	246,913	-4.0
	4 Republic of Korea	199,972	5.8
	5 Germany	193,543	3.3
	6 Brazil	159,486	9.6
	7 Chinese Taipei	154,273	-11.4
	8 Hong Kong (SAR), China	138,897	-8.3
	9 Luxembourg	132,540	19.8
	10 Belgium	98,457	21.1
3	From Hong Kong (SAR), China	2,486,162	-3.3
	1 United States	392,219	-12.3
	2 People's Republic of China	240,039	1.9
	3 Chinese Taipei	237,083	-0.3
	4 Japan	185,435	-3.3
	5 United Arab Emirates	157,658	5.2
	6 India	152,820	3.4
	7 Republic of Korea	136,869	-6.2
	8 Singapore	106,609	-1.3
	9 Thailand	98,160	20.3
	10 Australia	65,178	2.4
4	From United Arab Emirates	1,795,717	-3.8
	1 India	149,158	-3.3
	2 Germany	119,165	2.3
	3 United Kingdom	117,092	-9.1
	4 Turkey	93,059	0.2
	5 Saudi Arabia	91,159	9.3
	6 United States	77,426	-3.3
	7 Singapore	76,031	9.9
	8 Australia	66,516	4.3
	9 People's Republic of China	62,913	-5.4
	10 South Africa	43,954	-8.1

Rank		Freight Tonnes Carried	
		2018	% Change
5	From Japan	1,691,811	5.7
	1 United States	349,358	0.9
	2 People's Republic of China	222,703	-3.3
	3 Republic of Korea	190,453	14.0
	4 Chinese Taipei	184,139	13.8
	5 Hong Kong (SAR), China	134,895	5.5
	6 Thailand	83,938	10.1
	7 Singapore	80,493	-4.7
	8 Germany	67,166	-4.0
	9 Indonesia	34,513	22.2
	10 Viet Nam	34,010	19.1
6	From Republic of Korea	1,439,666	2.4
	1 United States	298,521	6.4
	2 People's Republic of China	251,022	5.2
	3 Japan	153,225	-3.3
	4 Viet Nam	131,934	4.8
	5 Hong Kong (SAR), China	88,623	-7.3
	6 Russian Federation	56,312	6.1
	7 Germany	46,931	-3.2
	8 Singapore	46,022	0.9
	9 Thailand	34,659	-9.0
	10 Chinese Taipei	27,422	2.2
7	From Germany	1,437,683	-1.1
	1 United States	272,145	0.5
	2 People's Republic of China	216,274	4.7
	3 United Arab Emirates	113,909	-4.3
	4 Turkey	91,557	22.0
	5 Republic of Korea	76,953	-7.4
	6 Japan	70,020	-8.6
	7 India	64,170	-10.2
	8 Qatar	40,667	-4.7
	9 Brazil	32,230	7.1
	10 Mexico	32,104	-5.8
8	From Qatar	1,121,475	7.1
	1 United Kingdom	70,673	-9.7
	2 United States	48,794	-38.3
	3 Germany	40,381	-4.8
	4 Thailand	39,365	27.4
	5 Italy	37,917	22.7
	6 People's Republic of China	37,731	2.8
	7 Viet Nam	37,448	67.4
	8 Spain	36,786	12.8
	9 Belgium	30,970	19.9
	10 Indonesia	23,813	14.4

Rank		Freight Tonnes Carried	
		2018	% Change
9	From United Kingdom	1,100,082	2.2
	1 United States	387,864	0.2
	2 United Arab Emirates	113,138	-1.8
	3 Qatar	49,997	7.2
	4 India	48,514	10.7
	5 Canada	40,693	3.2
	6 People's Republic of China	39,107	3.9
	7 Hong Kong (SAR), China	35,173	-0.1
	8 Singapore	32,845	-3.7
	9 Germany	31,636	31.5
	10 Turkey	25,678	19.3
10	From India	1,080,969	0.8
	1 United Arab Emirates	261,493	-6.5
	2 Hong Kong (SAR), China	90,511	7.0
	3 Germany	83,942	7.6
	4 United Kingdom	71,500	7.4
	5 Thailand	37,940	15.1
	6 Turkey	28,535	60.5
	7 Sri Lanka	27,443	21.3
	8 France	20,771	11.0
	9 Netherlands	20,231	42.0
	10 Kuwait	20,129	-18.0

Source: IATA Statistics www.iata.org/statistics

Please refer to the table below for additional explanation for some airlines.

Carrier Name	Notes
Air Dolomiti	Excludes LH-marketed operations
Air France	Includes operations of Joon (JN) and Air France-marketed flights operated by HOP! (Airlinair (AN), Brit Air (DB), Aerienne Europeene (YS), VLM Airlines (VG), Cityjet (WX))
Air India	Includes operations of Air India Regional (9I)
Air Italy	Includes operations of Air Italy (I9); includes non-scheduled traffic
Air New Zealand	Includes operations of Mount Cook (NZM) and Air Nelson (RLK)
Air Transport International	All operations considered as scheduled traffic, with exception Military operations
Alitalia	Includes operations of Air One (AP), Alitalia CityLiner (CT), Alitalia Express (XM), CAI Second (VE)
All Nippon Airways	Includes operations of ANA Wings (EH), Air Japan (NQ), and All Nippon Airways-marketed operations of Solaseed Air (6J), IbeX Airlines (FW), Air Do (HD), Oriental Air Bridge (OC)
Avianca Group	Includes operations of Avianca Costa Rica (LR), Avianca El Salvador (TA), Avianca Ecuador (2K), Avianca Guatemala (GU), Avianca Honduras (WC), Avianca Peru (T0), SANSa Airlines (RZ), Tampa Cargo (QT)
British Airways	Includes operations of BA CityFlyer (CJ)
China Southern Airlines	Includes operations of Chongqing Airlines (OQ)
Copa Airlines	includes operations of Copa Colombia (P5)
DHL Air	All operations considered as scheduled traffic
easyJet	Includes operations of easyjet Switzerland (DS)
Eurowings	Includes operations of Eurowings Europe (E2), Germanwings (4U), Eurowings-marketed operations by Privatair (PV)
Finnair	includes operations of Nordic Regional (N7)
HOP!	Excludes operations marketed by Air France (AF)
Iberia	Includes operations of Level (LV) to/from Spain
Kalitta Air	All operations considered as scheduled traffic, with exception Military operations
KLM	Includes operations of KLM CityHopper (WA)
LATAM group	Includes operations of LATAM Colombia (4C), LATAM Argentina (4M), LATAM Brasil (JJ), LATAM Cargo Colombia (L7), LATAM Chile (LA), LATAM Peru (LP), LATAM Express (LU), LATAM Cargo Brasil (M3), LATAM Cargo Mexico (M7) up to November 2018, LATAM Paraguay (PZ), LATAM Cargo Chile (UC), LATAM Ecuador (XL)
Lufthansa	Includes operations of Lufthansa CityLine (CL) and Lufthansa-marketed operations by Air Dolomiti (EN), Eurowings (EW), Germanwings (4U)
Norwegian	Includes operations of Norwegian Long-Haul (DU), Norwegian Air International (D8), Norwegian Air Norway (DH), Norwegian Air UK (DI), Norwegian Air Argentina (DN)
Philippine Airlines	Includes operations of PAL Express (2P)
Qantas Airways	Includes operations of Eastern Australia Airlines (EAQ), National Jet Systems (NC/NJS), Network Aviation Australia (NWK), JetConnect (QNZ), Sunstate Airlines (SSQ), and Qantas-marketed operations of Alliance Airlines (QQ)
Royal Air Maroc	includes operations of Royal Air Maroc Express (RXP)
Scandinavian Airlines	Includes operations of Jet Time (JO), Blue 1 (KF), Cimber (QA), Scandinavian Airlines Ireland (SZS), and SAS-marketed operations of Braathens Regional (DC)
Sky Lease Cargo	All operations considered as scheduled traffic
Southern Air	All operations considered as scheduled traffic
SunExpress	Excludes TK-marketed operations
SWISS	Includes operations of Helvetic Airlines (2L), Swiss Global Air Lines (LZ) and Swiss-marketed operations by Edelweiss Air (WK)
TAP Portugal	Includes operations of PGA-Portugalia Airlines (NI)
TUI Fly	All operations considered as scheduled traffic
Turkish Airlines	Includes Turkish Airlines-marketed flights operated by Sun Express (XQ)
Virgin Australia	Includes operations of Virgin Australia Regional Airlines (OZW) and Virgin Australia-marketed operations of Alliance Airlines (QQ)
Wizz Air	Includes operations of Wizzair UK (W9)

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