Key facts behind the world’s 20 busiest routes

Based on frequency in the 12 months to February 2018
Key facts behind the world’s 20 busiest routes

About OAG busiest routes

OAG takes a closer look at the Top 20 busiest international routes by frequency in the 12 months to February 2018.

These are the world’s busiest trunk routes in terms of the volume of flights that operate on them. Unsurprisingly the biggest of these routes operate in Asia, with 14 of the Top 20 operating to and from destinations in Asia. Two operate within Europe, another two operate within North America, and one between North America and Europe. There is also one route which operates between two destinations in the Middle East.

Using key reports and power tables from OAG Analyser we take a deeper look at these busiest routes, their profiles in terms of size, carriers which operate them, whether they are growing, to what extent they operate on time and what aircraft typically operate on the route. We also take a look at how passengers use these routes to connect onwards to and from other places.

Top 20 Routes decoded

- Data from Schedules Analyser is for the 12 months to February 2018 and all data covers both directions of each route.
- Carriers shown to be operating the route are those with traffic rights to serve the route.
- Passenger load factor is calculated by dividing bookings for each route by seats and represents an estimated bookings load factor which doesn’t take non-revenue passengers into account. Data for this figure is based (for seats and bookings) on the period January-December 2017.
- Frequencies and seats are calculated using jet aircraft frequencies only.
- All routes are international.
- OTP data is sourced from OAG’s Flight Status database and is for the 12 months to February 2018. Where average coverage falls below OAG’s 80% threshold, a route or carrier’s entry has been recorded as ‘not available (N/A)’.
- Connecting bookings data at origin and destination airports includes bridge, behind and beyond data.

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Frequency (Mar17-Feb18)</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>KUL-SIN</td>
<td>30,537</td>
</tr>
<tr>
<td>2</td>
<td>HKG-TPE</td>
<td>28,887</td>
</tr>
<tr>
<td>3</td>
<td>CGK-SIN</td>
<td>27,304</td>
</tr>
<tr>
<td>4</td>
<td>HKG-PVG</td>
<td>21,888</td>
</tr>
<tr>
<td>5</td>
<td>CGK-KUL</td>
<td>19,849</td>
</tr>
<tr>
<td>6</td>
<td>ICN-KIX</td>
<td>17,488</td>
</tr>
<tr>
<td>7</td>
<td>HKG-ICN</td>
<td>17,075</td>
</tr>
<tr>
<td>8</td>
<td>LGA-YYZ</td>
<td>16,956</td>
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<td>9</td>
<td>DXB-KWI</td>
<td>15,332</td>
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<td>10</td>
<td>HKG-SIN</td>
<td>15,029</td>
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<td>11</td>
<td>BKK-SIN</td>
<td>14,859</td>
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<tr>
<td>12</td>
<td>BKK-HKG</td>
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<td>13</td>
<td>HKG-PEK</td>
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<td>14</td>
<td>DUB-LHR</td>
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<td>15</td>
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<td>16</td>
<td>JFK-LHR</td>
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<td>17</td>
<td>KIX-PVG</td>
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<td>18</td>
<td>ICN-NRT</td>
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<td>19</td>
<td>AMS-LHR</td>
<td>13,170</td>
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<td>20</td>
<td>ORD-YYZ</td>
<td>13,100</td>
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</table>

Based on frequency in the 12 months to February 2018

© 2018 OAG Aviation Worldwide Limited. All rights reserved
KUL-SIN
Kuala Lumpur - Singapore

Route profile
- Carriers on route: 7
- Seats: 5,365,761
- Passengers carried: 4,004,448
- Passenger load factor: 75%
- Flights: 30,537
- Average Seats/Aircraft: 177
- Average stage length (km): 296
- Average flight time (hh:mm): 01:04
- Mainline/LCC % split: 57.43%
- OTP (all carriers): 72.6%
- 2017 seat growth: 0%
- 5 year AAGR: 2%
- Largest airline: AK
- Capacity share of largest airline: 25%
- Fastest growing airline: MI
- Growth of fastest growing airline: 3%

Equipment used on the route
- Airbus A318/319/320/321: 5%
- Boeing 737: 2%
- Airbus A330: 2%
- Airbus A350: 40%
- Boeing 787: 51%

OTP
- Best month: March
- Worst month: December
- Most punctual: Scoot (88.9%)
- Least punctual: Malaysia Airlines (61.4%)

Top 5 connecting flows - each way

Connecting at KUL
- Connections share at destination: 37%
- Local share at destination: 63%

Connecting at SIN
- Connections share at destination: 63%
- Local share at destination: 37%
HKG–TPE
Hong Kong – Taipei

Route profile

| Carrier | Seats          | Passengers carried | Passenger load factor | Flights | Average Seats/Aircraft | Average stage length (km) | Average flight time (hh:mm) | Mainline/LCC % split | OTP (all carriers) | 2017 seat growth | 5 year AAGR | Largest airline | Capacity share of largest airline | Fastest growing airline | Growth of fastest growing airline |
|---------|----------------|--------------------|-----------------------|---------|-------------------------|---------------------------|-----------------------------|-------------------------|-------------------|----------------|-------------|-----------|----------------|--------------------------------|--------------------------|-----------------------------|
|         | 8,165,983      | 6,543,935          | 80%                   | 28,887  | 282                     | 805                       | 01:47                       | 100:0                   | 68%               | 0%            | -3%        | CX         | 45%                  | BR                         | 3%                          |

Top 5 connecting flows - each way

Connections at HKG

- Cathay Pacific Airways: 74,576
- China Airlines: 47,990
- EVA Airways: 41,211
- Hong Kong Airways: 37,786
- Cathay Dragon: 28,818

Connections at TPE

- Cathay Pacific Airways: 23,807
- China Airlines: 18,200
- EVA Airways: 12,640
- Cathay Dragon: 10,618
- Hong Kong Airways: 8,000

Equipment used on the route

- Airbus A330: 5%
- Boeing 777: 3%
- Airbus A318/319/320/321: 0%
- Airbus A350: 8%
- Boeing 737: 17%
- Boeing 747: 20%
- Airbus A340: 47%

Equipment used on the route

<table>
<thead>
<tr>
<th>Equipment</th>
<th>Capacity (time period Mar–Feb)</th>
</tr>
</thead>
</table>

Source: OAG Analyser

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**CGK-SIN**
Jakarta – Singapore

**Route profile**

- **Carriers on route**: 7
- **Seats**: 5,647,531
- **Passengers carried**: 4,661,887
- **Passenger load factor**: 83%
- **Flights**: 27,304
- **Average Seats/Aircraft**: 207
- **Average stage length (km)**: 880
- **Average flight time (hh:mm)**: 01:48
- **Mainline/LCC % split**: 58:42
- **OTP (all carriers)**: 75%
- **2017 seat growth**: -1%
- **5 year AAGR**: 0%
- **Largest airline**: SQ
- **Capacity share of largest airline**: 31%
- **Fastest growing airline**: ID
- **Growth of fastest growing airline**: 21%

**Capacity (time period Mar-Feb)**

- **Seats (000's)**
  - 2008-09: 4,000
  - 2009-10: 5,000
  - 2010-11: 6,000
  - 2011-12: 7,000
  - 2012-13: 8,000
  - 2013-14: 9,000
  - 2014-15: 10,000
  - 2015-16: 11,000
  - 2016-17: 12,000
  - 2017-18: 13,000

**Carriers**

- Singapore Airlines
- Garuda Indonesia
- Lion Air
- Jetstar Asia
- Scoot
- Batik Air

**Top 5 connecting flows – each way**

**Connections at CGK**

- SOC: 63,482
- UPG: 38,347
- BPN: 39,282
- SRG: 28,371
- SUB: 28,169

**Connections at SIN**

- HKG: 74,585
- BKK: 42,986
- MNL: 40,271
- KIX: 28,154
- BOM: 27,357

**Equipment used on the route**

- **Airbus A318/319/320/321**: 8%
- **Boeing 737**: 18%
- **Boeing 777**: 34%
- **Airbus A330**: 37%
- **Airbus A350**: 0%

**Source**: OAG analyser
**Route profile**

- **Carriers on route**: 7
- **Seats**: 4,946,393
- **Passengers carried**: 3,842,114
- **Passenger load factor**: 78%
- **Flights**: 21,888
- **Average Seats/Aircraft**: 226
- **Average stage length (km)**: 1,255
- **Average flight time (hh:mm)**: 02:30
- **Mainline/LCC % split**: 95:5
- **OTP (all carriers)**: 55%
- **2017 seat growth**: 3%
- **5 year AAGR**: 2%

**Largest airline**: KA

**Capacity share of largest airline**: 42%

**Fastest growing airline**: MU

**Growth of fastest growing airline**: 6%

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**Equipment used on the route**

- Airbus A318/319/320/321: 2%
- Airbus A330: 43%
- Boeing 777: 55%
- Boeing 737: 0%
- Airbus A340: 0%

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**Top 5 connecting flows - each way**

**Connections at HKG**

- **Connecting share at destination**: 78%
- **Local share at destination**: 22%

**Connections at PVG**

- **Connecting share at destination**: 67%
- **Local share at destination**: 33%

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**OTP**

- **BEST MONTH**: December (HX 91.0%)
- **WORST MONTH**: July (BR 68.5%)

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**Airlines**

- **Most punctual**: Hong Kong Airlines
- **Least punctual**: China Eastern Airlines

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**Equipment used on the route**

- Airbus A318/319/320/321
- Airbus A330
- Boeing 777
- Boeing 737
- Airbus A340

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**Data Source**: OAG analyser
CGK-KUL
Jakarta - Kuala Lumpur

Route profile
- Carriers on route: 9
- Seats: 3,488,681
- Passengers carried: 2,709,576
- Passenger load factor: 78%
- Flights: 19,849
- Average Seats/Aircraft: 180
- Average stage length (km): 1,127
- Average flight time (hh:mm): 02:04
- Mainline/LCC % split: 53:47
- OTP (all carriers): 60%
- 2017 seat growth: 17%
- 5 year AAGR: 4%
- Largest airline: MH
- Capacity share of largest airline: 23%
- Fastest growing airline: ID
- Growth of fastest growing airline: >100%

Top 5 connecting flows - each way

Connections at CGK
- MDC 34%
- SOC 66%
- UPG 3%
- SUB 7%
- PLM 6%

Connections at KUL
- BKI 34%
- HKG 66%
- PEN 3%
- DAC 7%
- DEL 6%

Equipment used on the route
- Boeing 737: 4%
- Airbus A318/319/320/321: 0%
- Boeing 777: 60%
- Airbus A330: 38%

Connections at CGK
- MDC SOC UPG SUB PLM
- Connecting share at destination: 49,459
- Local share at destination: 47,489
- UPG SOC SUB MDC PLM
- Connecting share at destination: 32,134
- Local share at destination: 29,149

Connections at KUL
- BKI HKG PEN DAC DEL
- Connecting share at destination: 42,168
- Local share at destination: 40,270
- HKG BKI PEN DAC DEL
- Connecting share at destination: 40,764
- Local share at destination: 42,179

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ICN-KIX
Seoul Incheon - Osaka

Road profile

<table>
<thead>
<tr>
<th>Carriers on route</th>
<th>8</th>
</tr>
</thead>
<tbody>
<tr>
<td>Seats</td>
<td>3,692,990</td>
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<tr>
<td>Passengers carried</td>
<td>2,896,880</td>
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<tr>
<td>Passenger load factor</td>
<td>78%</td>
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<tr>
<td>Flights</td>
<td>17,488</td>
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<tr>
<td>Average Seats/Aircraft</td>
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<tr>
<td>Average stage length (km)</td>
<td>859</td>
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<tr>
<td>Average flight time (hh:mm)</td>
<td>01:46</td>
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<tr>
<td>Mainline/LCC % split</td>
<td>35:65</td>
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<tr>
<td>OTP (all carriers)</td>
<td>78%</td>
</tr>
<tr>
<td>2017 seat growth</td>
<td>33%</td>
</tr>
<tr>
<td>5 year AAGR</td>
<td>16%</td>
</tr>
<tr>
<td>Largest airline</td>
<td>OZ</td>
</tr>
<tr>
<td>Capacity share of largest airline</td>
<td>16%</td>
</tr>
<tr>
<td>Fastest growing airline</td>
<td>7C</td>
</tr>
<tr>
<td>Growth of fastest growing airline</td>
<td>92%</td>
</tr>
</tbody>
</table>

Equipment used on the route

- Boeing 737: 44%
- Airbus A318/319/320/321: 10%
- Boeing 777: 9%
- Airbus A330: 15%
- Airbus A350: 1%
- Boeing 767: 3%
- Boeing 747: 1%
- Airbus A380: 27%
- Boeing 787: 1%

Top 5 connecting flows - each way

- Connections at ICN
- Connections at KIX

Source: OAG analyser

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HKG-ICN
Hong Kong - Seoul Incheon

Route profile
- Carriers on route: 11
- Seats: 4,360,906
- Passengers carried: 3,378,672
- Passenger load factor: 77%
- Flights: 17,075
- Average Seats/Aircraft: 254
- Average stage length (km): 2,070
- Average flight time (hh:mm): 03:34
- Mainline/LCC % split: 72:28
- OTP (all carriers): 65%
- 2017 seat growth: 2%
- 5 year AAGR: 7%
- Largest airline: CX
- Capacity share of largest airline: 26%
- Fastest growing airline: HX
- Growth of fastest growing airline: >100%

Equipment used on the route
- Airbus A318/319/320/321
- Airbus A330
- Boeing 737
- Boeing 777
- Boeing 747
- Boeing 767
- Airbus A350
- Airbus A380
- Airbus Industrie A330
- Boeing 777
- Boeing 787

2017-18
- Capacity (time period Mar-Feb)

Connections at HKG
- Connecting share at destination
- Local share at destination

Connections at ICN
- Connecting share at destination
- Local share at destination

Source: OAG analyser

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LGA-YYZ
New York LaGuardia - Toronto

Route profile

- Carriers on route: 3
- Seats: 1,835,682
- Passengers carried: 1,620,223
- Passenger load factor: 88%
- Flights: 16,956
- Average Seats/Aircraft: 110
- Average stage length (km): 571
- Average flight time (hh:mm): 01:39
- Mainline/LCC % split: 66:34
- OTP (all carriers): 51%
- 2017 seat growth: 4%
- 5 year AAGR: 2%

- Largest airline: AC
- Capacity share of largest airline: 53%
- Fastest growing airline: AC
- Growth of fastest growing airline: 10%

Equipment used on the route

- Airbus A318/319/320/321: 7%
- Boeing 737: 16%
- Embraer RJ 135/140/145: 30%
- Embraer 170/195: 47%

Capacity (time period Mar-Feb)

<table>
<thead>
<tr>
<th>Year</th>
<th>Seats (000's)</th>
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<tbody>
<tr>
<td>2008-09</td>
<td>0</td>
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<tr>
<td>2009-10</td>
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<td>2010-11</td>
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<td>2011-12</td>
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<td>2012-13</td>
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<td>2013-14</td>
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<td>2014-15</td>
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<td>2015-16</td>
<td>0</td>
</tr>
<tr>
<td>2016-17</td>
<td>0</td>
</tr>
<tr>
<td>2017-18</td>
<td>0</td>
</tr>
</tbody>
</table>

Connectors

- AA: 59.2%
- AC: 49.7%

Connecting share at destination

Top 5 connecting flows - each way

- Connections at LGA
- Connections at YYZ

BEST MONTH
November

LEAST PUNCTUAL
Air Canada

WORST MONTH
May

MOS'T PUNCTUAL
American Airlines

Airlines

Source: OAGanalyser

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**DXB-KWI**
Dubai - Kuwait

Route profile

- **Carriers on route**: 4
- **Seats**: 3,683,274
- **Passengers carried**: 2,766,929
- **Passenger load factor**: 75%
- **Flights**: 15,332
- **Average Seats/Aircraft**: 237
- **Average stage length (km)**: 851
- **Average flight time (hh:mm)**: 01:52
- **Mainline/LCC % split**: 72:28
- **OTP (all carriers)**: 83%
- **2017 seat growth**: -3%
- **5 year AAGR**: 6%
- **Largest airline**: EK
- **Capacity share of largest airline**: 49%
- **Fastest growing airline**: KU
- **Growth of fastest growing airline**: 61%

**Capacity (time period Mar-Feb)**

- Seats (000's)
- 2008-09: 1,000
- 2009-10: 2,000
- 2010-11: 3,000
- 2011-12: 4,000
- 2012-13: 5,000

**Carriers**

- **2017-18**
- Emirates
- Flydubai
- Kuwait Airways
- Jazeera Airways

**Top 5 connecting flows - each way**

**Connections at DXB**

- Connecting share at destination
- Local share at destination

**Connections at KWI**

- Connecting share at destination
- Local share at destination

**Equipment used on the route**

- Boeing 737: 5%
- Boeing 777: 3%
- Airbus A318/319/320/321: 1%
- Airbus A380: 24%
- Airbus A350: 38%
- Airbus Industrie A330: 29%
- Airbus Industrie A340: 1%

**OTP**

- **BEST MONTH**: October
- **MOST PUNCTUAL**: Flydubai
  - FZ 87.8%
- **LEAST PUNCTUAL**: Kuwait Airways
  - KU 76.8%

- **WORST MONTH**: December

**Equipment used on the route**

- Boeing 737
- Boeing 777
- Airbus A318/319/320/321
- Airbus A380
- Airbus A350
- Airbus Industrie A330
- Airbus Industrie A340


- Connecting share at destination
- Local share at destination
HKG-SIN
Hong Kong - Singapore

Route profile

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<th>Carriers on route</th>
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<tbody>
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<td>Seats</td>
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<td>Passengers carried</td>
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<td>Passenger load factor</td>
<td>77%</td>
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<td>Flights</td>
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<tr>
<td>Average Seats/Aircraft</td>
<td>272</td>
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<tr>
<td>Average stage length (km)</td>
<td>2,562</td>
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<td>Average flight time (hh:mm)</td>
<td>03:58</td>
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<tr>
<td>Mainline/LCC % split</td>
<td>83:17</td>
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<tr>
<td>OTP (all carriers)</td>
<td>70%</td>
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<tr>
<td>2017 seat growth</td>
<td>-6%</td>
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<tr>
<td>5 year AAGR</td>
<td>-2%</td>
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<tr>
<td>Largest airline</td>
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<tr>
<td>Capacity share of largest airline</td>
<td>47%</td>
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<td>Fastest growing airline</td>
<td>TR</td>
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<tr>
<td>Growth of fastest growing airline</td>
<td>3%</td>
</tr>
</tbody>
</table>

Equipment used on the route

- Cathay Pacific Airways: 43%
- Singapore Airlines: 19%
- Scoot: 23%
- Jetstar Asia: 5%
- Boeing 777: 1%
- Airbus A318/319/320/321: 9%
- Airbus A350: 1%
- Airbus A330: 9%
- Airbus A380: 1%
- Boeing 787: 5%

Top 5 connecting flows - each way

Connections at HKG

- PVG: 51,793
- ICN: 42,492
- KIX: 43,523
- PEK: 35,274
- TPE: 28,653

Connections at SIN

- CGK: 70,232
- SUB: 34,755
- PER: 18,694
- MLE: 14,103
- SYD: 14,891

Airlines

- MOST PUNCTUAL: Scoot (88.7%)
- LEAST PUNCTUAL: Jetstar Asia (54.7%)

OTP

- BEST MONTH: March (81.8%)
- WORST MONTH: July (57.9%)

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BKK-SIN
Bangkok Suvarnabhumi - Singapore

Capacity (time period Mar-Feb)

Route profile
Carriers on route 5
Seats 3,639,539
Passengers carried 2,891,003
Passenger load factor 79%
Flights 14,859
Average Seats/Aircraft 247
Average stage length (km) 1,416
Average flight time (hh:mm) 02:28
Mainline/LCC % split 69:31
OTP (all carriers) 80%
2017 seat growth -1%
5 year AAGR -2%
Largest airline SQ
Capacity share of largest airline 33%
Fastest growing airline SQ
Growth of fastest growing airline 6%

Top 5 connecting flows - each way

Equipment used on the route

Connections at BKK

Connections at SIN

Source: OAGanalyser

*Scoot has been operating services to both BKK and DMK under airline code TR since August 2017. This data refers only to their BKK service.
BKK-HKG
Bangkok Suvarnabhumi - Hong Kong

Route profile
- Carriers on route: 7
- Seats: 4,739,788
- Passengers carried: 3,751,199
- Passenger load factor: 79%
- Flights: 14,832
- Average Seats/Aircraft: 318
- Average stage length (km): 1,687
- Average flight time (hh:mm): 02:44
- Mainline/LCC % split: 100:0
- OTP (all carriers): 68%
- 2017 seat growth: -6%
- 5 year AAGR: 3%
- Largest airline: CX
- Capacity share of largest airline: 38%
- Fastest growing airline: TG
- Growth of fastest growing airline: 4%

Equipment used on the route
- Airbus A330
- Boeing 777
- Airbus A350
- Airbus Industries A330
- Boeing 747
- Airbus A380
- Boeing 787
- Airbus A318/319/320/321
- Airbus Industrie A380

Capacity (time period Mar-Feb)

2017-18

Carriers
- Cathay Pacific
- Thai Airways Intl
- Hong Kong Airlines
- Emirates
- Royal Jordanian
- Sri Lankan Airlines
- Orient Thai Airlines

Top 5 connecting flows - each way
Connections at BKK
- Connections share at destination
- Local share at destination

Connections at HKG
- Connections share at destination
- Local share at destination

Source: OAG analyser

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Route profile

- Carriers on route: 5
- Seats: 3,607,917
- Passengers carried: 2,867,868
- Passenger load factor: 79%
- Flights: 14,543
- Average Seats/Aircraft: 247
- Average stage length (km): 1,989
- Average flight time (hh:mm): 03:20
- Mainline/LCC % split: 100:0
- OTP (all carriers): 57%
- 2017 seat growth: -2%
- 5 year AAGR: 0%
- Largest airline: KA
- Capacity share of largest airline: 36%
- Fastest growing airline: CA
- Growth of fastest growing airline: 3%

Equipment used on the route

- Airbus A330: 29%
- Airbus A318/319/320/321: 63%
- Boeing 737: 5%
- Boeing 777: 3%

Top 5 connecting flows - each way

Connections at HKG

- TPE: 35%
- BKK: 65%

Connections at PEK

- LAX: 33%
- LHR: 67%

Source: OAG analyser

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**Route profile**

- **Carriers on route**: 2
- **Seats**: 2,328,652
- **Passengers carried**: 1,887,170
- **Passenger load factor**: 81%
- **Flights**: 14,390
- **Average Seats/Aircraft**: 165
- **Average stage length (km)**: 449
- **Average flight time (hh:mm)**: 01:28
- **Mainline/LCC % split**: 100:0
- **OTP (all carriers)**: 83%
- **2017 seat growth**: 7%
- **5 year AAGR**: 2%
- **Largest airline**: EI
- **Capacity share of largest airline**: 60%
- **Fastest growing airline**: EI
- **Growth of fastest growing airline**: 9%

**Top 5 connecting flows - each way**

**Connections at DUB**
- Aer Lingus: 50%
- British Airways: 50%

**Connections at LHR**
- Aer Lingus: 50%
- British Airways: 50%

**Equipment used on the route**

- Airbus A318/319/320/321

**Source**: OAG analyser

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KIX-TPE
Osaka - Taipei

Route profile

- Carriers on route: 10
- Seats: 3,191,914
- Passengers carried: 2,409,494
- Passenger load factor: 75%
- Flights: 14,186
- Average Seats/Aircraft: 225
- Average stage length (km): 1,703
- Average flight time (hh:mm): 03:17
- Mainline/LCC % split: 70:30
- OTP (all carriers): 83%
- 2017 seat growth: -11%
- 5 year AAGR: 11%
- Largest airline: CI
- Capacity share of largest airline: 31%
- Fastest growing airline: PR
- Growth of fastest growing airline: 53%

Capacity (time period Mar-Feb)

- Seats (000’s)

Top 5 connecting flows - each way

Connections at KIX
- Connecting share at destination
- Local share at destination

Connections at TPE
- Connecting share at destination
- Local share at destination

Equipment used on the route

- Airbus A318/319/320/321
- Airbus A330
- Boeing 777
- Boeing 737
- Boeing 787
- Airbus A350
- Boeing 747

Airlines
- China Airlines
- EVA Airways
- Peach Aviation Ltd
- Tigerair Taiwan Co. Ltd
- Japan Airlines
- Cathay Pacific Airways
- Jetstar Asia
- Philippine Airlines
- Vanilla Air
- Jetstar Japan

Connecting share at destination

Local share at destination

OTP

- BEST MONTH: September
- MOST PUNCTUAL: Vanilla Air
- JW 94.0%

- WORST MONTH: February
- LEAST PUNCTUAL: Peach Aviation Ltd
- MM 74.2%
JFK-LHR
New York John F. Kennedy - London Heathrow

Route profile
- Carriers on route: 4
- Seats: 3,651,659
- Passengers carried: 3,049,370
- Passenger load factor: 84%
- Flights: 13,888
- Average Seats/Aircraft: 264
- Average stage length (km): 5,536
- Average flight time (hh:mm): 06:58
- Mainline/LCC % split: 100:0
- OTP (all carriers): 75%
- 2017 seat growth: -4%
- 5 year AAGR: -1%
- Largest airline: BA
- Capacity share of largest airline: 42%
- Fastest growing airline: DL
- Growth of fastest growing airline: 13%

Capacity (time period Mar-Feb)

Carriers

Top 5 connecting flows - each way
Connections at JFK
- MCO 39%
- RDU 17%
- SFO 10%
- SJJ 8%
- LAX 7%
- Connections at LHR
- LOS 59%
- DEL 41%
- MAN 26%
- DUB 17%
- FCO 13%

Equipment used on the route
- British Airways: 35%
- Virgin Atlantic Airways: 15%
- American Airlines: 17%
- Delta Air Lines: 4%

Equipment used on the route
- Boeing 777: 4%
- Boeing 747: 3%
- Boeing 767: 35%
- Airbus A340: 15%
- Airbus A330: 26%
- Boeing 787: 2%

Airlines
- BEST MONTH: November
- LEAST PUNCTUAL: British Airways
- MOST PUNCTUAL: American Airlines

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**KIX-PVG**
Osaka - Shanghai Pudong

**Route profile**
- **Carriers on route**: 9
- **Seats**: 2,339,539
- **Passengers carried**: 1,774,365
- **Passenger load factor**: 76%
- **Flights**: 13,576
- **Average Seats/Aircraft**: 174
- **Average stage length (km)**: 1,305
- **Average flight time (hh:mm)**: 02:48
- **Mainline/LCC % split**: 84:16
- **OTP (all carriers)**: #N/A
- **2017 seat growth**: 7%
- **5 year AAGR**: 12%
- **Largest airline**: MU
- **Capacity share of largest airline**: 21%
- **Fastest growing airline**: MM
- **Growth of fastest growing airline**: >100%

**Equipment used on the route**
- Airbus A318/319/320/321: 57%
- Boeing 737: 11%
- Boeing 767: 31%
- Airbus A330: 1%

**Top 5 connecting flows - each way**

**Connections at KIX**
- CTS: 18% (Connecting share at destination)
- HND: 82% (Local share at destination)

**Connections at PVG**
- SHE: 16% (Connecting share at destination)
- WNZ: 84% (Local share at destination)
ICN-NRT
Seoul Incheon - Tokyo Narita

Route profile
- Carriers on route: 9
- Seats: 2,794,139
- Passengers carried: 2,265,116
- Passenger load factor: 81%
- Flights: 13,517
- Average Seats/Aircraft: 211
- Average stage length (km): 1,255
- Average flight time (hh:mm): 02:20
- Mainline/LCC % split: 51:49
- OTP (all carriers): 70%
- 2017 seat growth: 11%
- 5 year AAGR: 2%
- Largest airline: OZ
- Capacity share of largest airline: 23%
- Fastest growing airline: TW
- Growth of fastest growing airline: >100%

Top 5 connecting flows - each way

Connections at ICN
- Connecting share at destination
- Local share at destination

Connections at NRT
- Connecting share at destination
- Local share at destination

Equipment used on the route
- Boeing 737: 1%
- Airbus A330: 2%
- Airbus A318/319/320/321: 6%
- Boeing 777: 2%
- Boeing 767: 12%
- Airbus A380: 16%
- Boeing 747: 61%
- Eastar Jet: 12%
AMS-LHR
Amsterdam – London Heathrow

Route profile
- Carriers on route: 2
- Seats: 2,074,526
- Passengers carried: 1,860,387
- Passenger load factor: 90%
- Flights: 13,170
- Average Seats/Aircraft: 158
- Average stage length (km): 365
- Average flight time (hh:mm): 01:20
- Mainline/LCC % split: 100:0
- OTP (all carriers): 75%
- 2017 seat growth: 8%
- 5 year AAGR: 3%
- Largest airline: KL
- Capacity share of largest airline: 46%
- Fastest growing airline: KL
- Growth of fastest growing airline: 11%

Capacity (time period Mar-Feb)

Carriers
2017-18

Connecting share at destination
Local share at destination

Top 5 connecting flows – each way
Connections at AMS
Connections at LHR

Equipment used on the route

Airlines
- KLM-Royal Dutch Airlines
- British Airways

Connecting share at destination
Local share at destination

Source: OAGanalyser
Route profile

- Carriers on route: 3
- Seats: 1,235,185
- Passengers carried: 1,069,026
- Passenger load factor: 87%
- Flights: 13,100
- Average Seats/Aircraft: 95
- Average stage length (km): 700
- Average flight time (hh:mm): 01:35
- Mainline/LCC % split: 100:0
- OTP (all carriers): 63%
- 2017 seat growth: 15%
- 5 year AAGR: 4%

- Largest airline: AC
- Capacity share of largest airline: 35%
- Fastest growing airline: AC
- Growth of fastest growing airline: 20%

Equipment used on the route

- Embracer 170/195: 11%
- Canadair Regional Jet: 9%
- Boeing 737: 8%
- Embraer RJ 135/140/145: 13%
- Airbus A318/319/320/321: 59%

Top 5 connecting flows - each way

Connections at ORD

- Connecting share at destination
- Local share at destination

SFO: 60%, PHX: 40%

Connections at YYZ

- Connecting share at destination
- Local share at destination

YEG: 43%, TLV: 57%

Source: OAG analyser

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