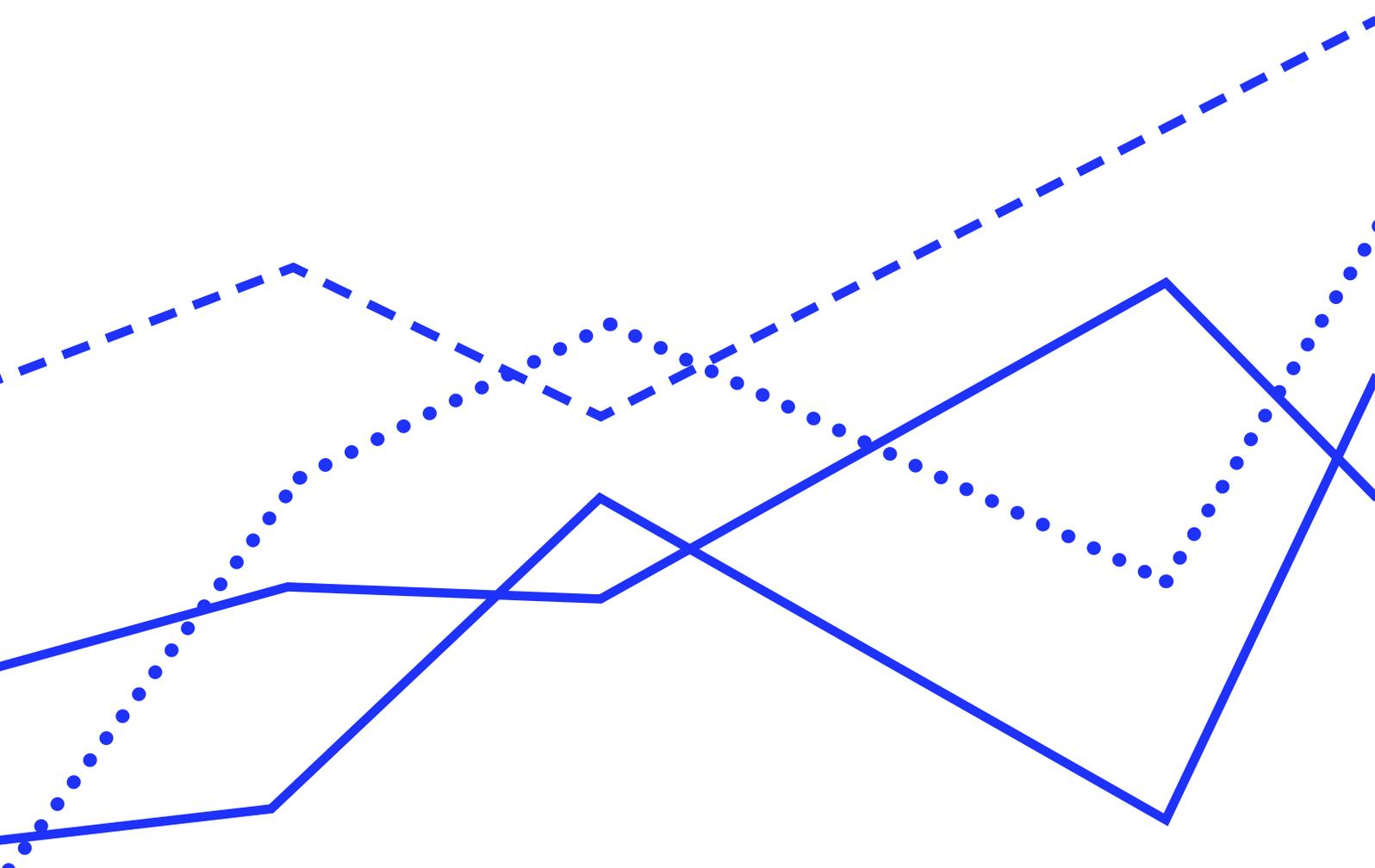


Since 1949

WATS⁺

World Air Transport Statistics 2021



NOTICE

DISCLAIMER. The information contained in this publication is subject to constant review in the light of changing government requirements and regulations. No subscriber or other reader should act on the basis of any such information without referring to applicable laws and regulations and/ or without taking appropriate professional advice. Although every effort has been made to ensure accuracy, the International Air Transport Association shall not be held responsible for any loss or damage caused by errors, omissions, misprints or misinterpretation of the contents hereof. Furthermore, the International Air Transport Association expressly disclaims any and all liability to any person or entity, whether a purchaser of this publication or not, in respect of anything done or omitted, and the consequences of anything done or omitted, by any such person or entity in reliance on the contents of this publication.

Opinions expressed in advertisements appearing in this publication are the advertiser's opinions and do not necessarily reflect those of IATA. The mention of specific companies or products in advertisement does not imply that they are endorsed or recommended by IATA in preference to others of a similar nature which are not mentioned or advertised.

© International Air Transport Association. All Rights Reserved. No part of this publication may be reproduced, recast, reformatted or transmitted in any form by any means, electronic or mechanical, including photocopying, recording or any information storage and retrieval system, without the prior written permission from:

Deputy Director General
International Air Transport Association
33, Route de l'Aéroport
1215 Geneva 15 Airport
Switzerland

SUMMARY OF PASSENGER AND CARGO TRAFFIC

Passenger and cargo traffic



PASSENGER LOAD FACTOR

65.1%

Revenue Passenger-Kilometres (millions):
2,986,993
Available Seat-Kilometres (millions):
4,589,378

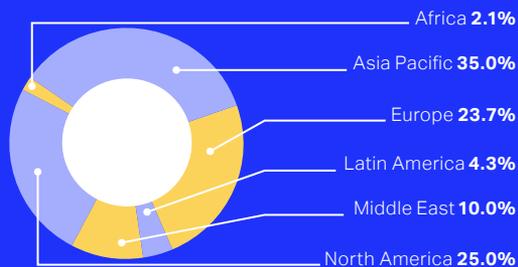


CARGO LOAD FACTOR

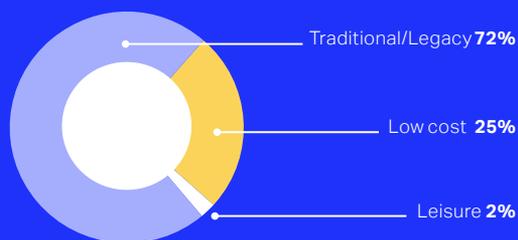
53.8%

Cargo Tonne-Kilometres (millions):
231,342
Available Cargo Tonne-Kilometres (millions):
430,016

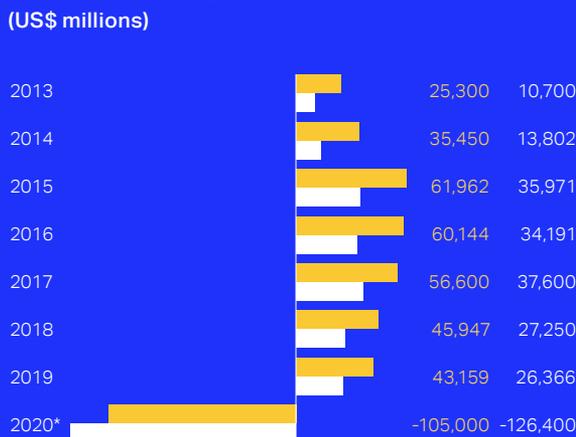
World scheduled passenger and cargo traffic by region of airline domicile – Revenue Tonne-Kilometres (millions)



Share of Revenue Passenger- Kilometres by Airline Type



OPERATING AND NET RESULTS (US\$ millions)



*Preliminary ■ Operating Result ■ Net Result

TOP AIRLINES BY RPK AND CTK

Top 10 Passenger (Revenue Passenger-Kilometres (millions))

American Airlines	123,997
China Southern Airlines	110,650
Delta Air Lines	106,488
United Airlines	100,188
China Eastern Airlines	88,728
Southwest Airlines*	87,263
Emirates	78,746
Air China	71,417
Ryanair*	64,928
Qatar Airways	57,171

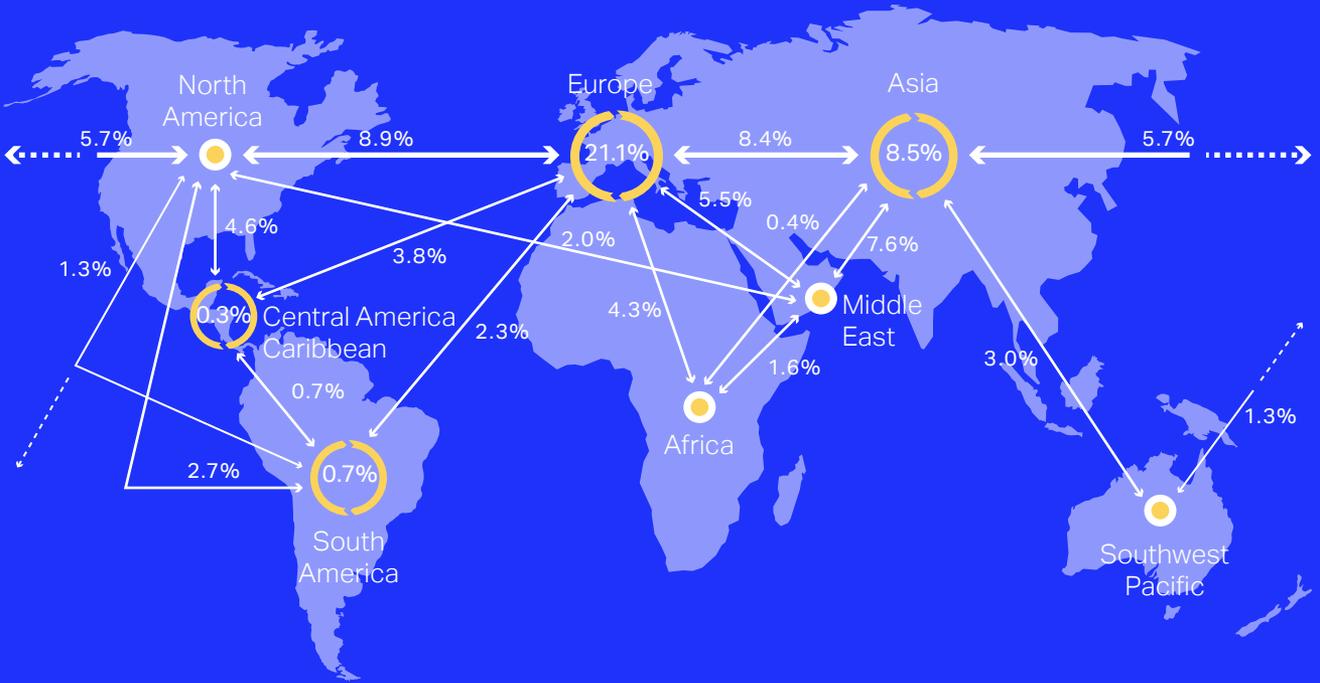
Top 10 Cargo (Cargo Tonne-Kilometres (millions))

Federal Express	19,656
United Parcel Service	14,371
Qatar Airways	13,740
Emirates	9,569
Cathay Pacific Airways	8,137
Korean Air	8,104
Cargolux	7,345
Turkish Airlines	6,977
China Southern Airlines	6,591
China Airlines	6,317

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

TRAFFIC BY ROUTE AREA

Percentage of international scheduled Revenue Passenger-Kilometres



TRAFFIC BY ROUTE AREA

Percentage of international scheduled Cargo Tonnes-Kilometres



Industry Economic Analysis

Air transport was strongly impacted by COVID-19, with limited passenger traffic, low revenues, and large financial losses, despite resilient outcomes in air cargo.

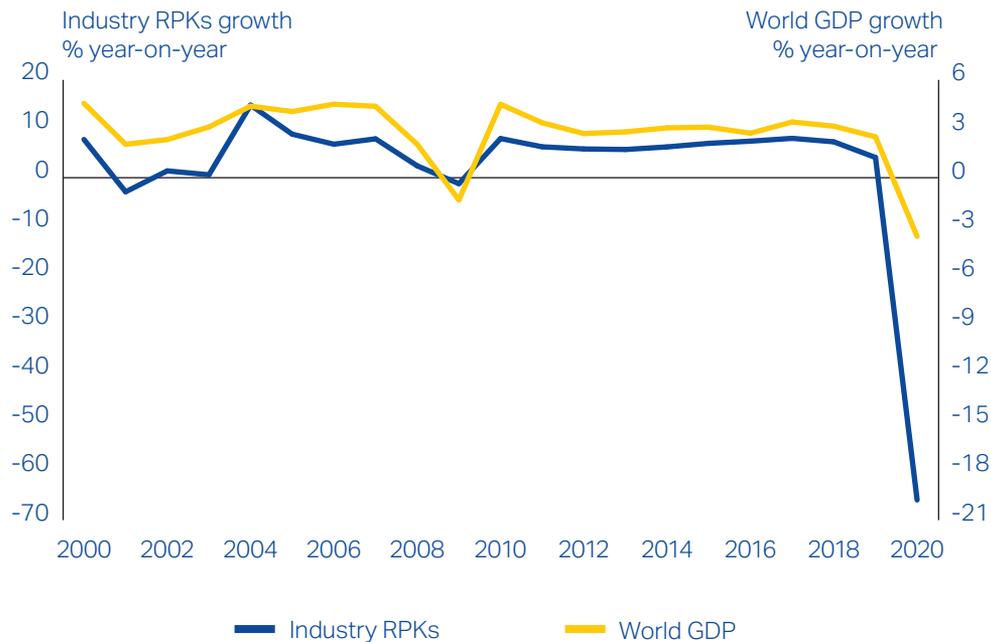
COVID-19 significantly limited air passenger travel in 2020

Air passenger traffic volumes were strongly impacted by the COVID-19 pandemic in 2020. Industry-wide revenue passenger-kilometres (RPKs) dropped by 65.9% year-on-year. There were around 1.5bn passenger trips overall during the year.

The decline in air passenger transport in 2020 was the largest recorded since global RPKs started being tracked around 1950. Since 1990, the long-run industry average growth rate had been around 5¼–5½% per year.

The pandemic also had an important impact on economic activity, with deteriorations in business and consumer confidence, firms' revenues, employment, and individual living standards among others. Indeed, GDP fell by 3.6% globally, the largest fall in recent history. But the decline in RPKs was much larger than that of GDP, due to strict control measures placed on air travel, in particular internationally.

Chart 1: RPK versus world GDP growth



Source: IATA, IMF

China domestic became the largest domestic air travel market globally...

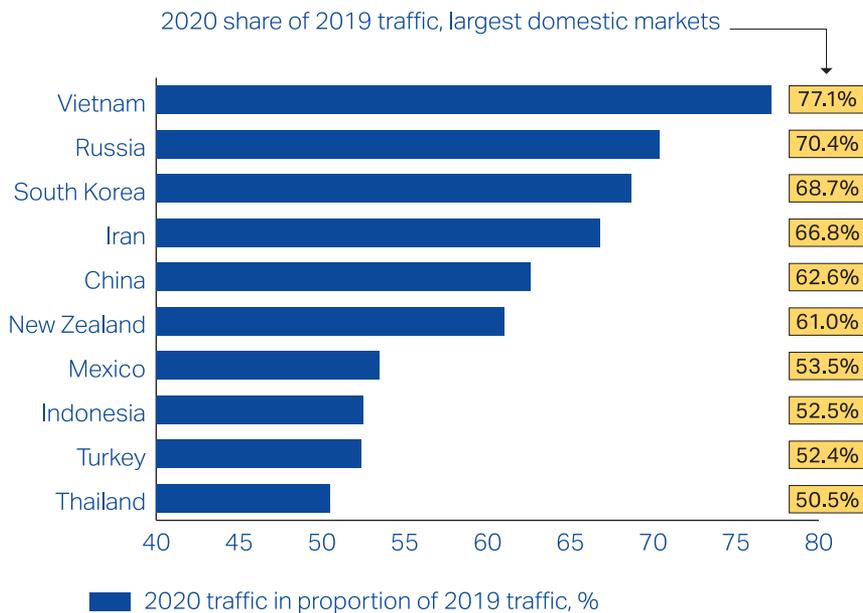
The COVID-19 crisis has led to domestic aviation markets being more resilient than international ones, as control measures are typically less stringent within a country. In consequence, global domestic RPKs dropped by 48.7% year-on-year in 2020, while this was a 75.6% fall for international RPKs. The market share of global domestic RPKs also grew from 36% of industry-wide RPKs in 2019 to 54% in 2020.

There has however been a variety of outcomes among the main domestic markets worldwide. Several countries, notably in Asia, were able to limit the spread of COVID-19, allowing a cautious reopening of air transport domestically, despite some volatility linked to new outbreaks. This was for example the case of Vietnam – the most resilient large domestic market in 2020 – South Korea, China and New Zealand. This means the large domestic China market flew close to 20% of global RPKs in 2020, a significant rise from around 10% in 2019.

Some other markets kept domestic travel mostly open despite experiencing more COVID-19 cases. This was the case of Russia, Iran and Mexico among others. In some cases, demand was supported by lower air fares and government campaigns for tourism “at home”.

The US domestic market was impacted by several strong waves of COVID throughout the year, as well as travel restrictions to a degree, and RPKs were down 59.5% compared to 2019. This has allowed domestic China to become the largest domestic air travel market for the first time since data collection started.

Chart 2: Most resilient large domestic markets in share of 2020



Source: IATA DDS

...and several short-haul international markets saw some traffic as well

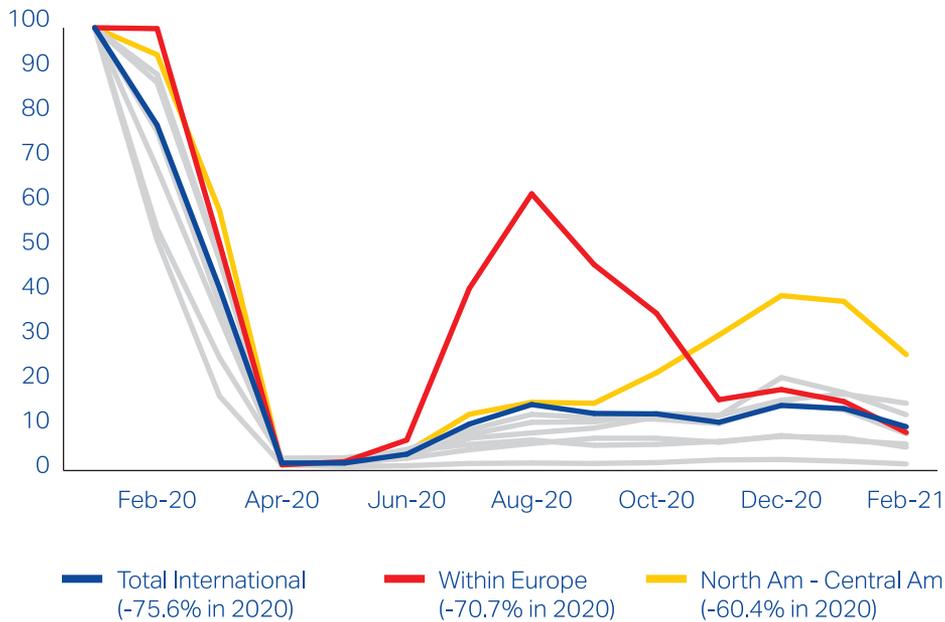
While traffic remained muted on most international markets, a few of them, such as Within Europe or certain routes to Central America, showed signs of a recovery. This was limited to short-haul routes on relatively well integrated areas however, as governments could more easily coordinate and because travellers felt more confident.

Among the large routes, Within Europe and North America – Central America were the most resilient routes, but even on those routes, traffic was down respectively 70.7% and 60.4% in 2020 compared to 2019. On both routes, travel picked up during periods when new COVID-19 infections were stable, before deteriorating again as new outbreaks started. This illustrates both the importance of reaching widespread vaccination to enable a restart, and the strong willingness to travel from individuals, in particular to leisure destinations.

International routes on which air travel did not significantly pick up include some of the largest pre-crisis markets, such as Within Asia (84.1% lower than in 2019) and Transatlantic (down 80.4% year-on-year). Low traffic volumes within Asia highlights that even countries such as China or Australia – where the pandemic has mostly been controlled – cannot restart international flights if neighbours or key partner markets have not been able to limit new COVID cases. The risk aversion of governments towards importing new variants of the virus also plays a crucial role.

Chart 3: Largest international RPK markets, 2020

Passenger km flown by major market segment, Jan 2020 = 100



Source: IATA

Travel restrictions were a key driver of differences across markets

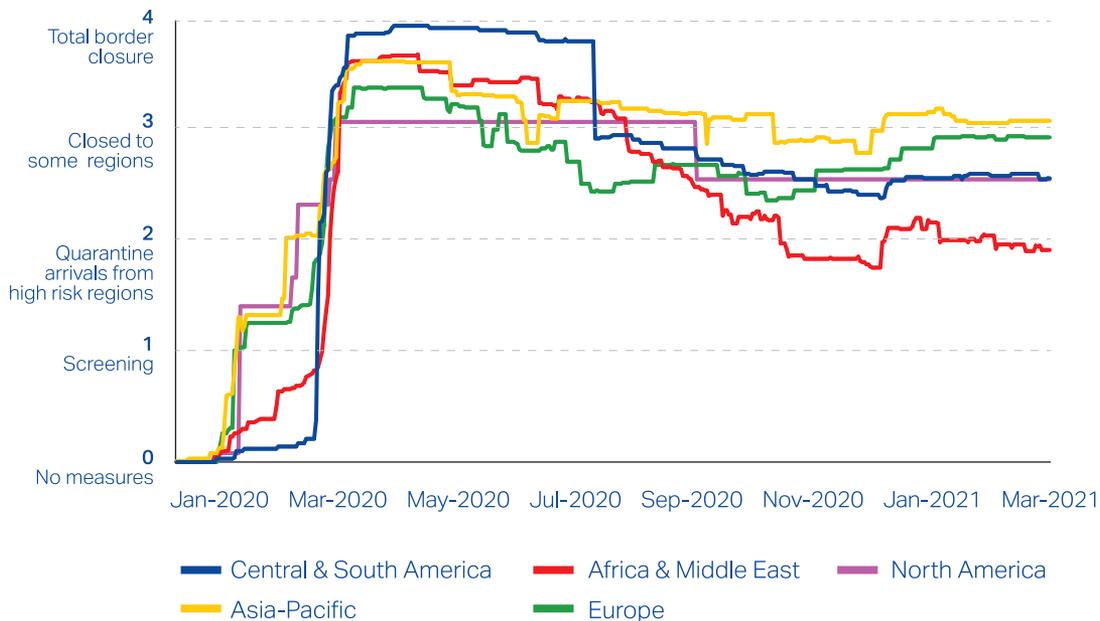
The key drivers of air travel in 2020 have been those related to pandemic developments. The number of new infections, testing regimes, travel bubbles and border openness have explained which markets performed strongly or poorly, with the pace of vaccination also playing a crucial role starting from the end of 2020. A large part of this information is summarized by international travel stringency indices. Indeed, for markets that were open, willingness to travel has often remained resilient, except for business trips.

In Africa and the Middle East – as well as to a lesser degree in North and Latin America – travel constraints were less strict than elsewhere during the second half of the year, as governments there were less risk averse. This led to more resilient traffic volumes in those regions.

In Asia Pacific, COVID control measures have often remained stringent throughout the year, as governments did not want to create new outbreaks after broadly succeeding in putting the pandemic under control in their countries. International markets in Asia Pacific have been among the most impacted by the crisis, despite robust outcomes in some domestic markets.

Chart 4: Government-imposed travel restrictions by regions

International travel stringency index weighted by population
(Jan 2020-March 2021)



Source: IATA, Oxford University

The initial impact of COVID-19 on air cargo was followed by a V-shaped recovery

2019 had already been a weak year for air cargo (volumes down 3.2% year-on-year) – mostly due to global trade wars and a moderate economic slowdown. The COVID-19 pandemic had a strong initial impact on air cargo around March-May, due to supply chain disruptions caused by strict lockdowns, the lack of belly cargo capacity due to the grounded passenger fleet as well as the direct impact of lockdowns on demand.

But when widespread lockdowns started being eased around May, fiscal support, e-commerce, and the resulting strength in manufacturing activity allowed demand for air cargo to rapidly recover, staging a V-shaped recovery over the rest of the year. At the end of the year, industry-wide cargo tonne-kilometres (CTKs) had returned close to pre-crisis values. That said, the yearly decline in CTKs was still the largest since the Global Financial Crisis in 2009, at a sizeable 9.1% year-on-year in 2020.

This was also worse than the fall in world goods trade (down 5.3%), as air cargo underperformed other means of transport—a typical pattern during economic downturns. This was partly due to a lack of air cargo capacity, which also induced a surge in air cargo fares and revenues, providing a welcome source of cash for the airlines.

Chart 5: Air cargo versus global goods trade growth



Source: IATA, IMF

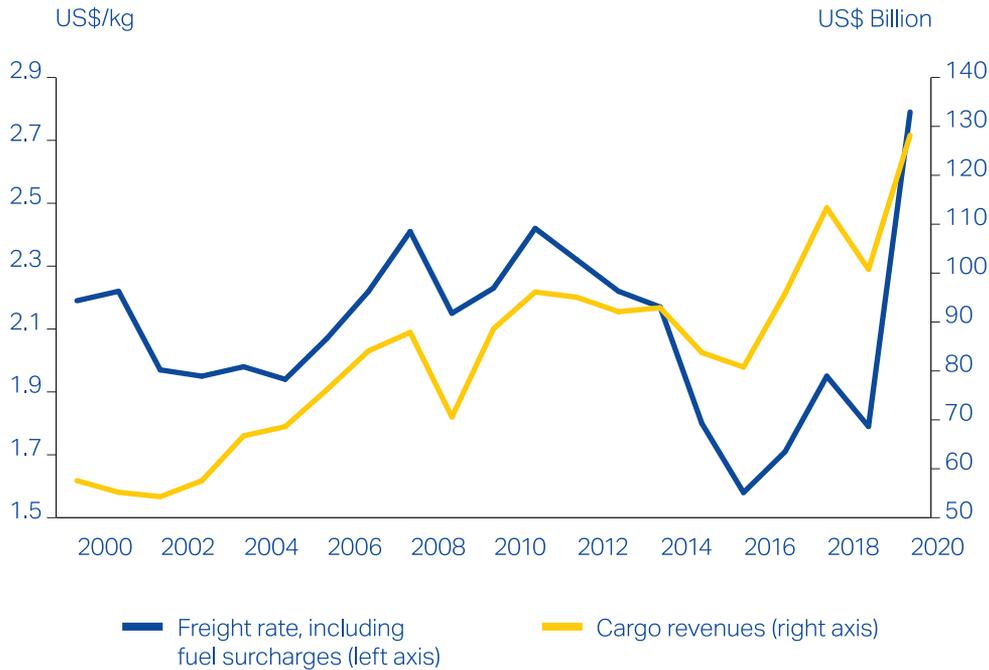
...and the lack of capacity has meant that rates and revenues rose to exceptional levels

In 2019, air cargo rates and revenues had fallen due to the impact of global trade wars on the demand for goods. In 2020, the lack of cargo capacity compared to the resilient demand for goods, the congestion at airports and other parts of the supply chains, also combined with the need for rapid e-commerce shipments and transport of personal protective equipment (PPE) put significant pressures on air freight rates.

They increased dramatically during the peak of the supply chain disruption from March to May 2020 and moderated somewhat during the middle of the year, before climbing again during the peak cargo season in Q4. As a result, air freight rates were 55.9% higher in 2020 overall compared to 2019, at 2.79\$/kg.

Combined with the relatively resilient outcome in air cargo volumes (down 9.1% year-on-year in 2020), this means revenues from transporting goods by air rose by 27.2% in 2020. At \$128.2bn, this is a new all-time high. This far from offsets the fall in passenger traffic, but still provides needed support to airlines that were able to operate cargo flights.

Chart 6: Air cargo rates and revenues



Source: IATA, CargoIS, The Airline Analyst

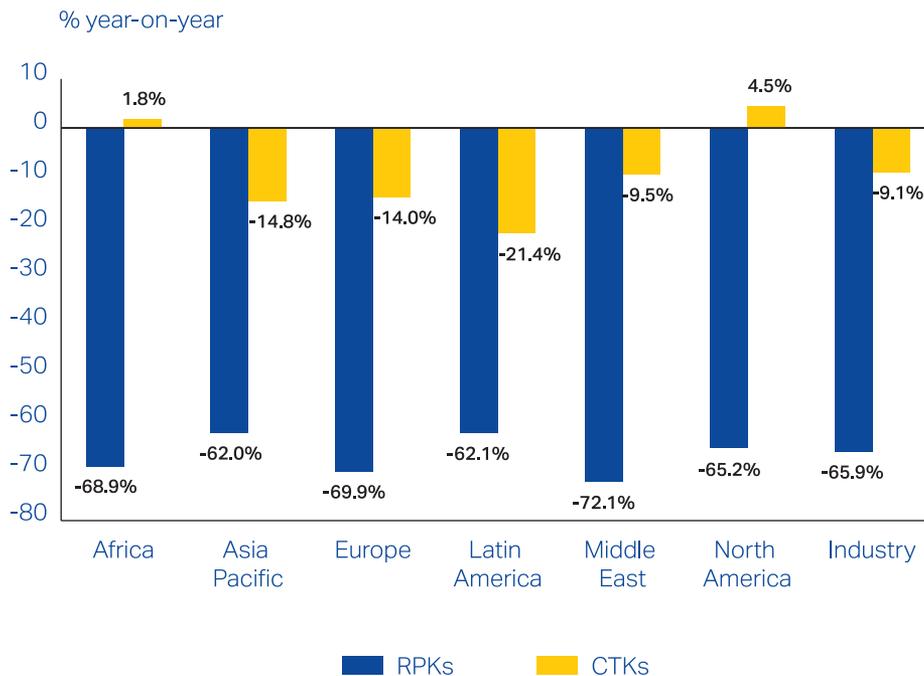
Passenger traffic was disrupted in all the regions, while cargo performance differed across markets

The mixed fortunes of the air passenger and cargo markets at the global level were also reflected in outcomes at the regional level. While passenger market results were dismal everywhere, several regions posted resilient performance in air cargo transport, creating some regional divergences.

In 2020, all the main regions of airlines registration recorded passenger volumes between 60% and 75% below 2019 levels. Despite the unprecedented falls, most large domestic markets, and certain short-haul international markets such as Within Europe were more resilient. Regions where those markets are prominent posted better outcomes. This includes Asia Pacific (down 62.0%), supported primly by the Chinese domestic market, in which traffic returned close to pre-crisis trends during a few months. Latin America (down 62.1%) and North America (65.2%) also benefitted from their large domestic markets as well as resilient travel on routes between those two regions. On the contrary, carriers in the Middle East (72.1%) were impacted by the long-haul traffic hub status of airports in the region.

There were more regional differences in air cargo performance. Strong fiscal stimulus in the US boosted demand for goods manufactured in Asia, allowing CTks carried by North American airlines to grow 4.5% year-on-year. This did not benefit Asia Pacific to the same extent, partly because traffic within the region was weak. CTks in Africa grew by 1.8%, due to the less stringent lockdowns and control measures there. But the decline in traffic was larger elsewhere, in particular in Latin America due to difficult economic conditions and a particularly strong capacity crunch there.

Chart 7: Regional passenger and freight demand outcomes



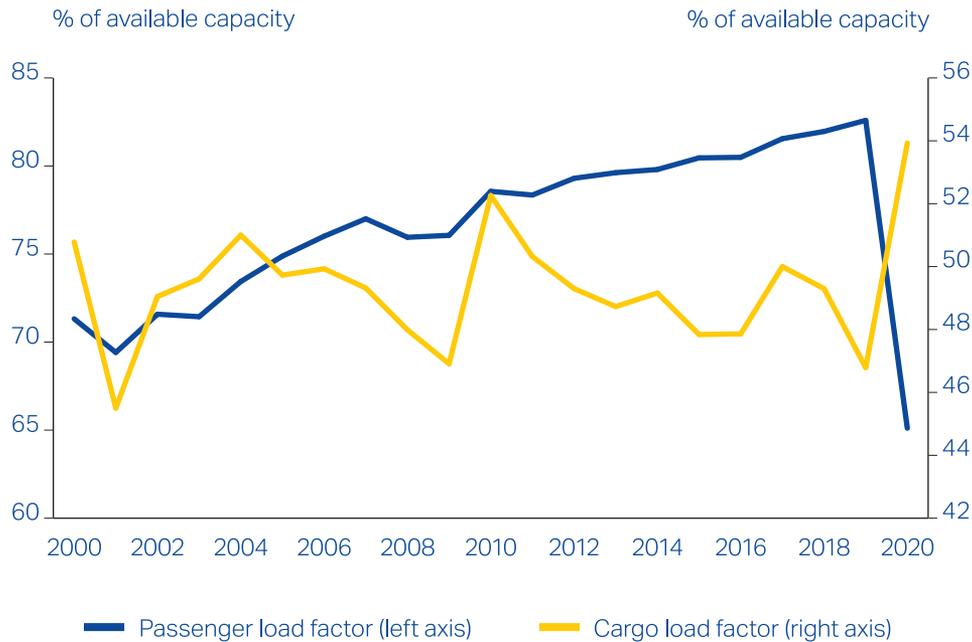
Source: IATA

Diverging trends in cargo and passenger load factors in 2020

Air passenger capacity was significantly impacted by the grounding of the aircraft fleets at the start of the crisis, as well as by the uncertainty around the restart of demand, which made it difficult for airlines to schedule the appropriate amount of capacity. Consequently, industry-wide available seat-kilometres (ASKs) dropped 56.7% year-on-year in 2020. As this was less than the fall in RPKs (65.9%), the industry wide passenger load factor decreased by 17.5 percentage points to 65.1%. This is the lowest value since 1993, reversing strong gains prior to the crisis—there had been an all-time high load factor of 82.6% in 2019.

The lack of available passenger aircraft meant that air cargo capacity was not sufficient to accommodate the rapid rebound in demand. Indeed, despite airlines increasing freighters capacity and converting passenger aircraft to freighters, industry-wide available cargo tonne-kilometres (ACTKs) fell 21.2% year-on-year in 2020. This led to a capacity crunch, with the industry-wide cargo load factor up 7.1 percentage points to 53.9%. This is the highest value in the IATA series started in 1990.

Chart 8: Industry-wide passenger and cargo load factors



Source: IATA

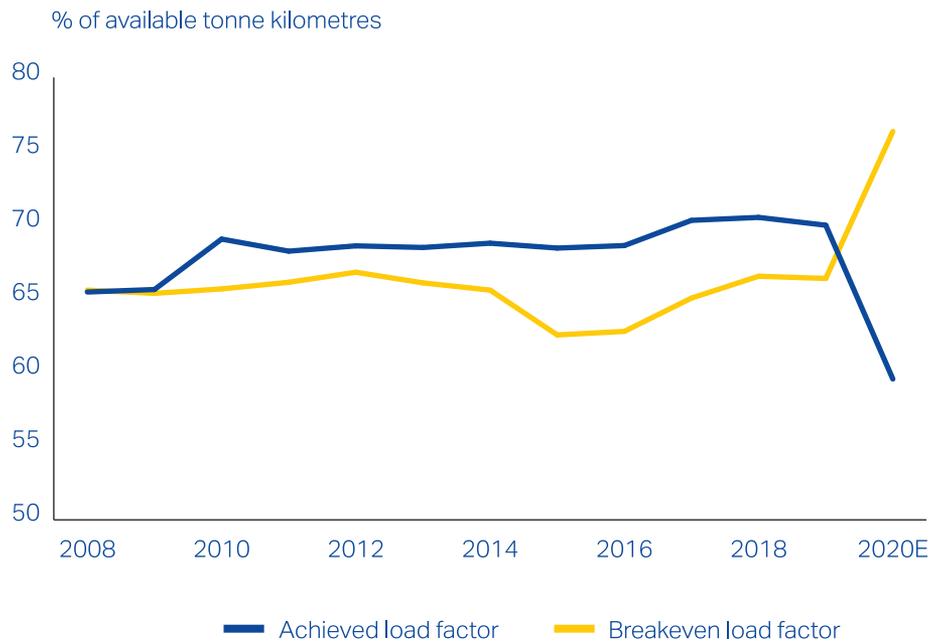
The pandemic created a wide gap between breakeven and achieved load factors

While airlines were able to reduce a number of costs in 2020—including jet fuel costs, as prices dropped in March and remained low throughout the year—unit costs still increased due to the unprecedented fall in traffic. In turn, the industry-wide breakeven load factor rose to 76.3% of available tonne-kilometres (ATKs) in 2020, compared to 66.4% in 2019.

Because of the large reduction in demand and the difficulty in efficiently allocating capacity in an uncertain environment, the industry-wide passenger load factor declined significantly in 2020. This was only partly offset by strong gains in the cargo load factor—which trended at the highest levels since at least 1990 in 2020. Consequently, the achieved weight load factor tumbled to 59.5% of ATKs, the lowest value in more than 20 years.

The upshot is that for the first time since 2008, airlines did not reach financial breakeven. The important gap between breakeven and achieved load factor is one facet of the challenging financial situation of many airlines since the start of the crisis.

Chart 9: Breakeven and achieved load factors



Source: IATA, *The Airline Analyst*

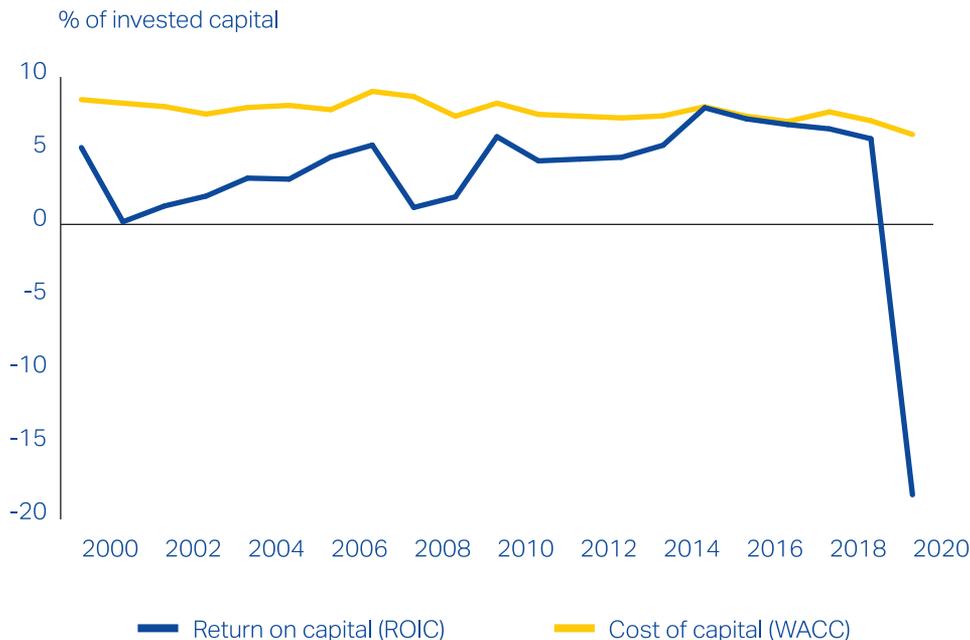
The return on capital in the airline industry was significantly impacted by the pandemic

With the abrupt fall in passenger demand and grounding of fleets at the outset of the crisis, airlines had to turn to investors and governments in order to avoid bankruptcy. While they were able to raise capital, the lack of a clear rebound in traffic since the pandemic started means that revenues (down 56% compared to 2019) and operating margins (-28% in 2020) were dismal.

Indeed, the industry-wide return on invested capital (ROIC) was at -18.3%, the first year of negative returns in the recent past. This comes after five years of elevated returns (5.8% in 2019), highlighting that the industry was adequately rewarding investors prior to the crisis. The cost of capital dropped to 6.1% in 2020, another record-low value for the recent past.

Servicing the significant amount of debt contracted to survive the crisis will be a key challenge for airlines in the years to come, and this underlines the importance of rapidly restarting the air travel.

Chart 10: Industry return on investment and the cost of capital



Source: IATA, Datastream, The Airline Analyst

2020 financial performance was dismal in all the regions, but some did better than others

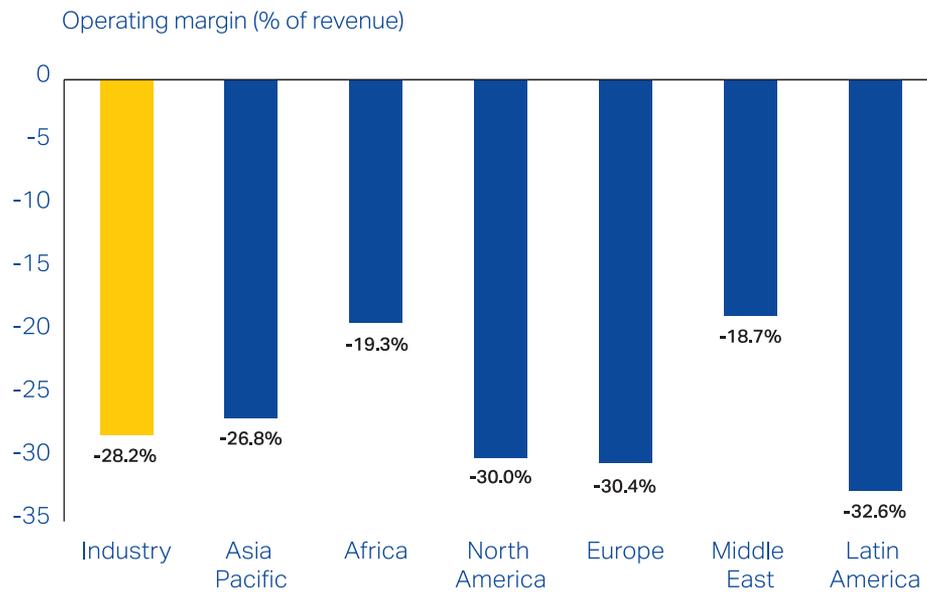
At the global level, operating expenses were higher than revenues, leading to an industry operating (EBIT) margin of -28.2%. Prior to the crisis, it had been trending around 7% in the 2015-2019 period, higher than the historical average of 3-3.5%.

The operating margin was negative across all the main regions. The Middle East and Africa were the most resilient regions on that metric, at respectively -18.7% and -19.3%. Airlines based in both regions were able to protect revenues relatively well compared to the overall industry.

Airlines based in North America reduced their operating expenses significantly less than elsewhere, although this was partly compensated by better revenues. Carriers in Asia Pacific also cut costs slightly less than most regions. This led to EBIT margins close to the industry total, at -26.8% for Asia Pacific and -30.0% for North America.

Europe and Latin America had the most negative operating margins (-30.4% and -32.6%). This was driven by revenues declines of more than 60% compared to 2019, more than the other regions.

Chart 11: Regional profit performance



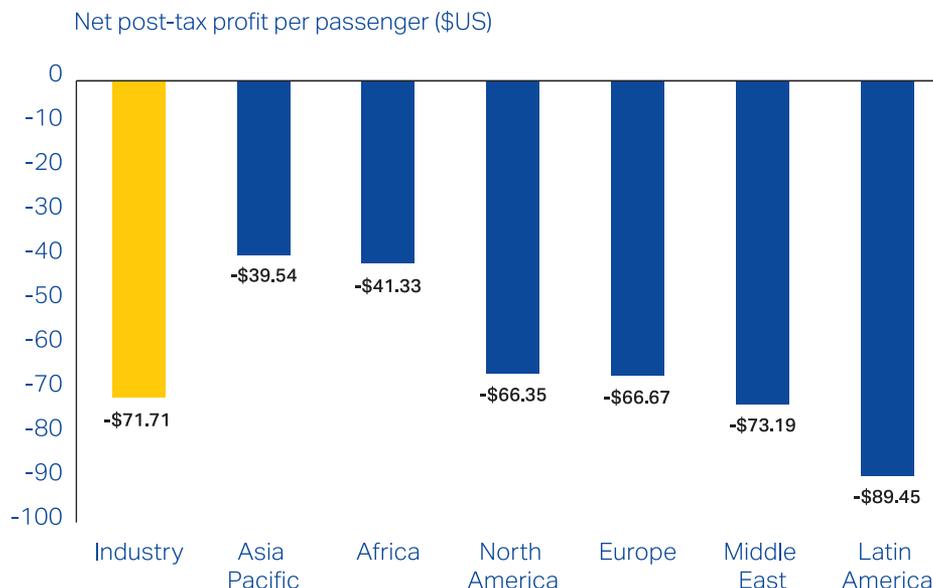
Source: IATA, *The Airline Analyst*

On a per passenger basis, the airline industry is a high-volume, low-margin business in normal circumstances. Over the previous 5 years, net profits per paying passenger averaged close to \$8, a strong performance by historical standards. All this was dwarfed by the \$71.7 loss incurred per passenger in 2020, corresponding to net losses of \$126.4bn in total. This highlights the financial challenges in the years ahead for airlines, when scaling operations up and repaying costly debt.

At the regional level, Asia Pacific registered the smallest loss per passenger, at \$39.5, primarily driven by the more resilient passenger traffic in that region. Africa was a close second, losing \$41.3 per traveller.

All the other regions posted significantly larger losses per passenger. This was \$66.3 in North America and \$66.7 in Europe. In the Middle East, the larger fall in passenger traffic led to a loss of \$73.2 per passenger, despite the resilient EBIT margin (-18.7%). Airlines in Latin America faced the highest losses per passenger, at \$89.4, driven by large total losses.

Chart 12: Airline profitability per passenger



Source: IATA, *The Airline Analyst*

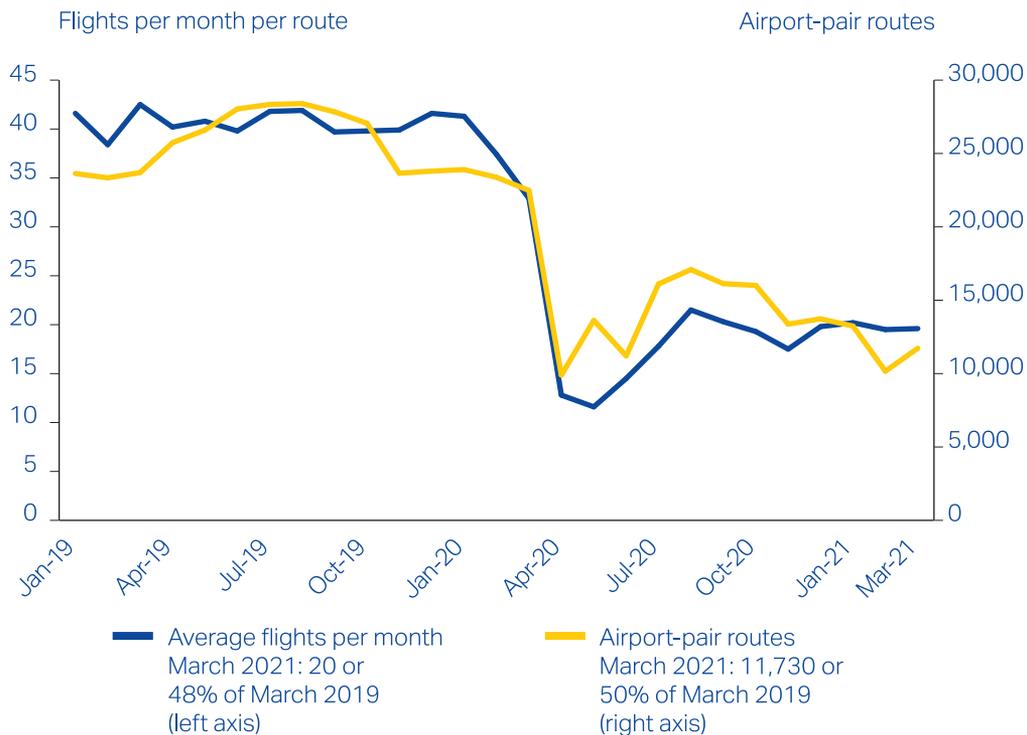
Air connectivity declined by more than half in 2020 and has not recovered...

COVID-19 has had a striking impact on international air connectivity globally. The number of routes connecting airports by air fell dramatically at the outset of the crisis and was down more than 60% year-on-year in April 2020. There was a modest improvement over the course of 2020 as international short-haul traffic restarted in some regions, but most of that reverted due to new COVID outbreaks. In March 2021, there were still 50% fewer routes in operation compared to pre-crisis levels.

Moreover, flight frequency on those routes has diminished. There were on average 70% fewer flights per route in April 2020 compared to the same month in 2019. Gains were minor during 2020 and in March 2021, flight frequency was still only around 50% of what it was in March 2019.

Airport routes serve as bridges through which ideas, workers and tourists can flow. Restoring air connectivity will therefore be crucial for supporting the economic recovery and livelihood in impacted economies, and for making aviation once more 'the business of freedom'.

Chart 13: International air connectivity during the crisis



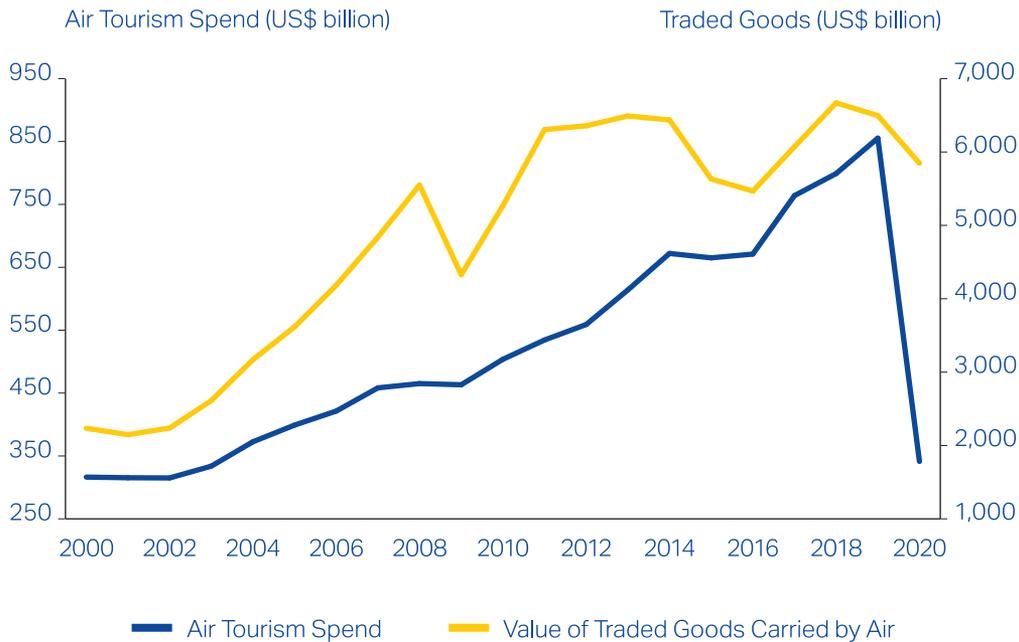
Source: IATA, SRS Analyzer

...impacting economic growth and living standards through missing tourism and trade

Indeed, in 2019, tourists traveling internationally by air spent about \$855 billion in the countries they visited. At that time, tourism spend was on a strong upwards trend, growing by 5.4% on average each year since 2000. The fall in traffic and connectivity caused by the pandemic has reduced air tourism spend to \$340 billion, its lowest value since 2003. This is particularly damaging for a number of developing countries that are highly dependent on tourism from abroad.

The fall in passenger traffic has strongly impacted trade by air, notably due to the lack of capacity. Consequently, air cargo growth underperformed growth in global goods trade in 2020, despite the rapid rebound in manufacturing activity during the second half of the year. The value of goods carried by air—which represents around a third of total trade in value—declined by 10% in 2020, the second consecutive year of deterioration after global trade wars impacted air cargo in 2019.

Chart 14: Air tourist spending and the value of trade by air



Source: IATA, WTTC, IHS



Section 1—Demand for Air Transport 2020

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).

1.1 World Air Transport Traffic

World Scheduled Passenger and Cargo Traffic, 2020

World Scheduled Services	International		Domestic		Systemwide	
	2020	% Change	2020	% Change	2020	% Change
Passengers Carried (thousands)	476,043	-74.8	1,331,020	-49.8	1,807,063	-60.2
Cargo Tonnes Carried (thousands)	37,729	-10.4	19,801	-5.4	57,529	-8.7
Revenue Passenger-Kilometres (millions)	1,373,881	-75.5	1,613,112	-48.8	2,986,993	-65.9
Available Seat-Kilometres (millions)	2,167,755	-68.3	2,421,623	-35.8	4,589,378	-56.7
Passenger Load Factor	63.4%	-18.6	66.6%	-16.9	65.1%	-17.4
Cargo Tonne-Kilometres (millions)	197,407	-11.1	33,935	-0.8	231,342	-9.7
Available Cargo Tonne Kilometres (millions)	335,488	-22.4	94,528	-17.7	430,016	-21.4
Cargo Load Factor	58.8%	7.5	35.9%	6.1	53.8%	7.0
Revenue Tonne-Kilometres (millions)	330,715	-56.5	183,359	-43.9	514,074	-52.7
Available Tonne-Kilometres (millions)	545,045	-50.0	319,516	-31.6	864,561	-44.5
Weight Load Factor	60.7%	-9.1	57.4%	-12.6	59.5%	-10.4

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

World Scheduled Cargo Traffic, 2020

Scheduled Cargo Traffic	All Cargo Operations		Mixed Operations		Total	
	2020	% Change	2020	% Change	2020	% Change
Cargo Tonnes Carried (thousands)	40,054	16.4	17,475	-39.0	57,529	-8.7
Cargo Tonne-Kilometres (millions)	159,586	20.4	71,756	-42.0	231,342	-9.7
Available Cargo Tonne Kilometres (millions)	251,410	20.3	178,606	-47.2	430,016	-21.4
Cargo Load Factor	63.5%	0.0	40.2%	3.6	53.8%	7.0

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

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

World Scheduled Passenger Traffic by Airline Type, 2020

Passenger Traffic	Traditional/Legacy Carriers		Low Cost Carriers		Leisure Carriers		Total	
	2020	% Change	2020	% Change	2020	% Change	2020	% Change
Passengers Carried (thousands)	1,200,555	-59.9	583,724	-60.3	22,784	-72.2	1,807,063	-60.2
Revenue Passenger-Kilometres (millions)	2,160,337	-66.6	757,176	-62.6	69,480	-73.3	2,986,993	-65.9
Available Seat-Kilometres (millions)	3,404,892	-57.1	1,090,678	-54.0	93,808	-68.6	4,589,378	-56.7
Passenger Load Factor	63.4%	-18.0	69.4%	-16.1	74.1%	-13.1	65.1%	-17.4
Revenue Tonne-Kilometres (millions)	431,298	-49.9	75,802	-62.3	6,974	-72.4	514,074	-52.7
Available Tonne-Kilometres (millions)	736,145	-41.8	117,463	-54.2	10,953	-68.1	864,561	-44.5
Weight Load Factor	58.6%	-9.4	64.5%	-13.8	63.7%	-9.9	59.5%	-10.4

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

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

Domestic World Scheduled Passenger and Cargo Traffic, Selected Countries, 2020

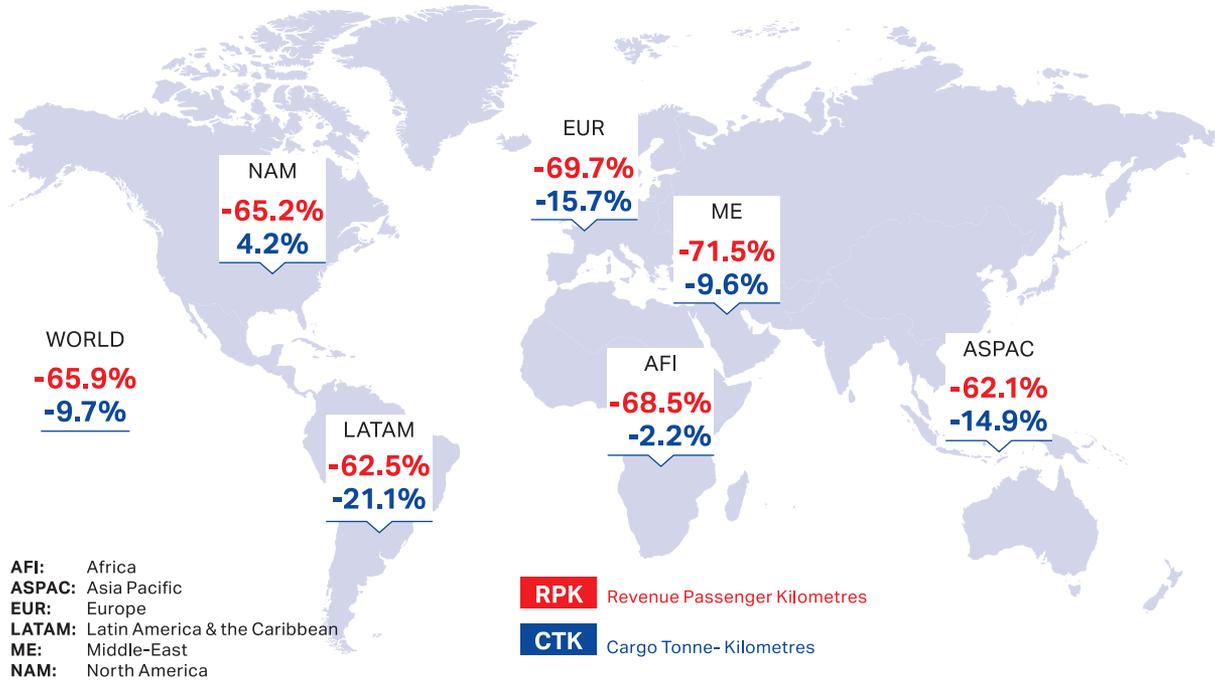
Domestic	Australia		Brazil		China, People's Republic of		India		Japan		Russian Federation		USA	
	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change
Passengers Carried (thousands)	20,712	-66.7	44,989	-52.8	406,075	-30.3	62,856	-56.3	47,630	-55.0	54,671	-22.9	339,658	-58.6
Cargo Tonnes Carried (thousands)	79	-1.2	305	-34.8	4,494	-11.6	462	-35.4	521	-33.4	234	-0.2	11,892	8.2
Revenue Passenger-Kilometres (millions)	23,072	-67.9	48,019	-48.4	586,674	-31.1	61,739	-55.7	41,728	-55.0	102,216	-21.6	492,376	-59.5
Available Seat-Kilometres (millions)	33,631	-62.3	59,812	-46.8	819,549	-18.5	83,059	-48.0	80,781	-35.8	135,805	-13.5	832,947	-41.6
Passenger Load Factor	68.6%	-11.8	80.3%	-2.6	71.6%	-13.1	74.3%	-12.8	51.7%	-22.1	75.3%	-7.8	59.1%	-26.0
Cargo Tonne-Kilometres (millions)	102	-43.5	524	-31.0	6,733	-14.0	530	-36.3	580	-31.7	806	2.6	22,882	11.5
Available Cargo Tonne Kilometres (millions)	562	-60.0	1,209	-38.8	20,322	-15.1	1,024	-55.8	2,443	-45.9	2,947	-10.6	58,722	-8.9
Cargo Load Factor	18.1%	5.3	43.3%	4.9	33.1%	0.4	51.8%	15.9	23.7%	4.9	27.4%	3.5	39.0%	7.1
Revenue Tonne-Kilometres (millions)	2,259	-67.3	5,118	-46.5	58,651	-29.3	6,661	-54.4	4,018	-52.1	10,349	-20.0	70,008	-48.5
Available Tonne-Kilometres (millions)	3,704	-62.1	6,934	-45.0	92,637	-17.8	9,257	-48.9	9,441	-37.2	15,668	-12.7	138,662	-31.3
Weight Load Factor	61.0%	-9.8	73.8%	-2.1	63.3%	-10.3	72.0%	-8.7	42.6%	-13.2	66.1%	-6.0	50.5%	-16.9

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

1.2 World Air Transport Traffic by Region of Airline Domicile

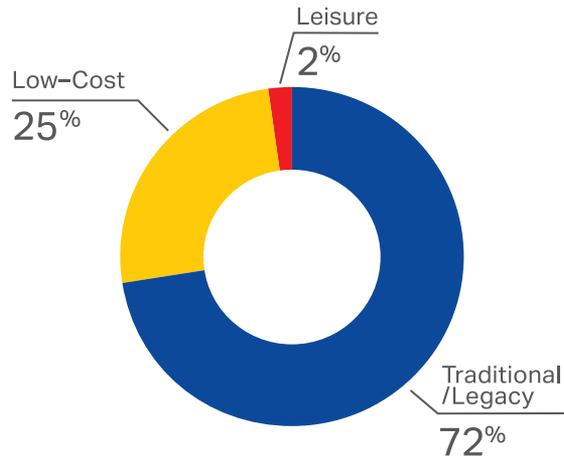
The data presented in this table are grouped by geographical region that corresponds to the airline's region of domicile. For example, a Middle Eastern airline will have all its traffic allocated to Middle East, irrespective of where the airline flies.

Traffic Growth Rates per Region of Airline Domicile



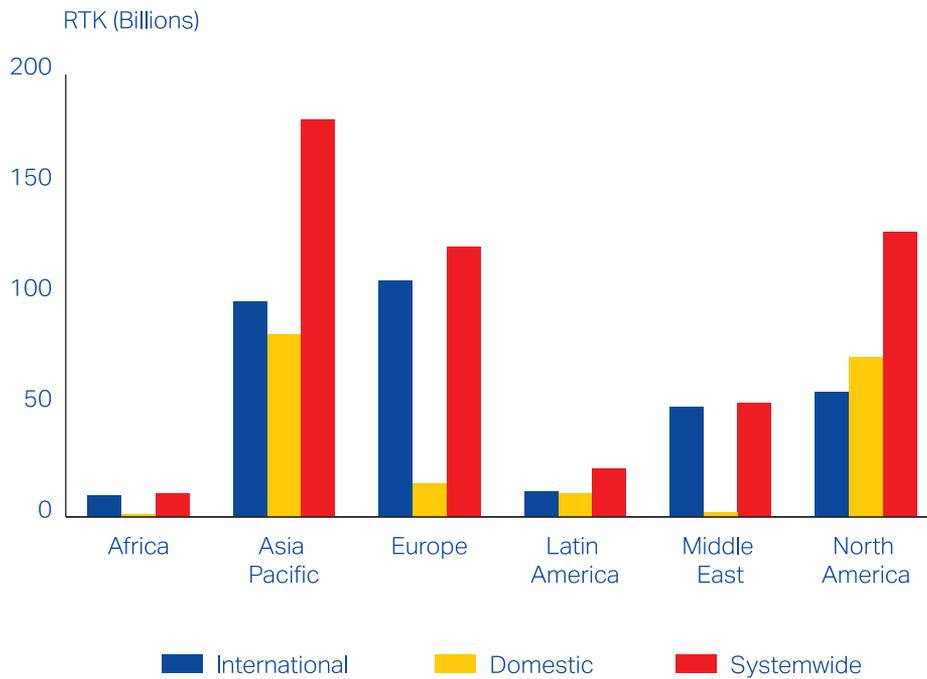
Source: IATA Statistics

Share of Revenue Passenger-Kilometres by Airline Type



Source: IATA Statistics

Revenue Tonne-Kilometres per Region Scheduled Services



Source: IATA Statistics

World Scheduled Passenger and Cargo Traffic by Region of Airline Domicile, 2020

Scheduled Services	Africa		Asia Pacific		Europe		Latin America		Middle East		North America	
	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change
INTERNATIONAL												
Passengers Carried (thousands)	17,208	-70.9	86,895	-82.2	253,601	-72.5	21,729	-72.0	51,121	-73.2	45,489	-70.7
Cargo Tonnes Carried (thousands)	922	0.1	12,183	-15.1	9,472	-12.7	1,297	-11.5	5,611	-14.8	8,244	4.0
Revenue Passenger-Kilometres (millions)	48,139	-70.2	325,898	-80.4	565,998	-73.3	64,882	-71.8	207,944	-72.8	161,021	-75.4
Available Seat-Kilometres (millions)	82,710	-63.3	530,835	-74.3	835,467	-66.3	88,503	-68.2	363,162	-63.7	267,077	-65.8
Passenger Load Factor	58.2%	-13.5	61.4%	-19.3	67.7%	-17.8	73.3%	-9.5	57.3%	-19.0	60.3%	-23.6
Cargo Tonne-Kilometres (millions)	4,418	-1.2	66,204	-14.2	51,216	-15.8	4,857	-18.7	29,742	-9.5	40,970	0.5
Available Freight Tonne Kilometres (millions)	10,259	-17.1	100,867	-24.7	83,504	-28.4	8,504	-31.1	55,843	-20.0	76,510	-12.1
Cargo Load Factor	43.1%	6.9	65.6%	8.1	61.3%	9.2	57.1%	8.7	53.3%	6.2	53.5%	6.7
Revenue Tonne-Kilometres (millions)	9,488	-55.2	97,311	-58.6	106,733	-60.1	11,421	-61.2	49,463	-53.1	56,300	-44.9
Available Tonne-Kilometres (millions)	19,055	-46.6	151,482	-54.0	164,792	-54.1	17,449	-57.1	90,235	-45.2	102,032	-36.4
Weight Load Factor	49.8%	-9.5	64.2%	-7.1	64.8%	-9.7	65.5%	-7.0	54.8%	-9.1	55.2%	-8.5
DOMESTIC												
Passengers Carried (thousands)	17,086	-58.3	693,808	-41.5	136,318	-50.3	101,854	-56.9	25,712	-44.3	356,243	-59.0
Cargo Tonnes Carried (thousands)	38	-46.7	6,503	-19.7	435	-18.4	521	-36.0	39	-42.9	12,265	8.0
Revenue Passenger-Kilometres (millions)	11,322	-57.9	819,676	-39.5	150,073	-38.2	100,979	-52.5	20,057	-44.6	511,005	-59.9
Available Seat-Kilometres (millions)	16,234	-54.1	1,171,582	-28.2	206,349	-30.4	131,401	-49.2	31,275	-35.4	864,783	-42.4
Passenger Load Factor	69.7%	-6.2	70.0%	-13.1	72.7%	-9.2	76.8%	-5.3	64.1%	-10.6	59.1%	-25.9
Cargo Tonne-Kilometres (millions)	18	-70.9	8,738	-19.7	905	-5.6	702	-34.5	36	-42.9	23,536	11.2
Available Freight Tonne Kilometres (millions)	200	-57.9	26,716	-25.6	4,229	-21.4	2,326	-55.7	437	-42.8	60,620	-9.6
Cargo Load Factor	9.2%	-4.1	32.7%	2.4	21.4%	3.6	30.2%	9.8	8.2%	0.0	38.8%	7.2
Revenue Tonne-Kilometres (millions)	1,106	-58.1	82,377	-38.0	15,159	-37.1	10,429	-51.3	1,945	-44.9	72,344	-49.1
Available Tonne-Kilometres (millions)	1,772	-54.4	131,919	-27.8	23,865	-29.1	15,009	-50.0	3,467	-36.8	143,484	-32.0
Weight Load Factor	62.4%	-5.5	62.4%	-10.2	63.5%	-8.1	69.5%	-1.9	56.1%	-8.3	50.4%	-16.9
SYSTEMWIDE												
Passengers Carried (thousands)	34,294	-65.7	780,703	-53.4	389,919	-67.4	123,583	-60.6	76,833	-67.6	401,732	-60.8
Cargo Tonnes Carried (thousands)	960	-3.3	18,686	-16.8	9,907	-12.9	1,818	-20.3	5,650	-15.1	20,509	6.4
Revenue Passenger-Kilometres (millions)	59,461	-68.5	1,145,574	-62.1	716,070	-69.7	165,861	-62.5	228,001	-71.5	672,026	-65.2
Available Seat-Kilometres (millions)	98,944	-62.1	1,702,418	-53.9	1,041,816	-62.5	219,904	-59.0	394,438	-62.4	1,131,860	-50.4
Passenger Load Factor	60.1%	-12.2	67.3%	-14.5	68.7%	-16.5	75.4%	-7.1	57.8%	-18.4	59.4%	-25.3
Cargo Tonne-Kilometres (millions)	4,436	-2.2	74,942	-14.9	52,122	-15.7	5,559	-21.1	29,778	-9.6	64,506	4.2
Available Freight Tonne Kilometres (millions)	10,459	-18.6	127,583	-24.9	87,733	-28.1	10,830	-38.4	56,280	-20.2	137,130	-11.0
Cargo Load Factor	42.4%	7.1	58.7%	6.9	59.4%	8.8	51.3%	11.3	52.9%	6.2	47.0%	6.8
Revenue Tonne-Kilometres (millions)	10,593	-55.5	179,687	-51.1	121,892	-58.2	21,850	-57.0	51,409	-52.8	128,644	-47.4
Available Tonne-Kilometres (millions)	20,827	-47.3	283,401	-44.7	188,657	-51.9	32,458	-54.1	93,702	-45.0	245,517	-33.9
Weight Load Factor	50.9%	-9.3	63.4%	-8.4	64.6%	-9.7	67.3%	-4.6	54.9%	-9.1	52.4%	-13.4

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

World Scheduled Passenger Traffic by Airline Region of Domicile and Airline Type, 2020

Revenue Passenger-Kilometres (millions)	Traditional/Legacy Carriers		Low Cost Carriers		Leisure Carriers	
	2020	% Share	2020	% Share	2020	% Share
Africa	51,548	86.7	7,453	12.5	460	0.8
Asia/Southwest Pacific	897,833	78.4	247,741	21.6	0	0.0
Europe	433,405	60.5	220,816	30.8	61,850	8.6
Latin America/Caribbean	89,178	53.8	76,315	46.0	369	0.2
Middle East	209,234	91.8	18,681	8.2	86	0.0
North America	479,141	71.3	186,170	27.7	6,715	1.0

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.

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

1.3 World Air Transport International Traffic by Region

The data presented in this table are grouped by geographical region corresponding to all international traffic flow to, from or within the region, irrespective of the airline. As such, all traffic that is not wholly within one of the regions will be included twice. For example, traffic between Africa and Europe is included under Africa as well as under Europe.

World Scheduled Passenger and Freight Traffic by Region, 2020

INTERNATIONAL	Africa		Asia Pacific		Europe		Latin America		Middle East		North America	
	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change	Number	% Change
Revenue Passenger-Kilometres (millions)	109,667	-70.1	499,167	-79.6	751,513	-74.3	213,225	-67.8	252,059	-73.0	362,945	-76.1
Available Seat-Kilometres (millions)	183,342	-62.0	836,787	-72.2	1,189,206	-66.0	309,285	-60.4	431,857	-64.5	617,417	-66.1
Passenger Load Factor	59.8%	-16.1	59.7%	-21.5	63.2%	-20.5	68.9%	-15.8	58.4%	-18.6	58.8%	-24.8
Cargo Tonne-Kilometres (millions)	9,384	-14.2	131,035	-6.1	88,157	-16.0	14,238	-18.8	31,591	-12.2	90,355	-3.8
Available Cargo Tonne Kilometres (millions)	19,658	-27.8	202,790	-15.9	142,713	-29.8	26,508	-34.9	59,140	-24.7	147,385	-18.1
Cargo Load Factor	47.7%	7.6	64.6%	6.7	61.8%	10.1	53.7%	10.6	53.4%	7.6	61.3%	9.1
Available Tonne-Kilometres (millions)	40,614	-45.8	292,757	-44.6	265,844	-50.8	56,597	-51.0	104,969	-46.1	210,123	-40.8

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

1.4 World Air Transport Traffic by Route Area

The data presented in this table are grouped by the major route areas. As is the case with the other tables in this section, traffic is counted on an on-flight origin-destination basis. This means that, for example, a passenger traveling from Canada to Singapore via Japan will be included under Far East-North America, as well as under Within Far East. For the definitions of the Regions and Route Areas, please refer to the Glossary section.

Route Areas	Revenue Passenger Kms		Available Seat Kms		PLF		Cargo Tonnes Kms		Available Cargo Tonne Kms		CLF		Available Tonne Kms	
	2020	% Change	2020	% Change	2020	% Change	2020	% Change	2020	% Change	2020	% Change	2020	% Change
Africa - Europe	59,675	-68.4	96,348	-58.8	61.9%	-18.8	4,198	-20.6	8,221	-31.4	51.1%	7.0	18,623	-46.1
Africa - Far East	5,685	-79.7	9,508	-73.6	59.8%	-17.7	2,086	9.0	4,025	2.1	51.8%	3.3	5,620	-28.0
Africa - Middle East	22,360	-72.3	37,811	-66.6	59.1%	-12.2	1,700	-31.5	3,967	-42.5	42.9%	6.9	7,902	-55.6
Central America/Caribbean - South America	10,255	-72.1	13,515	-69.7	75.9%	-6.7	190	-51.9	458	-61.7	41.4%	8.5	1,803	-67.5
Europe - Central America/Caribbean	52,165	-68.0	75,351	-59.5	69.2%	-18.4	1,708	-38.1	3,794	-44.3	45.0%	4.5	11,375	-54.5
Europe - Far East	115,313	-79.0	197,269	-70.5	58.5%	-23.6	41,001	-10.6	58,235	-17.1	70.4%	5.2	80,500	-40.1
Europe - Middle East	75,708	-73.2	136,946	-64.0	55.3%	-18.8	9,404	-18.1	16,595	-30.2	56.7%	8.4	30,952	-48.7
Europe - North America	122,936	-80.4	229,358	-69.1	53.6%	-31.2	23,635	-17.7	41,279	-36.7	57.3%	13.3	65,510	-52.3
Europe - South America	31,784	-71.4	48,115	-62.6	66.1%	-20.3	3,521	-23.6	5,302	-39.6	66.4%	14.0	10,051	-52.5
Far East - North America	78,635	-80.1	144,582	-69.8	54.4%	-28.1	53,149	7.6	81,089	3.5	65.5%	2.5	96,321	-22.4
Far East - Southwest Pacific	40,608	-79.4	63,433	-73.4	64.0%	-18.7	4,333	-30.4	7,016	-45.9	61.8%	13.8	13,816	-61.3
Middle East - Far East	104,020	-73.6	172,412	-65.2	60.3%	-19.3	13,476	-7.0	26,268	-15.8	51.3%	4.8	45,026	-42.3
Middle East - North America	28,023	-71.3	48,243	-60.3	58.1%	-22.3	4,571	-8.5	7,616	-27.2	60.0%	12.2	12,395	-44.0
North America - Central America/Caribbean	63,324	-60.4	91,976	-52.2	68.8%	-14.3	1,297	-7.4	3,141	-42.5	41.3%	15.7	11,755	-50.8
North America - South America	36,453	-68.8	52,663	-61.5	69.2%	-16.4	5,762	-10.6	10,451	-21.9	55.1%	6.9	15,508	-40.3
North/South America - Southwest Pacific	17,468	-74.0	25,744	-68.1	67.9%	-15.3	1,259	-28.8	2,178	-43.0	57.8%	11.6	4,902	-58.0
Within Central America	3,570	-73.4	4,900	-71.6	72.9%	-4.9	23	-56.2	98	-72.1	23.2%	8.4	573	-71.8
Within Europe	290,342	-70.7	400,968	-65.0	72.4%	-14.2	4,592	-23.1	9,024	-43.1	50.9%	13.2	48,148	-61.8
Within Far East	117,277	-84.1	192,763	-79.0	60.8%	-19.5	14,595	-19.6	21,401	-40.6	68.2%	17.8	40,909	-66.5
Within South America	9,583	-76.2	12,716	-74.6	75.4%	-5.1	447	-32.8	926	-53.9	48.3%	15.2	2,171	-67.5
Other/Residual	88,696		113,134				6,459		24,404				21,184	
Total International	1,373,881	-75.5	2,167,755	-68.3	63.4%	-18.6	197,407	-11.1	335,488	-22.4	58.8%	7.5	545,045	-50.0
Total Domestic	1,613,112	-48.8	2,421,623	-35.8	66.6%	-16.9	33,935	-0.8	94,528	-17.7	35.9%	6.1	319,516	-31.6
Total Systemwide	2,986,993	-65.9	4,589,378	-56.7	65.1%	-17.4	231,342	-9.7	430,016	-21.4	53.8%	7.0	864,561	-44.5

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

Section 2—Rankings 2020

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.

2.1 Top 25 Airlines: Ranked by Passenger Traffic

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

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

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

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

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

		Scheduled Revenue Passenger–Kilometres							
International		Domestic				Total			
Rank	Airline	Millions	Rank	Airline	Millions	Rank	Airline	Millions	Millions
1	Emirates	78,746	1	China Southern Airlines	100,474	1	American Airlines		123,997
2	Ryanair ⁽¹⁾⁽⁴⁾⁽⁵⁾	64,928	2	American Airlines	94,730	2	China Southern Airlines		110,650
3	Qatar Airways	57,171	3	Southwest Airlines ⁽²⁾	85,272	3	Delta Air Lines		106,488
4	Air France ⁽⁴⁾	45,619	4	China Eastern Airlines	78,811	4	United Airlines		100,188
5	Turkish Airlines	42,973	5	Delta Air Lines	74,401	5	China Eastern Airlines		88,728
6	United Airlines	39,469	6	United Airlines	60,719	6	Southwest Airlines ⁽²⁾		87,263
7	British Airways ⁽⁴⁾	37,852	7	Air China	60,688	7	Emirates		78,746
8	Lufthansa ⁽⁴⁾	36,107	8	IndiGo ⁽¹⁾	32,297	8	Air China		71,417
9	KLM ⁽⁴⁾	33,873	9	Shenzhen Airlines	31,678	9	Ryanair ⁽¹⁾⁽⁴⁾⁽⁵⁾		64,928
10	Delta Air Lines	32,086	10	Xiamen Airlines	31,145	10	Qatar Airways		57,171
11	American Airlines	29,267	11	Sichuan Airlines ⁽¹⁾	30,348	11	Turkish Airlines		52,206
12	easyJet ⁽¹⁾⁽⁴⁾	28,564	12	Spirit Airlines ⁽²⁾	28,359	12	Air France ⁽⁴⁾		48,809
13	Wizzair ⁽¹⁾⁽⁴⁾	26,772	13	Spring Airlines ⁽¹⁾	27,870	13	LATAM ⁽⁴⁾		41,385
14	Singapore Airlines	21,906	14	Hainan Airlines ⁽¹⁾	27,713	14	British Airways ⁽⁴⁾		38,825
15	Air Canada	20,016	15	Alaska Airlines	27,705	15	IndiGo ⁽¹⁾		38,061
16	Ethiad Airways	19,747	16	Shandong Airlines	25,274	16	Lufthansa ⁽⁴⁾		37,503
17	Cathay Pacific Airways	18,371	17	LATAM ⁽⁴⁾	24,035	17	Aeroflot Russian Airlines		35,140
18	LATAM ⁽⁴⁾	17,349	18	JetBlue	23,904	18	Sichuan Airlines ⁽¹⁾		34,231
19	Korean Air	17,316	19	S7 Airlines	21,974	19	KLM ⁽⁴⁾		33,873
20	Ethiopian Airlines	16,001	20	Aeroflot Russian Airlines	19,648	20	Xiamen Airlines		33,774
21	Aeroflot Russian Airlines	15,492	21	Skywest Airlines ⁽²⁾	18,802	21	Shenzhen Airlines		32,162
22	Saudi Arabian Airlines	14,328	22	GOL	17,558	22	JetBlue		31,137
23	Iberia	14,165	23	Juneyao Airlines	17,105	23	Spirit Airlines ⁽²⁾		31,084
24	Thai Airways International	13,346	24	Frontier Airlines ⁽²⁾	16,890	24	Hainan Airlines ⁽¹⁾		30,728
25	Air India ⁽¹⁾	12,638	25	Beijing Capital Airlines	16,523	25	Alaska Airlines		29,840

⁽¹⁾ IATA Estimate

⁽²⁾ US DOT

⁽³⁾ UK CAA

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

⁽⁵⁾ Passenger data include ‘no-shows’ on non-refundable and non-changeable tickets.

Scheduled Passengers Carried								
International			Domestic			Total		
Rank	Airline	Thousands	Rank	Airline	Thousands	Rank	Airline	Thousands
1	Ryanair ⁽¹⁾⁽⁴⁾⁽⁵⁾	51,004	1	Southwest Airlines ⁽²⁾	66,600	1	Southwest Airlines ⁽²⁾	67,785
2	easyJet ⁽¹⁾⁽⁴⁾	23,841	2	China Southern Airlines	65,454	2	China Southern Airlines	67,571
3	Wizzair ⁽¹⁾⁽⁴⁾	16,519	3	China Eastern Airlines	59,033	3	American Airlines	65,746
4	Emirates	15,840	4	American Airlines	56,846	4	China Eastern Airlines	61,050
5	Turkish Airlines	13,781	5	Delta Air Lines	47,739	5	Delta Air Lines	55,069
6	Lufthansa ⁽⁴⁾	13,019	6	Air China	40,727	6	Ryanair ⁽¹⁾⁽⁴⁾⁽⁵⁾	51,004
7	Air France ⁽⁴⁾	11,809	7	IndiGo ⁽¹⁾	33,329	7	Air China	42,570
8	KLM ⁽⁴⁾	11,231	8	United Airlines	29,984	8	United Airlines	37,842
9	Qatar Airways	10,640	9	LATAM ⁽⁴⁾	23,593	9	IndiGo ⁽¹⁾	35,673
10	British Airways ⁽⁴⁾	10,440	10	Xiamen Airlines	22,166	10	LATAM ⁽⁴⁾	27,755
11	American Airlines	8,900	11	Shenzhen Airlines	21,469	11	Turkish Airlines	27,237
12	United Airlines	7,858	12	Skywest Airlines ⁽²⁾	20,244	12	easyJet ⁽¹⁾⁽⁴⁾	26,514
13	Delta Air Lines	7,330	13	Sichuan Airlines ⁽¹⁾	19,505	13	Xiamen Airlines	22,725
14	Eurowings ⁽⁴⁾⁽⁵⁾	5,310	14	Spring Airlines ⁽¹⁾	18,542	14	Shenzhen Airlines	21,669
15	Transavia ⁽¹⁾⁽⁴⁾	5,022	15	Hainan Airlines ⁽¹⁾	18,333	15	Sichuan Airlines ⁽¹⁾	20,416
16	Pegasus Airlines	4,685	16	Shandong Airlines	17,980	16	Skywest Airlines ⁽²⁾	20,316
17	SWISS ⁽⁴⁾	4,641	17	Spirit Airlines ⁽²⁾	16,828	17	Spring Airlines ⁽¹⁾	19,295
18	Aeroflot Russian Airlines	4,265	18	GOL	15,755	18	Hainan Airlines ⁽¹⁾	18,697
19	LATAM ⁽⁴⁾	4,163	19	All Nippon Airways ⁽⁴⁾	15,567	19	Spirit Airlines ⁽²⁾	18,311
20	Singapore Airlines	4,142	20	Azul Brazilian Airlines	14,499	20	Shandong Airlines	18,195
21	Etihad Airways	4,141	21	Turkish Airlines	13,457	21	All Nippon Airways ⁽⁴⁾	17,570
22	Vueling	4,015	22	Alaska Airlines	13,351	22	Air France ⁽⁴⁾	17,022
23	Saudi Arabian Airlines	4,009	23	Vietnam Airlines	12,153	23	Wizzair ⁽¹⁾⁽⁴⁾	16,519
24	Norwegian ⁽¹⁾⁽⁴⁾⁽⁵⁾	4,002	24	VietJet Air ⁽¹⁾	11,883	24	Lufthansa ⁽⁴⁾	16,275
25	Ethiopian Airlines	3,931	25	JetBlue	11,617	25	GOL	16,272

⁽¹⁾ IATA Estimate

⁽²⁾ US DOT

⁽³⁾ UK CAA

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

⁽⁵⁾ Passenger data include 'no-shows' on non-refundable and non-changeable tickets.

2.2 Top 25 Airlines: Ranked by Cargo Traffic

The data presented in the Cargo and 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 cargo (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). Cargo 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.

Cargo data refer to Freight (consignments accompanied by an airway bill and express mail) and traditional Mail. Passenger (excess) luggage is excluded. Cargo and Freight figures are 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 Cargo Tonne-Kilometres									
International			Domestic				Total		
Rank	Airline	Millions	Rank	Airline	Millions	Rank	Airline	Millions	Millions
1	Qatar Airways	13,740	1	Federal Express	9,390	1	Federal Express	19,656	
2	Federal Express	10,266	2	United Parcel Service	7,353	2	United Parcel Service	14,371	
3	Emirates	9,569	3	Air Transport International ⁽²⁾⁽⁴⁾	1,374	3	Qatar Airways	13,740	
4	Cathay Pacific Airways	8,137	4	Atlas Air ⁽⁴⁾	1,084	4	Emirates	9,569	
5	Korean Air	8,091	5	China Southern Airlines	996	5	Cathay Pacific Airways	8,137	
6	Cargolux	7,345	6	Kalitta Air ⁽²⁾⁽⁴⁾	990	6	Korean Air	8,104	
7	United Parcel Service	7,017	7	SF Airlines	934	7	Cargolux	7,345	
8	Turkish Airlines	6,958	8	Air China	838	8	Turkish Airlines	6,977	
9	China Airlines	6,317	9	United Airlines	687	9	China Southern Airlines	6,591	
10	China Southern Airlines	5,595	10	China Eastern Airlines	679	10	China Airlines	6,317	
11	Air China	5,283	11	ABX Air ⁽²⁾	491	11	Air China	6,121	
12	AeroLogic ⁽¹⁾	4,870	12	Shenzhen Airlines	469	12	Atlas Air ⁽⁴⁾	5,458	
13	Lufthansa ⁽⁴⁾	4,827	13	CargoJet	439	13	Kalitta Air ⁽²⁾⁽⁴⁾	5,211	
14	AirBridgeCargo Airlines	4,609	14	Hainan Airlines ⁽¹⁾	341	14	AeroLogic ⁽¹⁾	4,870	
15	Atlas Air ⁽⁴⁾	4,374	15	Delta Air Lines	339	15	Lufthansa ⁽⁴⁾	4,828	
16	Kalitta Air ⁽²⁾⁽⁴⁾	4,221	16	Aeroflot Russian Airlines	304	16	AirBridgeCargo Airlines	4,609	
17	Singapore Airlines	4,156	17	American Airlines	300	17	Singapore Airlines	4,156	
18	EVA Air	3,888	18	Xiamen Airlines	285	18	United Airlines	3,950	
19	Asiana Airlines	3,586	19	Sichuan Airlines ⁽¹⁾	283	19	EVA Air	3,888	
20	Polar Air Cargo ⁽⁴⁾	3,438	20	All Nippon Airways ⁽⁴⁾	283	20	Asiana Airlines	3,601	
21	Ethiopian Airlines	3,393	21	China Postal Airlines	272	21	Polar Air Cargo ⁽⁴⁾	3,478	
22	United Airlines	3,263	22	Shandong Airlines	257	22	Ethiopian Airlines	3,394	
23	KLM ⁽⁴⁾	3,025	23	Japan Airlines	254	23	All Nippon Airways ⁽⁴⁾	3,172	
24	All Nippon Airways ⁽⁴⁾	2,890	24	LATAM ⁽⁴⁾	242	24	KLM ⁽⁴⁾	3,025	
25	Silk Way West Airlines	2,876	25	IndiGo ⁽¹⁾	200	25	Silk Way West Airlines	2,876	

⁽¹⁾ IATA Estimate

⁽²⁾ US DOT

⁽³⁾ UK CAA

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

⁽⁵⁾ Passenger data include 'no-shows' on non-refundable and non-changeable tickets.

Scheduled Freight Tonnes Carried								
International			Domestic			Total		
Rank	Airline	Thousands	Rank	Airline	Thousands	Rank	Airline	Thousands
1	Federal Express	2,555	1	Federal Express	5,454	1	Federal Express	8,009
2	Qatar Airways	2,329	2	United Parcel Service	3,512	2	United Parcel Service	5,064
3	Emirates	1,814	3	Air Transport International ⁽²⁾⁽⁴⁾	790	3	Qatar Airways	2,329
4	United Parcel Service	1,552	4	SF Airlines	698	4	Emirates	1,814
5	China Airlines	1,550	5	China Southern Airlines	597	5	China Airlines	1,550
6	Korean Air	1,500	6	Air China	542	6	Korean Air	1,530
7	Turkish Airlines	1,421	7	Atlas Air ⁽⁴⁾	514	7	Turkish Airlines	1,460
8	Cathay Pacific Airways	1,220	8	China Eastern Airlines	460	8	Atlas Air ⁽⁴⁾	1,366
9	Asiana Airlines	880	9	Kalitta Air ⁽²⁾⁽⁴⁾	452	9	Kalitta Air ⁽²⁾⁽⁴⁾	1,290
10	Cargolux	858	10	ABX Air ⁽²⁾	350	10	Cathay Pacific Airways	1,220
11	Atlas Air ⁽⁴⁾	851	11	Hainan Airlines ⁽¹⁾	306	11	China Southern Airlines	1,186
12	Kalitta Air ⁽²⁾⁽⁴⁾	838	12	Shenzhen Airlines	301	12	Air China	1,178
13	European Air Transport	780	13	CargoJet	270	13	Asiana Airlines	916
14	AeroLogic ⁽¹⁾	736	14	Japan Airlines	239	14	Cargolux	858
15	Singapore Airlines	731	15	All Nippon Airways ⁽⁴⁾	234	15	European Air Transport	846
16	EVA Air	704	16	Xiamen Airlines	191	16	SF Airlines	813
17	Polar Air Cargo ⁽⁴⁾	695	17	China Postal Airlines	185	17	Air Transport International ⁽²⁾⁽⁴⁾	799
18	Air China	636	18	Sichuan Airlines ⁽¹⁾	168	18	All Nippon Airways ⁽⁴⁾	791
19	Ethiopian Airlines	623	19	United Airlines	164	19	AeroLogic ⁽¹⁾	736
20	Lufthansa ⁽⁴⁾	601	20	IndiGo ⁽¹⁾	159	20	Singapore Airlines	731
21	China Southern Airlines	589	21	Shandong Airlines	152	21	Polar Air Cargo ⁽⁴⁾	727
22	Silk Way West Airlines	561	22	LATAM ⁽⁴⁾	139	22	EVA Air	704
23	All Nippon Airways ⁽⁴⁾	557	23	Amerijet ⁽²⁾	134	23	LATAM ⁽⁴⁾	681
24	LATAM ⁽⁴⁾	542	24	Garuda Indonesia	116	24	Ethiopian Airlines	624
25	Etihad Airways	529	25	Southern Air ⁽⁴⁾	106	25	China Eastern Airlines	619

⁽¹⁾ IATA Estimate

⁽²⁾ US DOT

⁽³⁾ UK CAA

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

⁽⁵⁾ Passenger data include 'no-shows' on non-refundable and non-changeable tickets.

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

Carrier Name	Notes:
Air Dolomiti	Excludes LH-marketed operations
Air France	Includes Air France-marketed flights operated by HOP! (Airlinair (AN), Brit Air (DB), Aerienne Europeene (YS), VLM Airlines (VG), Cityjet (WX))
Air New Zealand	Includes operations of Mount Cook (NZM) and Air Nelson (RLK)
Air Transport International	All operations considered as scheduled traffic, with exception Military operations
Alitalia	Includes operations of Air One (AP), Alitalia CityLiner (CT), Alitalia Express (XM), CAI Second (VE)
All Nippon Airways	Includes operations of ANA Wings (EH), Air Japan (NQ)
Atlas	All operations considered as scheduled traffic, with exception Military operations
Avianca	Includes operations of Avianca Costa Rica (LR), Avianca El Salvador (TA), Avianca Ecuador (2K), Avianca Guatemala (GU), Avianca Honduras (WC), Avianca Peru (TO), Regional Express Americas (EX), Tampa Cargo (QT)
British Airways	Includes operations of BA CityFlyer (CJ), British Airways Shuttle (SHT)
CargoLogicAir	All operations considered as scheduled traffic
DHL Air	All operations considered as scheduled traffic
easyJet	Includes operations of eayJet Europe (EC) and easyjet Switzerland (DS)
Eurowings	Includes operations of Eurowings Europe (E2)
Finnair	Includes operations of Nordic Regional (N7)
Kalitta	All operations considered as scheduled traffic, with exception Military operations
KLM	Includes operations of KLM CityHopper (WA)
LATAM	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 Paraguay (PZ), LATAM Cargo Chile (UC), LATAM Ecuador (XL)
Level	Includes operations of Anisec Luftfahrt (VK)
Lufthansa	Includes operations of Lufthansa CityLine (CL) and Lufthansa-marketed operations by Air Dolomiti (EN), Eurowings (EW), Germanwings (4U)
Norwegian	Includes operations of Norwegian Long-Haul (DU), Norwegian Air International (D8), Norwegian Air Norway (DH), Norwegian Air Sweden (LE), Norwegian Air UK (DI), Norwegian Air Argentina (DN)
Philippine Airlines	Includes operations of PAL Express (2P)
Polar	All operations considered as scheduled traffic
Qantas Airways	Includes operations of Eastern Australia Airlines (EAQ), National Jet Systems (NC/NJS), Network Aviation Australia (NWK), JetConnect (QNZ), Sunstate Airlines (SSQ), and Qantas-marketed operations of Alliance Airlines (QQ)
Royal Air Maroc	Includes operations of Royal Air Maroc Express (RXP)
Ryanair	Includes operations of Ryanair UK (RK)
Scandinavian Airlines	Includes operations of Scandinavian Airlines Ireland (ZSS), Jet Time (JO), Blue 1 (KF), Cimber (QA), and SAS-marketed operations by Braathens Regional (DC), Privatair (PV)
Sky Lease Cargo	All operations considered as scheduled traffic
Southern Air	All operations considered as scheduled traffic
SWISS	Includes operations of Helvetic Airlines (2L), and SWISS-marketed operations by Edelweiss Air (WK)
Transavia Airlines	Includes operations of Transavia France (TO)
TUI Fly	All operations considered as scheduled traffic
Virgin Australia	Includes operations of Virgin Australia Regional Airlines (OZW) and Virgin Australia-marketed operations of Alliance Airlines (QQ)
Wizzair	Includes operations of Wizzair UK (W9)

International Air Transport Association
ISBN 978-92-9264-350-8
Customer service: www.iata.org/cs
+1 800 716 6326

iata.org/publishing

