



Annual Analyses of the EU Air Transport Market 2015

Statistical Annexes

February 2016
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Final Report – Statistical Annexes

February 2016

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Annex A: Airport Traffic Rankings

Top 30 Airports Worldwide in Passenger Volumes (m) for 2014 (10-year Traffic History)

| Rank | Airport Name | IATA Code | Region | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2005-14 CAGR | 2013-14 YoY |
|------|-------------------------------------|-----------|--------|------|------|------|------|------|------|------|------|------|------|--------------|-------------|
| 1 | Atlanta Int'l Apt | ATL | NAM | 85.9 | 84.8 | 89.4 | 90.0 | 88.0 | 89.3 | 92.4 | 95.5 | 94.4 | 96.2 | +1.3% | +1.9% |
| 2 | Beijing Capital Int'l Apt | PEK | ASP | 41.0 | 48.7 | 53.6 | 55.9 | 65.4 | 73.9 | 78.7 | 81.9 | 83.7 | 86.1 | +8.6% | +2.9% |
| 3 | Heathrow Apt | LHR | EUR | 67.9 | 67.5 | 68.1 | 67.1 | 66.0 | 65.9 | 69.4 | 70.0 | 72.4 | 73.4 | +0.9% | +1.4% |
| 4 | Tokyo Int'l (Haneda) Apt | HND | ASP | 63.3 | 65.8 | 66.8 | 66.8 | 61.9 | 64.2 | 62.6 | 66.8 | 68.9 | 72.8 | +1.6% | +5.7% |
| 5 | Los Angeles Int'l Apt | LAX | NAM | 61.5 | 61.0 | 61.9 | 59.5 | 56.5 | 59.1 | 61.9 | 63.7 | 66.7 | 70.7 | +1.6% | +6.0% |
| 6 | Dubai Int'l Apt | DXB | MEA | 24.8 | 28.8 | 34.3 | 37.4 | 40.9 | 47.2 | 51.0 | 57.7 | 66.4 | 70.5 | +12.3% | +6.1% |
| 7 | O'Hare Int'l Apt | ORD | NAM | 76.5 | 77.0 | 76.2 | 69.4 | 64.2 | 66.8 | 66.7 | 66.6 | 66.8 | 70.0 | -1.0% | +4.8% |
| 8 | Aéroport de Paris-Charles de Gaulle | CDG | EUR | 53.8 | 56.8 | 59.9 | 60.9 | 57.9 | 58.2 | 61.0 | 61.6 | 62.1 | 63.8 | +1.9% | +2.8% |
| 9 | Dallas/Ft Worth Int'l Apt | DFW | NAM | 59.2 | 60.2 | 59.8 | 57.1 | 56.0 | 56.9 | 57.8 | 58.6 | 60.5 | 63.5 | +0.8% | +5.0% |
| 10 | Hong Kong Int'l Apt | HKG | ASP | 40.3 | 43.9 | 47.0 | 47.9 | 45.6 | 50.3 | 53.3 | 56.1 | 59.6 | 63.1 | +5.1% | +6.0% |
| 11 | Flughafen Frankfurt/Main | FRA | EUR | 52.2 | 52.8 | 54.2 | 53.5 | 50.9 | 53.0 | 56.4 | 57.5 | 58.0 | 59.6 | +1.5% | +2.6% |
| 12 | Soekarno-Hatta Int'l Apt | CGK | ASP | 27.9 | 30.6 | 32.5 | 32.2 | 37.1 | 44.4 | 51.2 | 57.8 | 60.1 | 57.0 | +8.2% | -5.2% |
| 13 | Atatürk Int'l Apt | IST | EUR | 21.1 | 23.3 | 25.6 | 28.6 | 29.9 | 32.2 | 37.4 | 45.1 | 51.3 | 56.8 | +11.6% | +10.6% |
| 14 | Amsterdam Apt | AMS | EUR | 44.2 | 46.1 | 47.8 | 47.4 | 43.6 | 45.2 | 49.8 | 51.0 | 52.6 | 55.0 | +2.5% | +4.6% |
| 15 | Guangzhou Bai Yun Int'l Apt | CAN | ASP | 23.6 | 26.2 | 31.0 | 33.4 | 37.0 | 41.0 | 45.0 | 48.3 | 52.5 | 54.8 | +9.8% | +4.4% |
| 16 | Singapore Changi Apt | SIN | ASP | 32.4 | 35.0 | 36.7 | 37.7 | 37.2 | 42.0 | 46.5 | 51.2 | 53.7 | 54.1 | +5.8% | +0.7% |
| 17 | John F. Kennedy Int'l Apt | JFK | NAM | 41.9 | 43.8 | 47.7 | 47.8 | 45.9 | 46.5 | 47.7 | 49.3 | 50.4 | 53.6 | +2.8% | +6.4% |
| 18 | Denver Int'l Apt | DEN | NAM | 43.4 | 47.3 | 49.9 | 51.2 | 50.2 | 52.2 | 52.8 | 53.2 | 52.6 | 53.5 | +2.3% | +1.7% |
| 19 | Pudong Int'l Apt | PVG | ASP | 23.7 | 26.8 | 29.1 | 28.2 | 32.1 | 40.6 | 41.4 | 44.9 | 47.2 | 51.7 | +9.0% | +9.5% |
| 20 | Kuala Lumpur Int'l Apt | KUL | ASP | 23.2 | 24.1 | 26.5 | 27.5 | 29.7 | 34.1 | 37.7 | 39.9 | 47.5 | 48.9 | +8.6% | +3.0% |
| 21 | San Francisco Int'l Apt | SFO | NAM | 32.8 | 33.6 | 35.8 | 37.2 | 37.3 | 39.3 | 40.9 | 44.4 | 44.9 | 47.1 | +4.1% | +4.8% |
| 22 | Suvarnabhumi Int'l Apt | BKK | ASP | 39.0 | 42.8 | 41.2 | 38.6 | 40.5 | 42.8 | 47.9 | 53.0 | 51.4 | 46.4 | +2.0% | -9.6% |
| 23 | Incheon Int'l Apt | ICN | ASP | 26.2 | 28.4 | 31.4 | 30.2 | 28.7 | 33.6 | 35.2 | 39.2 | 41.7 | 45.7 | +6.4% | +9.6% |
| 24 | Charlotte Douglas Int'l Apt | CLT | NAM | 28.2 | 29.7 | 33.2 | 34.7 | 34.5 | 38.3 | 39.0 | 41.2 | 43.5 | 44.3 | +5.2% | +2.0% |
| 25 | McCarran Int'l Apt | LAS | NAM | 44.0 | 46.2 | 47.0 | 43.2 | 40.5 | 39.8 | 40.6 | 40.8 | 40.9 | 42.9 | -0.3% | +4.7% |
| 26 | Sky Harbor Int'l Apt | PHX | NAM | 41.2 | 41.4 | 42.2 | 39.9 | 37.8 | 38.6 | 40.6 | 40.4 | 40.3 | 42.1 | +0.2% | +4.4% |
| 27 | Aeropuerto de Barajas | MAD | EUR | 41.9 | 45.5 | 52.1 | 50.8 | 48.3 | 49.8 | 49.6 | 45.2 | 39.7 | 41.8 | -0.03% | +5.3% |
| 28 | George Bush Intercontinental Apt | IAH | NAM | 39.7 | 42.6 | 43.0 | 41.7 | 40.0 | 40.5 | 40.1 | 39.9 | 39.8 | 41.2 | +0.4% | +3.5% |
| 29 | Miami Int'l Apt | MIA | NAM | 31.0 | 32.5 | 33.7 | 34.1 | 33.9 | 35.7 | 38.3 | 39.5 | 40.6 | 40.9 | +3.1% | +0.9% |
| 30 | Guarulhos Int'l Apt | GRU | LAC | 16.9 | 16.6 | 19.6 | 21.0 | 22.3 | 27.4 | 30.4 | 32.5 | 36.2 | 39.8 | +10.0% | +9.9% |

Source: ACI International Airport Traffic Reports

Top 10 Airports in Passenger Volumes (m) for 2014 (10-year Traffic History) - North America

| Rank | Airport Name | IATA Code | Region | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2005-14 CAGR | 2013-14 YoY |
|------|-----------------------------|-----------|--------|------|------|------|------|------|------|------|------|------|------|--------------|-------------|
| 1 | Atlanta Int'l Apt | ATL | NAM | 85.9 | 84.8 | 89.4 | 90.0 | 88.0 | 89.3 | 92.4 | 95.5 | 94.4 | 96.2 | +1.3% | +1.9% |
| 2 | Los Angeles Int'l Apt | LAX | NAM | 61.5 | 61.0 | 61.9 | 59.5 | 56.5 | 59.1 | 61.9 | 63.7 | 66.7 | 70.7 | +1.6% | +6.0% |
| 3 | O'Hare Int'l Apt | ORD | NAM | 76.5 | 77.0 | 76.2 | 69.4 | 64.2 | 66.8 | 66.7 | 66.6 | 66.8 | 70.0 | -1.0% | +4.8% |
| 4 | Dallas/Ft Worth Int'l Apt | DFW | NAM | 59.2 | 60.2 | 59.8 | 57.1 | 56.0 | 56.9 | 57.8 | 58.6 | 60.5 | 63.5 | +0.8% | +5.0% |
| 5 | John F. Kennedy Int'l Apt | JFK | NAM | 41.9 | 43.8 | 47.7 | 47.8 | 45.9 | 46.5 | 47.7 | 49.3 | 50.4 | 53.6 | +2.8% | +6.4% |
| 6 | Denver Int'l Apt | DEN | NAM | 43.4 | 47.3 | 49.9 | 51.2 | 50.2 | 52.2 | 52.8 | 53.2 | 52.6 | 53.5 | +2.3% | +1.7% |
| 7 | San Francisco Int'l Apt | SFO | NAM | 32.8 | 33.6 | 35.8 | 37.2 | 37.3 | 39.3 | 40.9 | 44.4 | 44.9 | 47.1 | +4.1% | +4.8% |
| 8 | Charlotte Douglas Int'l Apt | CLT | NAM | 28.2 | 29.7 | 33.2 | 34.7 | 34.5 | 38.3 | 39.0 | 41.2 | 43.5 | 44.3 | +5.2% | +2.0% |
| 9 | McCarran Int'l Apt | LAS | NAM | 44.0 | 46.2 | 47.0 | 43.2 | 40.5 | 39.8 | 40.6 | 40.8 | 40.9 | 42.9 | -0.3% | +4.7% |
| 10 | Sky Harbor Int'l Apt | PHX | NAM | 41.2 | 41.4 | 42.2 | 39.9 | 37.8 | 38.6 | 40.6 | 40.4 | 40.3 | 42.1 | +0.2% | +4.4% |

Source: ACI International Airport Traffic Reports

Top 10 Airports in Passenger Volumes (m) for 2014 (10-year Traffic History) - Asia Pacific

| Rank | Airport Name | IATA Code | Region | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2005-14 CAGR | 2013-14 YoY |
|------|-----------------------------|-----------|--------|------|------|------|------|------|------|------|------|------|------|--------------|-------------|
| 1 | Beijing Capital Int'l Apt | PEK | ASP | 41.0 | 48.7 | 53.6 | 55.9 | 65.4 | 73.9 | 78.7 | 81.9 | 83.7 | 86.1 | +8.6% | +2.9% |
| 2 | Tokyo Int'l (Haneda) Apt | HND | ASP | 63.3 | 65.8 | 66.8 | 66.8 | 61.9 | 64.2 | 62.6 | 66.8 | 68.9 | 72.8 | +1.6% | +5.7% |
| 3 | Hong Kong Int'l Apt | HKG | ASP | 40.3 | 43.9 | 47.0 | 47.9 | 45.6 | 50.3 | 53.3 | 56.1 | 59.6 | 63.1 | +5.1% | +6.0% |
| 4 | Soekarno-Hatta Int'l Apt | CGK | ASP | 27.9 | 30.6 | 32.5 | 32.2 | 37.1 | 44.4 | 51.2 | 57.8 | 60.1 | 57.0 | +8.2% | -5.2% |
| 5 | Guangzhou Bai Yun Int'l Apt | CAN | ASP | 23.6 | 26.2 | 31.0 | 33.4 | 37.0 | 41.0 | 45.0 | 48.3 | 52.5 | 54.8 | +9.8% | +4.4% |
| 6 | Singapore Changi Apt | SIN | ASP | 32.4 | 35.0 | 36.7 | 37.7 | 37.2 | 42.0 | 46.5 | 51.2 | 53.7 | 54.1 | +5.8% | +0.7% |
| 7 | Pudong Int'l Apt | PVG | ASP | 23.7 | 26.8 | 29.1 | 28.2 | 32.1 | 40.6 | 41.4 | 44.9 | 47.2 | 51.7 | +9.0% | +9.5% |
| 8 | Kuala Lumpur Int'l Apt | KUL | ASP | 23.2 | 24.1 | 26.5 | 27.5 | 29.7 | 34.1 | 37.7 | 39.9 | 47.5 | 48.9 | +8.6% | +3.0% |
| 9 | Suvarnabhumi Int'l Apt | BKK | ASP | 39.0 | 42.8 | 41.2 | 38.6 | 40.5 | 42.8 | 47.9 | 53.0 | 51.4 | 46.4 | +2.0% | -9.6% |
| 10 | Incheon Int'l Apt | ICN | ASP | 26.2 | 28.4 | 31.4 | 30.2 | 28.7 | 33.6 | 35.2 | 39.2 | 41.7 | 45.7 | +6.4% | +9.6% |

Source: ACI International Airport Traffic Reports

Top 10 Airports in Passenger Volumes (m) for 2014 (10-year Traffic History) – Europe

| Rank | Airport Name | IATA Code | Region | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2005-14 CAGR | 2013-14 YoY |
|------|-------------------------------------|-----------|--------|------|------|------|------|------|------|------|------|------|------|--------------|-------------|
| 1 | Heathrow Apt | LHR | EUR | 67.9 | 67.5 | 68.1 | 67.1 | 66.0 | 65.9 | 69.4 | 70.0 | 72.4 | 73.4 | +0.9% | +1.4% |
| 2 | Aéroport de Paris-Charles de Gaulle | CDG | EUR | 53.8 | 56.8 | 59.9 | 60.9 | 57.9 | 58.2 | 61.0 | 61.6 | 62.1 | 63.8 | +1.9% | +2.8% |
| 3 | Flughafen Frankfurt/Main | FRA | EUR | 52.2 | 52.8 | 54.2 | 53.5 | 50.9 | 53.0 | 56.4 | 57.5 | 58.0 | 59.6 | +1.5% | +2.6% |
| 4 | Atatürk Int'l Apt | IST | EUR | 21.1 | 23.3 | 25.6 | 28.6 | 29.9 | 32.2 | 37.4 | 45.1 | 51.3 | 56.8 | +11.6% | +10.6% |
| 5 | Amsterdam Apt | AMS | EUR | 44.2 | 46.1 | 47.8 | 47.4 | 43.6 | 45.2 | 49.8 | 51.0 | 52.6 | 55.0 | +2.5% | +4.6% |
| 6 | Aeropuerto de Barajas | MAD | EUR | 41.9 | 45.5 | 52.1 | 50.8 | 48.3 | 49.8 | 49.6 | 45.2 | 39.7 | 41.8 | -0.03% | +5.3% |
| 7 | Munich Apt | MUC | EUR | 28.6 | 30.8 | 34.0 | 34.5 | 32.7 | 34.7 | 37.8 | 38.4 | 38.7 | 39.7 | +3.7% | +2.7% |
| 8 | Rome Fiumicino Apt | FCO | EUR | 28.6 | 30.1 | 32.9 | 35.1 | 33.7 | 36.2 | 37.7 | 37.0 | 36.2 | 38.5 | +3.4% | +6.5% |
| 9 | Gatwick Apt | LGW | EUR | 32.8 | 34.2 | 35.2 | 34.2 | 32.4 | 31.4 | 33.7 | 34.2 | 35.5 | 38.1 | +1.7% | +7.5% |
| 10 | Barcelona Apt | BCN | EUR | 27.1 | 30.0 | 32.8 | 30.2 | 27.3 | 29.2 | 34.4 | 35.1 | 35.2 | 37.5 | +3.7% | +6.7% |

Source: ACI International Airport Traffic Reports

Top 10 Airports in Passenger Volumes (m) for 2014 (10-year Traffic History) - Latin and Central America

| Rank | Airport Name | IATA Code | Region | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2005-14 CAGR | 2013-14 YoY |
|------|---|-----------|--------|------|------|------|------|------|------|------|------|------|------|--------------|-------------|
| 1 | Guarulhos Int'l Apt | GRU | LAC | 16.9 | 16.6 | 19.6 | 21.0 | 22.3 | 27.4 | 30.4 | 32.5 | 36.2 | 39.8 | +10.0% | +9.9% |
| 2 | Aeropuerto Internacional de la Ciudad de México | MEX | LAC | 24.1 | 24.7 | 25.9 | 26.2 | 24.2 | 24.1 | 26.4 | 29.5 | 31.5 | 34.3 | +4.0% | +8.6% |
| 3 | Aeropuerto Internacional El Dorado | BOG | LAC | 10.6 | 11.8 | 12.8 | 13.5 | 15.0 | 18.8 | 20.3 | 21.9 | 25.0 | 27.4 | +11.1% | +9.5% |
| 4 | Brasilia International Apt - Presidente Juscelino Kubtschek | BSB | LAC | 10.1 | 10.4 | 11.6 | 10.9 | 12.6 | 14.8 | 15.8 | 15.9 | 16.6 | 18.1 | +6.7% | +9.6% |
| 5 | Congonhas International Apt | CGH | LAC | 17.2 | 18.5 | 15.3 | 13.7 | 13.6 | 15.4 | 16.7 | 16.7 | 17.1 | 18.1 | +0.5% | +5.5% |
| 6 | Cancún International Apt | CUN | LAC | 9.4 | 9.9 | 11.5 | 12.8 | 11.3 | 12.6 | 13.1 | 14.6 | 16.0 | 17.5 | +7.1% | +9.3% |
| 7 | Rio de Janeiro International Apt- Galeão Antonio Carlos Jobim | GIG | LAC | 9.2 | 9.4 | 10.8 | 10.7 | 12.1 | 12.6 | 15.2 | 17.7 | 17.3 | 17.4 | +7.3% | +0.5% |
| 8 | Aeropuerto Internacional Arturo Merino Benitez | SCL | LAC | 6.6 | 0.0 | 8.4 | 9.0 | 9.0 | 10.3 | 12.1 | 14.2 | 15.3 | 16.1 | +10.3% | +4.9% |
| 9 | Aeropuerto Internacional "Jorge Chávez" | LIM | LAC | 5.7 | 6.0 | 7.5 | 8.3 | 8.8 | 10.3 | 11.8 | 13.3 | 14.9 | 15.7 | +12.0% | +5.1% |
| 10 | Belo Horizonte Apt | CNF | LAC | 3.1 | 4.0 | 4.5 | 5.0 | 5.9 | 7.6 | 9.9 | 10.7 | 10.5 | 10.8 | +14.8% | +2.5% |

Source: ACI International Airport Traffic Reports

Top 10 Airports in Passenger Volumes (m) for 2014 (10-year Traffic History) – Africa

| Rank | Airport Name | IATA Code | Region | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2005-14 CAGR | 2013-14 YoY |
|------|--|-----------|--------|------|------|------|------|------|------|------|------|------|------|--------------|-------------|
| 1 | OR Tambo International Apt | JNB | AFR | 15.8 | 17.3 | 17.8 | 18.6 | 17.6 | 17.0 | 18.9 | 18.7 | 18.9 | 19.2 | +2.2% | +1.3% |
| 2 | Cairo International Apt | CAI | AFR | 10.2 | 10.8 | 12.6 | 14.4 | 14.4 | 16.1 | 13.0 | 14.8 | 13.8 | 14.7 | +4.1% | +6.6% |
| 3 | Cape Town International Apt | CPT | AFR | 6.7 | 7.2 | 7.5 | 8.2 | 7.7 | 8.1 | 8.4 | 8.5 | 8.3 | 8.6 | +2.8% | +3.4% |
| 4 | Aéroport Mohammed V | CMN | AFR | 4.5 | 5.0 | 5.9 | 6.2 | 6.4 | 7.2 | 7.3 | 7.2 | 7.6 | 8.0 | +6.7% | +5.4% |
| 5 | Lagos Apt | LOS | AFR | 3.8 | 4.0 | 4.5 | 5.2 | 5.7 | 6.1 | 6.8 | 7.2 | 6.3 | 7.6 | +7.9% | +20.2% |
| 6 | Hurghada Apt | HRG | AFR | 4.5 | 4.8 | 5.9 | 6.7 | 6.7 | 8.1 | 6.0 | 7.1 | 5.8 | 7.2 | +5.3% | +24.9% |
| 7 | Aéroport d'Alger Houari Boumediène | ALG | AFR | 3.4 | 3.5 | 3.8 | 4.1 | 4.5 | 4.3 | 4.8 | 5.4 | 5.9 | 6.5 | +7.4% | +9.1% |
| 8 | Jomo Kenyatta International Apt | NBO | AFR | 4.3 | 4.4 | 4.9 | 4.8 | 5.1 | 5.5 | 6.3 | 6.3 | 5.9 | 6.3 | +4.6% | +6.7% |
| 9 | Sharm El Sheikh | SSH | AFR | 4.8 | 5.1 | 6.4 | 7.7 | 7.4 | 8.7 | 5.5 | 6.6 | 6.0 | 6.2 | +3.1% | +4.8% |
| 10 | Aéroport International de Tunis Carthage | TUN | AFR | 3.7 | 3.6 | 3.9 | 4.2 | 4.3 | 4.6 | 4.0 | 5.2 | 5.4 | 5.1 | +3.9% | -5.6% |

Source: ACI International Airport Traffic Reports

Top 10 Airports in Passenger Volumes (m) for 2014 (10-year Traffic History) - Middle East

| Rank | Airport Name | IATA Code | Region | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2005-14 CAGR | 2013-14 YoY |
|------|----------------------------------|-----------|--------|------|------|------|------|------|------|------|------|------|------|--------------|-------------|
| 1 | Dubai International Apt | DXB | MEA | 24.8 | 28.8 | 34.3 | 37.4 | 40.9 | 47.2 | 51.0 | 57.7 | 66.4 | 70.5 | +12.3% | +6.1% |
| 2 | King Abdulaziz International Apt | JED | MEA | 13.3 | 13.4 | 14.4 | 15.3 | 16.0 | 17.9 | 20.9 | 25.8 | 22.2 | 26.8 | +8.1% | +20.6% |
| 3 | Doha International Apt | DOH | MEA | 9.4 | 11.4 | 13.9 | 12.4 | 13.3 | 15.9 | 18.2 | 21.3 | 23.4 | 26.5 | +12.2% | +13.2% |
| 4 | King Khaled International Apt | RUH | MEA | 10.9 | 11.3 | 12.1 | 10.8 | 13.2 | 14.1 | 15.4 | 17.7 | 19.1 | 20.5 | +7.2% | +7.3% |
| 5 | Abu Dhabi International Apt | AUH | MEA | 5.5 | 5.3 | 6.9 | 9.0 | 9.7 | 10.9 | 12.4 | 14.7 | 16.5 | 19.9 | +15.4% | +20.2% |
| 6 | Ben Gurion International Apt | TLV | MEA | 8.9 | 9.2 | 10.5 | 11.5 | 10.5 | 12.2 | 13.0 | 13.1 | 14.2 | 14.9 | +5.9% | +5.0% |
| 7 | Kuwait International Apt | KWI | MEA | 5.5 | 6.1 | 7.0 | 7.3 | 8.2 | 8.4 | 8.5 | 9.0 | 9.4 | 10.4 | +7.4% | +10.5% |
| 8 | Sharjah International Apt | SHJ | MEA | 2.2 | 3.1 | 4.3 | 5.3 | 5.8 | 6.3 | 6.6 | 7.5 | 8.5 | 9.5 | +17.5% | +11.8% |
| 9 | Muscat International Apt | MCT | MEA | 3.8 | 4.8 | 4.2 | 4.0 | 4.6 | 5.8 | 6.5 | 7.5 | 8.3 | 8.7 | +9.8% | +4.8% |
| 10 | King Fahd International Apt | DMM | MEA | 3.2 | 3.6 | 4.2 | 4.4 | 4.5 | 5.0 | 5.6 | 6.4 | 7.3 | 8.1 | +10.7% | +11.9% |

Source: ACI International Airport Traffic Reports

Top 30 Airports Worldwide in Air Transport Movements ('000s) for 2014 (10-year Traffic History)

| Rank | Airport Name | IATA Code | Region | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2005-14 CAGR | 2013-14 YoY |
|------|---|-----------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------|-------------|
| 1 | O'Hare Int'l Apt | ORD | NAM | 942.2 | 926.7 | 910.7 | 861.8 | 807.0 | 861.0 | 859.6 | 857.0 | 860.5 | 881.9 | -0.7% | +2.5% |
| 2 | Hartsfield-Jackson Atlanta Int'l Apt | ATL | NAM | 967.7 | 965.5 | 981.4 | 968.1 | 962.1 | 719.8 | 916.8 | 922.1 | 903.6 | 868.4 | -1.2% | -3.9% |
| 3 | Dallas/Ft Worth Int'l Apt | DFW | NAM | 485.2 | 693.1 | 679.1 | 649.6 | 472.3 | 471.0 | 640.5 | 643.9 | 671.4 | 679.8 | +3.8% | +1.2% |
| 4 | Los Angeles Int'l Apt | LAX | NAM | 610.6 | 608.5 | 612.1 | 585.5 | 527.6 | 546.4 | 572.3 | 574.5 | 583.1 | 636.7 | +0.5% | +9.2% |
| 5 | Beijing Capital Int'l Apt | PEK | ASP | 341.7 | 376.6 | 399.7 | 431.7 | 488.5 | 517.6 | 533.3 | 557.2 | 567.8 | 581.8 | +6.1% | +2.5% |
| 6 | Denver Int'l Apt | DEN | NAM | 549.0 | 584.4 | 608.3 | 614.7 | 603.4 | 626.2 | 625.1 | 608.5 | 578.6 | 565.5 | +0.3% | -2.3% |
| 7 | Charlotte Douglas Int'l Apt | CLT | NAM | 484.2 | 474.9 | 488.8 | 504.4 | 484.1 | 331.1 | 329.7 | 343.1 | 531.1 | 545.2 | +1.3% | +2.6% |
| 8 | McCarran Int'l Apt | LAS | NAM | 533.9 | 552.2 | 546.8 | 526.5 | 468.5 | 370.8 | 395.3 | 389.8 | 386.1 | 522.4 | -0.2% | +35.3% |
| 9 | George Bush Intercontinental Apt | IAH | NAM | 547.2 | 578.9 | 581.4 | 556.2 | 525.9 | 514.2 | 505.2 | 490.3 | 483.6 | 508.9 | -0.8% | +5.2% |
| 10 | Heathrow Apt | LHR | EUR | 472.0 | 470.8 | 475.7 | 473.1 | 460.0 | 449.2 | 476.2 | 471.3 | 469.6 | 472.8 | +0.0% | +0.7% |
| 11 | Aéroport de Paris-Charles de Gaulle | CDG | EUR | 513.7 | 533.0 | 543.8 | 551.2 | 518.0 | 491.9 | 506.9 | 491.3 | 472.2 | 471.3 | -1.0% | -0.2% |
| 12 | Flughafen Frankfurt/Main | FRA | EUR | 482.1 | 482.4 | 485.9 | 479.6 | 457.9 | 458.3 | 481.1 | 475.6 | 465.9 | 469.0 | -0.3% | +0.7% |
| 13 | Amsterdam Apt | AMS | EUR | 404.6 | 423.1 | 436.0 | 428.3 | 391.3 | 386.3 | 420.2 | 423.4 | 425.6 | 452.7 | +1.3% | +6.4% |
| 14 | Atatürk Int'l Apt | IST | EUR | 204.2 | 225.5 | 243.4 | 254.5 | 265.8 | 273.8 | 301.5 | 346.1 | 386.0 | 439.5 | +8.9% | +13.9% |
| 15 | Toronto Pearson Int'l Apt | YYZ | NAM | 359.4 | 373.5 | 389.3 | 392.3 | 376.0 | 386.3 | 331.9 | 402.7 | 401.3 | 434.8 | +2.1% | +8.4% |
| 16 | San Francisco Int'l Apt | SFO | NAM | 331.4 | 338.1 | 337.3 | 351.2 | 349.7 | 356.5 | 372.2 | 393.7 | 392.3 | 431.6 | +3.0% | +10.0% |
| 17 | Sky Harbor Int'l Apt | PHX | NAM | 504.1 | 499.3 | 494.9 | 468.9 | 432.4 | 424.9 | 438.9 | 425.7 | 436.2 | 430.5 | -1.7% | -1.3% |
| 18 | Tokyo Int'l (Haneda) Apt | HND | ASP | 309.1 | 324.1 | 331.8 | 339.6 | 335.7 | 342.8 | 379.7 | 391.2 | 403.2 | 425.6 | +3.6% | +5.5% |
| 19 | John F. Kennedy Int'l Apt | JFK | NAM | 341.8 | 368.8 | 436.7 | 432.8 | 409.8 | 391.7 | 403.6 | 392.0 | 396.5 | 422.9 | +2.4% | +6.7% |
| 20 | Philadelphia Int'l Apt | PHL | NAM | 508.1 | 490.2 | 474.1 | 467.7 | 450.7 | 437.3 | 433.3 | 428.5 | 418.7 | 419.3 | -2.1% | +0.1% |
| 21 | Guangzhou Bai Yun Int'l Apt | CAN | ASP | 210.4 | 231.3 | 259.6 | 279.0 | 307.6 | 327.8 | 347.5 | 371.5 | 392.3 | 412.2 | +7.8% | +5.1% |
| 22 | Minneapolis/St Paul Int'l Apt | MSP | NAM | 493.5 | 436.2 | 420.1 | 417.2 | 406.1 | 406.6 | 408.4 | 399.0 | 408.3 | 412.0 | -2.0% | +0.9% |
| 23 | Aeropuerto Internacional de la Ciudad de México | MEX | LAC | 305.9 | 329.5 | 352.4 | 343.2 | 324.9 | 313.9 | 321.1 | 349.9 | 358.9 | 410.0 | +3.3% | +14.2% |
| 24 | Miami Int'l Apt | MIA | NAM | 373.4 | 378.5 | 384.4 | 370.9 | 347.2 | 370.8 | 389.5 | 387.6 | 395.9 | 403.0 | +0.8% | +1.8% |
| 25 | Pudong Int'l Apt | PVG | ASP | 202.4 | 229.8 | 250.9 | 262.5 | 284.8 | 328.1 | 340.5 | 358.3 | 367.9 | 402.1 | +7.9% | +9.3% |
| 26 | Hong Kong Int'l Apt | HKG | ASP | 259.3 | 275.7 | 290.3 | 295.6 | 274.3 | 299.2 | 325.7 | 342.3 | 363.0 | 401.9 | +5.0% | +10.7% |
| 27 | Newark Liberty Int'l Apt | EWR | NAM | 422.4 | 430.0 | 420.9 | 421.7 | 400.2 | 392.2 | 399.0 | 403.2 | 402.4 | 398.6 | -0.6% | -0.9% |
| 28 | Detroit Metropolitan Wayne County Apt | DTW | NAM | 508.5 | 469.1 | 456.1 | 452.6 | 425.6 | 445.7 | 436.5 | 421.6 | 419.7 | 392.7 | -2.8% | -6.5% |
| 29 | Soekarno-Hatta Int'l Apt | CGK | ASP | 241.6 | 246.9 | 248.5 | 250.2 | 272.9 | 305.5 | 345.5 | 380.3 | 399.0 | 382.3 | +5.2% | -4.2% |
| 30 | Munich Apt | MUC | EUR | 374.6 | 386.1 | 406.6 | 408.3 | 376.8 | 367.8 | 388.0 | 376.9 | 361.8 | 376.7 | +0.1% | +4.1% |

Source: ACI International Airport Traffic Reports

Top 10 Airports in Air Transport Movements ('000s) for 2014 (10-year Traffic History) - North America

| Rank | Airport Name | IATA Code | Region | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2005-14 CAGR | 2013-14 YoY |
|------|--------------------------------------|-----------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------|-------------|
| 1 | O'Hare Int'l Apt | ORD | NAM | 942.2 | 926.7 | 910.7 | 861.8 | 807.0 | 861.0 | 859.6 | 857.0 | 860.5 | 881.9 | -0.7% | +2.5% |
| 2 | Hartsfield-Jackson Atlanta Int'l Apt | ATL | NAM | 967.7 | 965.5 | 981.4 | 968.1 | 962.1 | 719.8 | 916.8 | 922.1 | 903.6 | 868.4 | -1.2% | -3.9% |
| 3 | Dallas/Ft Worth Int'l Apt | DFW | NAM | 485.2 | 693.1 | 679.1 | 649.6 | 472.3 | 471.0 | 640.5 | 643.9 | 671.4 | 679.8 | +3.8% | +1.2% |
| 4 | Los Angeles Int'l Apt | LAX | NAM | 610.6 | 608.5 | 612.1 | 585.5 | 527.6 | 546.4 | 572.3 | 574.5 | 583.1 | 636.7 | +0.5% | +9.2% |
| 5 | Denver Int'l Apt | DEN | NAM | 549.0 | 584.4 | 608.3 | 614.7 | 603.4 | 626.2 | 625.1 | 608.5 | 578.6 | 565.5 | +0.3% | -2.3% |
| 6 | Charlotte Douglas Int'l Apt | CLT | NAM | 484.2 | 474.9 | 488.8 | 504.4 | 484.1 | 331.1 | 329.7 | 343.1 | 531.1 | 545.2 | +1.3% | +2.6% |
| 7 | McCarran Int'l Apt | LAS | NAM | 533.9 | 552.2 | 546.8 | 526.5 | 468.5 | 370.8 | 395.3 | 389.8 | 386.1 | 522.4 | -0.2% | +35.3% |
| 8 | George Bush Intercontinental Apt | IAH | NAM | 547.2 | 578.9 | 581.4 | 556.2 | 525.9 | 514.2 | 505.2 | 490.3 | 483.6 | 508.9 | -0.8% | +5.2% |
| 9 | Toronto Pearson Int'l Apt | YYZ | NAM | 359.4 | 373.5 | 389.3 | 392.3 | 376.0 | 386.3 | 331.9 | 402.7 | 401.3 | 434.8 | +2.1% | +8.4% |
| 10 | San Francisco Int'l Apt | SFO | NAM | 331.4 | 338.1 | 337.3 | 351.2 | 349.7 | 356.5 | 372.2 | 393.7 | 392.3 | 431.6 | +3.0% | +10.0% |

Source: ACI International Airport Traffic Reports

Top 10 Airports in Air Transport Movements ('000s) for 2014 (10-year Traffic History) - Asia Pacific

| Rank | Airport Name | IATA Code | Region | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2005-14 CAGR | 2013-14 YoY |
|------|-----------------------------|-----------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------|-------------|
| 1 | Beijing Capital Int'l Apt | PEK | ASP | 341.7 | 376.6 | 399.7 | 431.7 | 488.5 | 517.6 | 533.3 | 557.2 | 567.8 | 581.8 | +6.1% | +2.5% |
| 2 | Tokyo Int'l (Haneda) Apt | HND | ASP | 309.1 | 324.1 | 331.8 | 339.6 | 335.7 | 342.8 | 379.7 | 391.2 | 403.2 | 425.6 | +3.6% | +5.5% |
| 3 | Guangzhou Bai Yun Int'l Apt | CAN | ASP | 210.4 | 231.3 | 259.6 | 279.0 | 307.6 | 327.8 | 347.5 | 371.5 | 392.3 | 412.2 | +7.8% | +5.1% |
| 4 | Pudong Int'l Apt | PVG | ASP | 202.4 | 229.8 | 250.9 | 262.5 | 284.8 | 328.1 | 340.5 | 358.3 | 367.9 | 402.1 | +7.9% | +9.3% |
| 5 | Hong Kong Int'l Apt | HKG | ASP | 259.3 | 275.7 | 290.3 | 295.6 | 274.3 | 299.2 | 325.7 | 342.3 | 363.0 | 401.9 | +5.0% | +10.7% |
| 6 | Soekarno-Hatta Int'l Apt | CGK | ASP | 241.6 | 246.9 | 248.5 | 250.2 | 272.9 | 305.5 | 345.5 | 380.3 | 399.0 | 382.3 | +5.2% | -4.2% |
| 7 | Singapore Changi Apt | SIN | ASP | 204.1 | 214.2 | 220.7 | 231.9 | 240.4 | 263.6 | 301.7 | 324.7 | 343.8 | 347.2 | +6.1% | +1.0% |
| 8 | KL Int'l Apt | KUL | ASP | 181.3 | 182.5 | 192.3 | 209.7 | 225.3 | 244.2 | 268.3 | 282.3 | 325.5 | 340.9 | +7.3% | +4.7% |
| 9 | Sydney Int'l Apt | SYD | ASP | 262.7 | 261.4 | 266.5 | 279.6 | 272.5 | 291.7 | 289.0 | 300.3 | 305.1 | 327.1 | +2.5% | +7.2% |
| 10 | Indira Gandhi Int'l Apt | DEL | ASP | 142.2 | 176.7 | 207.9 | 219.6 | 224.8 | 246.3 | 289.6 | 284.5 | 286.9 | 323.7 | +9.6% | +12.8% |

Source: ACI International Airport Traffic Reports

Top 10 Airports in Air Transport Movements ('000s) for 2014 (10-year Traffic History) – Europe

| Rank | Airport Name | IATA Code | Region | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2005-14 CAGR | 2013-14 YoY |
|------|--------------------------|-----------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------|-------------|
| 1 | Heathrow Apt | LHR | EUR | 472.0 | 470.8 | 475.7 | 473.1 | 460.0 | 449.2 | 476.2 | 471.3 | 469.6 | 472.8 | +0.0% | +0.7% |
| 2 | Aéroport de Paris | CDG | EUR | 513.7 | 533.0 | 543.8 | 551.2 | 518.0 | 491.9 | 506.9 | 491.3 | 472.2 | 471.3 | -1.0% | -0.2% |
| 3 | Flughafen Frankfurt/Main | FRA | EUR | 482.1 | 482.4 | 485.9 | 479.6 | 457.9 | 458.3 | 481.1 | 475.6 | 465.9 | 469.0 | -0.3% | +0.7% |
| 4 | Amsterdam Apt | AMS | EUR | 404.6 | 423.1 | 436.0 | 428.3 | 391.3 | 386.3 | 420.2 | 423.4 | 425.6 | 452.7 | +1.3% | +6.4% |
| 5 | Atatürk Int'l Apt | IST | EUR | 204.2 | 225.5 | 243.4 | 254.5 | 265.8 | 273.8 | 301.5 | 346.1 | 386.0 | 439.5 | +8.9% | +13.9% |
| 6 | Munich Apt | MUC | EUR | 374.6 | 386.1 | 406.6 | 408.3 | 376.8 | 367.8 | 388.0 | 376.9 | 361.8 | 376.7 | +0.1% | +4.1% |
| 7 | Aeropuerto de Barajas | MAD | EUR | 414.4 | 433.2 | 481.9 | 468.4 | 434.0 | 432.4 | 428.3 | 372.4 | 332.4 | 342.6 | -2.1% | +3.1% |
| 8 | Aeroporto di Roma | FCO | EUR | 303.0 | 310.1 | 328.2 | 340.7 | 318.9 | 323.3 | 324.1 | 309.3 | 298.0 | 312.1 | +0.3% | +4.7% |
| 9 | Aeropuerto de Barcelona | BCN | EUR | 304.6 | 324.1 | 349.5 | 318.5 | 276.4 | 275.0 | 300.6 | 287.5 | 273.8 | 283.9 | -0.8% | +3.7% |
| 10 | Domodedovo Int'l Apt | DME | EUR | 131.1 | 148.0 | 178.0 | 192.1 | 180.3 | 208.7 | 239.8 | 250.3 | 260.0 | 277.8 | +8.7% | +6.8% |

Source: ACI International Airport Traffic Reports

Top 10 Airports in Air Transport Movements ('000s) for 2014 (10-year Traffic History) - Latin and Central America

| Rank | Airport Name | IATA Code | Region | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2005-14 CAGR | 2013-14 YoY |
|------|---|-----------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------|-------------|
| 1 | Aeropuerto Internacional de la Ciudad de México | MEX | LAC | 305.9 | 329.5 | 352.4 | 343.2 | 324.9 | 313.9 | 321.1 | 349.9 | 358.9 | 410.0 | +3.3% | +14.2% |
| 2 | Aeropuerto Internacional El Dorado | BOG | LAC | 167.7 | 177.6 | 185.1 | 219.1 | 230.2 | 240.5 | 273.8 | 277.0 | 283.6 | 335.2 | +8.0% | +18.2% |
| 3 | Guarulhos Int'l Apt | GRU | LAC | 142.6 | 144.2 | 175.0 | 181.3 | 198.3 | 236.3 | 257.3 | 261.4 | 267.1 | 304.6 | +8.8% | +14.0% |
| 4 | Congonhas Int'l Apt | CGH | LAC | 191.2 | 194.3 | 171.1 | 159.6 | 161.8 | 170.2 | 175.6 | 179.2 | 177.3 | 205.4 | +0.8% | +15.8% |
| 5 | Brasilia Int'l Apt | BSB | LAC | 112.8 | 113.0 | 123.5 | 128.0 | 137.3 | 152.0 | 163.4 | 161.4 | - | 183.9 | +5.6% | N/A |
| 6 | Aeropuerto Internacional "Jorge Chávez" | LIM | LAC | 66.5 | 70.5 | 82.8 | 88.4 | 95.7 | 108.6 | 124.3 | 136.5 | 142.5 | 155.1 | +9.9% | +8.8% |
| 7 | Cancún Int'l Apt | CUN | LAC | 86.6 | 90.4 | 107.4 | 113.8 | 103.8 | 112.4 | 113.2 | 120.1 | 128.0 | 146.2 | +6.0% | +14.2% |
| 8 | Luis Muñoz Marín Int'l Apt | SJU | LAC | 152.8 | 153.5 | 150.6 | 144.9 | 129.8 | 127.1 | 121.4 | 123.5 | - | 143.9 | -0.7% | N/A |
| 9 | Aeropuerto Internacional Arturo Merino Benítez | SCL | LAC | 70.6 | - | 85.6 | 90.8 | 86.7 | 97.6 | 112.1 | 122.3 | 127.2 | 141.3 | +8.0% | +11.1% |
| 10 | Rio de Janeiro Int'l Apt | GIG | LAC | 95.1 | 97.5 | 114.8 | 125.3 | 114.8 | 117.3 | 133.5 | 148.4 | 135.9 | 140.7 | +4.5% | +3.5% |

Source: ACI International Airport Traffic Reports

Top 10 Airports in Air Transport Movements ('000s) for 2014 (10-year Traffic History) – Africa

| Rank | Airport Name | IATA Code | Region | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2005-14 CAGR | 2013-14 YoY |
|------|------------------------------------|-----------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------|-------------|
| 1 | OR Tambo Int'l Apt | JNB | AFR | 186.5 | 192.8 | 210.8 | 197.9 | 189.7 | 180.9 | 188.6 | 182.7 | 189.9 | 216.4 | +1.7% | +13.9% |
| 2 | Cairo Int'l Apt | CAI | AFR | 93.4 | 97.7 | 110.6 | 125.0 | 132.0 | 143.9 | 129.6 | 142.7 | 138.2 | 142.6 | +4.8% | +3.2% |
| 3 | Jomo Kenyatta Int'l Apt | NBO | AFR | 56.4 | 55.1 | 64.2 | 66.4 | 67.3 | 73.3 | 86.3 | 82.4 | 84.3 | 99.7 | +6.5% | +18.2% |
| 4 | Cape Town Int'l Apt | CPT | AFR | 67.6 | 67.9 | 72.3 | 77.4 | 75.0 | 76.0 | 77.1 | 73.3 | 69.7 | 90.4 | +3.3% | +29.7% |
| 5 | Aéroport Mohammed V | CMN | AFR | 59.6 | 64.2 | 70.1 | 68.4 | 69.1 | 76.2 | 71.4 | 67.6 | 72.5 | 79.0 | +3.2% | +9.0% |
| 6 | Julius Nyerere Int'l Apt | DAR | AFR | 46.6 | 49.2 | 51.2 | 59.6 | 54.6 | 58.9 | 66.9 | 74.1 | 75.7 | 78.0 | +5.9% | +3.0% |
| 7 | Aéroport d'Alger Houari Boumédiène | ALG | AFR | 43.5 | 44.0 | 45.2 | 47.6 | 53.2 | 54.0 | 60.3 | 62.5 | 68.6 | 76.8 | +6.5% | +11.9% |
| 8 | Nnamdi Azikiwe Int'l Apt | ABV | AFR | - | 37.2 | 38.6 | 41.5 | 53.6 | 60.3 | 66.2 | 55.8 | 47.8 | 66.0 | N/A | +38.0% |
| 9 | Port Elizabeth National Apt | PLZ | AFR | 19.7 | 19.7 | 22.8 | 23.0 | 22.2 | 22.3 | 22.4 | 20.3 | 18.9 | 61.9 | +13.6% | +227.6% |
| 10 | Aéroport Int'l de Tunis Carthage | TUN | AFR | 38.4 | 38.1 | 40.7 | 44.0 | 44.9 | 45.9 | 40.0 | 51.2 | 53.0 | 60.2 | +5.1% | +13.7% |

Source: ACI International Airport Traffic Reports

Top 10 Airports in Air Transport Movements ('000s) for 2014 (10-year Traffic History) - Middle East

| Rank | Airport Name | IATA Code | Region | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2005-14 CAGR | 2013-14 YoY |
|------|--------------------------|-----------|--------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|--------------|-------------|
| 1 | Dubai Int'l Apt | DXB | MEA | 193.4 | 211.6 | 231.0 | 240.0 | 257.5 | 281.5 | 300.6 | 320.4 | 350.6 | 359.6 | +7.1% | +2.6% |
| 2 | Doha Int'l Apt | DOH | MEA | 60.8 | 69.2 | 80.1 | 92.7 | 101.2 | 118.8 | 136.7 | 155.6 | 167.8 | 218.2 | +15.2% | +30.0% |
| 3 | King Abdulaziz Int'l Apt | JED | MEA | 80.9 | 88.4 | 101.3 | 114.9 | 137.1 | 129.7 | 141.7 | 159.3 | 150.9 | 182.9 | +9.5% | +21.2% |
| 4 | King Khaled Int'l Apt | RUH | MEA | 71.0 | 79.9 | 96.7 | 98.9 | 106.4 | 109.6 | 116.1 | 133.2 | 144.4 | 163.4 | +9.7% | +13.2% |
| 5 | Abu Dhabi Int'l Apt | AUH | MEA | 50.1 | 47.2 | 54.6 | 68.9 | 81.0 | 91.8 | 97.5 | 103.3 | 116.0 | 154.8 | +13.4% | +33.5% |
| 6 | Ben Gurion Int'l Apt | TLV | MEA | 60.6 | 71.3 | 77.9 | 87.3 | 81.7 | 88.9 | 93.3 | 92.1 | 98.6 | 108.2 | +6.7% | +9.7% |
| 7 | Bahrain Int'l Apt | BAH | MEA | 57.5 | 68.5 | 83.0 | 90.5 | 94.2 | 95.7 | 93.0 | 96.0 | 81.5 | 96.2 | +5.9% | +18.1% |
| 8 | Kuwait Int'l Apt | KWI | MEA | 42.6 | 50.2 | 57.0 | 61.5 | 78.6 | 79.4 | 71.5 | 74.8 | 77.4 | 92.0 | +8.9% | +18.8% |
| 9 | Muscat Int'l Apt | MCT | MEA | 42.3 | 45.2 | 36.2 | 39.6 | 49.8 | 61.3 | 63.3 | 68.5 | 75.6 | 82.4 | +7.7% | +8.9% |
| 10 | King Fahd Int'l Apt | DMM | MEA | 24.5 | 29.2 | 39.3 | 39.0 | 41.1 | 45.5 | 50.9 | 55.8 | 61.0 | 79.3 | +14.0% | +30.0% |

Source: ACI International Airport Traffic Reports

Top 30 Airports Worldwide in Cargo Volumes ('000s tonnes) for 2014 (10-year Traffic History)

| Rank | Airport Name | IATA Code | Region | 2005 | 2006 | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2005-14 CAGR | 2013-14 YoY |
|------|-----------------------|-----------|--------|---------|---------|---------|---------|---------|---------|---------|---------|---------|---------|--------------|-------------|
| 1 | Hong Kong (HKG) | HKG | ASP | 3,433.3 | 3,609.8 | 3,774.0 | 3,660.9 | 3,385.3 | 4,165.9 | 3,976.8 | 4,066.7 | 4,166.3 | 4,411.2 | +2.8% | +5.9% |
| 2 | Memphis (MEM) | MEM | NAM | 3,598.5 | 3,692.1 | 3,840.5 | 3,695.4 | 3,697.1 | 3,916.8 | 3,916.4 | 4,016.0 | 4,137.8 | 4,258.5 | +1.9% | +2.9% |
| 3 | Pudong (PVG) | PVG | ASP | 1,856.7 | 2,168.1 | 2,559.3 | 2,602.9 | 2,543.4 | 3,228.1 | 3,085.3 | 2,939.2 | 2,928.5 | 3,181.4 | +6.2% | +8.6% |
| 4 | Seoul Incheon (ICN) | ICN | ASP | 2,150.1 | 2,336.6 | 2,555.6 | 2,423.7 | 2,313.0 | 2,684.5 | 2,539.2 | 2,456.7 | 2,464.4 | 2,557.7 | +1.9% | +3.8% |
| 5 | Anchorage (ANC) | ANC | NAM | 2,553.9 | 2,691.4 | 2,825.5 | 2,339.8 | 1,994.6 | 2,646.7 | 2,543.1 | 2,463.7 | 2,421.1 | 2,482.2 | -0.3% | +2.5% |
| 6 | Dubai (DXB) | DXB | MEA | 1,314.9 | 1,503.7 | 1,668.5 | 1,825.0 | 1,927.5 | 2,270.5 | 2,269.8 | 2,279.6 | 2,435.6 | 2,367.6 | +6.8% | -2.8% |
| 7 | Louisville(SDF) | SDF | NAM | 1,815.2 | 1,983.0 | 2,078.9 | 1,974.3 | 1,949.5 | 2,166.7 | 2,188.4 | 2,168.4 | 2,216.1 | 2,293.1 | +2.6% | +3.5% |
| 8 | Tokyo Narita (NRT) | NRT | ASP | 2,291.1 | 2,280.8 | 2,254.4 | 2,100.4 | 1,852.0 | 2,167.9 | 1,945.4 | 2,006.2 | 2,019.8 | 2,132.4 | -0.8% | +5.6% |
| 9 | Frankfurt (FRA) | FRA | EUR | 1,962.9 | 2,127.6 | 2,168.9 | 2,111.0 | 1,887.7 | 2,275.0 | 2,214.9 | 2,066.3 | 2,094.5 | 2,132.1 | +0.9% | +1.8% |
| 10 | Taipei (TPE) | TPE | ASP | 1,705.3 | 1,698.8 | 1,605.7 | 1,493.1 | 1,358.3 | 1,767.1 | 1,627.5 | 1,576.5 | 1,571.8 | 2,088.7 | +2.3% | +32.9% |
| 11 | Miami (MIA) | MIA | NAM | 1,754.6 | 1,830.6 | 1,923.0 | 1,806.8 | 1,557.4 | 1,835.8 | 1,841.9 | 1,929.9 | 1,945.0 | 1,998.8 | +1.5% | +2.8% |
| 12 | Paris (CDG) | CDG | EUR | 2,010.4 | 2,130.7 | 2,297.9 | 2,280.1 | 2,054.5 | 2,399.1 | 2,300.1 | 2,151.0 | 2,069.2 | 1,890.8 | -0.7% | -8.6% |
| 13 | Singapore (SIN) | SIN | ASP | 1,854.6 | 1,931.9 | 1,918.2 | 1,883.9 | 1,660.7 | 1,841.0 | 1,898.9 | 1,841.9 | 1,886.0 | 1,879.9 | +0.2% | -0.3% |
| 14 | Beijing (PEK) | PEK | ASP | 782.1 | 1,028.9 | 1,192.6 | 1,365.8 | 1,475.6 | 1,551.5 | 1,640.2 | 1,799.9 | 1,843.7 | 1,831.2 | +9.9% | -0.7% |
| 15 | Los Angeles (LAX) | LAX | NAM | 1,938.4 | 1,907.5 | 1,884.3 | 1,629.5 | 1,509.2 | 1,747.6 | 1,681.6 | 1,781.0 | 1,747.3 | 1,818.8 | -0.7% | +4.1% |
| 16 | Chicago O'Hare (ORD) | ORD | NAM | 1,546.2 | 1,558.2 | 1,533.6 | 1,332.1 | 1,047.9 | 1,376.6 | 1,311.6 | 1,254.2 | 1,228.8 | 1,672.5 | +0.9% | +36.1% |
| 17 | Amsterdam (AMS) | AMS | EUR | 1,495.9 | 1,566.8 | 1,651.4 | 1,602.6 | 1,317.1 | 1,538.1 | 1,549.7 | 1,511.8 | 1,566.0 | 1,670.7 | +1.2% | +6.7% |
| 18 | London Heathrow (LHR) | LHR | EUR | 1,389.6 | 1,343.9 | 1,395.9 | 1,486.3 | 1,349.6 | 1,551.4 | 1,569.4 | 1,556.2 | 1,515.1 | 1,588.7 | +1.5% | +4.9% |
| 19 | Guangzhou (CAN) | CAN | ASP | 750.6 | 824.9 | 694.9 | 685.9 | 955.3 | 1,144.5 | 1,180.0 | 1,248.8 | 1,309.7 | 1,454.0 | +7.6% | +11.0% |
| 20 | New York (JFK) | JFK | NAM | 1,660.7 | 1,636.4 | 1,607.1 | 1,450.6 | 1,144.9 | 1,344.1 | 1,349.0 | 1,283.5 | 1,295.5 | 1,315.6 | -2.6% | +1.6% |
| 21 | Bangkok (BKK) | BKK | ASP | 1,140.8 | 1,181.8 | 1,220.0 | 1,173.1 | 1,045.2 | 1,310.1 | 1,321.9 | 1,345.5 | 1,236.2 | 1,231.4 | +0.9% | -0.4% |
| 22 | Tokyo Haneda (HND) | HND | ASP | 799.1 | 837.3 | 852.5 | 852.4 | 779.1 | 818.8 | 873.3 | 909.6 | 954.4 | 1,098.2 | +3.6% | +15.1% |
| 23 | Indianapolis (IND) | IND | NAM | 985.5 | 987.4 | 998.7 | 1,040.0 | 944.8 | 1,012.6 | 971.7 | 989.1 | 991.3 | 999.1 | +0.2% | +0.8% |
| 24 | Doha (DOH) | DOH | MEA | 210.6 | 267.4 | 365.3 | 446.4 | 512.0 | 707.8 | 808.1 | 844.5 | 883.3 | 995.4 | +18.8% | +12.7% |
| 25 | Shenzhen (SZX) | SZX | ASP | 466.5 | 559.2 | 616.0 | 598.0 | 605.5 | 809.1 | 828.4 | 854.9 | 913.5 | 963.9 | +8.4% | +5.5% |
| 26 | Leipzig (LEJ) | LEJ | EUR | 11.8 | 26.5 | 85.4 | 429.9 | 507.2 | 638.5 | 744.0 | 846.1 | 878.0 | 906.5 | +61.9% | +3.2% |
| 27 | Abu Dhabi (AUH) | AUH | MEA | 215.3 | 258.7 | 317.2 | 356.0 | 382.5 | 442.3 | 488.0 | 574.0 | 712.5 | 806.1 | +15.8% | +13.1% |
| 28 | Kuala Lumpur (KUL) | KUL | ASP | 656.7 | 677.4 | 652.9 | 667.5 | 601.6 | 694.3 | 694.3 | 702.2 | 713.3 | 776.7 | +1.9% | +8.9% |
| 29 | Kansai (KIX) | KIX | ASP | 869.5 | 842.0 | 846.0 | 845.5 | 608.9 | 759.3 | 743.0 | 723.1 | 682.3 | 745.9 | -1.7% | +9.3% |
| 30 | Cologne (CGN) | CGN | EUR | 643.6 | 691.1 | 710.2 | 578.2 | 552.4 | 644.0 | 726.3 | 730.1 | 717.1 | 739.4 | +1.6% | +3.1% |

Source: ACI International Airport Traffic Reports

Annex B: Hub Airport Rankings

Top 30 Airports by Passenger Connections (One-Way Passenger Flows)

| Rank | IATA Code | Airport Name | 2014 | 2009 | CAGR 2009-14 |
|------|---------------|----------------------------------|----------------------|----------------------|--------------|
| 1 | ATL | Atlanta (ATL) | 31,306,442 | 29,165,557 | +1.4% |
| 2 | DXB | Dubai (DXB) | 18,770,089 | 9,401,260 | +14.8% |
| 3 | DFW | Dallas / Forth Worth (DFW) | 18,408,354 | 16,015,059 | +2.8% |
| 4 | FRA | Frankfurt (FRA) | 17,012,217 | 14,464,648 | +3.3% |
| 5 | CLT | Charlotte (CLT) | 16,694,610 | 12,812,553 | +5.4% |
| 6 | ORD | Chicago (ORD) | 15,971,951 | 16,318,440 | -0.4% |
| 7 | IST | Istanbul Atatürk (IST) | 11,688,941 | 5,118,368 | +18.0% |
| 8 | AMS | Amsterdam (AMS) | 11,355,287 | 9,609,012 | +3.4% |
| 9 | LHR | London Heathrow (LHR) | 11,273,676 | 10,348,100 | +1.7% |
| 10 | CDG | Paris (CDG) | 11,222,093 | 10,380,122 | +1.6% |
| 11 | DEN | Denver (DEN) | 10,421,926 | 12,407,112 | -3.4% |
| 12 | IAH | Washington G.Bush (IAH) | 10,273,150 | 11,663,724 | -2.5% |
| 13 | LAX | Los Angeles (LAX) | 9,247,784 | 7,406,637 | +4.5% |
| 14 | DOH | Doha (DOH) | 9,043,229 | 4,085,420 | +17.2% |
| 15 | PHX | Phoenix (PHX) | 8,827,217 | 8,336,617 | +1.2% |
| 16 | HKG | Hong Kong (HKG) | 8,724,537 | 7,341,744 | +3.5% |
| 17 | MUC | Munich (MUC) | 7,996,260 | 6,348,014 | +4.7% |
| 18 | MIA | Miami (MIA) | 7,789,232 | 6,879,851 | +2.5% |
| 19 | DTW | Detroit (DTW) | 7,709,822 | 8,237,362 | -1.3% |
| 20 | MSP | Minneapolis (MSP) | 7,437,456 | 8,246,946 | -2.0% |
| 21 | SIN | Singapore (SIN) | 7,334,870 | 6,974,933 | +1.0% |
| 22 | AUH | Abu Dhabi (AUH) | 7,110,224 | 2,868,634 | +19.9% |
| 23 | MAD | Madrid (MAD) | 6,912,960 | 8,940,102 | -5.0% |
| 24 | PHL | Philadelphia (PHL) | 6,840,581 | 6,450,389 | +1.2% |
| 25 | BKK | Bangkok (BKK) | 6,158,687 | 5,736,526 | +1.4% |
| 26 | GRU | Sao Paulo Guarulhos (GRU) | 5,855,560 | 3,845,401 | +8.8% |
| 27 | SVO | Moscow (SVO) | 5,742,688 | 1,558,266 | +29.8% |
| 28 | KUL | Kuala Lumpur (KUL) | 5,548,732 | 3,314,017 | +10.9% |
| 29 | FCO | Rome (FCO) | 5,430,444 | 5,238,520 | +0.7% |
| 30 | JFK | New York (JFK) | 5,393,542 | 5,406,625 | -0.0% |
| | <i>Others</i> | <i>Others Connecting Traffic</i> | <i>29,900,141</i> | <i>31,979,023</i> | <i>-1.3%</i> |
| | Total | Total Connecting Traffic | 343,402,706 | 296,898,983 | +3.0% |
| | Direct | Direct Traffic | 2,425,094,602 | 1,761,594,258 | +6.6% |

Source: Sabre ADI (MIDT)

Annex C: Airline Traffic Rankings

2014 Top 10 Airlines by Scheduled Passengers Carried

| 2014 Rank | International | | Domestic | | Total (International + Domestic) | |
|-----------|------------------------|----------|-------------------------|----------|----------------------------------|----------|
| | Airline | Millions | Airline | Millions | Airline | Millions |
| 1 | Emirates | 230,855 | Southwest Airlines | 162,445 | Delta Air Lines | 290,862 |
| 2 | United Airlines | 143,344 | Delta Air Lines | 158,075 | United Airlines | 287,547 |
| 3 | Lufthansa | 138,663 | United Airlines | 144,203 | Emirates | 230,855 |
| 4 | British Airways | 133,943 | China Southern Airlines | 130,839 | American Airlines | 208,046 |
| 5 | Delta Airlines | 132,786 | American Airlines | 122,010 | China Southern Airlines | 166,074 |
| 6 | Air France | 126,493 | US Airways | 75,584 | Southwest Airlines | 162,445 |
| 7 | Ryanair | 108,173 | China Eastern Airlines | 71,945 | Lufthansa | 143,403 |
| 8 | Cathay Pacific Airways | 100,032 | Air China | 67,103 | British Airways | 137,204 |
| 9 | Singapore Airlines | 94,664 | JetBlue | 50,068 | Air France | 134,528 |
| 10 | Qatar Airways | 91,800 | Hainan Airlines | 44,158 | Air China | 112,247 |

Source: IATA, World Air Transport Statistics (WATS), 59th Edition, 2014

2014 Top 10 Airlines by Scheduled Passenger - Kilometres Flown

| 2014 Rank | International | | Domestic | | Total (International + Domestic) | |
|-----------|------------------------|----------|-------------------------|----------|----------------------------------|----------|
| | Airline | Millions | Airline | Millions | Airline | Millions |
| 1 | Emirates | 230,855 | Southwest Airlines | 162,445 | Delta Air Lines | 290,862 |
| 2 | United Airlines | 143,344 | Delta Air Lines | 158,075 | United Airlines | 287,547 |
| 3 | Lufthansa | 138,663 | United Airlines | 144,203 | Emirates | 230,855 |
| 4 | British Airways | 133,943 | China Southern Airlines | 130,839 | American Airlines | 208,046 |
| 5 | Delta Airlines | 132,786 | American Airlines | 122,010 | China Southern Airlines | 166,074 |
| 6 | Air France | 126,493 | US Airways | 75,584 | Southwest Airlines | 162,445 |
| 7 | Ryanair | 108,173 | China Eastern Airlines | 71,945 | Lufthansa | 143,403 |
| 8 | Cathay Pacific Airways | 100,032 | Air China | 67,103 | British Airways | 137,204 |
| 9 | Singapore Airlines | 94,664 | JetBlue | 50,068 | Air France | 134,528 |
| 10 | Qatar Airways | 91,800 | Hainan Airlines | 44,158 | Air China | 112,247 |

Source: IATA, World Air Transport Statistics (WATS), 59th Edition, 2014

2014 Top 10 Airlines by Scheduled Freight Tonne - Kilometres

| 2014 Rank | International | | Domestic | | Total (International + Domestic) | |
|-----------|------------------------|----------|-------------------------|----------|----------------------------------|----------|
| | Airline | Millions | Airline | Millions | Airline | Millions |
| 1 | Emirates | 11,240 | FedEx | 8,485 | FedEx | 16,020 |
| 2 | Cathay Pacific Airways | 9,464 | UPS Airlines | 5,282 | Emirates | 11,240 |
| 3 | Korean Air | 8,046 | China Southern Airlines | 1,551 | UPS Airlines | 10,936 |
| 4 | FedEx | 7,535 | Air China | 1,042 | Cathay Pacific Airways | 9,464 |
| 5 | Lufthansa | 7,050 | China Eastern Airlines | 776 | Korean Air Lines | 8,079 |
| 6 | Singapore Airlines | 6,019 | Polar Air Cargo | 763 | Lufthansa | 7,054 |
| 7 | Qatar Airways | 5,997 | All Nippon Airways | 520 | Singapore Airlines | 6,019 |
| 8 | Cargolux | 5,753 | Hainan Airlines | 506 | Qatar Airways | 5,997 |
| 9 | UPS Airlines | 5,654 | Shenzhen Airlines | 376 | Cargolux | 5,753 |
| 10 | China Airlines | 5,266 | Delta Air Lines | 360 | China Airlines | 5,266 |

Source: IATA, World Air Transport Statistics (WATS), 59th Edition, 2014

Annex D: Airline Group Rankings

Top 25 Airline Groups by Passenger Kilometres Flown, Passengers Carried, Freight Tonne Kilometres Flown and Operating Fleet

| Rank | Airline | RPKs | Airline | Passengers | Airline | FTKs | Airline | Operating Fleet |
|------|-----------------------------|---------|-------------------------|------------|--------------------------|--------|-------------------------|-----------------|
| 1 | American Airlines Group | 352,162 | American Airlines Group | 197,340 | FedEx Express | 16,097 | American Airlines | 965 |
| 2 | United Airlines | 330,745 | Delta Air Lines | 171,350 | Emirates Airline | 11,240 | Delta Air Lines | 796 |
| 3 | Delta Air Lines | 326,464 | United Airlines | 138,029 | UPS Airlines | 11,208 | United Airlines | 706 |
| 4 | Air France-KLM | 229,347 | Southwest Airlines | 110,497 | Lufthansa Group | 10,249 | Southwest Airlines | 693 |
| 5 | Lufthansa Group | 214,641 | Lufthansa Group | 105,988 | Cathay Pacific Airways | 10,044 | FedEx Express | 609 |
| 6 | Emirates Airline | 213,899 | China Southern Airlines | 100,919 | Air France-KLM | 9,843 | China Southern Airlines | 487 |
| 7 | IAG | 202,562 | Ryanair | 86,620 | Korean Air | 7,552 | ExpressJet | 377 |
| 8 | Southwest Airlines | 173,828 | China Eastern Airlines | 83,855 | China Airlines | 7,405 | SkyWest Airlines | 339 |
| 9 | China Southern Airlines | 166,628 | Air China | 83,009 | Cargolux | 6,364 | Air China | 328 |
| 10 | Air China | 154,683 | Air France-KLM | 77,450 | Singapore Airlines Cargo | 6,293 | China Eastern Airlines | 324 |
| 11 | China Eastern Airlines | 127,637 | IAG | 77,334 | Air China | 5,691 | Ryanair | 317 |
| 12 | Cathay Pacific Airways | 112,256 | LATAM Airlines Group | 67,833 | IAG | 5,453 | Lufthansa Airlines | 274 |
| 13 | Qantas Group | 110,841 | easyJet | 63,349 | Atlas Air | 5,168 | British Airways | 260 |
| 14 | LATAM Airlines Group | 108,534 | SkyWest Inc. | 58,962 | China Southern Airlines | 5,056 | Turkish Airlines | 242 |
| 15 | Turkish Airlines | 106,787 | Turkish Airlines | 54,675 | China Eastern Airlines | 4,800 | UPS | 237 |
| 16 | Air Canada | 99,138 | ANA | 49,703 | LATAM Airlines Group | 4,317 | Emirates Airline | 233 |
| 17 | Singapore Airlines | 94,664 | Qantas Group | 48,803 | EVA Airways | 4,065 | Air France | 233 |
| 18 | Aeroflot Group | 90,075 | Emirates Airline | 47,278 | Asiana u | 4,000 | EasyJet | 212 |
| 19 | ANA | 72,717 | AirAsia Group | 45,578 | Delta Air Lines | 3,810 | JetBlue Airways | 207 |
| 20 | Etihad Airways | 68,600 | GOL Linhas Aereas | 40,101 | United Airlines | 3,631 | ANA | 200 |
| 21 | Hainan Airlines | 65,993 | Aeroflot Group | 34,735 | American Airlines Group | 3,406 | Envoy Air | 191 |
| 22 | Korean Air | 64,869 | JetBlue Airways | 32,078 | Polar Air Cargo | 2,850 | Air Canada | 175 |
| 23 | JetBlue Airways | 60,842 | Air Berlin Group | 31,716 | Thai Airways | 2,453 | TAM | 165 |
| 24 | Thai Airways International. | 56,377 | Cathay Pacific Airways | 31,570 | Japan Airlines | 1,980 | Japan Airlines | 158 |
| 25 | AirAsia Group | 52,183 | ExpressJet Airlines | 30,950 | Malaysia Airlines | 1,970 | Aeroflot Group | 157 |

Source: ATW - World Airline Traffic Results

Annex E: Intra and Inter Regional Flow History and Projections

Boeing Current Market Outlook - Intra and Inter Regional Flow History and Growth Projections

| RPKS in billions | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2034 | CAGR 2014-34 |
|-------------------------------|---------|-------|-------|-------|-------|-------|-------|---------|---------|-----------------|
| North America–North America | 1,022.4 | 974.1 | 915.1 | 946.3 | 976.3 | 984.7 | 998.4 | 1,029.9 | 1,655.2 | +2.4% |
| Europe–Europe | 634.2 | 660.5 | 624.9 | 640.2 | 659.5 | 676.6 | 714.0 | 760.3 | 1,444.7 | +3.3% |
| China–China | 223.1 | 236.5 | 287.4 | 335.4 | 380.1 | 411.3 | 460.8 | 509.2 | 1,704.2 | +6.2% |
| Europe–North America | 420.6 | 432.4 | 405.4 | 418.6 | 430.2 | 432.9 | 441.8 | 462.7 | 840.2 | +3.0% |
| Europe–Middle East | 106.6 | 115.2 | 131.2 | 143.8 | 153.3 | 178.0 | 196.8 | 210.9 | 605.1 | +5.4% |
| Southeast Asia–Southeast Asia | 93.4 | 93.2 | 96.0 | 113.1 | 130.7 | 145.1 | 166.6 | 176.9 | 785.4 | +7.7% |
| CIS Region–International | 81.6 | 77.7 | 83.6 | 101.6 | 124.1 | 139.4 | 157.9 | 164.9 | 377.4 | +4.2% |
| South America–South America | 83.1 | 81.6 | 86.9 | 115.8 | 134.4 | 141.9 | 147.4 | 155.7 | 616.3 | +7.1% |
| North America–Northeast Asia | 143.7 | 139.4 | 120.2 | 128.4 | 135.4 | 149.0 | 150.4 | 154.0 | 220.8 | +1.8% |
| Central America–North America | 106.8 | 115.8 | 104.7 | 112.7 | 114.5 | 132.0 | 138.3 | 153.0 | 347.0 | +4.2% |
| Africa–Europe | 125.3 | 125.6 | 128.2 | 135.5 | 134.1 | 140.4 | 140.4 | 146.5 | 365.7 | +4.7% |
| Rest of World | 44.3 | 55.5 | 69.3 | 87.9 | 97.4 | 116.0 | 126.1 | 140.0 | 624.0 | +7.8% |
| CIS Region–CIS Region | 80.8 | 88.9 | 76.9 | 87.6 | 103.1 | 107.1 | 118.3 | 125.3 | 240.7 | +3.3% |
| Northeast Asia–Southeast Asia | 86.3 | 87.7 | 74.3 | 79.6 | 92.3 | 104.9 | 113.3 | 124.2 | 286.0 | +4.3% |
| Europe–Southeast Asia | 96.8 | 101.5 | 95.9 | 97.1 | 100.4 | 106.6 | 105.3 | 108.0 | 265.6 | +4.6% |
| Northeast Asia–Northeast Asia | 88.8 | 84.9 | 81.9 | 84.6 | 81.9 | 92.6 | 103.9 | 107.6 | 144.1 | +1.5% |
| China–Europe | 91.0 | 82.5 | 77.3 | 82.1 | 94.2 | 96.7 | 96.9 | 105.2 | 333.7 | +5.9% |
| Europe–South America | 70.7 | 75.2 | 79.3 | 82.9 | 89.8 | 99.6 | 102.4 | 102.1 | 292.6 | +5.4% |
| Middle East–South Asia | 46.5 | 49.5 | 64.8 | 75.1 | 83.0 | 87.3 | 95.1 | 100.5 | 464.6 | +8.0% |
| Oceania–Oceania | 74.4 | 72.0 | 73.3 | 78.4 | 83.8 | 92.0 | 99.0 | 100.0 | 241.4 | +4.5% |
| China–North America | 54.5 | 62.7 | 60.9 | 71.4 | 85.4 | 87.1 | 89.5 | 98.1 | 346.2 | +6.5% |
| Middle East–Middle East | 60.3 | 63.4 | 68.6 | 77.9 | 82.4 | 76.5 | 86.3 | 91.7 | 243.6 | +5.0% |
| China–Southeast Asia | 49.3 | 50.6 | 45.3 | 54.7 | 63.0 | 73.8 | 82.5 | 89.4 | 375.3 | +7.4% |
| Middle East–Southeast Asia | 41.1 | 45.4 | 46.7 | 56.3 | 61.3 | 66.4 | 79.0 | 89.4 | 266.7 | +5.6% |
| Central America–Europe | 80.7 | 83.3 | 77.1 | 73.8 | 73.7 | 78.3 | 82.1 | 87.4 | 207.5 | +4.4% |
| Oceania–Southeast Asia | 52.4 | 57.4 | 54.7 | 61.1 | 66.9 | 71.5 | 77.8 | 83.2 | 206.2 | +4.6% |

| RPKS in billions | 2007 | 2008 | 2009 | 2010 | 2011 | 2012 | 2013 | 2014 | 2034 | CAGR 2014-34 |
|---------------------------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|----------------|-----------------|-----------------|
| North America–South America | 52.1 | 52.7 | 56.9 | 60.9 | 66.7 | 72.0 | 79.2 | 82.7 | 265.3 | +6.0% |
| Europe–Northeast Asia | 67.9 | 69.0 | 59.4 | 64.3 | 63.8 | 75.9 | 74.3 | 77.8 | 137.5 | +2.9% |
| Middle East–North America | 23.4 | 29.5 | 41.6 | 45.7 | 50.3 | 57.1 | 63.2 | 73.7 | 242.0 | +6.1% |
| South Asia–South Asia | 36.3 | 40.1 | 43.8 | 49.5 | 58.6 | 63.8 | 68.1 | 71.4 | 469.1 | +9.9% |
| China–Northeast Asia | 49.3 | 48.4 | 43.2 | 51.8 | 51.5 | 60.9 | 60.7 | 66.2 | 171.6 | +4.9% |
| Europe–South Asia | 58.5 | 55.5 | 51.3 | 53.8 | 54.1 | 53.9 | 56.4 | 57.2 | 202.0 | +6.5% |
| Africa–Africa | 37.3 | 41.6 | 43.9 | 48.7 | 51.1 | 54.5 | 53.7 | 56.6 | 206.4 | +6.7% |
| Africa–Middle East | 23.1 | 24.9 | 32.9 | 36.4 | 39.4 | 48.6 | 50.8 | 53.7 | 221.6 | +7.3% |
| North America–Oceania | 32.1 | 32.3 | 34.8 | 34.9 | 38.3 | 40.3 | 43.1 | 43.3 | 86.3 | +3.5% |
| Central America–Central America | 29.7 | 32.3 | 29.8 | 31.3 | 32.2 | 33.8 | 36.5 | 38.7 | 93.6 | +4.5% |
| Southeast Asia–South Asia | 20.6 | 24.3 | 21.9 | 28.5 | 29.2 | 34.0 | 36.2 | 38.4 | 211.4 | +8.9% |
| China–Oceania | 19.4 | 21.4 | 22.8 | 27.4 | 31.4 | 34.1 | 35.0 | 37.7 | 127.0 | +6.3% |
| Central America–South America | 11.0 | 13.1 | 14.0 | 18.3 | 19.2 | 23.2 | 28.5 | 30.8 | 96.5 | +5.9% |
| Northeast Asia–Oceania | 21.0 | 20.8 | 15.1 | 18.1 | 16.6 | 17.1 | 15.9 | 15.9 | 35.6 | +4.1% |
| Africa–North America | 4.9 | 6.3 | 8.8 | 11.3 | 11.4 | 12.6 | 12.2 | 12.5 | 41.5 | +6.2% |
| North America–Southeast Asia | 11.3 | 9.3 | 10.3 | 10.3 | 11.3 | 10.7 | 9.8 | 9.6 | 30.2 | +5.9% |
| Africa–Southeast Asia | 5.2 | 5.4 | 4.1 | 5.6 | 5.9 | 4.6 | 4.2 | 3.7 | 15.6 | +7.4% |
| Grand Total | 4,561.9 | 4,639.2 | 4,564.2 | 4,938.7 | 5,262.2 | 5,585.0 | 5,898.0 | 6,246.0 | 16,153.2 | +4.9% |

Source: Boeing Current Market Outlook 2014-34

Annex F: Airline Rankings and KPIs 2014

Top 200 Airline Rankings and Key Performance Indicators for 2014

| Ranking | | Airline operation | Country | Region | Pax traffic (RPK million) | Change % | Seat capacity (ASK million) | Change % | Load Factor (%) | Change % | Pax number (m) | Change % | Nominal yield (USc / RPK) | Employees | Fleet | |
|-----------|-----------|--------------------------------|-----------|---------------|---------------------------|----------|-----------------------------|----------|-----------------|----------|----------------|----------|---------------------------|-----------|---------|--------|
| Rank 2014 | Rank 2013 | | | | | | | | | | | | | | Current | Orders |
| 1 | (1) | Delta Air Lines | USA | North America | 326,465 | +4.1% | 385,642 | +3.0% | 84.7 | +0.9% | 171.4 | +4.1% | 10.71 | 79,655 | 796 | 180 |
| 2 | (2) | United Airlines | USA | North America | 288,036 | +0.2% | 344,495 | +0.5% | 83.6 | -0.2% | 91.5 | +0.2% | 11.72 | 82,000 | 707 | 209 |
| 3 | (3) | Emirates Airline | UAE | Middle East | 235,498 | +9.4% | 295,740 | +9.1% | 79.6 | +0.2% | 49.3 | +10.7% | 8.09 | 44,571 | 234 | 277 |
| 4 | (4) | American Airlines | USA | North America | 208,108 | +0.7% | 253,576 | +2.0% | 82.1 | -1.0% | 88.0 | +1.2% | 10.05 | 61,600 | 964 | 370 |
| 5 | (5) | Southwest Airlines | USA | North America | 173,829 | +3.4% | 210,785 | +0.4% | 82.5 | +2.4% | 135.8 | +2.0% | 10.16 | 46,278 | 670 | 262 |
| 6 | (6) | Lufthansa | Germany | Europe | 156,826 | +2.3% | 197,478 | +1.9% | 79.4 | +0.3% | 77.5 | +1.7% | 0.00 | 54,960 | 276 | 159 |
| 7 | (8) | British Airways | UK | Europe | 138,431 | +5.4% | 170,917 | +5.9% | 81.0 | -0.4% | 41.5 | +3.9% | 12.42 | 39,710 | 262 | 75 |
| 8 | (9) | China Southern Airlines | China | Asia-Pacific | 135,637 | +11.4% | 168,530 | +11.3% | 80.5 | +0.1% | 77.9 | +9.6% | 9.45 | 98,165 | 491 | 51 |
| 9 | (7) | Air France* | France | Europe | 134,000 | -1.8% | 162,500 | -1.7% | 82.5 | -0.1% | 47.0 | -1.8% | 19.25 | 65,905 | 231 | 40 |
| 10 | (10) | China Eastern Airlines | China | Asia-Pacific | 127,637 | +6.0% | 160,600 | +5.6% | 79.5 | +0.3% | 83.9 | +6.0% | 9.56 | 69,849 | 289 | 66 |
| 11 | (13) | Ryanair | Ireland | Europe | 120,000 | +15.7% | 136,000 | +8.5% | 88.2 | +5.5% | 90.5 | +10.8% | 4.43 | 9,500 | 323 | 264 |
| 12 | (12) | Air China | China | Asia-Pacific | 112,495 | +7.9% | 145,924 | +13.7% | 77.1 | -4.1% | 54.6 | +5.0% | 13.34 | 26,206 | 333 | 37 |
| 13 | (16) | Turkish Airlines | Turkey | Europe | 106,787 | +16.1% | 135,330 | +16.3% | 78.9 | -0.1% | 54.7 | +13.3% | 9.23 | 19,902 | 247 | 201 |
| 14 | (11) | US Airways | USA | North America | 106,679 | +0.2% | 128,579 | +2.6% | 83.0 | -2.0% | 57.6 | +0.9% | 9.82 | 32,800 | | |
| 15 | (15) | Cathay Pacific | Hong Kong | Asia-Pacific | 100,048 | +6.8% | 118,481 | +5.8% | 84.4 | +0.8% | 22.3 | +4.2% | 9.76 | 25,755 | 143 | 72 |

| Ranking | | Airline operation | Country | Region | Pax traffic (RPK million) | Change % | Seat capacity (ASK million) | Change % | Load Factor (%) | Change % | Pax number (m) | Change % | Nominal yield (USc / RPK) | Employees | Fleet | |
|-----------|-----------|---------------------------------|--------------|---------------------------|---------------------------|----------|-----------------------------|----------|-----------------|----------|----------------|----------|---------------------------|-----------|---------|--------|
| Rank 2014 | Rank 2013 | | | | | | | | | | | | | | Current | Orders |
| 16 | (17) | Air Canada | Canada | North America | 99,140 | +8.5% | 118,887 | +7.8% | 83.4 | +0.6% | 38.5 | +7.7% | 10.75 | 24,400 | 167 | 92 |
| 17 | (19) | Qatar Airways | Qatar | Middle East | 95,977 | +16.4% | 126,767 | +15.5% | 75.7 | +0.6% | 22.3 | +14.9% | 7.52 | 25,959 | 161 | 215 |
| 18 | (14) | Singapore Airlines | Singapore | Asia-Pacific | 94,209 | -0.9% | 119,674 | -0.7% | 78.7 | -0.2% | 18.7 | +0.6% | 8.65 | 14,040 | 105 | 109 |
| 19 | (18) | KLM | Netherlands | Europe | 91,477 | +2.7% | 105,755 | +1.9% | 86.5 | +0.7% | 27.7 | +4.4% | 9.87 | 32,694 | 112 | 31 |
| 20 | (21) | ANA - All Nippon Airways | Japan | Asia-Pacific | 74,221 | +8.4% | 109,698 | +7.0% | 67.7 | +0.9% | 50.4 | +2.9% | 14.01 | 14,000 | 190 | 129 |
| 21 | (23) | EasyJet | UK | Europe | 72,933 | +7.9% | 79,525 | +7.1% | 91.7 | +0.7% | 64.8 | +6.6% | 10.16 | 8,987 | 216 | 153 |
| 22 | (20) | Qantas | Australia | Asia-Pacific | 71,270 | -2.3% | 91,270 | +0.4% | 78.1 | -2.1% | 22.1 | -2.0% | 16.97 | 30,751 | 118 | 14 |
| 23 | (28) | Etihad Airways | UAE | Middle East | 68,600 | +23.6% | 85,792 | +20.7% | 79.2 | +1.2% | 14.8 | +22.3% | | 24,206 | 112 | 198 |
| 24 | (22) | Korean Air | South Korea | Asia-Pacific | 67,948 | -0.6% | 90,980 | +2.1% | 74.7 | -2.0% | 23.5 | -0.5% | 9.76 | 20,702 | 162 | 55 |
| 25 | (25) | Aeroflot | Russia | Europe | 67,122 | +11.4% | 85,822 | +12.3% | 78.2 | -0.6% | 23.6 | +13.0% | 10.13 | 17,800 | 160 | 202 |
| 26 | (27) | JetBlue Airways | USA | North America | 60,842 | +5.5% | 72,395 | +5.1% | 84.0 | +0.4% | 32.1 | +5.3% | 8.78 | 13,280 | 208 | 122 |
| 27 | (26) | TAM Linhas Aereas | Brazil | Latin and Central America | 60,247 | +1.7% | 72,715 | -2.2% | 82.9 | +3.2% | 37.9 | +1.5% | | 27,500 | 162 | 68 |
| 28 | (24) | Thai Airways | Thailand | Asia-Pacific | 56,377 | -11.2% | 81,652 | -4.7% | 69.0 | -5.1% | 17.8 | -17.4% | 8.44 | 25,323 | 80 | 16 |
| 29 | (29) | Japan Airlines | Japan | Asia-Pacific | 52,890 | +7.6% | 72,960 | +8.2% | 72.5 | -0.4% | 28.2 | +17.2% | 16.08 | 31,534 | 157 | 54 |
| 30 | (32) | Saudia | Saudi Arabia | Middle East | 51,782 | +10.1% | 67,848 | +4.3% | 76.3 | +4.0% | 27.4 | +8.3% | | 14,000 | 161 | 61 |
| 31 | (30) | Air Berlin | Germany | Europe | 49,270 | +1.4% | 59,031 | +3.1% | 83.5 | -1.4% | 31.7 | +0.6% | 10.19 | 8,612 | 98 | 6 |
| 32 | (34) | LAN Airlines* | Chile | Latin and Central America | 48,250 | +2.7% | 57,500 | +0.9% | 83.9 | +1.5% | 30.0 | +1.7% | | | 82 | 72 |
| 33 | (33) | Transaero Airlines | Russia | Europe | 47,066 | +0.1% | 56,367 | +0.2% | 83.5 | -0.1% | 13.2 | +5.6% | | 11,507 | 98 | 45 |
| 34 | (31) | Malaysia Airlines | Malaysia | Asia-Pacific | 46,375 | -1.9% | 62,570 | +7.2% | 74.1 | -6.9% | 17.0 | -1.0% | | 19,577 | 97 | 10 |
| 35 | (43) | Hainan Airlines | China | Asia-Pacific | 45,072 | +36.2% | 51,742 | +34.3% | 87.1 | +1.2% | 25.4 | +37.3% | | 13,412 | 139 | 33 |

| Ranking | | Airline operation | Country | Region | Pax traffic (RPK million) | Change % | Seat capacity (ASK million) | Change % | Load Factor (%) | Change % | Pax number (m) | Change % | Nominal yield (USc / RPK) | Employees | Fleet | |
|-----------|-----------|--------------------------------|-------------|---------------------------|---------------------------|----------|-----------------------------|----------|-----------------|----------|----------------|----------|---------------------------|-----------|---------|--------|
| Rank 2014 | Rank 2013 | | | | | | | | | | | | | | Current | Orders |
| 36 | (35) | Alaska Airlines | USA | North America | 44,695 | +6.1% | 52,180 | +6.6% | 85.7 | -0.4% | 21.0 | +6.3% | 8.75 | 9,910 | 139 | 77 |
| 37 | (36) | Iberia | Spain | Europe | 42,686 | +2.9% | 54,328 | +3.6% | 78.6 | -0.6% | 10.7 | +1.1% | 9.81 | 16,907 | 75 | 16 |
| 38 | (40) | Shenzhen Airlines | China | Asia-Pacific | 38,668 | +11.4% | 47,875 | +12.5% | 80.8 | -0.8% | 26.3 | +10.2% | | 18,956 | 155 | 5 |
| 39 | (41) | GOL | Brazil | Latin and Central America | 38,085 | +9.8% | 49,503 | -0.3% | 76.9 | +7.1% | 40.1 | +9.5% | 10.06 | 16,875 | 129 | 79 |
| 40 | (37) | Virgin Atlantic Airways | UK | Europe | 37,664 | -4.7% | 48,772 | -3.1% | 77.2 | -1.3% | 6.0 | +1.3% | | 8,000 | 41 | 18 |
| 41 | (59) | Norwegian | Norway | Europe | 37,615 | +39.9% | 46,479 | +35.4% | 80.9 | +2.6% | 24.0 | +15.8% | 6.78 | 3,350 | 86 | 249 |
| 42 | (42) | China Airlines | Taiwan | Asia-Pacific | 35,886 | +4.9% | 46,200 | +4.3% | 77.7 | +0.5% | 14.2 | +10.1% | 8.34 | 11,778 | 79 | 22 |
| 43 | (39) | Swiss | Switzerland | Europe | 35,717 | +1.8% | 42,679 | +1.8% | 83.7 | +0.0% | 16.2 | +1.3% | | 8,694 | 76 | 47 |
| 44 | (45) | Asiana Airlines | South Korea | Asia-Pacific | 35,223 | +7.4% | 46,780 | +5.0% | 75.3 | +1.7% | 16.5 | +7.7% | | 10,138 | 84 | 32 |
| 45 | (44) | Air India | India | Asia-Pacific | 35,101 | +6.7% | 47,702 | +6.9% | 73.6 | -0.2% | 16.7 | +7.0% | | 21,778 | 100 | 13 |
| 46 | (46) | SAS | Sweden | Europe | 34,594 | +5.9% | 45,158 | +4.4% | 76.6 | +1.1% | 28.4 | +6.2% | 12.33 | 12,548 | 146 | 42 |
| 47 | (38) | Alitalia* | Italy | Europe | 34,500 | -3.0% | 46,000 | -3.6% | 75.0 | +0.4% | 23.4 | -2.6% | | | 106 | |
| 48 | (52) | Jet Airways | India | Asia-Pacific | 34,423 | +15.7% | 41,769 | +9.7% | 82.4 | +4.2% | 19.5 | +13.1% | | 13,149 | 104 | 15 |
| 49 | (48) | WestJet | Canada | North America | 33,514 | +6.3% | 41,165 | +6.7% | 81.4 | -0.3% | 19.7 | +6.3% | 9.69 | 8,698 | 107 | 78 |
| 50 | (49) | Virgin Australia | Australia | Asia-Pacific | 33,067 | +5.6% | 42,218 | +1.1% | 78.3 | +3.4% | 19.7 | +2.1% | | 9,500 | 95 | 44 |
| 51 | (50) | Avianca | Colombia | Latin and Central America | 32,602 | +4.5% | 41,052 | +5.9% | 79.4 | -1.0% | 26.2 | +6.5% | 11.86 | 19,000 | 83 | 173 |
| 52 | (47) | Thomson Airways | UK | Europe | 31,652 | +0.2% | 34,018 | -0.4% | 93.0 | +0.6% | 10.4 | -1.7% | | 3,662 | 62 | 50 |
| 53 | (60) | Sichuan Airlines | China | Asia-Pacific | 31,414 | +17.8% | 36,522 | +14.2% | 86.0 | +2.6% | 19.2 | +14.7% | | 2,000 | 101 | 25 |
| 54 | (51) | Lion Air* | Indonesia | Asia-Pacific | 31,400 | +5.0% | 35,000 | +4.8% | 89.7 | +0.2% | 36.0 | +5.2% | | 10,000 | 103 | 522 |
| 55 | (57) | EVA Air | Taiwan | Asia-Pacific | 30,518 | +10.2% | 39,039 | +12.3% | 78.2 | -1.4% | 8.9 | +11.1% | 8.41 | 7,815 | 65 | 12 |

| Ranking | | Airline operation | Country | Region | Pax traffic (RPK million) | Change % | Seat capacity (ASK million) | Change % | Load Factor (%) | Change % | Pax number (m) | Change % | Nominal yield (USc / RPK) | Employees | Fleet | |
|-----------|-----------|------------------------------|--------------|---------------------------|---------------------------|----------|-----------------------------|----------|-----------------|----------|----------------|----------|---------------------------|-----------|---------|--------|
| Rank 2014 | Rank 2013 | | | | | | | | | | | | | | Current | Orders |
| 56 | (55) | Garuda Indonesia | Indonesia | Asia-Pacific | 30,231 | +8.9% | 42,904 | +13.9% | 70.5 | -3.2% | 21.6 | +10.0% | 11.04 | 7,191 | 134 | 89 |
| 57 | (54) | TAP | Portugal | Europe | 30,119 | +7.0% | 37,389 | +5.5% | 80.6 | +1.1% | 11.4 | +6.6% | | 7,323 | 61 | 12 |
| 58 | (63) | Grupo Aeromexico | Mexico | Latin and Central America | 28,772 | +15.0% | 36,217 | +11.5% | 79.8 | +2.6% | 17.2 | +11.0% | | | 131 | 69 |
| 59 | (53) | Jetstar | Australia | Asia-Pacific | 28,644 | -0.1% | 36,824 | +1.5% | 77.8 | -1.3% | 17.1 | +2.3% | | 5,000 | 70 | 99 |
| 60 | (56) | Air New Zealand | New Zealand | Asia-Pacific | 28,078 | +1.2% | 33,396 | +0.7% | 84.1 | +0.5% | 13.7 | +2.3% | 11.38 | 10,546 | 51 | 30 |
| 61 | (66) | Xiamen Airlines | China | Asia-Pacific | 27,712 | +14.5% | 37,382 | +15.6% | 74.5 | -0.4% | 20.4 | +9.6% | | | 118 | 11 |
| 62 | (61) | AirAsia | Malaysia | Asia-Pacific | 27,274 | +2.5% | 34,590 | +3.6% | 78.8 | -0.8% | 22.1 | +1.3% | 4.08 | 6,304 | 80 | 308 |
| 63 | (62) | Vietnam Airlines* | Vietnam | Asia-Pacific | 26,500 | +5.6% | 33,500 | +5.9% | 79.1 | -0.2% | 16.0 | +6.7% | | | 79 | 36 |
| 64 | (70) | IndiGo | India | Asia-Pacific | 26,048 | +14.0% | 33,528 | +16.3% | 77.7 | -1.6% | 22.9 | +18.9% | | 7,500 | 96 | 180 |
| 65 | (65) | Condor | Germany | Europe | 25,916 | +5.3% | 28,667 | +4.9% | 90.4 | +0.3% | 7.2 | +5.9% | | 2,997 | 42 | |
| 66 | (58) | ExpressJet Airlines | USA | North America | 25,608 | -5.6% | 31,536 | -7.3% | 81.2 | +1.5% | 31.0 | -6.1% | 5.26 | 9,000 | 367 | |
| 67 | (68) | Copa Airlines | Panama | Latin and Central America | 25,604 | +9.5% | 33,398 | +9.5% | 76.7 | +0.0% | 7.8 | +0.2% | 10.30 | 9,484 | 80 | 83 |
| 68 | (72) | Wizz Air | Hungary | Europe | 25,351 | +21.5% | 29,267 | +20.0% | 86.7 | +1.0% | 16.5 | +18.4% | 3.91 | 1,764 | 61 | 50 |
| 69 | (67) | SkyWest Airlines | USA | North America | 24,953 | +3.7% | 29,919 | +2.2% | 83.4 | +1.2% | 27.8 | +2.4% | 12.70 | 10,478 | 337 | 217 |
| 70 | (78) | Philippine Airlines | Philippines | Asia-Pacific | 24,821 | +32.1% | 34,780 | +30.1% | 71.4 | +1.1% | 9.6 | +43.1% | 7.41 | 5,000 | 58 | 37 |
| 71 | (64) | Finnair | Finland | Europe | 24,772 | +0.0% | 30,889 | -0.9% | 80.2 | +0.7% | 9.6 | +3.9% | 8.69 | 5,172 | 46 | 19 |
| 72 | (76) | Spirit Airlines | USA | North America | 22,783 | +18.0% | 26,291 | +17.9% | 86.7 | +0.1% | 14.3 | +15.1% | 5.03 | 3,722 | 73 | 98 |
| 73 | (71) | Hawaiian Airlines | USA | North America | 22,399 | +1.8% | 27,471 | +1.7% | 81.5 | +0.1% | 10.2 | +2.6% | 9.13 | 5,380 | 48 | 23 |
| 74 | (69) | South African Airways | South Africa | Africa | 22,313 | -4.4% | 30,533 | -1.7% | 73.1 | -2.1% | 7.0 | +0.0% | 0.00 | 9,371 | 56 | 10 |
| 75 | (73) | Ethiopian Airlines | Ethiopia | Africa | 22,267 | +11.7% | 31,602 | +13.3% | 70.5 | -1.0% | 6.2 | +10.7% | 8.64 | 10,126 | 69 | 41 |

| Ranking | | Airline operation | Country | Region | Pax traffic (RPK million) | Change % | Seat capacity (ASK million) | Change % | Load Factor (%) | Change % | Pax number (m) | Change % | Nominal yield (USc / RPK) | Employees | | Fleet | |
|-----------|-----------|-----------------------------|-------------|---------------------------|---------------------------|----------|-----------------------------|----------|-----------------|----------|----------------|----------|---------------------------|-----------|--------|-------|--|
| Rank 2014 | Rank 2013 | | | | | | | | | | | | | Current | Orders | | |
| 76 | (75) | Air Europa | Spain | Europe | 21,980 | +13.1% | 26,174 | +14.1% | 84.0 | -0.7% | 9.6 | +10.3% | 10.23 | 3,068 | 53 | 30 | |
| 77 | (82) | Vueling Airlines | Spain | Europe | 21,445 | +25.3% | 26,686 | +24.2% | 80.4 | +0.7% | 21.5 | +24.9% | 10.60 | 2,340 | 99 | 54 | |
| 78 | (88) | AirAsia X | Malaysia | Asia-Pacific | 20,817 | +31.3% | 25,374 | +31.4% | 82.0 | -0.1% | 4.2 | +33.8% | 3.14 | 1,500 | 16 | 81 | |
| 79 | (74) | Thomas Cook Airlines | UK | Europe | 20,696 | +4.5% | 22,644 | +6.4% | 91.4 | -1.7% | 6.0 | -0.7% | | 3,532 | 37 | | |
| 80 | (83) | UTair | Russia | Europe | 20,199 | +20.4% | 25,249 | +15.6% | 80.0 | +3.2% | 8.6 | +4.7% | | 7,885 | 266 | 77 | |
| 81 | (85) | Pegasus | Turkey | Europe | 19,500 | +20.1% | 24,378 | +20.9% | 79.9 | -0.6% | 19.7 | +17.4% | | 3,608 | 54 | 75 | |
| 82 | (79) | El Al | Israel | Middle East | 18,984 | +1.7% | 23,018 | +2.2% | 82.5 | -0.4% | 4.6 | +4.0% | 10.07 | 3,792 | 38 | 3 | |
| 83 | (80) | TUIfly* | Germany | Europe | 18,500 | +2.8% | 20,500 | +2.5% | 90.2 | +0.2% | 7.8 | +2.6% | | | 27 | | |
| 84 | (81) | Austrian | Austria | Europe | 18,428 | +4.1% | 23,343 | +3.6% | 78.9 | +0.4% | 11.2 | -1.0% | | 6,067 | 76 | | |
| 85 | (77) | Egyptair | Egypt | Africa | 18,358 | -3.1% | 28,562 | -3.3% | 64.3 | +0.1% | 8.8 | +3.3% | | 30,943 | 57 | 1 | |
| 86 | (84) | Spring Airlines | China | Asia-Pacific | 18,258 | +10.7% | 19,617 | +11.2% | 93.1 | -0.5% | 11.4 | +8.5% | | 3,000 | 50 | | |
| 87 | (87) | Frontier Airlines | USA | North America | 17,946 | +13.1% | 20,175 | +15.4% | 89.0 | -1.8% | 12.2 | +14.0% | 8.44 | 3,384 | 56 | 101 | |
| 88 | (90) | Shandong Airlines | China | Asia-Pacific | 17,580 | +12.8% | 22,881 | +13.8% | 76.8 | -0.7% | 14.1 | +9.8% | | 7,425 | 82 | 11 | |
| 89 | (86) | Air Transat* | Canada | North America | 17,500 | +9.4% | 19,500 | +11.4% | 91.5 | -0.5% | 3.5 | +5.0% | | 2,800 | 25 | 4 | |
| 90 | (100) | Cebu Pacific Air | Philippines | Asia-Pacific | 16,213 | +25.4% | 20,496 | +26.5% | 79.1 | -0.7% | 16.9 | +17.5% | 5.58 | 3,297 | 51 | 53 | |
| 91 | (89) | Virgin America | USA | North America | 16,212 | +2.7% | 19,695 | +0.0% | 82.3 | +2.2% | 6.5 | +2.8% | 8.20 | 2,481 | 53 | 40 | |
| 92 | (93) | Aer Lingus | Ireland | Europe | 16,088 | +8.7% | 20,373 | +7.8% | 79.0 | +0.6% | 9.8 | +1.5% | 10.50 | 4,000 | 49 | 9 | |
| 93 | (92) | Azul | Brazil | Latin and Central America | 15,707 | +4.9% | 19,701 | +4.1% | 79.7 | +0.6% | 20.0 | +7.3% | | 9,035 | 146 | 103 | |
| 94 | (91) | Monarch Airlines | UK | Europe | 15,705 | +2.8% | 19,357 | +7.8% | 81.1 | -4.0% | 7.0 | +3.0% | | 2,800 | 34 | 30 | |
| 95 | (95) | Volaris | Mexico | Latin and Central America | 15,644 | +8.0% | 19,034 | +8.5% | 82.2 | -0.4% | 9.8 | +9.7% | 5.41 | 2,800 | 53 | 59 | |

| Ranking | | Airline operation | Country | Region | Pax traffic (RPK million) | Change % | Seat capacity (ASK million) | Change % | Load Factor (%) | Change % | Pax number (m) | Change % | Nominal yield (USc / RPK) | Employees | Fleet | |
|-----------|-----------|--|-------------|---------------------------|---------------------------|----------|-----------------------------|----------|-----------------|----------|----------------|----------|---------------------------|-----------|---------|--------|
| Rank 2014 | Rank 2013 | | | | | | | | | | | | | | Current | Orders |
| 96 | (96) | S7 Airlines | Russia | Europe | 15,583 | +9.8% | 19,503 | +11.1% | 79.9 | -1.0% | 7.9 | +12.0% | | 3,000 | 45 | 31 |
| 97 | (97) | Transavia Airlines* | Netherlands | Europe | 14,000 | +3.7% | 15,500 | +3.3% | 91.0 | +1.0% | 6.8 | +4.6% | | 1,256 | 36 | 3 |
| 98 | (107) | Capital Airlines | China | Asia-Pacific | 13,823 | +20.2% | 15,562 | +15.3% | 88.8 | +3.3% | 9.2 | +12.5% | | | 91 | 4 |
| 99 | (103) | Air Arabia | UAE | Middle East | 13,800 | +11.3% | 17,000 | +11.3% | 81.0 | +1.0% | 6.8 | +11.3% | 6.46 | 2,000 | 34 | 10 |
| 100 | (99) | Nordwind Airlines | Russia | Europe | 13,402 | -0.2% | 14,663 | -4.5% | 91.4 | +3.9% | 4.5 | +22.3% | | | 18 | |
| 101 | (106) | Ural Airlines | Russia | Europe | 13,327 | +13.2% | 17,770 | +12.2% | 75.0 | +0.7% | 5.2 | +17.0% | | 2,000 | 35 | 7 |
| 102 | (98) | SpiceJet | India | Asia-Pacific | 13,135 | -2.4% | 16,788 | -8.0% | 78.2 | +4.5% | 12.8 | +0.3% | | 5,000 | 32 | 42 |
| 103 | (101) | SriLankan Airlines | Sri Lanka | Asia-Pacific | 12,964 | +1.2% | 16,180 | +2.5% | 80.1 | -1.1% | 4.3 | +4.1% | | 6,903 | 20 | 12 |
| 104 | (109) | Juneyao Airlines | China | Asia-Pacific | 12,853 | +13.1% | 15,305 | +12.7% | 84.0 | +0.3% | 8.2 | +16.3% | | 3,800 | 44 | 2 |
| 105 | (102) | Royal Air Maroc | Morocco | Africa | 12,793 | +2.8% | 18,875 | +4.7% | 67.8 | -1.2% | 6.8 | +15.9% | | | 48 | 3 |
| 106 | (108) | Allegiant Air | USA | North America | 12,592 | +9.8% | 14,392 | +9.8% | 87.5 | +0.0% | 8.2 | +12.6% | 5.81 | 2,411 | 75 | |
| 107 | (113) | Thai AirAsia | Thailand | Asia-Pacific | 12,420 | +14.7% | 15,419 | +19.1% | 80.5 | -3.1% | 12.2 | +16.3% | 5.22 | 3,020 | 43 | 2 |
| 108 | (114) | Jet2 | UK | Europe | 12,255 | +13.4% | 13,776 | +14.5% | 89.0 | -0.9% | 6.0 | +8.9% | | 3,000 | 59 | |
| 109 | (112) | Dragonair | Hong Kong | Asia-Pacific | 12,209 | +12.2% | 16,230 | +6.9% | 75.2 | +3.5% | 9.3 | +9.0% | | 3,100 | 40 | |
| 110 | (94) | Envoy | USA | North America | 12,133 | -17.0% | 15,765 | -18.6% | 77.0 | +1.5% | 16.1 | -9.2% | 7.34 | 11,162 | 180 | 40 |
| 111 | (105) | Aerolineas Argentinas* | Argentina | Latin and Central America | 12,000 | +0.0% | 16,000 | +0.0% | 76.0 | +0.0% | 4.0 | +0.0% | | 11,584 | 51 | 25 |
| 112 | (104) | Pakistan International Airlines | Pakistan | Asia-Pacific | 11,903 | -2.7% | 16,537 | -5.0% | 72.0 | +1.7% | 4.2 | -5.6% | 7.60 | 16,243 | 33 | 5 |
| 113 | (110) | Oman Air | Oman | Middle East | 11,336 | +0.1% | 15,233 | +1.8% | 74.4 | -1.3% | 5.1 | +1.1% | 7.23 | 6,322 | 39 | 7 |
| 114 | (126) | Tianjin Airlines | China | Asia-Pacific | 10,985 | +31.5% | 13,176 | +26.1% | 83.4 | +3.4% | 9.9 | +23.4% | | | 84 | 22 |
| 115 | (116) | Brussels Airlines | Belgium | Europe | 10,756 | +10.1% | 14,948 | +5.7% | 72.0 | +2.9% | 6.6 | +12.4% | | 3,400 | 48 | |

| Ranking | Airline operation | Country | Region | Pax traffic (RPK million) | Change % | Seat capacity (ASK million) | Change % | Load Factor (%) | Change % | Pax number (m) | Change % | Nominal yield (USc / RPK) | Employees | Fleet | | |
|-----------|-------------------|---|------------|---------------------------|----------|-----------------------------|----------|-----------------|----------|----------------|----------|---------------------------|-----------|---------|--------|----|
| Rank 2014 | Rank 2013 | | | | | | | | | | | | | Current | Orders | |
| 116 | (115) | Sun-Express* | Turkey | Europe | 10,500 | +7.4% | 12,500 | +7.1% | 85.0 | +1.2% | 7.3 | +9.0% | 3,400 | 22 | 40 | |
| 117 | (130) | Republic Airlines | USA | North America | 10,267 | +31.2% | 12,924 | +28.9% | 79.4 | +1.4% | 13.3 | +28.8% | 7.34 | 2,621 | 137 | 5 |
| 118 | (121) | Rossiya Russian Airlines | Russia | Europe | 10,147 | +10.5% | 13,422 | +11.6% | 75.6 | -0.7% | 5.2 | +13.1% | | 3,200 | 27 | |
| 119 | (118) | Kenya Airways* | Kenya | Africa | 10,000 | +7.4% | 16,000 | +12.8% | 62.5 | -3.1% | 4.0 | +7.5% | | | 39 | 3 |
| 120 | (117) | Tigerair | Singapore | Asia-Pacific | 9,696 | +4.0% | 11,812 | -1.1% | 82.1 | +4.0% | 5.1 | +1.4% | 4.19 | | 24 | 39 |
| 121 | (124) | Aegean Airlines Group | Greece | Europe | 9,584 | +13.6% | 12,194 | +13.6% | 78.6 | -0.0% | 10.1 | +14.4% | | | 58 | 5 |
| 122 | (120) | China Xinhua Airlines | China | Asia-Pacific | 9,389 | +1.9% | 10,659 | +1.0% | 88.1 | +0.8% | 6.0 | +5.2% | | | 5 | |
| 123 | (119) | Indonesia AirAsia | Indonesia | Asia-Pacific | 9,150 | -1.5% | 11,664 | -3.9% | 78.4 | +1.9% | 7.9 | +0.0% | 4.71 | | 29 | |
| 124 | (122) | Thomas Cook Airlines Scandinavia | Denmark | Europe | 8,829 | -2.8% | 9,597 | -2.4% | 91.5 | -0.3% | 2.4 | -1.6% | 7.72 | 1,043 | 12 | 4 |
| 125 | (129) | Gulf Air | Bahrain | Middle East | 8,692 | +10.5% | 11,505 | +8.5% | 75.5 | +1.3% | 5.2 | +15.4% | | 2,787 | 28 | 43 |
| 126 | (123) | Corsair | France | Europe | 8,598 | -0.5% | 10,181 | -3.0% | 84.0 | +2.0% | 1.2 | -0.4% | | | 7 | |
| 127 | (127) | Interjet | Mexico | Latin and Central America | 8,578 | +2.9% | 11,835 | +6.0% | 72.5 | -2.2% | 8.7 | +3.6% | | | 54 | 55 |
| 128 | (111) | Orenair | Russia | Europe | 8,471 | -22.9% | 10,777 | -19.5% | 78.6 | -3.4% | 3.0 | -3.4% | | | 18 | |
| 129 | (128) | Mahan Air | Iran | Middle East | 8,313 | +5.6% | 10,734 | +5.8% | 77.4 | -0.1% | 5.7 | +6.0% | | | 43 | |
| 130 | (125) | Royal Jordanian | Jordan | Middle East | 8,136 | -3.5% | 11,821 | -2.1% | 68.8 | -1.0% | 3.2 | -1.8% | 10.61 | 4,543 | 26 | 6 |
| 131 | (133) | LOT Polish Airlines | Poland | Europe | 8,045 | +13.7% | 10,375 | +12.2% | 77.5 | +1.0% | 4.8 | +2.7% | 10.79 | 1,695 | 41 | 2 |
| 132 | (137) | Icelandair | Iceland | Europe | 7,777 | +17.9% | 9,673 | +16.3% | 80.4 | +1.1% | 2.6 | +15.4% | 9.86 | | 26 | 17 |
| 133 | (131) | Air Astana | Kazakhstan | Asia-Pacific | 7,754 | +4.0% | 11,894 | +4.4% | 65.2 | -0.2% | 3.8 | +3.9% | 11.39 | 4,356 | 30 | 10 |

| Ranking | | Airline operation | Country | Region | Pax traffic (RPK million) | Change % | Seat capacity (ASK million) | Change % | Load Factor (%) | Change % | Pax number (m) | Change % | Nominal yield (USc / RPK) | Employees | | Fleet | |
|-----------|-----------|---------------------------------------|----------------|---------------------------|---------------------------|----------|-----------------------------|----------|-----------------|----------|----------------|----------|---------------------------|-----------|--------|-------|--|
| Rank 2014 | Rank 2013 | | | | | | | | | | | | | Current | Orders | | |
| 134 | (136) | Kuwait Airways | Kuwait | Middle East | 7,182 | +5.7% | 10,271 | +7.9% | 69.9 | -1.5% | 2.4 | +12.4% | | 2,707 | 26 | 39 | |
| 135 | (132) | Uzbekistan Airways | Uzbekistan | Asia-Pacific | 7,044 | -1.5% | 9,499 | -3.1% | 74.1 | +1.1% | 2.6 | -2.0% | | | 35 | 2 | |
| 136 | (142) | Hong Kong Airlines* | Hong Kong | Asia-Pacific | 7,000 | +12.2% | 9,200 | +12.7% | 76.1 | -0.3% | 5.0 | +22.0% | | 2,462 | 25 | 27 | |
| 136 | (135) | Jetairfly* | Belgium | Europe | 7,000 | +1.4% | 8,600 | +1.2% | 81.4 | +0.2% | 2.8 | +0.7% | | | 22 | | |
| 136 | (134) | Skymark Airlines* | Japan | Asia-Pacific | 7,000 | +0.8% | 10,750 | +6.1% | 65.6 | -2.2% | 6.8 | +0.4% | | | 28 | | |
| 139 | (138) | Mesa Airlines | USA | North America | 6,968 | +7.7% | 8,410 | +7.5% | 82.9 | +0.2% | 8.6 | +1.0% | 6.47 | | 107 | 8 | |
| 140 | (149) | China United Airlines | China | Asia-Pacific | 6,668 | +13.2% | 8,674 | +13.0% | 76.9 | +0.1% | 5.5 | +11.2% | | | 30 | | |
| 141 | (150) | Air India Express | India | Asia-Pacific | 6,622 | +16.2% | 8,118 | -1.0% | 81.6 | +11.6% | 2.6 | +14.3% | | | 17 | 3 | |
| 142 | (141) | Travel Service | Czech Republic | Europe | 6,542 | +4.7% | 8,059 | +7.5% | 81.2 | -2.2% | 3.3 | +2.6% | | | 28 | 9 | |
| 143 | (151) | Anadolu Jet | Turkey | Europe | 6,500 | +16.1% | 7,800 | +16.4% | 83.5 | +0.2% | 9.0 | +11.1% | | | 34 | | |
| 143 | (155) | Biman Bangladesh Airlines* | Bangladesh | Asia-Pacific | 6,500 | +23.8% | 9,000 | +28.6% | 72.0 | -3.0% | 2.0 | +25.0% | | | 12 | 6 | |
| 145 | (140) | Ukraine International Airlines | Ukraine | Europe | 6,479 | +3.1% | 9,018 | +14.1% | 71.8 | -7.7% | 3.7 | -14.9% | | | 28 | 1 | |
| 146 | (143) | Kulula | South Africa | Africa | 6,385 | +5.0% | 8,108 | +7.4% | 78.9 | -2.6% | 3.2 | +1.8% | | | 11 | | |
| 147 | (139) | Air Algerie | Algeria | Africa | 6,228 | -1.8% | 9,851 | +3.2% | 63.2 | -3.2% | 5.0 | +6.1% | | | 48 | 13 | |
| 148 | (144) | Shuttle America | USA | North America | 6,194 | +2.4% | 7,970 | +0.1% | 77.7 | +1.7% | 5.8 | -4.8% | 6.31 | | 110 | 55 | |
| 149 | (148) | Jetstar Asia | Singapore | Asia-Pacific | 6,188 | +4.9% | 7,894 | +5.7% | 78.4 | -0.6% | 4.0 | +9.2% | | | 18 | | |
| 150 | (145) | Air Mauritius | Mauritius | Africa | 6,186 | +2.3% | 8,399 | +4.9% | 73.7 | -1.8% | 1.4 | +3.0% | 7.65 | 3,076 | 14 | 6 | |
| 151 | (146) | Air Caraibes | Guadeloupe | Latin and Central America | 6,121 | +1.8% | 7,035 | +2.4% | 87.0 | +1.9% | 1.2 | +0.3% | | 355 | 8 | 10 | |
| 152 | (200) | Ikar Airlines | Russia | Europe | 6,060 | +376.5 % | 6,941 | +394.5 % | 87.3 | -3.3% | 1.2 | +342.3 % | | | 7 | | |

| Ranking | | Airline operation | Country | Region | Pax traffic (RPK million) | Change % | Seat capacity (ASK million) | Change % | Load Factor (%) | Change % | Pax number (m) | Change % | Nominal yield (USc / RPK) | Employees | | Fleet | |
|-----------|-----------|------------------------------|-------------------|---------------------------|---------------------------|----------|-----------------------------|----------|-----------------|----------|----------------|----------|---------------------------|-----------|--------|-------|--|
| Rank 2014 | Rank 2013 | | | | | | | | | | | | | Current | Orders | | |
| 153 | (159) | GoAir | India | Asia-Pacific | 5,910 | +20.6% | 7,681 | +18.8% | 76.9 | +1.1% | 6.2 | +20.8% | | 19 | 72 | | |
| 154 | (166) | Citilink | Indonesia | Asia-Pacific | 5,766 | +37.4% | 7,251 | +32.9% | 79.5 | +2.5% | 7.6 | +41.3% | | 38 | 45 | | |
| 155 | (153) | SilkAir | Singapore | Asia-Pacific | 5,743 | +5.1% | 8,162 | +4.2% | 70.4 | +0.6% | 3.5 | +3.2% | | 29 | 43 | | |
| 156 | (171) | West Air (China) | China | Asia-Pacific | 5,694 | +46.1% | 6,313 | +42.1% | 90.2 | +2.5% | 4.3 | +29.1% | | 18 | | | |
| 157 | (157) | TUIFly Nordic AB | Sweden | Europe | 5,663 | +9.2% | 6,125 | +9.6% | 92.4 | -0.3% | 1.5 | +7.3% | | 8 | | | |
| 158 | (152) | Iran Air | Iran | Middle East | 5,583 | +1.8% | 7,416 | -0.5% | 75.3 | +1.7% | 4.4 | -4.8% | | 30 | | | |
| 159 | (154) | Globus | Russia | Europe | 5,559 | +3.6% | 6,872 | +5.6% | 80.9 | -1.6% | 2.3 | +5.8% | | 13 | | | |
| 160 | (163) | Flynas | Saudi Arabia | Middle East | 5,442 | +18.5% | 7,535 | +15.6% | 72.2 | +1.8% | 4.7 | +33.6% | | 27 | 20 | | |
| 161 | (147) | Onur Air | Turkey | Europe | 5,227 | -12.3% | 6,537 | -10.7% | 80.0 | -1.4% | 4.7 | -5.9% | | 1,338 | 19 | | |
| 162 | (162) | Comair (South Africa) | South Africa | Africa | 5,150 | +11.1% | 6,750 | +12.4% | 76.0 | -1.2% | 5.2 | +10.5% | | 2,006 | 17 | | |
| 163 | (165) | Arkefly | Netherlands | Europe | 5,000 | +11.1% | 6,250 | +11.1% | 80.0 | +0.0% | 1.2 | +9.1% | | 8 | | | |
| 164 | (168) | Transavia France | France | Europe | 4,909 | +21.6% | 6,136 | +22.7% | 80.0 | +0.0% | 2.9 | +26.6% | | 18 | 17 | | |
| 165 | (158) | XL Airways France | France | Europe | 4,773 | -7.1% | | | | | 0.8 | -14.7% | | 5 | | | |
| 166 | (164) | Compass Airlines | USA | North America | 4,716 | +3.5% | 5,823 | -1.8% | 81.0 | +4.1% | 4.0 | +6.9% | 3.03 | 48 | 14 | | |
| 167 | (175) | Okay Airways | China | Asia-Pacific | 4,607 | +22.8% | 5,320 | +19.9% | 86.6 | +2.0% | 3.3 | +20.3% | | 28 | 18 | | |
| 168 | (161) | Air Austral | Reunion | Africa | 4,596 | -1.4% | 5,550 | -0.9% | 82.8 | -0.2% | 1.0 | -4.1% | | 8 | 6 | | |
| 169 | (180) | Nok Air | Thailand | Asia-Pacific | 4,372 | +22.6% | 5,375 | +26.5% | 81.3 | -2.7% | 7.6 | +29.4% | 7.89 | 22 | 17 | | |
| 170 | (160) | Caribbean Airlines | Trinidad & Tobago | Latin and Central America | 4,310 | -7.9% | 5,855 | +0.6% | 73.6 | -6.7% | 2.7 | -4.7% | | 21 | | | |
| 171 | (179) | Tigerair Australia | Australia | Asia-Pacific | 4,301 | +19.0% | 5,050 | +22.0% | 85.2 | -2.1% | 3.5 | +12.5% | | 13 | | | |
| 172 | (169) | Middle East Airlines | Lebanon | Middle East | 4,288 | +6.5% | 5,928 | +1.2% | 72.3 | +3.6% | 2.4 | +6.2% | | 17 | 12 | | |

| Ranking | | Airline operation | Country | Region | Pax traffic (RPK million) | Change % | Seat capacity (ASK million) | Change % | Load Factor (%) | Change % | Pax number (m) | Change % | Nominal yield (USc / RPK) | Employees | | Fleet | |
|-----------|-----------|-------------------------------|------------------|---------------|---------------------------|----------|-----------------------------|----------|-----------------|----------|----------------|----------|---------------------------|-----------|--------|-------|--|
| Rank 2014 | Rank 2013 | | | | | | | | | | | | | Current | Orders | | |
| 173 | (156) | Tunisair | Tunisia | Africa | 4,283 | -17.9% | 6,057 | -18.7% | 70.7 | +0.7% | 3.1 | -17.7% | 14.73 | 29 | 6 | | |
| 174 | (187) | Chengdu Airlines | China | Asia-Pacific | 4,223 | +23.3% | 4,874 | +20.0% | 86.7 | +2.3% | 3.2 | +22.4% | | 16 | 30 | | |
| 175 | (170) | Sun Country Airlines | USA | North America | 4,138 | +3.2% | 5,704 | +1.3% | 72.6 | +1.3% | 1.9 | +1.6% | 10.34 | | 20 | | |
| 176 | (167) | GoJet Airlines | USA | North America | 4,129 | +1.5% | 5,214 | +2.6% | 79.2 | -0.8% | 4.3 | -0.4% | 4.70 | | 49 | | |
| 177 | (183) | Iberia Express | Spain | Europe | 4,084 | +16.4% | 5,314 | +13.0% | 76.9 | +2.3% | 3.5 | +9.9% | | 475 | 20 | | |
| 178 | (189) | MetroJet | Russia | Europe | 4,043 | +18.8% | 4,478 | +17.1% | 90.3 | +1.3% | 1.3 | +13.2% | | | 8 | | |
| 179 | (174) | Royal Brunei Airlines* | Brunei | Asia-Pacific | 4,000 | +5.3% | 5,700 | +3.6% | 70.0 | +1.0% | 1.2 | +4.5% | | | 10 | 10 | |
| 180 | (196) | Air Niugini* | Papua New Guinea | Asia-Pacific | 3,995 | +32.7% | 3,845 | -0.4% | 78.0 | +0.0% | 2.1 | +0.0% | | | 21 | 1 | |
| 181 | (198) | Corendon Airlines | Turkey | Europe | 3,854 | +30.9% | 4,872 | +29.8% | 79.1 | +0.7% | 1.8 | +39.7% | | | 11 | | |
| 182 | (194) | Chang An Airlines | China | Asia-Pacific | 3,813 | +24.0% | 4,362 | +23.1% | 87.4 | +0.6% | 2.6 | +27.6% | | | 4 | | |
| 183 | (177) | NEOS | Italy | Europe | 3,775 | +1.4% | 4,640 | +2.4% | 81.4 | -0.8% | 1.1 | +7.2% | | | 9 | 2 | |
| 184 | (182) | AtlasGlobe I* | Turkey | Europe | 3,750 | +6.6% | 5,000 | +4.8% | 75.0 | +1.3% | 4.0 | +5.3% | | | 19 | | |
| 185 | (172) | Meridiana | Italy | Europe | 3,700 | -3.5% | 5,600 | -4.5% | 66.0 | +0.6% | 3.5 | -3.2% | | | 15 | | |
| 186 | (199) | Bangkok Airways | Thailand | Asia-Pacific | 3,691 | +33.8% | 5,655 | +39.2% | 65.3 | -2.6% | 4.8 | +14.8% | 14.57 | 2,340 | 29 | 7 | |
| 187 | (178) | TAAG Angola Airlines* | Angola | Africa | 3,680 | -0.8% | 5,200 | -0.9% | 70.8 | +0.0% | 1.3 | -1.7% | | | 13 | 2 | |
| 188 | (181) | Edelweiss Air | Switzerland | Europe | 3,671 | +3.5% | 4,606 | +6.8% | 79.7 | -2.5% | 1.1 | +9.7% | | | 7 | | |
| 189 | (176) | Flybe | UK | Europe | 3,670 | -1.7% | 5,028 | -10.4% | 73.0 | +6.5% | 7.2 | -2.6% | | 2,639 | 62 | 4 | |
| 190 | (186) | Air Wisconsin | USA | North America | 3,615 | +4.9% | 4,618 | +1.9% | 78.3 | +2.2% | 6.2 | +1.4% | 16.85 | | 71 | | |
| 191 | (188) | QantasLink | Australia | Asia-Pacific | 3,557 | +4.2% | 5,727 | +9.4% | 62.1 | -3.1% | 5.5 | +4.4% | | | 18 | | |
| 192 | (185) | Horizon Air | USA | North America | 3,551 | +2.0% | 4,473 | +3.8% | 79.4 | -1.4% | 7.5 | +5.0% | 10.48 | | 52 | 2 | |

| Ranking | | Airline operation | Country | Region | Pax traffic (RPK million) | Change % | Seat capacity (ASK million) | Change % | Load Factor (%) | Change % | Pax number (m) | Change % | Nominal yield (USc / RPK) | Employees | | Fleet | |
|-----------|-----------|-------------------------------|------------------|---------------|---------------------------|----------|-----------------------------|----------|-----------------|----------|----------------|----------|---------------------------|-----------|--------|-------|--|
| Rank 2014 | Rank 2013 | | | | | | | | | | | | | Current | Orders | | |
| 193 | (197) | Air Macau | Macau | Asia-Pacific | 3,521 | +17.0% | 5,162 | +16.5% | 68.2 | +0.3% | 2.1 | +16.2% | | 16 | 4 | | |
| 194 | (190) | Freebird Airlines* | Turkey | Europe | 3,500 | +3.7% | 4,000 | +3.6% | 87.5 | +0.1% | 1.5 | +8.6% | | 10 | | | |
| 195 | (195) | Omni Air International | USA | North America | 3,477 | +14.1% | 5,477 | +11.5% | 63.5 | +1.5% | 0.7 | +21.6% | 10.84 | 10 | | | |
| 196 | (191) | Air Tahiti Nui | French Polynesia | Asia-Pacific | 3,477 | +8.3% | | | | | 0.4 | +9.0% | | 5 | 4 | | |
| 197 | (192) | TransAsia Airways | Taiwan | Asia-Pacific | 3,457 | +9.5% | 4,742 | +3.5% | 72.9 | +4.0% | 3.4 | +4.7% | | 17 | 24 | | |
| 198 | (193) | VIM Airlines | Russia | Europe | 3,389 | +10.2% | 4,471 | +19.2% | 75.8 | -6.2% | 1.6 | +16.0% | | 10 | 10 | | |
| 199 | (184) | Ifly | Russia | Europe | 3,308 | -5.7% | 3,680 | -6.2% | 89.9 | +0.5% | 1.0 | -7.2% | | 5 | | | |
| 200 | (173) | Czech Airlines | Czech Republic | Europe | 3,201 | -15.9% | 4,620 | -16.4% | 69.3 | +0.4% | 2.2 | -20.4% | | 15 | 7 | | |

Source: World Airline Rankings 2015, Flightglobal

Annex G: Airport Charges Benchmarking

Airport charges comparison for key airports by region

| Region | Airport Name | Airport Code | Narrowbody Airport Charge (USD) | Widebody Airport Charge (USD) | International Traffic 2014 |
|---------------|------------------------|--------------|---------------------------------|-------------------------------|----------------------------|
| Middle East | Dubai International | DXB | 3,902 | 7,096 | 69,954,392 |
| Middle East | Doha Hamad | DOH | 2,813 | 5,654 | 26,356,392 |
| Middle East | Abu Dhabi | AUH | 3,727 | 6,899 | 19,253,265 |
| Middle East | Jeddah | JED | 2,928 | 6,627 | 18,011,931 |
| Middle East | Riyadh | RUH | 2,928 | 6,627 | 9,739,362 |
| Middle East | Sharjah | SHJ | 3,727 | 6,901 | 9,489,399 |
| Middle East | Damman | DMM | 2,928 | 6,627 | 4,440,257 |
| Middle East | Kuwait | KWI | 1,442 | 2,586 | 10,275,804 |
| Middle East | Bahrain | BAH | 2,447 | 5,146 | 7,946,851 |
| Middle East | Muscat | MCT | 3,460 | 6,484 | 7,837,959 |
| Latin America | Lima | LIM | 5,822 | 13,663 | 7,169,126 |
| Latin America | Santiago | SCL | 4,955 | 9,362 | 7,335,444 |
| Latin America | Rio de Janeiro | GIG | 2,671 | 6,461 | 4,047,021 |
| Latin America | Sao Paulo Guarulhos | GRU | 5,062 | 10,376 | 13,593,912 |
| Latin America | Bogota | BOG | 6,245 | 11,780 | 8,334,585 |
| Latin America | Panama City | PTY | 6,404 | 11,073 | 4,168,710 |
| Latin America | Mexico City | MEX | 5,836 | 10,600 | 11,498,498 |
| Latin America | Buenos Aires | EZE | 4,366 | 9,927 | 8,062,649 |
| Latin America | Quito | UIO | 1,974 | 6,147 | 2,157,100 |
| Latin America | Cancún | CUN | 4,047 | 7,619 | 11,987,242 |
| Latin America | Belo Horizonte | CNF | 4,614 | 9,458 | 430,528 |
| Europe | Frankfurt | FRA | 11,920 | 22,841 | 52,713,013 |
| Europe | London Heathrow | LHR | 30,098 | 58,517 | 68,091,095 |
| Europe | London Gatwick | LGW | 22,574 | 46,793 | 34,438,531 |
| Europe | Paris de Gaulle | CDG | 10,364 | 21,030 | 58,623,111 |
| Europe | Madrid | MAD | 6,074 | 12,847 | 29,618,803 |
| Europe | Barcelona | BCN | 5,209 | 11,186 | 27,246,041 |
| Europe | Amsterdam | AMS | 5,615 | 12,073 | 54,940,534 |
| Europe | Manchester | MAN | 21,865 | 47,815 | 19,484,972 |
| Europe | Istanbul Atatürk | IST | 3,344 | 8,298 | 38,037,302 |
| Europe | Istanbul Sabiha Gökçen | SAW | 3,600 | 8,358 | 8,471,867 |
| Europe | Rome Fiumicino | FCO | 7,465 | 13,816 | 26,840,909 |
| Europe | Milan Malpensa | MXP | 6,389 | 12,786 | 16,024,915 |
| Europe | Vienna | VIE | 7,967 | 14,923 | 21,831,400 |
| Europe | Athens | ATH | 8,962 | 16,423 | 9,879,213 |
| Europe | Copenhagen | CPH | 4,665 | 9,671 | 23,610,452 |
| Europe | Budapest | BUD | 6,459 | 12,947 | 9,053,391 |
| Europe | Geneva | GVA | 7,328 | 10,675 | 14,542,239 |
| Europe | Zürich | ZRH | 9,194 | 14,702 | 24,836,044 |
| Europe | Munich | MUC | 9,346 | 16,824 | 30,269,007 |
| Europe | Lisbon | LIS | 5,059 | 9,879 | 16,081,247 |
| Europe | Prague | PRG | 4,839 | 9,350 | 11,105,531 |
| Europe | Moscow Domodedovo | DME | 4,738 | 11,777 | 17,741,633 |
| Europe | Moscow Sheremetyevo | SVO | 3,786 | 10,202 | 18,475,664 |
| Asia Pacific | Beijing | PEK | 5,334 | 12,553 | 16,838,946 |
| Asia Pacific | Guangzhou Bai Yun | CAN | 5,334 | 12,553 | 9,108,438 |
| Asia Pacific | Pudong | PVG | 5,334 | 12,553 | 19,765,240 |
| Asia Pacific | Hong Kong | HKG | 4,578 | 9,190 | 62,929,420 |
| Asia Pacific | Jakarta | CGK | 2,210 | 5,166 | 12,568,375 |

| Region | Airport Name | Airport Code | Narrowbody Airport Charge (USD) | Widebody Airport Charge (USD) | International Traffic 2014 |
|---------------------------|--------------------|--------------|---------------------------------|-------------------------------|----------------------------|
| Asia Pacific | Sydney | SYD | 14,134 | 24,897 | 13,145,275 |
| Asia Pacific | Bangkok | BKK | 3,537 | 7,110 | 37,183,099 |
| Asia Pacific | Singapore | SIN | 4,551 | 9,339 | 53,287,815 |
| Asia Pacific | Kuala Lumpur | KUL | 2,887 | 5,471 | 34,431,775 |
| Asia Pacific | Mumbai | BOM | 2,176 | 6,114 | 10,899,921 |
| Asia Pacific | New Delhi | DEL | 3,228 | 8,159 | 13,136,791 |
| Asia Pacific | Manila | MNL | 7,752 | 13,118 | 15,995,623 |
| Asia Pacific | Seoul Incheon | ICN | 3,460 | 7,252 | 44,906,813 |
| Asia Pacific | Tokyo Haneda | HND | 6,207 | 14,241 | 10,524,122 |
| Asia Pacific | Tokyo Narita | NRT | 6,405 | 13,067 | 29,625,075 |
| North America | Atlanta | ATL | 10,082 | 16,965 | 10,784,219 |
| North America | New York Kennedy | JFK | 10,648 | 21,220 | 28,471,427 |
| North America | Los Angeles | LAX | 10,261 | 18,425 | 18,416,668 |
| North America | Chicago O'Hare | ORD | 15,192 | 27,590 | 10,749,937 |
| North America | San Francisco | SFO | 10,658 | 19,222 | 10,269,701 |
| North America | Miami | MIA | 12,024 | 20,358 | 20,096,541 |
| North America | Toronto | YYZ | 9,382 | 20,410 | 23,279,850 |
| North America | Vancouver | YVR | 9,004 | 17,354 | 9,266,661 |
| North America | Washington Bush | IAH | 10,412 | 18,004 | 9,810,406 |
| North America | Washington Dulles | IAD | 15,410 | 23,748 | 7,100,413 |
| North America | Charlotte | CLT | 10,416 | 17,453 | 2,918,681 |
| North America | Newark | EWR | 11,371 | 24,682 | 11,887,614 |
| North America | New York LaGuardia | LGA | 11,119 | 21,665 | 1,839,310 |
| North America | Denver | DEN | 13,345 | 24,482 | 2,208,209 |
| Africa | Johannesburg | JNB | 7,160 | 14,562 | 9,559,981 |
| Africa | Accra | ACC | 15,512 | 30,552 | 1,650,520 |
| Africa | Nairobi | NBO | 6,413 | 11,950 | 3,976,097 |
| Africa | Casablanca | CMN | 5,600 | 16,227 | 7,163,059 |
| Africa | Tunis | TUN | 2,649 | 8,396 | 4,868,639 |
| Africa | Cairo | CAI | 4,898 | 9,833 | 11,803,350 |
| Africa | Hurghada | HRG | 4,356 | 8,149 | 6,692,280 |
| Africa | Sharm El Sheikh | SSH | 4,356 | 8,149 | 5,435,031 |
| Africa | Algiers | ALG | 1,588 | 3,895 | 4,727,667 |
| Africa | Lagos | LOS | 8,434 | 15,841 | 3,361,767 |
| Africa | Abidjan | ABJ | 11,950 | 22,247 | 1,192,284 |
| Africa | Abuja | ABV | 8,434 | 15,841 | 884,668 |
| Africa | Capte Town | CPT | 7,160 | 14,562 | 1,568,912 |
| Africa | Dakar | DAR | 6,249 | 11,460 | 1,192,290 |
| General Parametres | | | | | |
| Currency | | | USD | | |
| Airline | | | Turkish Airlines | | |
| Route Type | | | International | | |
| | | | Narrowbody | Widebody | |
| Aircraft Type | | | Boeing 737-800 | Boeing 777-300ER | |
| Turnaround Time | | | 3h | 3h | |
| MTOW | | | 71 | 340 | |
| Capacity | | | 189 | 312 | |
| Load Factor (%) | | | 80 | 80 | |
| Passengers | | | 151 | 250 | |

Source: airportcharges.com, ACI International Traffic Reports

Annex H: Airport Operator Rankings

Top 15 Airport Operators by Number of Airports Operated

| Rank | Operator Name | Number of Airports Operated |
|------|---|-----------------------------|
| 1 | Airports Authority of India | 125 |
| 2 | Infraero & InfraeroPar | 66 |
| 3 | Grupo Ferrovial Aeropuertos | 49 |
| 4 | Children's Investment Fund (TCI) | 45 |
| 5 | Corporacion Financiera Alba (Grupo March) | 45 |
| 6 | AENA Aeropuertos S.A. (ENAIRE) | 45 |
| 7 | Avinor | 42 |
| 8 | Aeropuertos Argentina 2000 (AA 2000) / Corporacion America consortium | 28 |
| 9 | Fraport | 28 |
| 10 | Cedcor SA | 27 |
| 11 | Vinci Airports (Vinci Concessions) | 22 |
| 12 | Federal Airports Authority of Nigeria | 22 |
| 13 | Airports and Auxiliary Services (ASA) | 17 |
| 14 | Copelouzos Group | 16 |
| 15 | Xinjiang Airport Group | 15 |

Source: CAPA Airport Operator Database (July 2015)

Annex I: Airport Infrastructure Investments in Oil Producing Countries

Airport Infrastructure Investments by Each of the Largest Oil Producing Countries

| Oil Production Rank | Country | Airport | Investment amount USD billion | Anticipated completion date |
|---------------------|--------------|------------------------------------|-------------------------------|---------------------------------------|
| 8 | UAE | Dubai World Central, | 32 | An ongoing project to 2027 |
| 4 | China | Beijing (Daxing) | 13 | Jun 2019 |
| 19 | UK | London Heathrow | 13 | Ongoing to 2019 |
| 28 | Egypt | Cairo | 12 | 2021 |
| 4 | China | Chengdu | 11 | 2025 |
| 8 | UAE | Dubai International | 11 | 4Q2015 |
| 10 | Mexico | Mexico City | 9 | 2018-2020 (final phase by 2069) |
| 3 | USA | Atlanta | 9 | 2015 (followed by further investment) |
| 30 | Australia | Melbourne Tullamarine | 8 | 2024 |
| 2 | Saudi Arabia | Jeddah | 7 | 1Q2015 |
| 3 | USA | Los Angeles International | 7 | 2018 |
| 8 | UAE | Abu Dhabi International | 7 | 2017 |
| 3 | USA | Philadelphia | 5 | 2015 |
| 11 | Kuwait | Kuwait | 5 | 2025 |
| 25 | Oman | Muscat | 5 | 2016 |
| 3 | USA | Washington Dulles & Reagan jointly | 5 | 2015 |
| 3 | USA | Tampa | 4 | 2023 |
| 3 | USA | San Francisco | 4 | 2023 |
| 1 | Russia | Moscow Domodedovo | 4 | 2023 |
| 3 | USA | Orlando International | 4 | 2017 |
| 12 | Brazil | Sao Paulo | 4 | 2025 |
| 3 | USA | New York La Guardia | 4 | 2017 |
| 5 | Canada | Toronto | 3 | 2030 |
| 18 | Qatar | Doha | 3 | 2018 |
| 23 | India | Mumbai | 3 | 2018 |
| 6 | Iran | Tehran | 3 | 2020 |
| 23 | India | Navi Mumbai | 2 | 2018? |
| 12 | Brazil | Rio de Janeiro | 2 | 2016 |
| 14 | Norway | Oslo | 2 | 2017 |
| 23 | India | Delhi | 2 | 2020 |
| 5 | Canada | Calgary | 2 | 2017 |
| 22 | Indonesia | Jakarta Soekarno Hatta | 2 | 2018 |
| 30 | Australia | Second Sydney | 2 | 2022 |
| 19 | UK | London Gatwick | 2 | 2017 |
| 1 | Russia | Moscow Sheremetyevo | 1 | 2020 |
| 19 | UK | Manchester | 1 | 2030 |
| 5 | Canada | Vancouver | 1 | 2027 |

Source: CAPA Airport Construction & Cap Ex Database (July 2015)

Annex J: Largest Airport Projects Worldwide

Top 50 Airport Projects in Pipeline by Investment Amount

| Rank | Project Name | Region | Investment (USD bn) | Target Completion |
|------|--|---------------|---------------------|-------------------|
| 1 | Dubai World Central (Al Maktoum Airport) | Middle East | 32.3 | 2027 |
| 2 | Hong Kong International Airport | Asia Pacific | 19.3 | 2023 |
| 3 | Chicago O'Hare International Airport | North America | 15.0 | 2018 |
| 4 | London Heathrow Airport | Europe | 13.0 | 2019 |
| 5 | Cairo International Airport | Africa | 13.0 | 2035 |
| 6 | Frankfurt Airport | Europe | 10.0 | 2022 |
| 7 | Atlanta Hartsfield-Jackson International Airport | North America | 9.0 | 2018 |
| 8 | Ordos Airport | Asia Pacific | 8.0 | 2016 |
| 9 | Melbourne Tullamarine Airport | Asia Pacific | 7.8 | 2024 |
| 10 | Muscat Seeb International Airport | Middle East | 7.8 | 2016 |
| 11 | Dubai International Airport | Middle East | 7.8 | 2015 |
| 12 | Philadelphia International Airport | North America | 7.5 | 2017 |
| 13 | Jeddah King Abdulaziz International Airport | Middle East | 7.2 | 2016 |
| 14 | Los Angeles International Airport | North America | 6.8 | 2018 |
| 15 | Abu Dhabi International Airport | Middle East | 6.8 | 2017 |
| 16 | Wuhan Airport | Asia Pacific | 6.4 | 2016 |
| 17 | Berlin Brandenburg International Airport | Europe | 6.2 | 2017 |
| 18 | Seoul Incheon International Airport | Asia Pacific | 5.0 | 2017 |
| 19 | Kuwait International Airport | Middle East | 4.8 | 2020 |
| 20 | Bahrain International Airport | Middle East | 4.8 | 2016 |
| 21 | Chongqing Jiangbei International Airport | Asia Pacific | 4.7 | 2015 |
| 22 | Washington Dulles International Airport | North America | 4.6 | 2016 |
| 23 | Riyadh King Khaled International Airport | Middle East | 4.4 | 2021 |
| 24 | San Francisco International Airport | North America | 4.4 | 2023 |
| 25 | Dalian Airport | Asia Pacific | 4.3 | 2018 |
| 26 | Tampa International Airport | North America | 4.2 | 2023 |
| 27 | New York LaGuardia Airport | North America | 4.0 | 2021 |
| 28 | Moscow Domodedovo Airport | Europe | 3.9 | 2023 |
| 29 | Orlando International Airport | North America | 3.8 | 2019 |
| 30 | Brisbane Airport | Asia Pacific | 3.6 | 2034 |
| 31 | Copenhagen Kastrup Airport | Europe | 3.6 | 2034 |
| 32 | Campinas Viracopos Airport | Latin America | 3.5 | 2042 |
| 33 | London Gatwick Airport | Europe | 3.3 | 2018 |
| 34 | Shanghai Pudong Airport | Asia Pacific | 3.2 | 2019 |
| 35 | Toronto Pearson International Airport | North America | 3.0 | 2015 |
| 36 | Guiyang Airport | Asia Pacific | 3.0 | 2018 |
| 37 | Doha Hamad International Airport | Middle East | 3.0 | 2022 |
| 38 | Dublin Airport | Europe | 2.9 | 2023 |
| 39 | Mumbai Chhatrapati Shivaji International Airport | Asia Pacific | 2.9 | 2018 |
| 40 | Rome Fiumicino Airport | Europe | 2.7 | 2020 |
| 41 | Bangkok Suvarnabhumi International Airport | Asia Pacific | 2.6 | 2020 |
| 42 | Charlotte Douglas International Airport | North America | 2.5 | 2035 |
| 43 | Rio de Janeiro Galeão International Airport | Latin America | 2.5 | 2016 |
| 44 | Zhengzhou Airport | Asia Pacific | 2.4 | 2015 |
| 45 | Taipei Taoyuan International Airport | Asia Pacific | 2.3 | 2021 |
| 46 | Dallas/Fort Worth International Airport | North America | 2.3 | 2017 |
| 47 | Guangzhou Baiyun Airport | Asia Pacific | 2.3 | 2020 |
| 48 | Singapore Changi Airport | Asia Pacific | 2.2 | 2025 |
| 49 | Tehran Imam Khomeini International Airport | Middle East | 2.2 | 2020 |
| 50 | Oslo Airport | Europe | 2.2 | 2018 |

Source: CAPA Airport Construction & Cap Ex Database (July 2015)

Annex K: World Airline Financial Results 2014

| Region | Airline | Financial Year End | 2014 Operating revenue (\$,000) | Change 2014/2013 % | 2014 Operating Expenses (\$,000) | Change 2014/2013 % | 2014 Operating Profit/Loss (\$,000) | 2013 Operating Profit/Loss (\$,000) | 2014 Net Income/Loss (\$,000) | 2013 Net Income/Loss (\$,000) |
|------------------------|-------------------------|--------------------|---------------------------------|--------------------|----------------------------------|--------------------|-------------------------------------|-------------------------------------|-------------------------------|-------------------------------|
| Africa/ Middle East | Air Arabia | 31-Dec | 1,007,130 | 17.0 | NA | NA | NA | NA | 154,063 | 118,417 |
| | EI Al Israel Airlines | 31-Dec | 2,081,300 | -21.7 | 1,791,000 | 38.2 | 290,300 | 350,200 | 28,100 | 26,700 |
| | Emirates Group 1 | 31-Mar | 26,257,600 | 9.9 | 24,379,800 | 8.4 | 1,877,760 | 1,394,390 | 1,486,580 | 1,111,320 |
| | Etihad Airways | 31-Dec | 7,600,000 | 26.7 | NA | NA | NA | NA | 73,000 | 48,000 |
| | Flydubai | 31-Dec | 1,197,670 | 18.9 | NA | NA | NA | NA | 68,049 | 60,651 |
| | Oman Air | 31-Dec | 1,031,000 | 4.0 | NA | NA | -249,000 | -259,375 | NA | NA |
| Asia-Pacific | Air China | 31-Dec | 17,206,500 | 7.8 | 16,027,000 | 4.8 | 1,179,490 | 673,900 | 620,298 | 533,859 |
| | ANA Holdings 1 | 31-Mar | 14,320,800 | -6.2 | 13,556,000 | -7.4 | 764,769 | 640,920 | 327,639 | 182,842 |
| | Asiana Airlines | 31-Dec | 5,309,790 | 2.0 | 5,220,540 | 0.1 | 89,252 | -10,534 | 57,044 | -107,876 |
| | Cathay Pacific Airways | 31-Dec | 13,662,200 | 5.5 | 13,090,600 | 5.0 | 571,671 | 484,861 | 406,035 | 337,855 |
| | China Airlines | 31-Dec | 4,394,400 | 0.1 | NA | NA | NA | NA | NA | NA |
| | China Eastern Airlines | 31-Dec | 14,585,200 | 1.9 | 12,942,200 | -1.0 | 1,643,000 | 1,240,319 | 555,782 | 383,298 |
| | China Southern Airlines | 31-Dec | 17,645,900 | 10.2 | 14,809,600 | 9.4 | 2,836,280 | 1,805,700 | 292,517 | 309,128 |
| | Garuda Indonesia | 31-Dec | 3,993,500 | 4.6 | 4,332,800 | 17.2 | -399,300 | 62,900 | -338,400 | -5,600 |
| | Hainan Airlines | 31-Dec | 5,856,840 | 8.3 | 4,501,510 | 6.0 | 1,355,330 | 1,161,271 | 423,000 | 352,500 |
| | JAL Group 1 | 31-Mar | 11,239,200 | -11.8 | 9,737,220 | -12.4 | 1,501,120 | 1,621,260 | 1,245,360 | 1,616,400 |
| | Korean Air | 31-Dec | 10,835,700 | 0.5 | 10,476,400 | -3.0 | 359,372 | -18,810 | -416,689 | -361,153 |
| | Qantas Group 2 | 30-Jun | 14,460,000 | -0.5 | 14,875,000 | 4.8 | -608,000 | 170,000 | -2,678 | 2 |
| | SIA Group 1 | 31-Mar | 11,325,900 | -6.4 | 10,031,600 | -15.7 | 322,266 | 292,102 | 267,694 | 285,433 |
| | Thai Airways Int'l | 31-Dec | 6,183,640 | -2.0 | 6,691,260 | -0.2 | -507,618 | -392,763 | -472,291 | -364,530 |
| | Virgin Australia 5 | 30-Jun | 4,056,520 | 7.1 | 4,366,410 | 12.5 | -355,767 | -90,415 | -334,950 | -89,593 |
| Europe | Aeroflot Group | 31-Dec | 5,628,000 | 9.9 | 5,430,000 | -34.3 | 198,000 | 603,000 | -302,000 | 223,615 |
| | Air France-KLM | 31-Dec | 30,302,000 | -2.4 | 30,458,700 | -12.9 | -156,797 | 178,958 | -229,726 | -2,502,000 |
| | Airberlin | 31-Dec | 5,056,640 | -11.2 | 5,427,800 | -11.1 | -371,220 | -401,460 | -457,834 | -434,334 |
| | easyJet 3 | 30-Sep | 7,351,300 | 6.3 | 6,407,830 | 4.4 | 943,474 | 771,282 | 730,746 | 642,200 |
| | IAG 9 | 31-Dec | 24,516,200 | -4.7 | 22,826,700 | -7.4 | 1,689,500 | 1,060,000 | 1,055,000 | 592,000 |
| | Lufthansa Group 6 | 31-Dec | 36,477,800 | -0.1 | 37,610,600 | -1.0 | 1,159,570 | 962,243 | 66,851 | 430,876 |

| Region | Airline | Financial Year End | 2014 Operating revenue (\$,000) | Change 2014/2013 % | 2014 Operating Expenses (\$,000) | Change 2014/2013 % | 2014 Operating Profit/Loss (\$,000) | 2013 Operating Profit/Loss (\$,000) | 2014 Net Income/Loss (\$,000) | 2013 Net Income/Loss (\$,000) |
|----------------|--------------------------------|--------------------|---------------------------------|--------------------|----------------------------------|--------------------|-------------------------------------|-------------------------------------|-------------------------------|-------------------------------|
| Europe | Ryanair 1 | 31-Mar | 6,134,650 | 12.3 | 5,003,090 | 5.3 | 1,131,560 | 905,680 | 940,378 | 718,934 |
| | SAS Group 4 | 31-Oct | 5,155,910 | -9.9 | 4,653,560 | -6.7 | 502,350 | 216,324 | -97,540 | 28,039 |
| | Turkish Airlines | 31-Dec | 11,070,000 | 12.7 | 9,068,000 | 13.3 | 603,000 | 577,000 | 845,000 | 357,000 |
| | Virgin Atlantic | 31-Dec | 4,504,280 | 12.4 | NA | NA | NA | NA | 22,366 | -84,089 |
| Latin America | AviancaTaca Holdings | 31-Dec | 4,702,031 | 2.0 | 4,417,446 | 4.6 | 284,585 | 384,931 | 120,479 | 248,821 |
| | Copa Holdings | 31-Dec | 2,721,785 | 4.3 | 2,183,699 | 4.4 | 538,086 | 517,555 | 371,435 | 427,470 |
| | GOL Linhas Aereas | 31-Dec | 3,746,190 | 12.5 | 3,557,360 | 10.0 | 187,901 | 112,568 | -415,809 | -306,642 |
| | Grupo Aeromexico | 31-Dec | 2,905,970 | 7.7 | 2,372,780 | 8.6 | 113,747 | 183,789 | 53,014 | 82,602 |
| | LATAM Group 7 | 31-Dec | 12,471,146 | -6.0 | 11,957,780 | -5.3 | 513,366 | 643,905 | -109,790 | -281,114 |
| North America | Air Canada | 31-Dec | 11,412,900 | 7.2 | 10,712,100 | 5.9 | 700,840 | 578,672 | 90,292 | 9,349 |
| | Alaska Air Group | 31-Dec | 5,368,000 | 4.1 | 4,406,000 | 2.0 | 962,000 | 838,000 | 605,000 | 508,000 |
| | Allegiant Air | 31-Dec | 1,137,000 | 14.1 | 979,700 | 16.4 | 157,300 | 154,737 | 86,700 | 92,300 |
| | American Airlines Group Inc. 8 | 31-Dec | 42,650,000 | 5.5 | 38,401,000 | 1.5 | 4,429,000 | 2,579,000 | 2,882,000 | -1,233,000 |
| | Delta Air Lines, Inc. | 31-Dec | 40,362,000 | 6.8 | 38,156,000 | 11.0 | 2,206,000 | 3,400,000 | 659,000 | 10,540,000 |
| | FedEx Express 10 | 31-May | 27,121,000 | -0.2 | 25,949,000 | -2.5 | 1,172,000 | 555,000 | NA | NA |
| | Hawaiian Holdings | 31-Dec | 2,314,879 | 7.4 | 2,069,747 | 2.4 | 245,132 | 133,747 | 68,926 | 51,854 |
| | JetBlue Airways | 31-Dec | 5,817,000 | 6.9 | 5,302,000 | 5.7 | 515,000 | 428,000 | 401,000 | 168,000 |
| | SkyWest Inc. | 31-Dec | 3,237,447 | -1.8 | 3,212,599 | 2.2 | 24,848 | 153,111 | -24,154 | 58,956 |
| | Southwest Airlines | 31-Dec | 18,605,000 | 5.1 | 16,380,000 | -0.2 | 2,225,000 | 1,278,000 | 1,136,000 | 754,000 |
| | Spirit Airlines | 31-Dec | 1,931,580 | 16.8 | 1,576,317 | 14.9 | 355,263 | 282,292 | 225,464 | 176,918 |
| | United Continental Holdings | 31-Dec | 38,901,000 | 1.6 | 36,528,000 | -1.4 | 2,373,000 | 1,249,000 | 1,132,000 | 571,000 |
| | UPS Airlines † | 31-Dec | 6,581,000 | 2.1 | NA | NA | NA | NA | NA | NA |
| Virgin America | 31-Dec | 1,489,967 | 4.6 | 1,393,552 | 3.7 | 96,415 | 80,881 | 60,109 | 10,144 | |
| WestJet | 31-Dec | 3,419,540 | 8.6 | 3,010,670 | -1.3 | 408,870 | 373,482 | 244,182 | 251,215 | |

1. Year ending March 31, 2015. 2. Year ending June 30, 2014. 3. Year ending Sept. 30, 2014. 4. Year ending Oct. 31, 2014. 5. Six months ending June 30, 2014. 6. Includes Germanwings, Austrian, SWISS, Lufthansa Passenger Airlines. 7. Includes LAN Chile and TAM of Brazil. 8. Formerly AMR Corp., combined American Airlines and US Airways Group. 9 Includes British Airways Iberia and Vueling. 10. Year ending May 31, 2015. † US DOT data.

Source: Air Transport World (ATW) Magazine (August 2015), atwonline.com/atw-data-1

Annex L: Worldwide Fleet Orders

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|----------------------------|----------------|------------|-------------------|
| Airbus | A300 | 302 | |
| Airbus | A320 | 5,943 | 5,129 |
| Airbus | A330 | 1,092 | 324 |
| Airbus | A340 | 255 | |
| Airbus | A350 | 2 | 778 |
| Airbus | A380 | 156 | 161 |
| Antonov | AN12 | 61 | |
| Antonov | AN124 | 22 | |
| Antonov | AN140 | 10 | 1 |
| Antonov | AN148 | 19 | 21 |
| Antonov | AN158 | 6 | 10 |
| Antonov | AN24 | 141 | |
| Antonov | AN26 | 153 | |
| Antonov | AN30 | 4 | |
| Antonov | AN32 | 29 | |
| Antonov | AN38 | 6 | |
| Antonov | AN72 | 29 | |
| ATR | 42 | 282 | 37 |
| ATR | 72 | 650 | 239 |
| Avions Marcel Dassault | FALCON20 | 37 | |
| Beech Aircraft Corporation | B100 | 18 | |
| Beech Aircraft Corporation | B1900 | 420 | |
| Beech Aircraft Corporation | B200 | 73 | |
| Beech Aircraft Corporation | B90 | 6 | |
| Beech Aircraft Corporation | B99 | 116 | |
| Boeing | 717 | 127 | |
| Boeing | 727 | 87 | |
| Boeing | 737 | 6,076 | 4,231 |
| Boeing | 747 | 569 | 35 |
| Boeing | 757 | 754 | |
| Boeing | 767 | 765 | 38 |
| Boeing | 777 | 1,257 | 561 |
| Boeing | 787 | 256 | 866 |
| Boeing/McDonnell Douglas | DC10 | 67 | |
| Boeing/McDonnell Douglas | DC3T | 13 | |
| Boeing/McDonnell Douglas | DC4 | 2 | |
| Boeing/McDonnell Douglas | DC6 | 12 | |
| Boeing/McDonnell Douglas | DC8 | 19 | |
| Boeing/McDonnell Douglas | DC9 | 52 | |
| Boeing/McDonnell Douglas | MD-11 | 141 | |
| Boeing/McDonnell Douglas | MD-80 | 547 | |
| Bombardier | CHALLENGER | 5 | |

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|---|----------------|------------|-------------------|
| Bombardier | CRJ100 | 59 | |
| Bombardier | CRJ1000 | 40 | 27 |
| Bombardier | CRJ200 | 607 | |
| Bombardier | CRJ700 | 322 | 9 |
| Bombardier | CRJ900 | 333 | 54 |
| Bombardier | C SERIES | 1 | 257 |
| Bombardier | DHC8 | 889 | 51 |
| British Aerospace | ATP | 47 | |
| British Aerospace | BAE146 | 209 | |
| British Aerospace | BAE3100 | 162 | |
| British Aerospace | BAE4100 | 70 | |
| Britten-Norman | BN2 | 152 | |
| CASA | CASA212 | 43 | |
| Cessna Aircraft Company | CARAVAN | 870 | 20 |
| Cessna Aircraft Company | CITATION | 1 | |
| Comac | ARJ21 | | 165 |
| Comac | C919 | | 165 |
| Convair | CV240 | 1 | |
| Convair | CV340 | 43 | |
| Curtiss-Wright | C46 | 7 | |
| de Havilland of Canada | DHC6 | 364 | 43 |
| de Havilland of Canada | DHC7 | 39 | |
| Dornier | DO228 | 61 | |
| Dornier | DO328 | 51 | |
| Dornier | DO328JET | 39 | |
| Embraer | E170 | 187 | 15 |
| Embraer | E175 | 270 | 369 |
| Embraer | E190 | 507 | 142 |
| Embraer | E195 | 129 | 55 |
| Embraer | EMB110 | 61 | |
| Embraer | EMB120 | 159 | |
| Embraer | EMB145 | 697 | |
| Fokker | 27 | 23 | |
| Fokker | 28 | 54 | |
| Fokker | 50 | 117 | |
| Fokker | 100 | 165 | |
| GAF | GAF | 5 | |
| Gates Learjet Corporation | LEARJET | 58 | |
| Grumman Aircraft Corporation | G159 | 13 | |
| Gulfstream Aerospace Corporation | G1159 | 1 | |
| Harbin Aircraft Industries Group | Y12 | 35 | |

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|--------------------------------|----------------|---------------|-------------------|
| Hawker Siddeley Aviation | HS748 | 20 | |
| Ilyushin | IL114 | 10 | |
| Ilyushin | IL18 | 17 | |
| Ilyushin | IL62 | 13 | |
| Ilyushin | IL76 | 143 | 6 |
| Ilyushin | IL86 | 3 | |
| Ilyushin | IL96 | 6 | |
| IPTN Indonesia | CN235 | 1 | |
| Irkut | MS21 | | 154 |
| Israel Aircraft Industries | IAI1124 | 4 | |
| Let | L410 | 180 | 3 |
| Lockheed Company | L1011 | 15 | |
| Lockheed Company | L188 | 9 | |
| Lockheed Company | L382 | 30 | |
| Mitsubishi | MRJ | | 217 |
| Mitsubishi | MU2 | 15 | |
| NAMC | YS11 | 4 | |
| Pacific Aerospace | PAC750 | 9 | |
| Pilatus Aircraft Ltd | PC12 | 24 | |
| Pilatus Aircraft Ltd | PC6 | 34 | |
| Piper | PA31T | 2 | |
| Piper | PA42 | 2 | |
| PZL Mielec | AN28 | 26 | |
| Quest Aircraft Company LLC | KODIAK | 10 | |
| Raytheon Aircraft Company | B300 | 3 | |
| Reims-Cessna | REIMS406 | 16 | |
| Saab | SAAB2000 | 35 | |
| Saab | SAAB340 | 255 | |
| Short Brothers | SHORT | 82 | |
| Sukhoi | SSJ | 49 | 138 |
| Swearingen Corporation | MERLIN | 6 | |
| Swearingen Corporation | METRO | 291 | |
| Tupolev | TU134 | 48 | |
| Tupolev | TU154 | 89 | |
| Tupolev | TU204 | 17 | 18 |
| Xian Aircraft Industry Company | YUN7 | 53 | 47 |
| Yakovlev | YAK40 | 115 | |
| Yakovlev | YAK42 | 16 | |
| Grand Total | | 29,124 | 14,386 |

Source: CAPA - Centre For Aviation Fleet Database

Annex M: Worldwide Fleet Orders by Region

Fleet Orders by Region - North America

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|------------------------------|----------------|------------|-------------------|
| Airbus | A300 | 150 | |
| Airbus | A320 | 1,036 | 563 |
| Airbus | A330 | 96 | 43 |
| Airbus | A350 | | 82 |
| ATR | 42 | 44 | |
| ATR | 72 | 29 | |
| Avions Marcel Dassault | FALCON20 | 37 | |
| Beech Aircraft Corporation | B100 | 12 | |
| Beech Aircraft Corporation | B1900 | 169 | |
| Beech Aircraft Corporation | B200 | 22 | |
| Beech Aircraft Corporation | B90 | 2 | |
| Beech Aircraft Corporation | B99 | 109 | |
| Boeing | 717 | 81 | |
| Boeing | 727 | 37 | |
| Boeing | 737 | 1,734 | 850 |
| Boeing | 747 | 110 | |
| Boeing | 757 | 519 | |
| Boeing | 767 | 394 | 38 |
| Boeing | 777 | 210 | 24 |
| Boeing | 787 | 27 | 135 |
| Boeing/McDonnell Douglas | DC10 | 63 | |
| Boeing/McDonnell Douglas | DC3T | 8 | |
| Boeing/McDonnell Douglas | DC6 | 8 | |
| Boeing/McDonnell Douglas | DC8 | 4 | |
| Boeing/McDonnell Douglas | DC9 | 22 | |
| Boeing/McDonnell Douglas | MD-11 | 109 | |
| Boeing/McDonnell Douglas | MD-80 | 383 | |
| Bombardier | CRJ100 | 14 | |
| Bombardier | CRJ200 | 479 | |
| Bombardier | CRJ700 | 282 | |
| Bombardier | CRJ900 | 227 | 36 |
| Bombardier | C SERIES | | 12 |
| Bombardier | DHC8 | 370 | 26 |
| British Aerospace | BAE146 | 9 | |
| British Aerospace | BAE3100 | 31 | |
| Britten-Norman | BN2 | 18 | |
| CASA | CASA212 | 6 | |
| Cessna Aircraft Company | CARAVAN | 420 | |
| Convair | CV240 | 1 | |
| Convair | CV340 | 26 | |
| Curtiss-Wright | C46 | 5 | |
| de Havilland of Canada | DHC6 | 72 | |
| de Havilland of Canada | DHC7 | 21 | |
| Dornier | DO228 | 10 | |
| Dornier | DO328 | 7 | |
| Dornier | DO328JET | 4 | |
| Embraer | E170 | 79 | |
| Embraer | E175 | 205 | 293 |
| Embraer | E190 | 129 | 23 |
| Embraer | EMB110 | 12 | |
| Embraer | EMB120 | 62 | |
| Embraer | EMB145 | 492 | |
| Gates Learjet Corporation | LEARJET | 42 | |
| Grumman Aircraft Corporation | G159 | 1 | |
| Hawker Siddeley Aviation | HS748 | 12 | |
| Ilyushin | IL76 | 1 | |
| Lockheed Company | L188 | 9 | |
| Lockheed Company | L382 | 6 | |

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|----------------------------|----------------|--------------|-------------------|
| Mitsubishi | MRJ | | 170 |
| Mitsubishi | MU2 | 3 | |
| Pilatus Aircraft Ltd | PC12 | 18 | |
| Pilatus Aircraft Ltd | PC6 | 2 | |
| Piper | PA31T | 1 | |
| Quest Aircraft Company LLC | KODIAK | 2 | |
| Raytheon Aircraft Company | B300 | 2 | |
| Reims-Cessna | REIMS406 | 5 | |
| Saab | SAAB340 | 75 | |
| Short Brothers | SHORT | 50 | |
| Swearingen Corporation | MERLIN | 2 | |
| Swearingen Corporation | METRO | 138 | |
| Grand Total | | 8,765 | 2,295 |

On Order* : Confirmed & Unconfirmed

Fleet Orders by Region - Asia Pacific

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|----------------------------|----------------|------------|-------------------|
| Airbus | A300 | 22 | |
| Airbus | A320 | 2,003 | 1,297 |
| Airbus | A330 | 518 | 135 |
| Airbus | A340 | 43 | |
| Airbus | A350 | | 259 |
| Airbus | A380 | 60 | 17 |
| Antonov | AN12 | 8 | |
| Antonov | AN148 | 2 | 2 |
| Antonov | AN158 | | 1 |
| Antonov | AN24 | 28 | |
| Antonov | AN26 | 11 | |
| ATR | 42 | 45 | 1 |
| ATR | 72 | 273 | 111 |
| Beech Aircraft Corporation | B1900 | 35 | |
| Beech Aircraft Corporation | B200 | 8 | |
| Beech Aircraft Corporation | B90 | 1 | |
| Boeing | 717 | 23 | |
| Boeing | 727 | 8 | |
| Boeing | 737 | 1,989 | 1,008 |
| Boeing | 747 | 209 | 22 |
| Boeing | 757 | 64 | |
| Boeing | 767 | 156 | |
| Boeing | 777 | 489 | 132 |
| Boeing | 787 | 116 | 249 |
| Boeing/McDonnell Douglas | DC9 | 1 | |
| Boeing/McDonnell Douglas | MD-80 | 24 | |
| Bombardier | CRJ100 | 3 | |
| Bombardier | CRJ1000 | 15 | |
| Bombardier | CRJ200 | 19 | |
| Bombardier | CRJ700 | 12 | 1 |
| Bombardier | CRJ900 | 14 | 16 |
| Bombardier | CSERIES | | 10 |
| Bombardier | DHC8 | 187 | 2 |
| British Aerospace | ATP | 3 | |
| British Aerospace | BAE146 | 36 | |
| British Aerospace | BAE3100 | 5 | |
| British Aerospace | BAE4100 | 10 | |
| Britten-Norman | BN2 | 13 | |
| CASA | CASA212 | 15 | |
| Cessna Aircraft Company | CARAVAN | 92 | 2 |

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|----------------------------------|----------------|--------------|-------------------|
| Comac | ARJ21 | | 57 |
| Comac | C919 | | 55 |
| Convair | CV340 | 4 | |
| de Havilland of Canada | DHC6 | 78 | 7 |
| de Havilland of Canada | DHC7 | 8 | |
| Dornier | DO228 | 16 | |
| Dornier | DO328 | 1 | |
| Dornier | DO328JET | 2 | |
| Embraer | E170 | 24 | 15 |
| Embraer | E175 | 6 | 2 |
| Embraer | E190 | 113 | 67 |
| Embraer | E195 | 1 | 25 |
| Embraer | EMB110 | 3 | |
| Embraer | EMB120 | 11 | |
| Embraer | EMB145 | 38 | |
| Fokker | 27 | 6 | |
| Fokker | 28 | 13 | |
| Fokker | 50 | 35 | |
| Fokker | 100 | 57 | |
| GAF | GAF | 5 | |
| Harbin Aircraft Industries Group | Y12 | 31 | |
| Hawker Siddeley Aviation | HS748 | 3 | |
| Ilyushin | IL114 | 8 | |
| Ilyushin | IL18 | 7 | |
| Ilyushin | IL62 | 5 | |
| Ilyushin | IL76 | 28 | |
| Israel Aircraft Industries | IAI1124 | 4 | |
| Let | L410 | 6 | |
| Lockheed Company | L1011 | 1 | |
| Mitsubishi | MRJ | | 47 |
| NAMC | YS11 | 1 | |
| Pilatus Aircraft Ltd | PC12 | 1 | |
| Pilatus Aircraft Ltd | PC6 | 9 | |
| Piper | PA31T | 1 | |
| PZL Mielec | AN28 | 4 | |
| Quest Aircraft Company LLC | KODIAK | 8 | |
| Saab | SAAB340 | 66 | |
| Short Brothers | SHORT | 7 | |
| Sukhoi | SSJ | 1 | 15 |
| Swearingen Corporation | METRO | 26 | |
| Tupolev | TU134 | 3 | |
| Tupolev | TU154 | 15 | |
| Tupolev | TU204 | 2 | |
| Xian Aircraft Industry Company | YUN7 | 33 | 37 |
| Yakovlev | YAK40 | 26 | |
| Grand Total | | 7,277 | 3,592 |

On Order* : Confirmed & Unconfirmed

Fleet Orders by Region - Europe

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|-----------------------|----------------|------------|-------------------|
| Airbus | A300 | 50 | |
| Airbus | A320 | 1,964 | 880 |
| Airbus | A330 | 268 | 32 |
| Airbus | A340 | 134 | |
| Airbus | A350 | | 146 |
| Airbus | A380 | 32 | 16 |
| Antonov | AN12 | 33 | |

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|----------------------------|----------------|------------|-------------------|
| Antonov | AN124 | 18 | |
| Antonov | AN140 | 5 | |
| Antonov | AN148 | 11 | 4 |
| Antonov | AN24 | 107 | |
| Antonov | AN26 | 85 | |
| Antonov | AN32 | 11 | |
| Antonov | AN38 | 4 | |
| Antonov | AN72 | 23 | |
| ATR | 42 | 74 | 5 |
| ATR | 72 | 164 | 15 |
| Beech Aircraft Corporation | B100 | 1 | |
| Beech Aircraft Corporation | B1900 | 29 | |
| Beech Aircraft Corporation | B200 | 3 | |
| Beech Aircraft Corporation | B99 | 1 | |
| Boeing | 717 | 23 | |
| Boeing | 727 | 2 | |
| Boeing | 737 | 1,453 | 724 |
| Boeing | 747 | 212 | 10 |
| Boeing | 757 | 145 | |
| Boeing | 767 | 117 | |
| Boeing | 777 | 227 | 73 |
| Boeing | 787 | 38 | 147 |
| Boeing/McDonnell Douglas | DC9 | 5 | |
| Boeing/McDonnell Douglas | MD-11 | 25 | |
| Boeing/McDonnell Douglas | MD-80 | 29 | |
| Bombardier | CHALLENGER | 1 | |
| Bombardier | CRJ100 | 12 | |
| Bombardier | CRJ1000 | 10 | 25 |
| Bombardier | CRJ200 | 54 | |
| Bombardier | CRJ700 | 1 | |
| Bombardier | CRJ900 | 69 | |
| Bombardier | CSERIES | | 63 |
| Bombardier | DHC8 | 182 | 3 |
| British Aerospace | ATP | 20 | |
| British Aerospace | BAE146 | 86 | |
| British Aerospace | BAE3100 | 20 | |
| British Aerospace | BAE4100 | 21 | |
| Britten-Norman | BN2 | 10 | |
| Cessna Aircraft Company | CARAVAN | 13 | |
| Cessna Aircraft Company | CITATION | 1 | |
| de Havilland of Canada | DHC6 | 26 | 11 |
| Dornier | DO228 | 11 | |
| Dornier | DO328 | 17 | |
| Dornier | DO328JET | 12 | |
| Embraer | E170 | 39 | |
| Embraer | E175 | 41 | 19 |
| Embraer | E190 | 95 | 4 |
| Embraer | E195 | 64 | |
| Embraer | EMB110 | 3 | |
| Embraer | EMB120 | 16 | |
| Embraer | EMB145 | 63 | |
| Fokker | 27 | 2 | |
| Fokker | 28 | 23 | |
| Fokker | 50 | 33 | |
| Fokker | 100 | 36 | |
| Ilyushin | IL18 | 2 | |
| Ilyushin | IL62 | 4 | |
| Ilyushin | IL76 | 61 | |
| Ilyushin | IL86 | 2 | |

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|--------------------------------|----------------|--------------|-------------------|
| Ilyushin | IL96 | 1 | |
| Irkut | MS21 | | 26 |
| Let | L410 | 59 | |
| Lockheed Company | L1011 | 2 | |
| Pilatus Aircraft Ltd | PC6 | 8 | |
| PZL Mielec | AN28 | 6 | |
| Saab | SAAB2000 | 32 | |
| Saab | SAAB340 | 58 | |
| Short Brothers | SHORT | 7 | |
| Sukhoi | SSJ | 34 | 34 |
| Swearingen Corporation | METRO | 37 | |
| Tupolev | TU134 | 40 | |
| Tupolev | TU154 | 60 | |
| Tupolev | TU204 | 10 | 18 |
| Xian Aircraft Industry Company | YUN7 | | 3 |
| Yakovlev | YAK40 | 55 | |
| Yakovlev | YAK42 | 12 | |
| Grand Total | | 6,764 | 2,258 |

On Order* : Confirmed & Unconfirmed

Fleet Orders by Region - Europe

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|----------------------------|----------------|------------|-------------------|
| Airbus | A300 | 7 | |
| Airbus | A320 | 504 | 298 |
| Airbus | A330 | 41 | 8 |
| Airbus | A340 | 12 | |
| Airbus | A350 | | 48 |
| Antonov | AN158 | 6 | |
| Antonov | AN24 | 2 | |
| Antonov | AN26 | 13 | |
| Antonov | AN30 | 2 | |
| Antonov | AN32 | 2 | |
| ATR | 42 | 71 | 1 |
| ATR | 72 | 108 | 13 |
| Beech Aircraft Corporation | B100 | 1 | |
| Beech Aircraft Corporation | B1900 | 35 | |
| Beech Aircraft Corporation | B200 | 1 | |
| Beech Aircraft Corporation | B99 | 3 | |
| Boeing | 727 | 18 | |
| Boeing | 737 | 414 | 190 |
| Boeing | 757 | 6 | |
| Boeing | 767 | 60 | |
| Boeing | 777 | 18 | 2 |
| Boeing | 787 | 22 | 39 |
| Boeing/McDonnell Douglas | DC6 | 1 | |
| Boeing/McDonnell Douglas | DC8 | 3 | |
| Boeing/McDonnell Douglas | DC9 | 6 | |
| Boeing/McDonnell Douglas | MD-80 | 44 | |
| Bombardier | CRJ100 | 3 | |
| Bombardier | CRJ200 | 8 | |
| Bombardier | CRJ700 | 4 | |
| Bombardier | DHC8 | 24 | |
| British Aerospace | BAE146 | 23 | |
| British Aerospace | BAE3100 | 45 | |
| British Aerospace | BAE4100 | 15 | |
| Britten-Norman | BN2 | 16 | |
| CASA | CASA212 | 4 | |

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|--------------------------------|----------------|--------------|-------------------|
| Cessna Aircraft Company | CARAVAN | 62 | |
| Convair | CV340 | 4 | |
| de Havilland of Canada | DHC6 | 35 | |
| de Havilland of Canada | DHC7 | 2 | |
| Dornier | DO228 | 6 | |
| Dornier | DO328 | 3 | |
| Dornier | DO328JET | 2 | |
| Embraer | E170 | 7 | |
| Embraer | E175 | 7 | |
| Embraer | E190 | 130 | |
| Embraer | E195 | 58 | 5 |
| Embraer | EMB110 | 26 | |
| Embraer | EMB120 | 21 | |
| Embraer | EMB145 | 31 | |
| Fokker | 27 | 4 | |
| Fokker | 28 | 5 | |
| Fokker | 50 | 13 | |
| Fokker | 100 | 15 | |
| Hawker Siddeley Aviation | HS748 | 1 | |
| Ilyushin | IL18 | 1 | |
| Ilyushin | IL96 | 5 | |
| Let | L410 | 56 | |
| Lockheed Company | L1011 | 2 | |
| Lockheed Company | L382 | 1 | |
| NAMC | YS11 | 1 | |
| Reims-Cessna | REIMS406 | 2 | |
| Saab | SAAB340 | 21 | |
| Short Brothers | SHORT | 5 | |
| Sukhoi | SSJ | 13 | 17 |
| Swearingen Corporation | MERLIN | 1 | |
| Swearingen Corporation | METRO | 39 | |
| Tupolev | TU204 | 3 | |
| Xian Aircraft Industry Company | YUN7 | 1 | 4 |
| Yakovlev | YAK40 | 3 | |
| Grand Total | | 2,128 | 625 |

On Order* : Confirmed + Unconfirmed

Fleet Orders by Region - Europe

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|-----------------------|----------------|------------|-------------------|
| Airbus | A300 | 62 | |
| Airbus | A320 | 286 | 185 |
| Airbus | A330 | 123 | 13 |
| Airbus | A340 | 32 | |
| Airbus | A350 | 2 | 160 |
| Airbus | A380 | 64 | 96 |
| Antonov | AN12 | 2 | |
| Antonov | AN124 | 1 | |
| Antonov | AN140 | 5 | |
| Antonov | AN24 | 1 | |
| Antonov | AN26 | 4 | |
| Antonov | AN72 | 1 | |
| ATR | 42 | 1 | |
| ATR | 72 | 15 | |
| Boeing | 727 | 7 | |
| Boeing | 737 | 126 | 117 |

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|--------------------------------|----------------|--------------|-------------------|
| Boeing | 747 | 26 | |
| Boeing | 757 | 5 | |
| Boeing | 767 | 13 | |
| Boeing | 777 | 271 | 303 |
| Boeing | 787 | 27 | 125 |
| Boeing/McDonnell Douglas | DC9 | 1 | |
| Boeing/McDonnell Douglas | MD-11 | 4 | |
| Boeing/McDonnell Douglas | MD-80 | 49 | |
| Bombardier | CRJ200 | 5 | |
| Bombardier | CRJ700 | 2 | 6 |
| Bombardier | CRJ900 | 6 | 1 |
| Bombardier | CSERIES | | 31 |
| Bombardier | DHC8 | 7 | 1 |
| British Aerospace | BAE146 | 12 | |
| British Aerospace | BAE4100 | 1 | |
| Cessna Aircraft Company | CARAVAN | 3 | |
| Convair | CV340 | 1 | |
| Embraer | E170 | 15 | |
| Embraer | E175 | 7 | |
| Embraer | E190 | 2 | 7 |
| Embraer | E195 | 6 | |
| Embraer | EMB110 | 5 | |
| Embraer | EMB145 | 3 | |
| Fokker | 50 | 11 | |
| Fokker | 100 | 44 | |
| Ilyushin | IL62 | 2 | |
| Ilyushin | IL76 | 14 | |
| Swearingen Corporation | METRO | 2 | |
| Tupolev | TU134 | 2 | |
| Xian Aircraft Industry Company | YUN7 | 3 | |
| Yakovlev | YAK40 | 6 | |
| Yakovlev | YAK42 | 1 | |
| Grand Total | | 1,288 | 1,045 |

On Order* : Confirmed & Unconfirmed

Fleet Orders by Region - Europe

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|----------------------------|----------------|------------|-------------------|
| Airbus | A300 | 6 | |
| Airbus | A320 | 123 | 22 |
| Airbus | A330 | 33 | 9 |
| Airbus | A340 | 30 | |
| Airbus | A350 | | 32 |
| Airbus | A380 | | 2 |
| Antonov | AN12 | 5 | |
| Antonov | AN124 | 2 | |
| Antonov | AN24 | 3 | |
| Antonov | AN26 | 28 | |
| Antonov | AN32 | 10 | |
| Antonov | AN72 | 2 | |
| ATR | 42 | 31 | 3 |
| ATR | 72 | 50 | 13 |
| Beech Aircraft Corporation | B100 | 2 | |

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|----------------------------------|----------------|------------|-------------------|
| Beech Aircraft Corporation | B1900 | 58 | |
| Beech Aircraft Corporation | B200 | 5 | |
| Beech Aircraft Corporation | B90 | 1 | |
| Boeing | 727 | 5 | |
| Boeing | 737 | 299 | 58 |
| Boeing | 747 | 8 | 2 |
| Boeing | 757 | 7 | |
| Boeing | 767 | 22 | |
| Boeing | 777 | 37 | 8 |
| Boeing | 787 | 19 | 17 |
| Boeing/McDonnell Douglas | DC10 | 1 | |
| Boeing/McDonnell Douglas | DC3T | 1 | |
| Boeing/McDonnell Douglas | DC8 | 8 | |
| Boeing/McDonnell Douglas | DC9 | 14 | |
| Boeing/McDonnell Douglas | MD-11 | 2 | |
| Boeing/McDonnell Douglas | MD-80 | 11 | |
| Bombardier | CRJ100 | 8 | |
| Bombardier | CRJ1000 | 1 | 2 |
| Bombardier | CRJ200 | 16 | |
| Bombardier | CRJ700 | 5 | |
| Bombardier | CRJ900 | 14 | 1 |
| Bombardier | DHC8 | 80 | 3 |
| British Aerospace | BAE146 | 28 | |
| British Aerospace | BAE3100 | 4 | |
| British Aerospace | BAE4100 | 10 | |
| Britten-Norman | BN2 | 6 | |
| Cessna Aircraft Company | CARAVAN | 64 | |
| de Havilland of Canada | DHC6 | 31 | 1 |
| de Havilland of Canada | DHC7 | 1 | |
| Dornier | DO228 | 3 | |
| Dornier | DO328 | 3 | |
| Dornier | DO328JET | 3 | |
| Embraer | E170 | 19 | |
| Embraer | E190 | 20 | |
| Embraer | EMB120 | 17 | |
| Embraer | EMB145 | 38 | |
| Fokker | 27 | 4 | |
| Fokker | 28 | 6 | |
| Fokker | 50 | 20 | |
| Fokker | 100 | 7 | |
| Harbin Aircraft Industries Group | Y12 | 2 | |
| Hawker Siddeley Aviation | HS748 | 3 | |
| Ilyushin | IL18 | 3 | |
| Ilyushin | IL62 | 1 | |
| Ilyushin | IL76 | 19 | |
| Let | L410 | 32 | |
| Lockheed Company | L1011 | 2 | |
| Lockheed Company | L382 | 17 | |
| Pacific Aerospace | PAC750 | 4 | |
| Pilatus Aircraft Ltd | PC6 | 4 | |
| PZL Mielec | AN28 | 4 | |
| Reims-Cessna | REIMS406 | 4 | |
| Saab | SAAB340 | 3 | |
| Short Brothers | SHORT | 2 | |
| Sukhoi | SSJ | | 12 |
| Swearingen Corporation | METRO | 1 | |
| Tupolev | TU134 | 1 | |
| Tupolev | TU204 | 1 | |
| Xian Aircraft Industry Company | YUN7 | 3 | 3 |

| Aircraft Manufacturer | Aircraft Model | In Service | On Order* Q1 2015 |
|-----------------------|----------------|--------------|-------------------|
| Yakovlev | YAK40 | 9 | |
| Grand Total | | 1,346 | 188 |

On Order* : Confirmed & Unconfirmed

Source: CAPA - Centre For Aviation Fleet Database

Annex N: Top 10 Airline On-Time Performance Ranking

Top 10 Global Airlines On-time Performance 2014

| Rank | Marketing Name | Mktg Code | On-time | Comp. Factor | Tracked | Flights | Seats (millions) |
|------|---------------------------|-----------|---------|--------------|---------|---------|------------------|
| 1 | KLM | KL | 0.89 | 0.99 | 0.95 | 228,800 | 37 |
| 2 | SAS | SK | 0.89 | 0.99 | 0.92 | 297,369 | 40 |
| 3 | Iberia | IB | 0.88 | 1.00 | 0.98 | 172,795 | 25 |
| 4 | JAL | JL | 0.88 | 0.99 | 0.99 | 268,552 | 51 |
| 5 | Saudia | SV | 0.88 | 1.00 | 0.89 | 189,297 | 34 |
| 6 | ANA | NH | 0.87 | 0.99 | 0.96 | 440,517 | 69 |
| 7 | Lufthansa | LH | 0.86 | 0.98 | 0.99 | 540,342 | 85 |
| 8 | Air Berlin | AB | 0.86 | 0.99 | 0.99 | 205,595 | 34 |
| 9 | LAN Airlines | LA | 0.86 | 0.99 | 0.87 | 224,143 | 35 |
| 10 | Singapore Airlines | SQ | 0.85 | 1.00 | 1.00 | 84,398 | 26 |

Source: flightstats.com (2014 Awards interactive tool)

Top 10 European Airlines On-time Performance 2014

| Rank | Marketing Name | Mktg Code | On-time | Comp. Factor | Tracked | Flights | Seats (millions) |
|------|------------------------------|-----------|---------|--------------|---------|---------|------------------|
| 1 | Finnair | AY | 0.91 | 0.99 | 0.92 | 95,121 | 12 |
| 2 | KLM | KL | 0.89 | 0.99 | 0.95 | 228,800 | 37 |
| 3 | SAS | SK | 0.89 | 0.99 | 0.92 | 297,369 | 40 |
| 4 | Iberia | IB | 0.88 | 1.00 | 0.98 | 172,795 | 25 |
| 5 | Lufthansa | LH | 0.86 | 0.98 | 0.99 | 540,342 | 85 |
| 6 | Air Berlin | AB | 0.86 | 0.99 | 0.99 | 205,595 | 34 |
| 7 | easyJet | U2 | 0.85 | 1.00 | 0.93 | 443,794 | 72 |
| 8 | Norwegian Air Shuttle | DY | 0.85 | 1.00 | 0.96 | 174,971 | 31 |
| 9 | Aegean Airlines | A3 | 0.84 | 1.00 | 0.96 | 78,605 | 11 |
| 10 | Aer Lingus | EI | 0.82 | 0.99 | 0.98 | 101,097 | 15 |

Source: flightstats.com (2014 Awards interactive tool)

Top 10 North American Airlines On-time Performance 2014

| Rank | Marketing Name | Mktg Code | On-time | Comp. Factor | Tracked | Flights | Seats (millions) |
|------|---------------------------|-----------|---------|--------------|---------|-----------|------------------|
| 1 | Alaska Airlines | AS | 0.88 | 0.99 | 1.00 | 320,138 | 37 |
| 2 | Delta Air Lines | DL | 0.83 | 0.98 | 0.98 | 1,848,049 | 210 |
| 3 | Virgin America | VX | 0.82 | 0.99 | 0.99 | 58,784 | 8 |
| 4 | US Airways | US | 0.80 | 0.97 | 1.00 | 1,120,090 | 112 |
| 5 | Air Canada | AC | 0.80 | 0.99 | 0.99 | 563,382 | 49 |
| 6 | WestJet | WS | 0.78 | 0.99 | 0.93 | 195,023 | 25 |
| 7 | JetBlue Airways | B6 | 0.77 | 0.98 | 1.00 | 302,976 | 40 |
| 8 | Frontier Airlines | F9 | 0.76 | 0.99 | 0.97 | 91,009 | 13 |
| 9 | American Airlines | AA | 0.75 | 0.97 | 0.99 | 1,265,884 | 145 |
| 10 | Southwest Airlines | WN | 0.74 | 0.99 | 0.93 | 1,179,597 | 164 |

Source: flightstats.com (2014 Awards interactive tool)

Top 10 Asia Pacific Airlines On-time Performance 2014

| Rank | Marketing Name | Mktg Code | On-time | Comp. Factor | Tracked | Flights | Seats (millions) |
|------|----------------------------|-----------|---------|--------------|---------|---------|------------------|
| 1 | JAL | JL | 0.88 | 0.99 | 0.99 | 268,552 | 51 |
| 2 | Air New Zealand | NZ | 0.87 | 0.98 | 0.98 | 191,791 | 17 |
| 3 | ANA | NH | 0.87 | 0.99 | 0.96 | 440,517 | 69 |
| 4 | Singapore Airlines | SQ | 0.85 | 1.00 | 1.00 | 84,398 | 26 |
| 5 | Virgin Australia | VA | 0.84 | 0.99 | 0.99 | 180,942 | 25 |
| 6 | Qantas | QF | 0.84 | 0.99 | 0.99 | 272,426 | 40 |
| 7 | IndiGo | 6E | 0.83 | 1.00 | 0.99 | 183,515 | 33 |
| 8 | Korean Air | KE | 0.83 | 0.99 | 0.96 | 144,891 | 33 |
| 9 | Jetstar | JQ | 0.82 | 0.99 | 0.98 | 115,127 | 21 |
| 10 | Jet Airways (India) | 9W | 0.81 | 0.99 | 0.92 | 175,229 | 22 |

Source: flightstats.com (2014 Awards interactive tool)

Top 10 Middle East Airlines On-time Performance 2014

| Rank | Marketing Name | Mktg Code | On-time | Comp. Factor | Tracked | Flights | Seats (millions) |
|------|---------------------------|-----------|---------|--------------|---------|---------|------------------|
| 1 | Saudia | SV | 0.88 | 1.00 | 0.89 | 189,297 | 34 |
| 2 | Kenya Airways | KQ | 0.79 | 0.98 | 0.91 | 51,042 | 6 |
| 3 | Qatar Airways | QR | 0.79 | 1.00 | 0.72 | 142,693 | 30 |
| 4 | Emirates | EK | 0.76 | 1.00 | 0.97 | 169,036 | 62 |
| 5 | Ethiopian Airlines | ET | 0.75 | 1.00 | 0.82 | 69,879 | 11 |
| 6 | Turkish Airlines | TK | 0.74 | 0.99 | 0.87 | 403,931 | 70 |
| 7 | Royal Jordanian | RJ | 0.74 | 0.99 | 0.96 | 37,281 | 5 |
| 8 | Pegasus | PC | 0.72 | 1.00 | 0.80 | 126,018 | 21 |
| 9 | EgyptAir | MS | 0.71 | 0.98 | 0.91 | 87,388 | 14 |
| 10 | Flydubai | FZ | 0.68 | 1.00 | 0.93 | 60,168 | 11 |

Source: flightstats.com (2014 Awards interactive tool)

Top 10 Latin America Airlines On-time Performance 2014

| Rank | Marketing Name | Mktg Code | On-time | Comp. Factor | Tracked | Flights | Seats (millions) |
|------|------------------------------|-----------|---------|--------------|---------|---------|------------------|
| 1 | Copa Airlines | CM | 0.91 | 1.00 | 0.99 | 122,187 | 17 |
| 2 | LAN Airlines | LA | 0.86 | 0.99 | 0.87 | 224,143 | 35 |
| 3 | Gol | G3 | 0.83 | 0.98 | 0.72 | 317,715 | 55 |
| 4 | TAM Linhas Aereas | JJ | 0.82 | 0.99 | 0.93 | 278,025 | 48 |
| 5 | Aeromexico | AM | 0.79 | 0.99 | 0.94 | 223,578 | 23 |
| 6 | AVIANCA | AV | 0.75 | 0.99 | 0.97 | 245,281 | 32 |
| 7 | Aerolineas Argentinas | AR | 0.71 | 0.95 | 0.91 | 103,895 | 13 |

Source: flightstats.com (2014 Awards interactive tool)

Top 10 Low Cost Airlines On-time Performance 2014

| Rank | Operating Airline Name | Op Code | On-time | Comp. Factor | Tracked | Flights | Seats |
|------|------------------------------|---------|---------|--------------|---------|---------|------------|
| 1 | Iberia Express | I2 | 0.94 | 1.00 | 0.98 | 27,264 | 4,580,352 |
| 2 | Air Baltic | BT | 0.92 | 1.00 | 0.99 | 42,041 | 4,136,217 |
| 3 | Thai AirAsia | FD | 0.88 | 0.99 | 0.94 | 87,589 | 15,766,020 |
| 4 | NIKI | HG | 0.86 | 1.00 | 0.99 | 24,426 | 3,764,658 |
| 5 | easyJet | U2 | 0.85 | 1.00 | 0.93 | 443,898 | 72,205,872 |
| 6 | Norwegian Air Shuttle | DY | 0.85 | 1.00 | 0.98 | 172,277 | 31,160,620 |
| 7 | IndiGo | 6E | 0.83 | 1.00 | 0.99 | 183,515 | 33,032,700 |
| 8 | Virgin America | VX | 0.82 | 0.99 | 0.99 | 58,784 | 8,335,996 |
| 9 | Jetstar | JQ | 0.82 | 0.99 | 0.98 | 115,009 | 21,289,213 |
| 10 | AirAsia | AK | 0.78 | 1.00 | 0.98 | 157,775 | 28,399,500 |

Source: flightstats.com (2014 Awards interactive tool)

Annex O: Airline Alliance On-Time Performance

Alliance On time Performance 2014

| Alliance | Alliance Airline | On-time | Comp. Factor | Tracked | Flights | Seats (000) |
|-------------------------|------------------------------|-------------|--------------|---------|-----------|-------------|
| One World | (AY) Finnair | 0.91 | 0.99 | 0.92 | 95,121 | 11,662 |
| One World | (IB) Iberia | 0.88 | 1.00 | 0.98 | 172,795 | 24,641 |
| One World | (JL) JAL | 0.88 | 0.99 | 0.99 | 268,552 | 51,170 |
| One World | (S7) S7 Airlines | 0.88 | 1.00 | 0.88 | 87,684 | 13,422 |
| One World | (AB) Air Berlin | 0.86 | 0.99 | 0.99 | 205,595 | 34,376 |
| One World | (LA) LAN Airlines | 0.86 | 0.99 | 0.87 | 224,143 | 35,084 |
| One World | (QF) Qantas | 0.84 | 0.99 | 0.99 | 272,426 | 39,887 |
| One World | (JJ) TAM Linhas Aereas | 0.82 | 0.99 | 0.93 | 278,025 | 47,748 |
| One World | (UL) SriLankan Airlines | 0.81 | 1.00 | 0.43 | 33,426 | 5,995 |
| One World | (MH) Malaysia Airlines | 0.79 | 0.99 | 0.89 | 184,106 | 27,398 |
| One World | (QR) Qatar Airways | 0.79 | 1.00 | 0.72 | 142,693 | 30,010 |
| One World | (BA) British Airways | 0.76 | 0.99 | 0.96 | 352,856 | 58,554 |
| One World | (AA) American Airlines | 0.75 | 0.97 | 0.99 | 1,267,572 | 145,574 |
| One World | (RJ) Royal Jordanian | 0.74 | 0.99 | 0.96 | 37,281 | 4,924 |
| One World | (CX) Cathay Pacific | 0.70 | 1.00 | 0.99 | 93,409 | 28,688 |
| Weighted Average | | 0.8 | | | | |
| SkyTeam | (RO) TAROM | 0.91 | 0.98 | 0.30 | 35,540 | 3,341 |
| SkyTeam | (KL) KLM | 0.89 | 0.99 | 0.95 | 229,692 | 37,003 |
| SkyTeam | (SU) Aeroflot | 0.89 | 1.00 | 0.88 | 253,897 | 37,760 |
| SkyTeam | (UX) Air Europa | 0.88 | 1.00 | 0.73 | 72,512 | 10,764 |
| SkyTeam | (SV) Saudia | 0.88 | 1.00 | 0.89 | 189,325 | 33,747 |
| SkyTeam | (OK) CSA | 0.87 | 1.00 | 0.76 | 30,011 | 2,958 |
| SkyTeam | (GA) Garuda Indonesia | 0.83 | 0.99 | 0.23 | 192,313 | 31,266 |
| SkyTeam | (KE) Korean Air | 0.83 | 0.99 | 0.96 | 145,203 | 33,387 |
| SkyTeam | (DL) Delta Air Lines | 0.83 | 0.98 | 0.98 | 1,849,197 | 209,984 |
| SkyTeam | (AF) Air France | 0.81 | 0.97 | 0.98 | 368,631 | 60,821 |
| SkyTeam | (AZ) Alitalia | 0.81 | 0.99 | 0.99 | 177,075 | 25,562 |
| SkyTeam | (ME) Middle East Airlines | 0.81 | 1.00 | 0.81 | 23,697 | 3,569 |
| SkyTeam | (VN) Vietnam Airlines | 0.79 | 1.00 | 0.39 | 124,998 | 21,709 |
| SkyTeam | (KQ) Kenya Airways | 0.79 | 0.98 | 0.91 | 51,042 | 6,426 |
| SkyTeam | (AM) Aeromexico | 0.79 | 0.99 | 0.94 | 223,578 | 22,675 |
| SkyTeam | (AR) Aerolineas Argentinas | 0.71 | 0.95 | 0.91 | 103,895 | 12,614 |
| SkyTeam | (CI) China Airlines | 0.64 | 1.00 | 0.99 | 62,057 | 17,205 |
| SkyTeam | (CZ) China Southern Airlines | 0.64 | 0.98 | 0.95 | 679,553 | 108,106 |
| SkyTeam | (MU) China Eastern Airlines | 0.59 | 0.97 | 0.99 | 593,421 | 96,171 |
| SkyTeam | (MF) Xiamen Airlines | 0.40 | 0.99 | 0.92 | 195,868 | 31,726 |
| Weighted Average | | 0.75 | | | | |

| Alliance | Alliance Airline | On-time | Comp. Factor | Tracked | Flights | Seats (000) |
|-------------------------|---------------------------------|-------------|--------------|---------|-----------|-------------|
| Star Alliance | (JP) Adria Airways | 0.92 | 0.99 | 0.44 | 16,642 | 1,415 |
| Star Alliance | (CM) Copa Airlines | 0.91 | 1.00 | 0.99 | 122,613 | 16,925 |
| Star Alliance | (SK) SAS | 0.89 | 0.99 | 0.92 | 297,369 | 39,587 |
| Star Alliance | (NZ) Air New Zealand | 0.87 | 0.98 | 0.98 | 191,791 | 17,485 |
| Star Alliance | (SA) South African Airways | 0.87 | 0.99 | 0.56 | 138,318 | 14,519 |
| Star Alliance | (LH) Lufthansa | 0.86 | 0.98 | 0.99 | 541,300 | 85,524 |
| Star Alliance | (SQ) Singapore Airlines | 0.85 | 1.00 | 1.00 | 84,398 | 26,487 |
| Star Alliance | (A3) Aegean Airlines | 0.84 | 1.00 | 0.96 | 78,666 | 11,462 |
| Star Alliance | (LO) LOT - Polish Airlines | 0.81 | 0.99 | 0.97 | 69,389 | 6,159 |
| Star Alliance | (TG) Thai Airways International | 0.80 | 1.00 | 0.89 | 92,962 | 26,389 |
| Star Alliance | (AC) Air Canada | 0.80 | 0.99 | 0.99 | 563,422 | 48,704 |
| Star Alliance | (SN) Brussels Airlines | 0.79 | 0.99 | 0.83 | 74,199 | 9,815 |
| Star Alliance | (LX) SWISS | 0.79 | 0.99 | 0.89 | 146,359 | 21,698 |
| Star Alliance | (OU) Croatia Airlines | 0.78 | 1.00 | 0.97 | 25,371 | 2,591 |
| Star Alliance | (AV) AVIANCA | 0.75 | 0.99 | 0.97 | 245,281 | 31,775 |
| Star Alliance | (ET) Ethiopian Airlines | 0.75 | 1.00 | 0.82 | 69,879 | 10,908 |
| Star Alliance | (OZ) Asiana Airlines | 0.74 | 0.99 | 1.00 | 107,550 | 22,577 |
| Star Alliance | (UA) United Airlines | 0.74 | 0.96 | 1.00 | 1,871,052 | 169,105 |
| Star Alliance | (TK) Turkish Airlines | 0.74 | 0.99 | 0.87 | 416,324 | 71,729 |
| Star Alliance | (MS) EgyptAir | 0.71 | 0.98 | 0.91 | 87,388 | 14,299 |
| Star Alliance | (TP) TAP Portugal | 0.66 | 0.98 | 0.87 | 111,522 | 14,652 |
| Star Alliance | (BR) EVA Air | 0.62 | 1.00 | 0.96 | 45,646 | 11,454 |
| Star Alliance | (ZH) Shenzhen Airlines | 0.47 | 0.98 | 0.96 | 205,072 | 33,208 |
| Weighted Average | | 0.77 | | | | |

Source: flightstats.com (2014 Awards interactive tool)

