



WATS 2017

World Air Transport Statistics



Since 1955

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International Air Transport Association
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SUMMARY OF PASSENGER AND FREIGHT TRAFFIC

Passenger and freight traffic



LOAD FACTOR

80.4%

Revenue Passenger-Kilometers (millions):
7,164,304
Available Seat-Kilometers (millions):
8,906,449



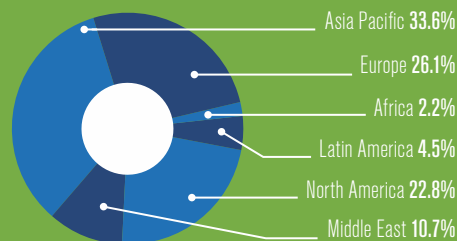
LOAD FACTOR

46.9%

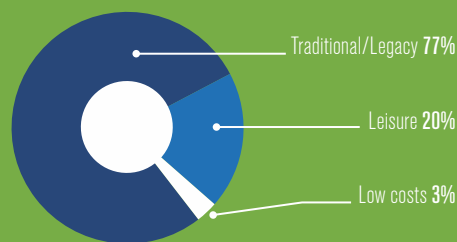
Freight and Mail Tonne-Kilometers (millions):
224,105
Available Freight Tonne Kilometers (millions):
477,514



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

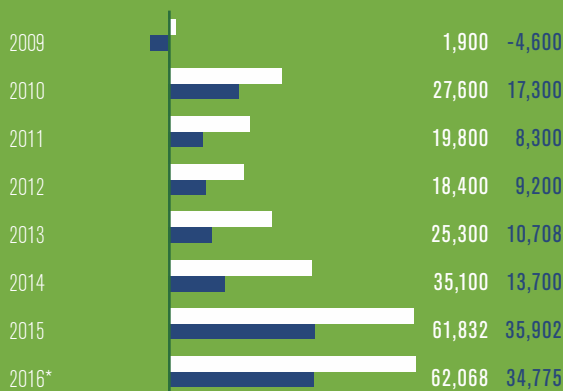


Share of Revenue Passenger- Kilometres by Airline Type



OPERATING AND NET RESULTS

(US\$ millions)



*Preliminary

■ Operating Result ■ Net Result

TOP AIRLINES BY RPK AND FTK

Top 10 Passenger (RPK)

American Airlines	320,044
Delta Air Lines	308,088
United Airlines	299,080
Emirates	270,797
China Southern Airlines*	205,720
Southwest Airlines*	200,848
Lufthansa*	149,702
British Airways*	144,028
Ryanair*	142,740
China Eastern Airlines*	138,042

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

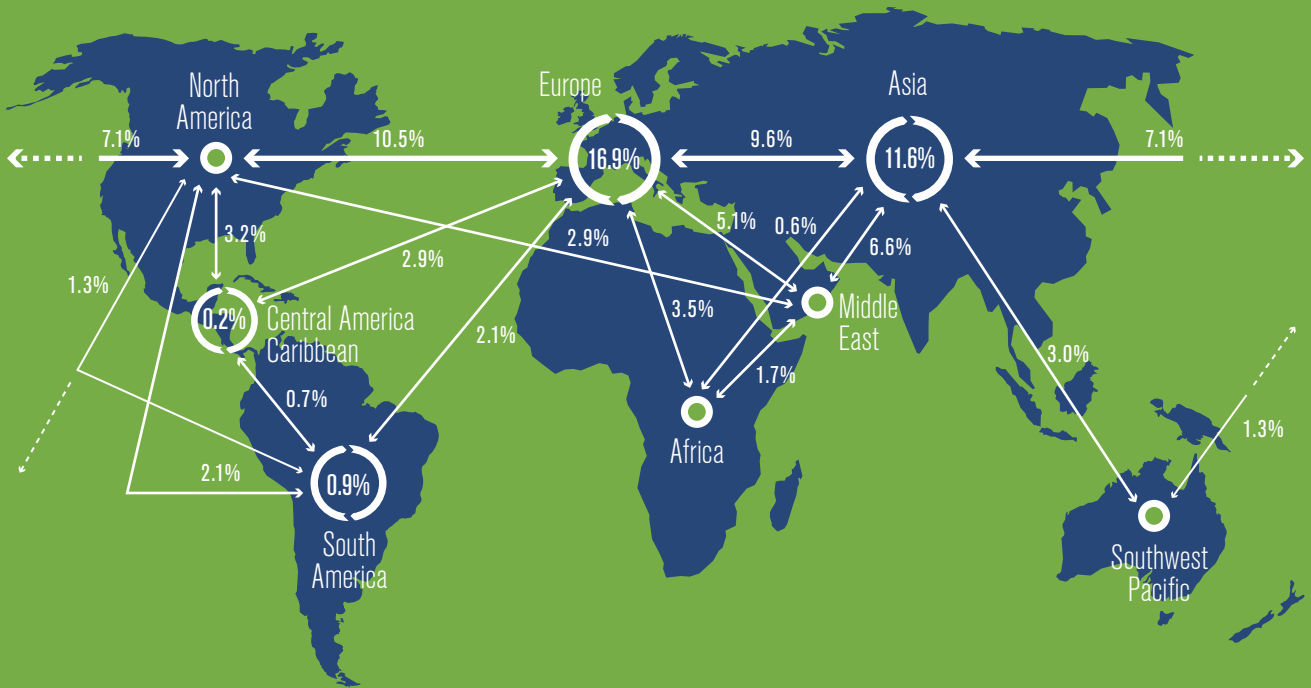
Top 10 Cargo (FTK)

Federal Express	15,712
Emirates	12,270
United Parcel Service	11,264
Cathay Pacific Airways	9,947
Qatar Airways	9,221
Korean Air	7,666
Lufthansa*	7,384
Cargolux	6,878
Singapore Airlines	6,345
Air China	6,089

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

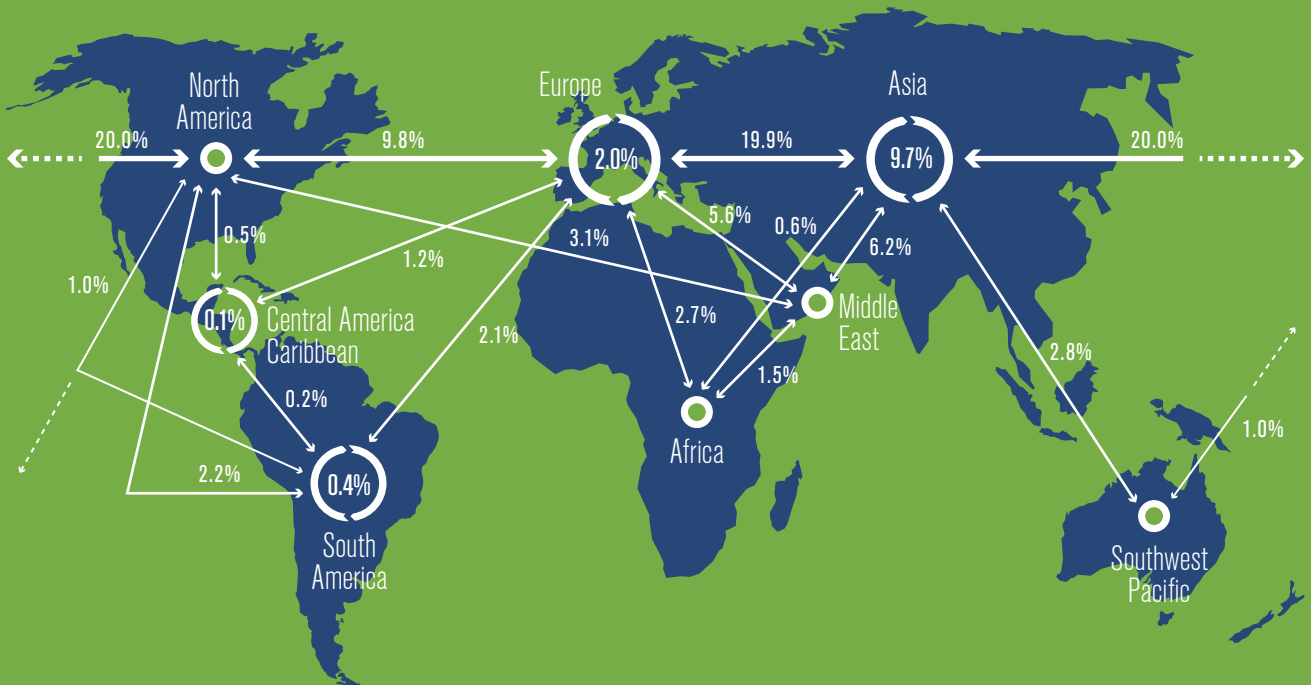
TRAFFIC BY ROUTE AREA

Percentage of international scheduled Revenue Passenger-Kilometers



TRAFFIC BY ROUTE AREA

Percentage of international scheduled Freight Tonnes-Kilometers

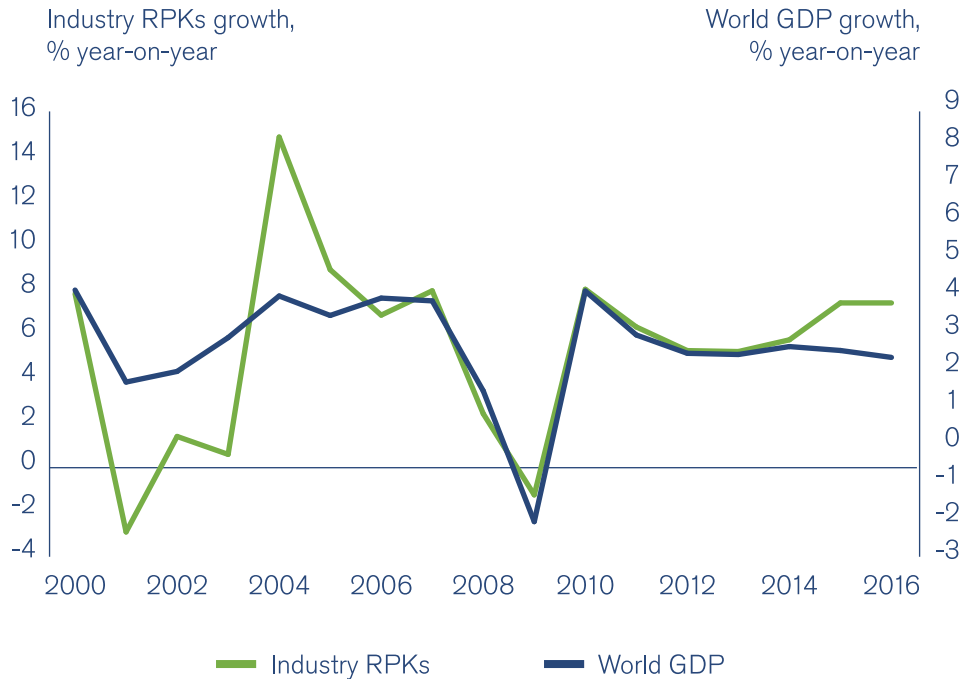


Industry Economic Analysis

Another strong year of global passenger demand

Industry-wide revenue passenger kilometres grew by 7.4% in 2016—consistent with 7.1% growth once adjusted for the leap year. This marked a slight slowdown from the (oil price–assisted) 7.4% growth seen in 2015, but was still a very strong performance, and well ahead of the 10–year average growth rate (5.5%). Altogether, more than 3.8 billion passenger segments were flown in 2016, an increase of 250 million compared to 2015.

RPK Versus World GDP Growth



Source: IATA Statistics, IMF

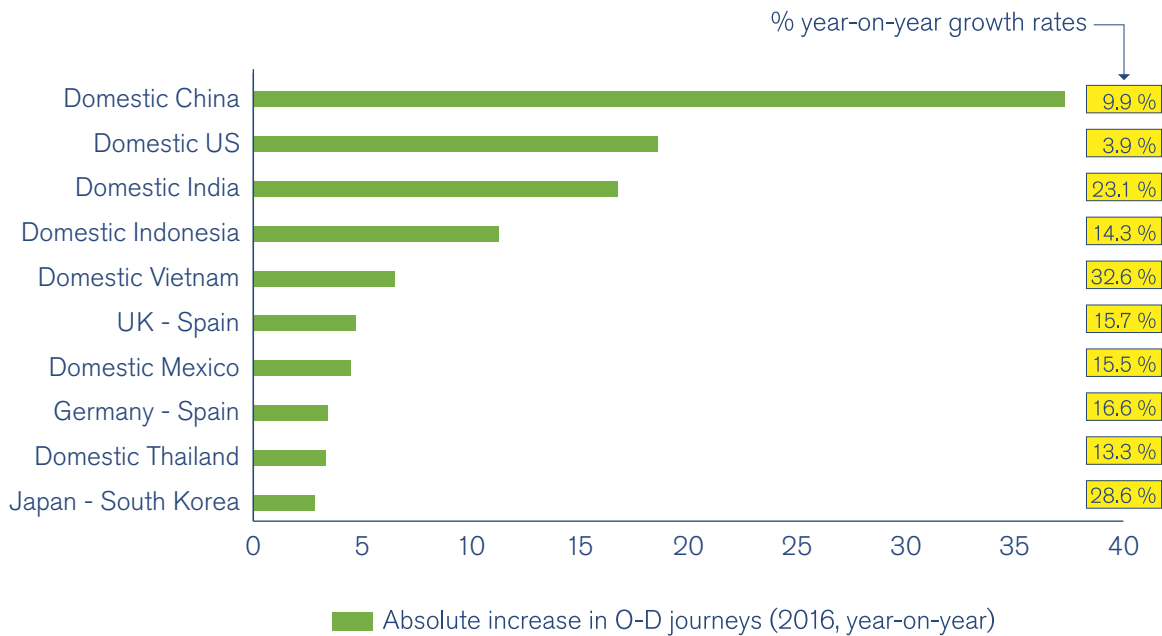
Aviation's Center of Gravity Continues to Shift East

Asia dominated the ranks of the largest increasing origin-destination passenger markets again in 2016, and the industry's center of gravity continued to shift eastwards.

Once again, the domestic China passenger market saw the biggest incremental change in journey numbers, with 37 million more passenger journeys made in 2016 than in the year before. This increase was more than in the next two largest gaining markets—domestic United States and domestic India—combined.

Given its status as the world's largest air passenger market, comparatively modest year-on-year passenger growth of 3.9% in 2016 translated into nearly 19 million additional passenger journeys in the domestic US market. To further put this in perspective, the domestic Vietnam market surged by 33% in 2016, but the absolute number of additional journeys made in the market was still only around one-third of those seen in the US.

Top 10 Increasing O-D Markets in 2016



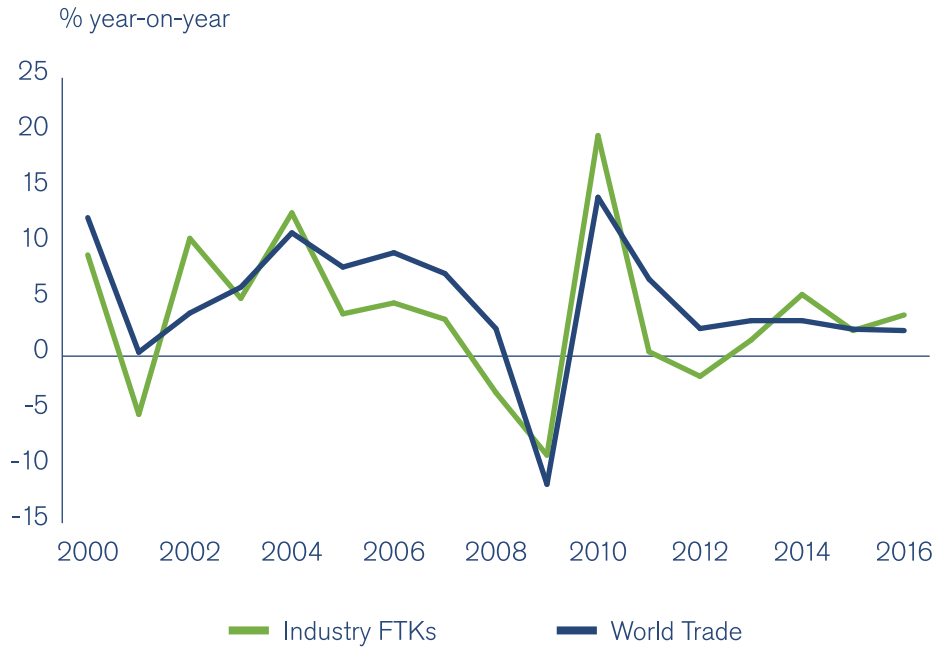
Source: IATA PaxIS+

A strong second half of 2016 for air freight

Following a modest start to 2016, the trend for air freight accelerated in the second half of the year. This coincided with a steady increase in manufacturers' export order books over the same period, as well as a particularly strong peak season for air freight. In total, industry-wide FTKs grew by a solid 3.6% in 2016, nearly double its five-year average pace (2.0%).

The global trade backdrop remains weaker than it used to be. It was considered normal in the decades leading up to the global financial crisis for world trade to grow at around twice the pace of global GDP. But this relationship has changed in recent years, and trade volumes now grow broadly in line with global output. Nonetheless, niche areas such as pharmaceuticals and cross-border e-commerce offer opportunities for air freight, and air freight outperformed wider world trade in much of 2016.

Air Freight Versus Global Trade Growth



Source: IATA Statistics, IMF

Passenger demand reflected net impact of competing forces

The upward trend in seasonally-adjusted (SA) passenger traffic moderated during the first six months of the year. This was due to a combination of headwinds from numerous terrorist attacks, political instability, and a subdued economic backdrop. Traffic on the Asia-Europe market was particularly sensitive to the terror-related disruption in Europe.

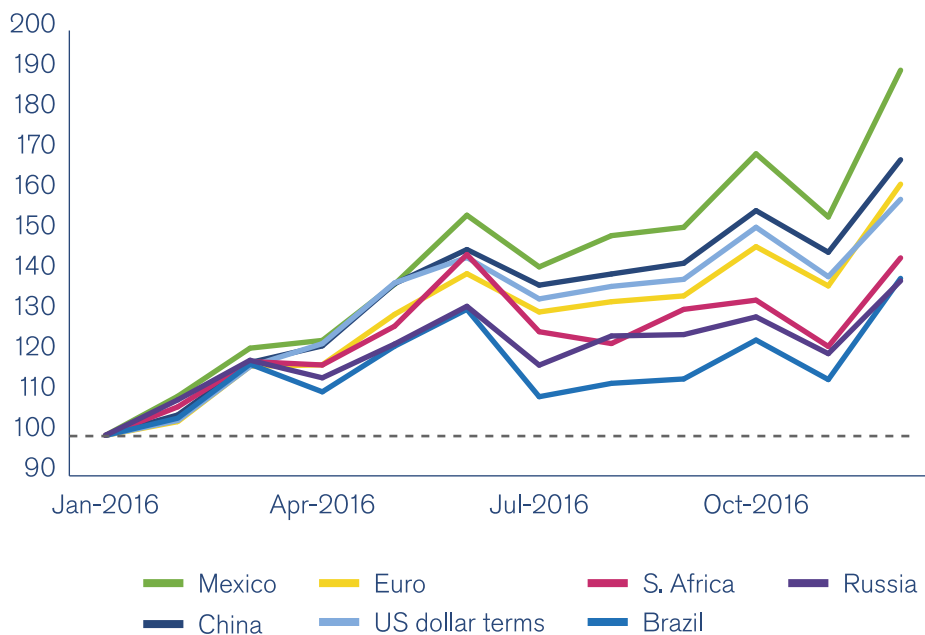
The second half of the year, however, saw an acceleration in the growth trend, with RPKs growing at an annualized pace of nearly 9% between June and December. This pick-up reflected a combination of passengers choosing to disregard terrorist efforts to scare people off travel and tourism as well as a moderate upturn in the global economic cycle.

Passenger demand was also supported by lower yields during 2016. Despite the recovery in oil prices during the year, the average price of a barrel of jet fuel in 2016 was 22% lower than in the previous year. This partly reflects differing hedging practices within the industry, which can delay the impact of oil price movements on airline fuel bills. Jet fuel prices climbed to around \$60 a barrel at the end of 2016—nearly twice the-year low-point reached in January 2016, although still much lower than average between 2011 and 2014.

Large shifts in foreign exchange markets meant that movements in global jet fuel prices were not felt evenly across airlines and regions. In a mirror image of the case in 2015, limited recoveries in a number of emerging market currencies against the US dollar—notably the Russian rouble, Brazilian real, and the South African rand—partially shielded airlines in such countries from the full rise in US dollar-based jet fuel prices. By contrast, sharp falls in the Mexican peso and the Turkish lira, exacerbated the rise in fuel prices, particularly in late-2016.

Exchange Rate-Adjusted Jet Fuel Prices

Jet fuel prices (Index, Jan 2016=100)



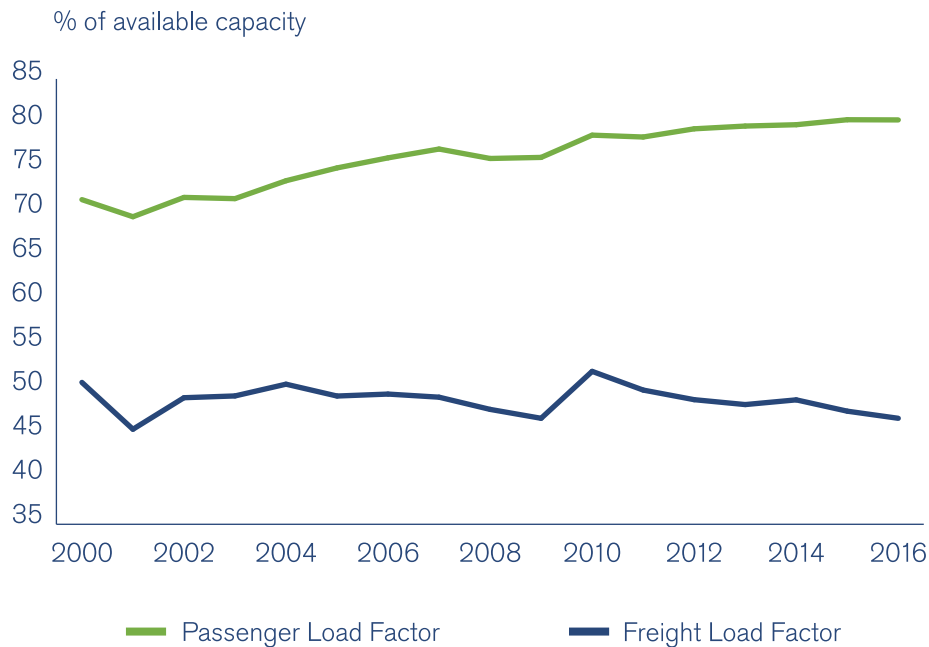
Source: IATA, Platts, Thomson Reuters Datastream

Passenger loads rise to record level

In aggregate, airlines balanced robust passenger demand conditions with increases in passenger capacity in 2016. Available seat kilometres flown increased by 7.5% compared to 2015, and the industry-wide passenger load factor was unchanged at an all-time high of 80.4%.

Growth in freight capacity once again outstripped that of demand, partly reflecting ongoing additions to belly-hold capacity in the passenger fleet. Available freight kilometres increased by 4.9% year-on-year in 2016, and the freight load factor dropped to 46.9%, 0.6 percentage points lower than in 2015. The upward trend in SA capacity moderated in the second half of the year, and the SA trend in the load factor recovered somewhat over the period.

Industry Passenger and Freight Load Factors



Source: IATA Statistics

Widening between break-even and achieved load factors driving improved financial performance

Fuel remains a major cost item for airlines, but its share of airline's costs declined to 20.6% in 2016—the lowest proportion since 2004. The reduction in fuel costs in 2016 helped to lower the industry-wide break-even load factor for the fourth consecutive year.

However, the trend improvement in investor returns paid by the industry in recent years also reflects changes in industry structure and more returns-focused behavior on the part of airlines. This combination has helped to keep achieved load factors at historically-high levels.

The widening gap between break-even and achieved load factors has driven the improvement in industry financial performance seen in recent years.

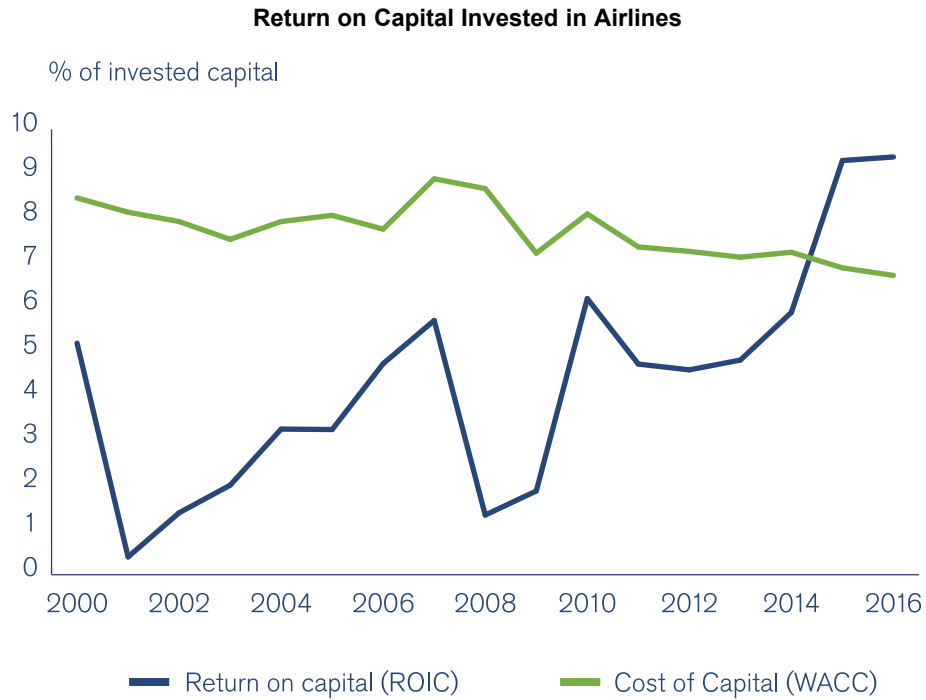
Break-Even and Achieved Load Factors



Source: IATA, ICAO

A 'normal' return for airline investors

Such is the intensity of competition, and the challenges to doing business, equity investors in the airline industry have typically seen their capital shrink. 2016 was only the second year on record in which the industry paid its investors a 'normal' reward for risking their capital—that is, the industry's return on capital exceeded its cost of capital.



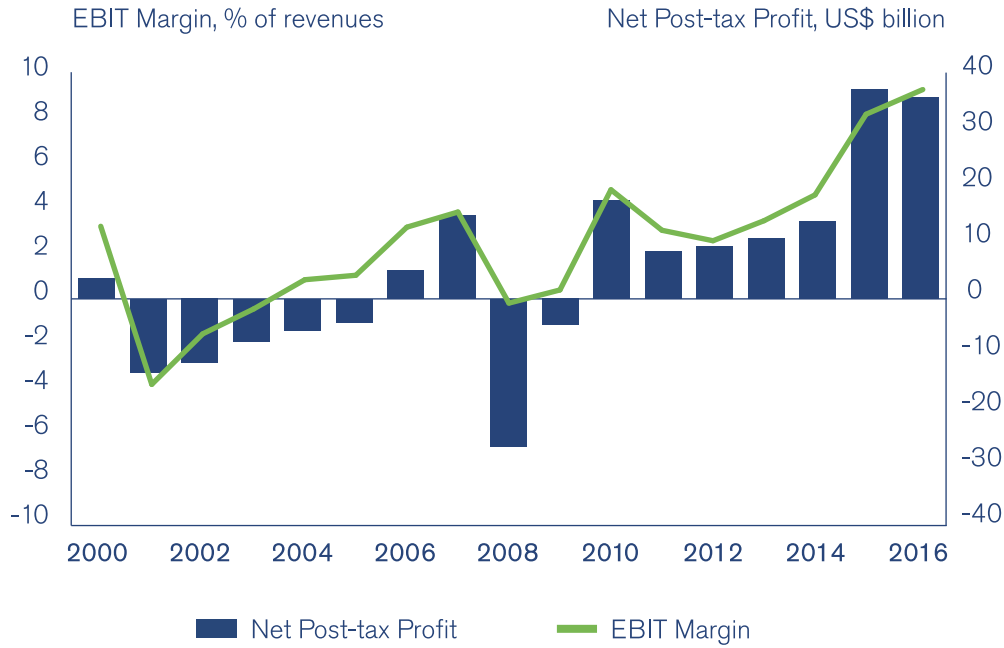
Source: IATA, ICAO

Another record year for operating profits...

It was another year of record operating profits in 2016: the operating margin of 8.8% of revenues was up from 8.5% in the previous year and more than three times that achieved in 2012. After allowing for interest charges, taxes and write-downs, the \$34.8 billion net posttax profit that airlines generated was slightly down from \$35.9 billion in 2015.

Nonetheless, the industry's highly-leveraged balance sheets will in most cases take a prolonged period of better profits to improve. As a result, still only a handful of airlines are rated as 'investment grade' by ratings agencies.

Global Commercial Airline Profitability



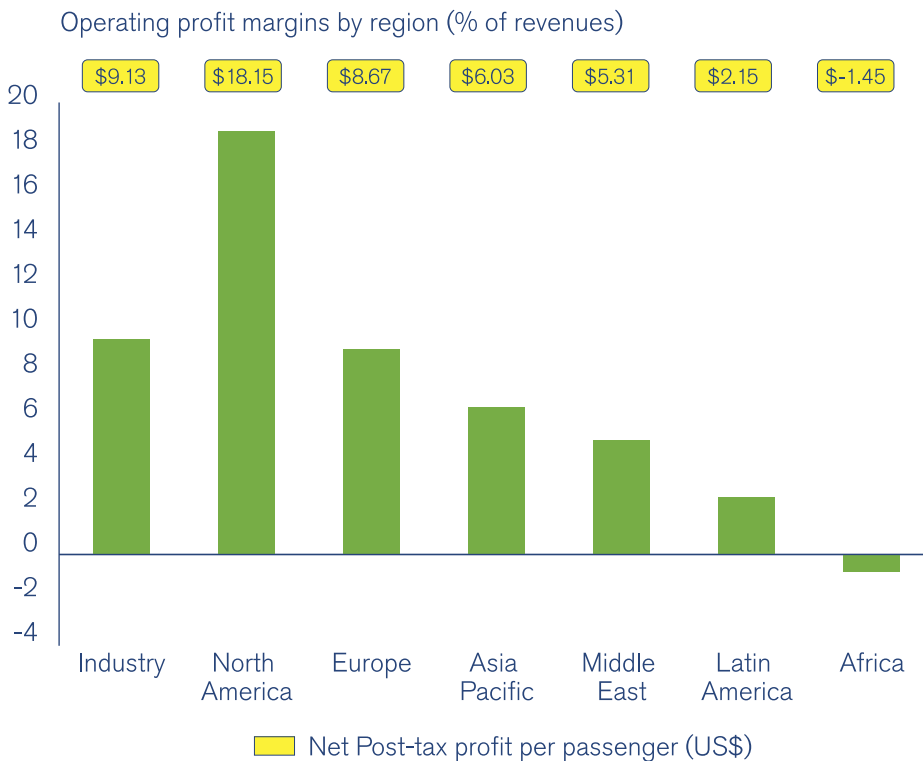
Source: IATA, ICAO

...But a Wide Spread in Financial Performance at a Regional Level

As in previous years, the industry-wide picture in 2016 masked a wide spread in financial performance at a regional level. High investor returns are still not widely spread in the industry. North American airlines have driven much of the rise in industry profits over recent years, and once again posted the strongest financial performance last year. European and Asia Pacific airlines both generated solid margins in 2016, with the latter helped by the improvement in cargo markets in the second half of the year (which are particularly important for this manufacturing region). Latin American airlines have faced a harsh environment in recent years, but posted modest profit margins in 2016, as did carriers based in the Middle East. By contrast, airlines in Africa posted a fifth consecutive year of losses.

It is worth noting that industry-wide net post-tax profits of \$34.8 billion in 2016 still only represented \$9.13 of profit per passenger—a comparatively slim margin and down from \$10.08 in 2015. Moreover, such performance will need to be sustained for airlines to pay down debt and to repair their balance sheets.

Operating Margin and Net Profit per Passenger by Airline Region of Registration

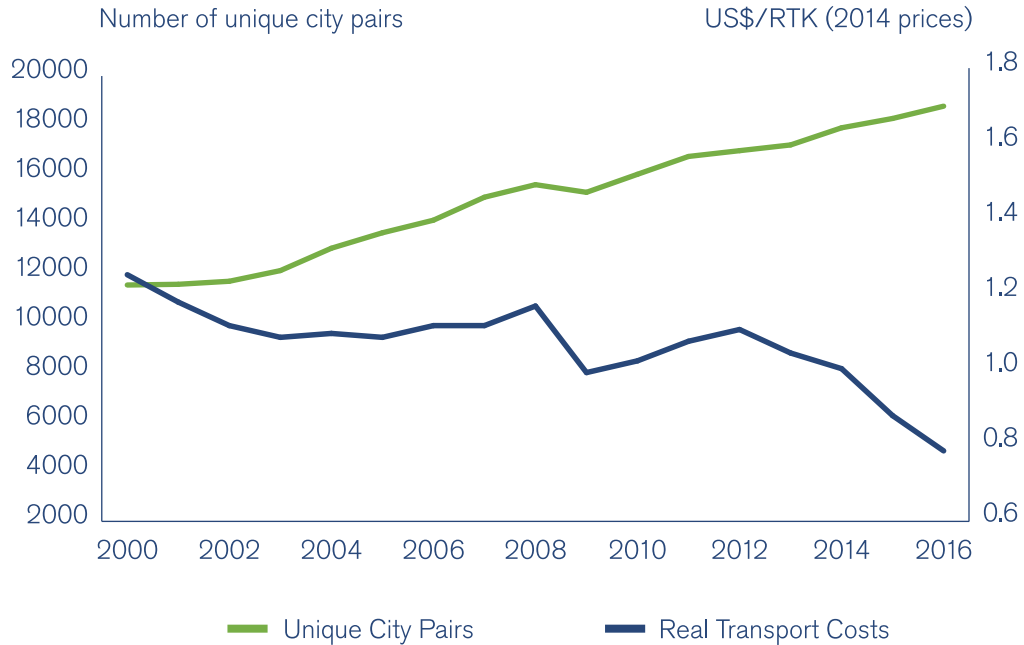


Source: IATA, ICAO

Air Transport Connects People and Economies

Air transport provides a significant boost to economic development. The ongoing increase in unique city-pair routes has helped to enable the flow of goods, people, capital, technology and ideas. Time savings and more non-stop connections have increased choice for consumers. The number of unique city-pair connections exceeded 18,200 in 2016, around 500 more than were offered in 2015 and almost double the connectivity by air twenty years ago. The price of air transport to users continues to fall, after adjusting for inflation. Compared to twenty years ago real transport costs have more than halved.

Unique City-Pairs and Real Transport Costs



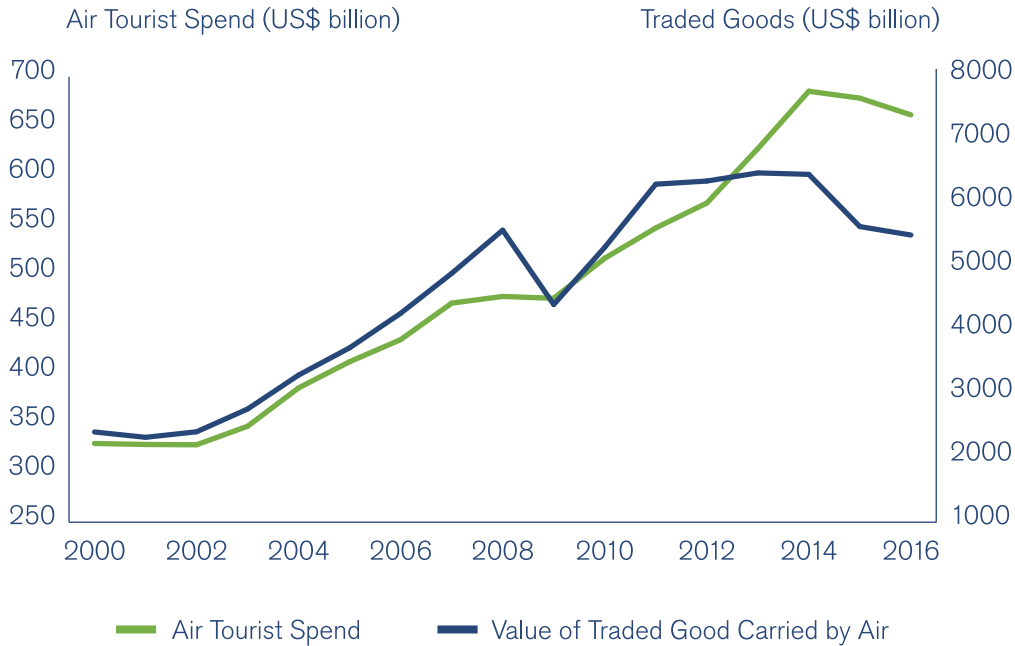
Source: IATA, ICAO, Boeing, SRS Analyser

Air transport is a vital link for tourism and international trade...

Air transport plays a key role in facilitating tourism industries and is a vital link for international trade too. Lower transport costs and better connectivity have boosted trade flows.

We estimate that the value of international trade shipped by air in 2016 was \$5.5 trillion and that tourists travelling by air spent around \$650 billion.

Value of Trade Carried by Air and the Spending of Tourists



Source: IATA, WTTC, IHS

...And Generates Wider Benefits for the Global Economy

Another impact on the wider economy comes through the influence increased airline activity has on jobs in the sector, in its supply chain, and the jobs generated as spending ripples through other sectors of the economy. It is estimated that aviation supported 67.7 million supply-chain jobs in 2016.

Demand for Air Transport 2016

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

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

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

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

World Air Transport Traffic

World Scheduled Passenger and Cargo Traffic 2016

World	Scheduled Services					
	International		Domestic		Systemwide	
	2016	% Change	2016	% Change	2016	% Change
Passengers Carried (thousands)	1,560,775	8.0	2,249,669	6.3	3,810,444	7.0
Freight Tonnes Carried (thousands)	36,429	3.9	18,503	3.9	54,932	3.9
Revenue Passenger-Kilometres (millions)	4,568,822	7.8	2,595,482	6.8	7,164,304	7.4
Available Seat-Kilometres (millions)	5,743,944	8.1	3,162,505	6.3	8,906,449	7.5
Passenger Load Factor	79.5%	-0.2	82.1%	0.4	80.4%	0.0
Freight and Mail Tonne-Kilometres (millions)	193,920	3.6	30,186	3.4	224,105	3.6
Available Freight Tonne Kilometres (millions)	375,101	4.4	102,412	6.5	477,514	4.9
Freight Load Factor	51.7%	-0.4	29.5%	-0.9	46.9%	-0.6
Revenue Tonne-Kilometres (millions)	627,517	6.4	265,453	6.4	892,970	6.4
Available Tonne-Kilometres (millions)	921,729	6.6	395,858	6.0	1,317,587	6.4
Weight Load Factor	68.1%	-0.1	67.1%	0.3	67.8%	0.0

World Scheduled Cargo Traffic 2016

Cargo Traffic	All Cargo Operations		Mixed Operations		Total	
	2016	% Change	2016	% Change	2016	% Change
Freight Tonnes Carried (thousands)	29,014	3.2	25,918	4.7	54,932	3.9
Freight and Mail Tonne-Kilometres (millions)	113,692	3.1	110,414	4.2	224,105	3.6
Available Freight Tonne Kilometres (millions)	172,994	3.4	304,519	5.7	477,514	4.9
Freight Load Factor	65.7%	-0.2	36.3%	-0.5	46.9%	-0.6

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

World Scheduled Passenger Traffic by Airline Type 2016

Passenger Traffic	Traditional/Legacy Carriers		Low Cost Carriers		Leisure Carriers		Total	
	2016	% Change	2016	% Change	2016	% Change	2016	% Change
Passengers Carried (thousands)	2,647,128	5.9	1,077,758	9.9	85,557	4.3	3,810,444	7.0
Revenue Passenger-Kilometres (millions)	5,512,876	6.2	1,404,369	13.0	247,059	4.7	7,164,304	7.4
Available Seat-Kilometres (millions)	6,946,417	6.6	1,668,381	11.5	291,651	6.9	8,906,449	7.5
Passenger Load Factor	79.4%	-0.3	84.2%	1.1	84.7%	-1.8	80.4%	0.0
Revenue Tonne-Kilometres (millions)	737,233	5.4	132,005	12.8	23,731	4.7	892,970	6.4
Available Tonne-Kilometres (millions)	1,104,020	5.5	180,866	12.2	32,701	7.0	1,317,587	6.4
Weight Load Factor	66.8%	-0.1	73.0%	0.4	72.6%	-1.6	67.8%	0.0

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

Domestic World Scheduled Passenger and Cargo Traffic, Selected Countries, 2016

Scheduled Domestic Services	Australia		Brazil		China, People's Republic of		India		Indonesia		Japan		Russian Federation		USA	
	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change
Passengers Carried (thousands)	62,705	4.0	90,601	-8.4	435,786	10.7	99,475	23.2	88,760	16.7	94,571	2.1	49,805	6.5	729,710	2.9
Freight Tonnes Carried (thousands)	78	-22.0	371	-5.8	4,470	7.8	597	2.5	585	9.0	906	-1.4	202	-3.1	9,614	3.1
Revenue Passenger-Kilometres (millions)	72,730	4.0	85,687	-7.4	619,518	11.7	94,450	23.2	72,646	14.8	79,924	1.8	93,122	2.6	1,069,191	4.4
Available Seat-Kilometres (millions)	94,093	2.0	108,558	-6.3	743,598	10.7	112,580	21.2	92,549	15.2	117,150	-0.6	118,402	-0.9	1,260,557	4.8
Passenger Load Factor	77.3%	1.4	78.9%	-0.9	83.3%	0.8	83.9%	1.4	78.5%	-0.3	68.2%	1.6	78.6%	2.7	84.8%	-0.4
Freight and Mail Tonne-Kilometres (millions)	134	-30.3	537	-12.5	7,201	7.9	707	2.8	531	12.1	965	-0.6	714	-12.1	17,902	3.3
Available Freight Tonne Kilometres (millions)	1,620	-0.6	2,715	-0.6	18,133	5.6	2,253	34.6	1,579	1.5	4,758	-3.2	2,878	-7.8	58,362	8.3
Freight Load Factor	8.3%	-3.5	19.8%	-2.7	39.7%	0.8	31.4%	-9.7	33.6%	3.2	20.3%	0.5	24.8%	-1.2	30.7%	-1.5
Revenue Tonne-Kilometres (millions)	6,893	2.9	7,886	-8.0	62,304	11.4	9,248	21.5	7,196	14.1	7,224	1.5	9,134	1.1	116,112	4.1
Available Tonne-Kilometres (millions)	10,366	1.5	12,032	-5.3	84,249	9.6	12,439	23.6	10,070	12.4	13,854	-1.5	13,629	-2.3	180,896	5.1
Weight Load Factor	66.5%	0.9	65.5%	-1.9	74.0%	1.1	74.4%	-1.2	71.5%	1.1	52.1%	1.5	67.0%	2.2	64.2%	-0.6

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

Rankings 2016

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

Top Airlines: Ranked by Passenger Traffic

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

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

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

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

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

Scheduled Revenue Passenger-Kilometres								
International			Domestic			Total		
Rank	Airline	Millions	Rank	Airline	Millions	Rank	Airline	Millions
1	Emirates	270,797	1	American Airlines	205,679	1	American Airlines	320,044
2	United Airlines	145,470	2	Southwest Airlines ⁽²⁾	194,862	2	Delta Air Lines	308,088
3	Lufthansa ⁽⁴⁾	145,124	3	Delta Air Lines	175,586	3	United Airlines	299,080
4	Ryanair ⁽⁵⁾	142,740	4	United Airlines	153,610	4	Emirates	270,797
5	British Airways ⁽⁴⁾	140,668	5	China Southern Airlines ⁽⁴⁾	148,040	5	China Southern Airlines ⁽⁴⁾	205,720
6	Qatar Airways	137,603	6	China Eastern Airlines ⁽⁴⁾	85,407	6	Southwest Airlines ⁽²⁾	200,848
7	Delta Air Lines	132,502	7	Air China	75,239	7	Lufthansa ⁽⁴⁾	149,702
8	Air France ⁽⁴⁾	129,153	8	Hainan Airlines ⁽⁴⁾	66,509	8	British Airways ⁽⁴⁾	144,028
9	American Airlines	114,366	9	JetBlue	58,469	9	Ryanair ⁽⁵⁾	142,740
10	Cathay Pacific Airways	110,246	10	Alaska Airlines	50,665	10	China Eastern Airlines ⁽⁴⁾	138,042
11	Turkish Airlines	108,286	11	LATAM Airlines Group ⁽⁴⁾	50,624	11	Qatar Airways	137,603
12	KLM ⁽⁴⁾	97,676	12	Qantas Airways ⁽⁴⁾	42,571	12	Air France ⁽⁴⁾	136,659
13	Singapore Airlines	92,437	13	Shenzhen Airlines	39,789	13	Air China	135,464
14	Ethiadh Airways	89,480	14	IndiGo ⁽¹⁾	39,288	14	Turkish Airlines	125,098
15	Qantas Airways ⁽⁴⁾	77,458	15	All Nippon Airways ⁽⁴⁾	34,867	15	Qantas Airways ⁽⁴⁾	120,029
16	easyJet ⁽¹⁾⁽⁴⁾⁽⁵⁾	75,333	16	Sichuan Airlines ⁽¹⁾	33,311	16	LATAM Airlines Group ⁽⁴⁾	113,587
17	Korean Air	72,321	17	Spirit Airlines ⁽²⁾	31,622	17	Cathay Pacific Airways	110,246
18	Air Canada	69,321	18	Aeroflot Russian Airlines	29,351	18	KLM ⁽⁴⁾	97,676
19	LATAM Airlines Group ⁽⁴⁾	62,963	19	Gol Airlines	28,933	19	Air Canada	93,663
20	Air China	60,225	20	Lion Airlines ⁽³⁾	28,368	20	Singapore Airlines	92,437
21	Thai Airways International	57,711	21	Skywest Airlines ⁽²⁾	27,236	21	Ethiadh Airways	89,480
22	China Southern Airlines ⁽⁴⁾	57,680	22	Shandong Airlines	24,587	22	Aeroflot Russian Airlines	82,667
23	Aeroflot Russian Airlines	53,316	23	Air Canada	24,342	23	Hainan Airlines ⁽⁴⁾	82,290
24	China Eastern Airlines ⁽⁴⁾	52,635	24	Frontier Airlines ⁽²⁾	23,918	24	All Nippon Airways ⁽⁴⁾	79,099
25	Norwegian ⁽¹⁾⁽⁴⁾⁽⁵⁾	47,269	25	Virgin Australia	20,412	25	easyJet ⁽¹⁾⁽⁴⁾⁽⁵⁾	78,641

Scheduled Passengers Carried									
International			Domestic			Total			
Rank	Airline	Thousands	Rank	Airline	Thousands	Rank	Airline	Thousands	Thousands
1	Ryanair ⁽⁵⁾	112,015	1	Southwest Airlines ⁽²⁾	148,821	1	Southwest Airlines ⁽²⁾	151,740	
2	easyJet ⁽¹⁾⁽⁴⁾⁽⁵⁾	64,196	2	American Airlines	117,978	2	American Airlines	144,191	
3	Emirates	55,198	3	Delta Air Lines	117,917	3	Delta Air Lines	143,322	
4	Lufthansa ⁽⁴⁾	45,820	4	China Southern Airlines ⁽⁴⁾	100,799	4	China Southern Airlines ⁽⁴⁾	114,493	
5	British Airways ⁽⁴⁾	38,097	5	United Airlines	73,797	5	Ryanair ⁽⁵⁾	112,015	
6	Turkish Airlines	34,715	6	China Eastern Airlines ⁽⁴⁾	67,842	6	United Airlines	100,140	
7	Air France ⁽⁴⁾	31,584	7	LATAM Airlines Group ⁽⁴⁾	51,793	7	China Eastern Airlines ⁽⁴⁾	80,509	
8	Qatar Airways	31,209	8	Air China	51,496	8	easyJet ⁽¹⁾⁽⁴⁾⁽⁵⁾	70,747	
9	KLM ⁽⁴⁾	30,394	9	Hainan Airlines ⁽⁴⁾	44,331	9	LATAM Airlines Group ⁽⁴⁾	66,814	
10	United Airlines	26,343	10	All Nippon Airways ⁽⁴⁾	38,460	10	Air China	62,308	
11	American Airlines	26,213	11	IndiGo ⁽¹⁾	37,933	11	Turkish Airlines	61,737	
12	Delta Air Lines	25,405	12	Qantas Airways ⁽⁴⁾	35,480	12	Lufthansa ⁽⁴⁾	57,091	
13	Cathay Pacific Airways	24,401	13	JetBlue	31,256	13	Emirates	55,198	
14	Wizzair ⁽⁴⁾⁽⁵⁾	22,787	14	Lion Airlines ⁽³⁾	30,925	14	Qantas Airways ⁽⁴⁾	53,227	
15	Norwegian ⁽¹⁾⁽⁴⁾⁽⁵⁾	22,673	15	Skywest Airlines ⁽²⁾	30,530	15	All Nippon Airways ⁽⁴⁾	47,325	
16	Air Berlin ⁽⁴⁾	21,833	16	Gol Airlines	30,411	16	Hainan Airlines ⁽⁴⁾	46,601	
17	Singapore Airlines	18,904	17	Turkish Airlines	27,022	17	Air France ⁽⁴⁾	44,308	
18	Korean Air	18,756	18	Shenzhen Airlines	26,168	18	British Airways ⁽⁴⁾	44,098	
19	Ethiadd Airways	18,101	19	Japan Airlines	24,375	19	IndiGo ⁽¹⁾	39,768	
20	Qantas Airways ⁽⁴⁾	17,746	20	Alaska Airlines	24,004	20	JetBlue	38,275	
21	Vueling	17,637	21	ExpressJet ⁽²⁾	21,595	21	Japan Airlines	32,749	
22	Scandinavian Airlines ⁽⁴⁾	17,113	22	Sichuan Airlines ⁽¹⁾	21,347	22	Lion Airlines ⁽³⁾	32,409	
23	SWISS ⁽⁴⁾	15,936	23	Azul Brazilian Airlines	20,854	23	Gol Airlines	32,216	
24	LATAM Airlines Group ⁽⁴⁾	15,021	24	Garuda Indonesia	19,487	24	Qatar Airways	31,209	
25	Aeroflot Russian Airlines	14,867	25	Spirit Airlines ⁽²⁾	19,072	25	Skywest Airlines ⁽²⁾	31,205	

⁽¹⁾ IATA Estimate

⁽²⁾ US DOT

⁽³⁾ Indonesia DGCA

⁽⁴⁾ Airline has additional notes regarding coverage; please see the Notes section at the end of the Rankings for further information.

⁽⁵⁾ Includes passengers booked but not flown

Top Airlines: Ranked by Freight Traffic

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

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

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

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

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

Scheduled Freight Revenue Tonne-Kilometers									
International			Domestic				Total		
Rank	Airline	Millions	Rank	Airline	Millions	Rank	Airline	Millions	Millions
1	Emirates	12,270	1	Federal Express	8,712	1	Federal Express	15,712	
2	Cathay Pacific Airways	9,947	2	United Parcel Service	5,660	2	Emirates	12,270	
3	Qatar Airways	9,221	3	China Southern Airlines ⁽⁴⁾	1,692	3	United Parcel Service	11,264	
4	Korean Air	7,639	4	Air China	1,140	4	Cathay Pacific Airways	9,947	
5	Lufthansa ⁽⁴⁾	7,379	5	Polar Air Cargo	954	5	Qatar Airways	9,221	
6	Federal Express	7,000	6	China Eastern Airlines ⁽⁴⁾	838	6	Korean Air	7,666	
7	Cargolux	6,878	7	Hainan Airlines ⁽⁴⁾	600	7	Lufthansa ⁽⁴⁾	7,384	
8	Singapore Airlines	6,345	8	All Nippon Airways ⁽⁴⁾	511	8	Cargolux	6,878	
9	United Parcel Service	5,603	9	ABX Air ⁽²⁾	494	9	Singapore Airlines	6,345	
10	China Airlines	5,273	10	Shenzhen Airlines	477	10	Air China	6,089	
11	Air China	4,948	11	United Airlines	348	11	China Southern Airlines ⁽⁴⁾	5,939	
12	AirBridgeCargo Airlines	4,914	12	Delta Air Lines	345	12	China Airlines	5,273	
13	Ethiad Airways	4,481	13	LATAM Airlines Group ⁽⁴⁾	343	13	AirBridgeCargo Airlines	4,914	
14	China Southern Airlines ⁽⁴⁾	4,247	14	Japan Airlines	331	14	China Eastern Airlines ⁽⁴⁾	4,561	
15	British Airways ⁽⁴⁾	4,112	15	Sichuan Airlines ⁽¹⁾	327	15	Ethiad Airways	4,481	
16	All Nippon Airways ⁽⁴⁾	3,804	16	SF Airlines ⁽¹⁾	317	16	All Nippon Airways ⁽⁴⁾	4,315	
17	Asiana Airlines	3,796	17	Aeroflot Russian Airlines	309	17	Polar Air Cargo	4,211	
18	China Eastern Airlines ⁽⁴⁾	3,723	18	American Airlines	271	18	British Airways ⁽⁴⁾	4,117	
19	Turkish Airlines	3,609	19	Garuda Indonesia	252	19	Asiana Airlines	3,813	
20	KLM ⁽⁴⁾	3,564	20	Hawaiian Airlines	242	20	Turkish Airlines	3,640	
21	EVA Air	3,480	21	Shandong Airlines	212	21	KLM ⁽⁴⁾	3,564	
22	Air France ⁽⁴⁾	3,418	22	CargoJet ⁽¹⁾	199	22	United Airlines	3,534	
23	Polar Air Cargo	3,258	23	IndiGo ⁽¹⁾	156	23	EVA Air	3,480	
24	United Airlines	3,185	24	Southwest Airlines ⁽²⁾	148	24	Air France ⁽⁴⁾	3,419	
25	LATAM Airlines Group ⁽⁴⁾	2,936	25	Shanghai Airlines	146	25	LATAM Airlines Group ⁽⁴⁾	3,278	

Scheduled Freight Tonnes Carried									
International			Domestic				Total		
Rank	Airline	Thousands	Rank	Airline	Thousands	Rank	Airline	Thousands	Thousands
1	Emirates	2,538	1	Federal Express	5,303	1	Federal Express	7,145	
2	Federal Express	1,842	2	United Parcel Service	3,173	2	United Parcel Service	4,681	
3	Qatar Airways	1,764	3	China Southern Airlines ⁽⁴⁾	1,041	3	Emirates	2,538	
4	Cathay Pacific Airways	1,597	4	Air China	745	4	Qatar Airways	1,764	
5	United Parcel Service	1,508	5	China Eastern Airlines ⁽⁴⁾	626	5	Cathay Pacific Airways	1,597	
6	Korean Air	1,445	6	All Nippon Airways ⁽⁴⁾	480	6	China Southern Airlines ⁽⁴⁾	1,519	
7	China Airlines	1,326	7	ABX Air ⁽²⁾	353	7	Korean Air	1,514	
8	Singapore Airlines	1,139	8	Japan Airlines	351	8	Air China	1,331	
9	Lufthansa ⁽⁴⁾	947	9	Hainan Airlines ⁽⁴⁾	351	9	China Airlines	1,326	
10	Ethiad Airways	929	10	Shenzhen Airlines	305	10	All Nippon Airways ⁽⁴⁾	1,263	
11	Asiana Airlines	882	11	Garuda Indonesia	246	11	China Eastern Airlines ⁽⁴⁾	1,197	
12	Turkish Airlines	819	12	SF Airlines ⁽¹⁾	237	12	Singapore Airlines	1,139	
13	Cargolux	809	13	LATAM Airlines Group ⁽⁴⁾	225	13	Lufthansa ⁽⁴⁾	958	
14	Saudi Arabian Airlines ⁽¹⁾	806	14	Sichuan Airlines ⁽¹⁾	205	14	Ethiad Airways	929	
15	All Nippon Airways ⁽⁴⁾	783	15	CargoJet ⁽¹⁾	191	15	Asiana Airlines	922	
16	AirBridgeCargo Airlines	621	16	China Postal Airlines ⁽¹⁾	177	16	Turkish Airlines	875	
17	EVA Air	610	17	Polar Air Cargo	175	17	Saudi Arabian Airlines ⁽¹⁾	857	
18	British Airways ⁽⁴⁾	610	18	Shandong Airlines	130	18	Cargolux	809	
19	Air China	586	19	Blue Dart Aviation ⁽¹⁾	129	19	LATAM Airlines Group ⁽⁴⁾	799	
20	LATAM Airlines Group ⁽⁴⁾	575	20	Vietnam Airlines	127	20	Polar Air Cargo	703	
21	China Eastern Airlines ⁽⁴⁾	571	21	IndiGo ⁽¹⁾	126	21	Japan Airlines	660	
22	Thai Airways International	545	22	Delta Air Lines	119	22	AirBridgeCargo Airlines	621	
23	Polar Air Cargo	528	23	Southwest Airlines ⁽²⁾	113	23	British Airways ⁽⁴⁾	612	
24	Air France ⁽⁴⁾	490	24	American Airlines	108	24	EVA Air	610	
25	China Southern Airlines ⁽⁴⁾	478	25	Philippine Airlines	104	25	Thai Airways International	572	

⁽¹⁾ IATA Estimate

⁽²⁾ US DOT

⁽³⁾ Indonesia DGCA

⁽⁴⁾ Airline has additional notes regarding coverage; please see the Notes section at the end of the Rankings for further information.

Top Passenger Countries

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

Top Passenger Countries by Region, 2016

	Number	Growth (%)
Africa		
South Africa	23,605,550	5.3
Egypt	19,396,780	-3.6
Morocco	14,346,955	1.5
Algeria	9,958,057	19.8
Nigeria	8,109,128	-4.1
Tunisia	5,895,786	6.2
Kenya	5,445,583	9.7
Ethiopia	3,831,259	4.9
Tanzania	3,361,710	7.2
Mauritius	3,275,162	10.1
Sudan	2,835,587	-16.3
Ghana	2,541,595	4.5
Senegal	1,993,161	5.3
Angola	1,962,889	-11.6
Réunion	1,862,223	-0.5
Ivory Coast (Cote d'Ivoire)	1,578,261	16.3
Libya	1,574,159	30.4
Cameroon	1,542,351	9.4
Zimbabwe	1,497,412	4.8
Cape Verde	1,387,043	16.9
Asia/Pacific		
People's Republic of China	536,578,284	10.3
Japan	166,611,173	3.5
India	141,750,624	17.6
Indonesia	120,223,327	11.7
Australia	92,115,925	7.7
Thailand	89,183,451	11.6
Democratic People's Republic of Korea	83,396,986	16.8
Malaysia	56,450,879	7.9
Chinese Taipei	51,094,244	11.7
Hong Kong (SAR), China	50,009,268	3.7
Vietnam	49,143,590	28.3
Singapore	45,365,847	5.9
Philippines	43,166,034	5.5
New Zealand	22,697,823	10.6
Pakistan	16,824,962	9.8
Bangladesh	8,817,976	10.0
Myanmar	8,201,639	16.2
Sri Lanka	7,352,217	7.9
Kazakhstan	7,205,813	-3.0
Cambodia	6,937,514	8.5

Top Passenger Countries by Region, 2016 (Cont'd)

	Number	Growth (%)
Europe		
United Kingdom	219,871,648	11.0
Spain	163,555,738	11.9
Germany	152,067,715	7.3
Italy	126,629,863	5.7
France	121,667,060	5.0
Turkey	77,489,634	-2.2
Russian Federation	77,235,137	-4.3
Switzerland	43,775,686	6.2
Netherlands	42,314,525	12.2
Portugal	34,890,429	13.5
Norway	34,428,750	1.2
Greece	33,997,867	11.3
Ireland	31,236,085	13.4
Sweden	31,035,955	7.1
Poland	27,351,571	13.0
Belgium	25,849,077	-0.4
Denmark	25,722,336	12.4
Austria	21,153,207	1.9
Romania	14,930,206	24.5
Czech Republic	12,569,759	8.5
Latin America and Caribbean		
Brazil	87,052,081	-10.0
Mexico	71,653,357	12.0
Colombia	31,451,491	9.1
Argentina	22,340,119	7.3
Chile	17,407,982	14.6
Peru	16,556,157	7.8
Dominican Republic	12,032,978	7.1
Venezuela (Bolivarian Republic of)	8,668,559	-11.5
Cuba	7,661,479	22.1
Ecuador	7,486,001	1.2
Panama	5,986,805	12.1
Costa Rica	5,871,955	15.4
Bolivia (Plurinational State of)	5,219,345	8.2
Jamaica	5,035,078	2.8
Bahamas	3,675,361	5.5
Trinidad and Tobago	2,701,295	-1.3
Guatemala	2,689,734	9.3
Aruba	2,603,349	-0.3
Guadeloupe	2,413,223	7.9
El Salvador	2,301,911	9.4

Top Passenger Countries by Region, 2016 (Cont'd)

	Number	Growth (%)
Middle East		
Saudi Arabia	57,578,282	9.3
United Arab Emirates	53,456,321	4.0
Iran (Islamic Republic of)	15,522,473	23.3
Israel	14,960,083	9.8
Qatar	11,409,048	6.5
Kuwait	10,933,509	7.6
Oman	8,325,681	7.8
Lebanon	7,325,029	11.7
Iraq	6,662,920	25.6
Jordan	6,064,325	2.1
Bahrain	5,291,829	2.6
Syrian Arab Republic	298,696	67.4
North America		
United States	700,045,334	4.7
Canada	86,174,789	2.2

Source: IATA PaxIS 3-Plus

Top Freight Country–Pairs, International and Regional Traffic

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

Rank		Freight Tonnes Carried	
		2016	% Change
1	From People's Republic of China	3,107,315	10.6
	1 Japan	401,340	11.6
	2 United States	371,199	14.2
	3 Republic of Korea	300,600	13.5
	4 Hong Kong (SAR), China	278,182	3.4
	5 Chinese Taipei	236,986	4.6
	6 Germany	165,315	5.5
	7 United Arab Emirates	126,936	-7.5
	8 Singapore	124,045	16.2
	9 Netherlands	121,823	-2.3
	10 Qatar	100,665	-1.2
2	From United States	2,700,861	4.3
	1 Japan	238,620	-2.8
	2 United Kingdom	232,381	-6.0
	3 Republic of Korea	200,614	-8.3
	4 Germany	172,423	8.2
	5 People's Republic of China	165,408	13.3
	6 Chinese Taipei	145,657	-2.6
	7 Hong Kong (SAR), China	139,662	2.0
	8 Netherlands	135,709	6.7
	9 Colombia	107,611	-11.5
	10 Brazil	104,530	-4.5
3	From Hong Kong (SAR), China	2,234,955	3.6
	1 United States	287,565	-1.0
	2 Japan	242,242	2.0
	3 Chinese Taipei	204,640	-1.2
	4 People's Republic of China	188,959	4.4
	5 Republic of Korea	131,053	5.7
	6 Qatar	122,566	19.1
	7 United Arab Emirates	121,275	-13.2
	8 India	110,057	15.8
	9 Singapore	97,059	6.5
	10 Thailand	77,667	16.2
4	From United Arab Emirates	1,770,859	2.1
	1 Saudi Arabia	115,631	33.4
	2 United Kingdom	114,627	0.9
	3 India	112,134	-1.5
	4 Germany	101,010	4.1
	5 Qatar	80,737	0.4
	6 Australia	67,429	-9.8
	7 United States	67,187	-4.8
	8 People's Republic of China	52,743	16.5
	9 Turkey	52,172	-7.4
	10 Kuwait	50,442	-3.2

Rank		Freight Tonnes Carried	
		2016	% Change
5	From Japan	1,591,331	4.9
	1 United States	466,588	0.8
	2 People's Republic of China	190,994	16.2
	3 Chinese Taipei	152,512	9.2
	4 Republic of Korea	146,260	2.0
	5 Hong Kong (SAR), China	119,250	6.7
	6 Singapore	85,148	5.3
	7 Thailand	71,871	9.7
	8 Germany	61,881	-1.7
	9 Netherlands	29,422	-10.7
	10 France	27,442	-15.0
6	From Republic of Korea	1,362,272	6.2
	1 United States	280,711	-1.5
	2 People's Republic of China	257,173	10.3
	3 Japan	146,611	3.2
	4 Viet Nam	91,859	19.9
	5 Hong Kong (SAR), China	91,022	11.9
	6 Russian Federation	51,775	6.7
	7 Singapore	44,177	2.8
	8 Germany	41,316	-4.5
	9 Thailand	38,531	20.7
	10 Austria	34,687	8.3
7	From Germany	1,297,841	3.9
	1 United States	241,638	7.8
	2 People's Republic of China	165,239	6.4
	3 United Arab Emirates	124,316	3.6
	4 Republic of Korea	84,297	2.9
	5 Japan	67,313	2.0
	6 Turkey	61,754	28.4
	7 Russian Federation	57,014	-4.8
	8 India	49,188	0.3
	9 Qatar	40,254	-3.4
	10 Saudi Arabia	34,331	58.7
8	From Chinese Taipei	1,036,964	1.7
	1 United States	246,548	-5.1
	2 People's Republic of China	173,899	7.0
	3 Hong Kong (SAR), China	164,867	3.5
	4 Japan	149,746	0.9
	5 Singapore	59,832	-2.7
	6 Thailand	45,836	6.9
	7 Viet Nam	32,695	18.9
	8 Malaysia	24,948	2.3
	9 United Arab Emirates	23,818	-14.3
	10 Republic of Korea	21,041	11.4

Rank		Freight Tonnes Carried	
		2016	% Change
9	From India	990,440	9.5
	1 United Arab Emirates	327,759	2.3
	2 Qatar	138,039	25.9
	3 Hong Kong (SAR), China	66,354	23.0
	4 United Kingdom	57,122	1.0
	5 Singapore	55,142	11.7
	6 Germany	53,857	23.0
	7 Saudi Arabia	41,430	42.2
	8 Thailand	24,500	1.7
	9 Sri Lanka	20,922	13.9
	10 Ethiopia	17,658	22.7
10	From United Kingdom	956,156	5.8
	1 United States	327,747	6.4
	2 United Arab Emirates	114,535	1.8
	3 India	37,124	0.7
	4 Qatar	34,641	1.9
	5 Canada	33,219	-0.1
	6 Hong Kong (SAR), China	30,671	-2.8
	7 People's Republic of China	29,982	15.3
	8 Germany	26,698	6.9
	9 South Africa	23,990	-15.2
	10 Turkey	20,733	43.3

Source: IATA Statistics www.iata.org/statistics

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

Carrier Name	Notes
Air Berlin	Includes operations of Belair (4T), Niki (HG)
Air Dolomiti	Excludes Lufthansa (LH)-marketed flights
Air France	Includes Air France-marketed flights operated by HOP! [Airlinair (AN), Brit Air (DB), Aérienne Europeene (YS)], VLM Airlines (VG), Cityjet (WX)
Alitalia	Includes operations of Air One (AP), Alitalia CityLiner (CT), Alitalia Express (XM), CAI Second (VE)
All Nippon Airways	Includes operations of ANA Wings (EH), Air Japan (NQ), and All Nippon Airways-marketed operations by Solaseed Air (6J), Ibex Airlines (FW), Air Do (HD), Oriental Air Bridge (OC)
Austrian	Includes Austrian-marketed flight operated by Tyrolean Airways (VO)
Avianca	Includes operations of Avianca Costa Rica (LR), Avianca Ecuador (2K), Avianca El Salvador (TA), Avianca Guatemala (GU), Avianca Honduras (WC), Avianca Peru (TO) and Tampa Cargo (QT)
Braathens Regional	Excludes SAS Scandinavian (SK)-marketed flights
British Airways	Includes operations of BA CityFlyer (CJ)
China Eastern Airlines	Includes operations of China Cargo Airlines (CK)
China Southern Airlines	Includes operations of Xiamen Airlines (MF), Chongqing Airlines (OQ)
CityJet	Excludes Air France (AF)-marketed flights
Copa Airlines	Includes operations of Aero Republica (P5)
easyJet	Includes operations of easyjet Switzerland (DS)
Eurowings	Includes operations of Eurowings Europe (E2)
Hainan Airlines	Includes operations of Lucky Air (8L), Air Chang'an (9H), Fuzhou Airlines (FU), Urumqi Airlines (UQ)
HOP!	Excludes Air France (AF)-marketed flights
KLM	Includes operations of KLM CityHopper (WA)
LATAM Airlines Group	Includes operations of LATAM Colombia (4C), LATAM Argentina (4M), LATAM Brasil (JJ), LATAM Cargo Colombia (L7), LATAM Chile (LA), LATAM Peru (LP), LATAM Express (LU), LATAM Cargo Brasil (M3), LATAM Cargo Mexico (M7), LATAM Cargo Chile (UC), LATAM Ecuador (XL), LATAM Paraguay (PZ); international traffic includes domestic traffic within Argentina, Colombia, Ecuador, Mexico and Peru
Lufthansa	Includes operations of Lufthansa CityLine (CL) and Lufthansa-marketed operations by Air Dolomiti (EN), Eurowings (EW), Germanwings (4U), Privatair (PV), Tyrolean Airways (VO), AeroLogic (3S)
Meridiana	Includes operations of Air Italy (I9); includes non-scheduled traffic
Norwegian	Includes operations of Norwegian Long-Haul (DU), Norwegian Air International (D8) and Norwegian Air UK (DI)
Philippines AirAsia	Includes operations of AirAsia Zest (Z2)
Qantas Airways	Includes operations of Jetstar (JQ) and Jetstar Asia (3K)
Scandinavian Airlines	Includes operations of Jet Time (JO), Blue 1 (KF), Cimber (QA), and SAS-marketed operations by Braathens Regional (DC), Privatair (PV)
SunExpress	Excludes Turkish Airlines (TK)-marketed flights
SWISS	Includes operations of Helvetic Airlines (2L), Edelweiss Air (WK), and SWISS-marketed operations by Tyrolean Airways (VO)
TAP Portugal	Includes operations of PGA-Portugalia Airlines (NI)
Turkish Airlines	Includes Turkish Airlines-marketed flights operated by Sun Express (XQ)
WestJet	Includes operations of WestJet Encore (WR)
Wizzair	Includes operations of Wizzair Ukraine (WU)



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