BUSIEST ROUTES 2019
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OAG’s Busiest Routes presents data and analysis of the world’s busiest routes by number of flights for the period March 2018-February 2019.

– Carriers operating less than 500 scheduled flights per year on any route are excluded.

– For each route, the number of carriers operating the route is noted.

– On-Time Performance (OTP) is provided at route level. Routes with less than 80% coverage of OTP will be included but OTP will not be shown.

– On-Time Performance (OTP) data is sourced from OAG’s Flight Status database and is for the 12 months to February 2019.

Short, Medium and Long-Haul categories are determined by distance as follows:

Short-Haul – 0-1,500km
Medium-Haul – 1,500-3,500km
Long-Haul – Over 3,500km
**Key Observations:**

- 15 of the Top 20 busiest international routes are in Asia Pacific, with a cluster around the Asian hub airports of SIN, HKG, KUL and BKK.
- The busiest international route in the world is KUL-SIN with over 30,000 flights in the course of a year, operated by 8 carriers with an average of 82 flights per day.
- On average Asian routes (domestic and international) operate with seven carriers whilst in the U.S. and Europe, the average carrier per route is three.
- Globally, seven of the Top 10 busiest long-haul routes start or end in the U.S.
- The busiest international route outside Asia is ranked 8th and is LGA-YYZ in North America. It has the fewest airlines competing of any Top 10 route, and also has the lowest OTP at 54.9%.

**Seats by Route:**

<table>
<thead>
<tr>
<th>Carriers by Route</th>
<th>Seats per aircraft</th>
</tr>
</thead>
<tbody>
<tr>
<td>NAM</td>
<td>111</td>
</tr>
<tr>
<td>MEAFR</td>
<td>131</td>
</tr>
<tr>
<td>EUR</td>
<td>165</td>
</tr>
<tr>
<td>LATAM</td>
<td>171</td>
</tr>
<tr>
<td>ASPAC</td>
<td>231</td>
</tr>
</tbody>
</table>
### TOP 20 INTERNATIONAL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>KUL-SIN</td>
<td>30,187</td>
<td>72.8%</td>
<td>8</td>
</tr>
<tr>
<td>2</td>
<td>HKG-TPE</td>
<td>28,447</td>
<td>70.0%</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>CGK-SIN</td>
<td>27,046</td>
<td>80.7%</td>
<td>7</td>
</tr>
<tr>
<td>4</td>
<td>HKG-PVG</td>
<td>20,678</td>
<td>66.6%</td>
<td>5</td>
</tr>
<tr>
<td>5</td>
<td>CGK-KUL</td>
<td>19,741</td>
<td>63.9%</td>
<td>8</td>
</tr>
<tr>
<td>6</td>
<td>ICN-KIX</td>
<td>19,711</td>
<td>71.0%</td>
<td>8</td>
</tr>
<tr>
<td>7</td>
<td>LGA-YYZ</td>
<td>17,038</td>
<td>54.9%</td>
<td>3</td>
</tr>
<tr>
<td>8</td>
<td>HKG-ICN</td>
<td>15,770</td>
<td>71.4%</td>
<td>9</td>
</tr>
<tr>
<td>9</td>
<td>BKK-SIN</td>
<td>14,698</td>
<td>81.7%</td>
<td>5</td>
</tr>
<tr>
<td>10</td>
<td>DXB-KWI</td>
<td>14,581</td>
<td>82.5%</td>
<td>4</td>
</tr>
<tr>
<td>11</td>
<td>BKK-HKG</td>
<td>14,556</td>
<td>71.3%</td>
<td>4</td>
</tr>
<tr>
<td>12</td>
<td>HKG-PEK</td>
<td>14,537</td>
<td>67.7%</td>
<td>5</td>
</tr>
<tr>
<td>13</td>
<td>JFK-LHR</td>
<td>14,195</td>
<td>78.2%</td>
<td>4</td>
</tr>
<tr>
<td>14</td>
<td>NRT-TPE</td>
<td>13,902</td>
<td>76.5%</td>
<td>9</td>
</tr>
<tr>
<td>15</td>
<td>DUB-LHR</td>
<td>13,855</td>
<td>76.7%</td>
<td>2</td>
</tr>
<tr>
<td>16</td>
<td>KIX-PVG</td>
<td>13,708</td>
<td>-</td>
<td>9</td>
</tr>
<tr>
<td>17</td>
<td>HKG-SIN</td>
<td>13,654</td>
<td>72.7%</td>
<td>4</td>
</tr>
<tr>
<td>18</td>
<td>ORD-YYZ</td>
<td>13,503</td>
<td>64.0%</td>
<td>3</td>
</tr>
<tr>
<td>19</td>
<td>ICN-NRT</td>
<td>13,420</td>
<td>68.7%</td>
<td>7</td>
</tr>
<tr>
<td>20</td>
<td>KIX-TPE</td>
<td>13,325</td>
<td>76.4%</td>
<td>9</td>
</tr>
</tbody>
</table>

Source: OAG
Key Observations:

» The busiest domestic route in the world, by a large margin, operates between Jeju and Seoul Gimpo. With nearly 80,000 annual flights, this high frequency service is operated by seven carriers who between them provide over 200 daily services.

» The 2nd busiest domestic route is MEL-SYD in Australia with around 148 flights each day.

» There are 15 domestic routes in the world which have more flights operating each year than any international route anywhere.

» The Top 20 busiest domestic routes are located in 13 different countries in every continent except Europe. Indonesia is home to more of the Top 20 busiest domestic routes than any other country, with three.

» Each of Australia, China, India, Japan and the United States have two of the busiest domestic routes.
## TOP 20 DOMESTIC ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Country</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CJU-GMP</td>
<td>79,460</td>
<td>72.3%</td>
<td>South Korea</td>
<td>7</td>
</tr>
<tr>
<td>2</td>
<td>MEL-SYD</td>
<td>54,102</td>
<td>72.2%</td>
<td>Australia</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>BOM-DEL</td>
<td>45,188</td>
<td>67.5%</td>
<td>India</td>
<td>6</td>
</tr>
<tr>
<td>4</td>
<td>CGH-SDU</td>
<td>39,747</td>
<td>83.6%</td>
<td>Brazil</td>
<td>3</td>
</tr>
<tr>
<td>5</td>
<td>FUK-HND</td>
<td>39,406</td>
<td>83.3%</td>
<td>Japan</td>
<td>4</td>
</tr>
<tr>
<td>6</td>
<td>HAN-SGN</td>
<td>39,291</td>
<td>-</td>
<td>Vietnam</td>
<td>3</td>
</tr>
<tr>
<td>7</td>
<td>CTS-HND</td>
<td>39,271</td>
<td>82.5%</td>
<td>Japan</td>
<td>4</td>
</tr>
<tr>
<td>8</td>
<td>CGK-SUB</td>
<td>37,762</td>
<td>-</td>
<td>Indonesia</td>
<td>6</td>
</tr>
<tr>
<td>9</td>
<td>LAX-SFO</td>
<td>35,365</td>
<td>71.2%</td>
<td>United States</td>
<td>5</td>
</tr>
<tr>
<td>10</td>
<td>JED-RUH</td>
<td>35,149</td>
<td>-</td>
<td>Saudi Arabia</td>
<td>5</td>
</tr>
<tr>
<td>11</td>
<td>CPT-JNB</td>
<td>33,708</td>
<td>82.3%</td>
<td>South Africa</td>
<td>6</td>
</tr>
<tr>
<td>12</td>
<td>BNE-SYD</td>
<td>33,443</td>
<td>79.1%</td>
<td>Australia</td>
<td>4</td>
</tr>
<tr>
<td>13</td>
<td>CUZ-LIM</td>
<td>32,095</td>
<td>-</td>
<td>Peru</td>
<td>6</td>
</tr>
<tr>
<td>14</td>
<td>CGK-DPS</td>
<td>31,958</td>
<td>-</td>
<td>Indonesia</td>
<td>6</td>
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<tr>
<td>15</td>
<td>BOG-MDE</td>
<td>31,279</td>
<td>69.4%</td>
<td>Colombia</td>
<td>3</td>
</tr>
<tr>
<td>16</td>
<td>SHA-SZX</td>
<td>29,401</td>
<td>-</td>
<td>China</td>
<td>7</td>
</tr>
<tr>
<td>17</td>
<td>PEK-SHA</td>
<td>29,233</td>
<td>74.6%</td>
<td>China</td>
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</tr>
<tr>
<td>18</td>
<td>CGK-UPG</td>
<td>28,903</td>
<td>-</td>
<td>Indonesia</td>
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<tr>
<td>19</td>
<td>BLR-DEL</td>
<td>28,716</td>
<td>72.7%</td>
<td>India</td>
<td>7</td>
</tr>
<tr>
<td>20</td>
<td>JFK-LAX</td>
<td>26,286</td>
<td>79.9%</td>
<td>United States</td>
<td>5</td>
</tr>
</tbody>
</table>

Source: OAG
Key Observations:

- Eight of the busiest long-haul routes operate within the U.S.
- Indian routes from Delhi feature in both the short-haul and medium-haul categories.
- Three of the busiest medium-haul routes are domestic routes in China, starting or ending in Beijing.
- HNL-NRT has the highest OTP of these routes with just under 90% of flights operating on time.
### TOP 10 GLOBAL SHORT-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CJU-GMP</td>
<td>79,460</td>
<td>72.3%</td>
<td>7</td>
</tr>
<tr>
<td>2</td>
<td>MEL-SYD</td>
<td>54,102</td>
<td>72.2%</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>BOM-DEL</td>
<td>45,188</td>
<td>67.5%</td>
<td>6</td>
</tr>
<tr>
<td>4</td>
<td>CGH-SDU</td>
<td>39,747</td>
<td>83.6%</td>
<td>3</td>
</tr>
<tr>
<td>5</td>
<td>FUK-HND</td>
<td>39,406</td>
<td>83.3%</td>
<td>4</td>
</tr>
<tr>
<td>6</td>
<td>HAN-SGN</td>
<td>39,291</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>7</td>
<td>CTS-HND</td>
<td>39,271</td>
<td>82.5%</td>
<td>4</td>
</tr>
<tr>
<td>8</td>
<td>CGK-SUB</td>
<td>37,762</td>
<td>-</td>
<td>6</td>
</tr>
<tr>
<td>9</td>
<td>LAX-SFO</td>
<td>35,365</td>
<td>71.2%</td>
<td>5</td>
</tr>
<tr>
<td>10</td>
<td>JED-RUH</td>
<td>35,149</td>
<td>-</td>
<td>5</td>
</tr>
</tbody>
</table>

### TOP 10 GLOBAL MEDIUM-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>BLR-DEL</td>
<td>28,716</td>
<td>72.7%</td>
<td>7</td>
</tr>
<tr>
<td>2</td>
<td>JFK-LAX</td>
<td>26,286</td>
<td>79.9%</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>CTU-PEK</td>
<td>24,548</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>4</td>
<td>PEK-SZX</td>
<td>23,200</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>5</td>
<td>HND-OKA</td>
<td>22,473</td>
<td>73.1%</td>
<td>3</td>
</tr>
<tr>
<td>6</td>
<td>CAN-PEK</td>
<td>21,105</td>
<td>-</td>
<td>4</td>
</tr>
<tr>
<td>7</td>
<td>BKI-KUL</td>
<td>20,528</td>
<td>69.5%</td>
<td>3</td>
</tr>
<tr>
<td>8</td>
<td>LAX-SEA</td>
<td>19,778</td>
<td>80.1%</td>
<td>3</td>
</tr>
<tr>
<td>9</td>
<td>DEL-MAA</td>
<td>18,501</td>
<td>73.7%</td>
<td>4</td>
</tr>
<tr>
<td>10</td>
<td>LAX-ORD</td>
<td>16,612</td>
<td>78.0%</td>
<td>4</td>
</tr>
</tbody>
</table>

### TOP 10 GLOBAL LONG-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>JFK-SFO</td>
<td>15,587</td>
<td>73.7%</td>
<td>4</td>
</tr>
<tr>
<td>2</td>
<td>JFK-LHR</td>
<td>14,195</td>
<td>78.2%</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>HNL-LAX</td>
<td>11,628</td>
<td>84.6%</td>
<td>5</td>
</tr>
<tr>
<td>4</td>
<td>EWR-SFO</td>
<td>11,302</td>
<td>68.3%</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>BOS-LAX</td>
<td>11,262</td>
<td>79.9%</td>
<td>5</td>
</tr>
<tr>
<td>6</td>
<td>BOS-SFO</td>
<td>10,475</td>
<td>71.3%</td>
<td>4</td>
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<tr>
<td>7</td>
<td>HNL-NRT</td>
<td>7,644</td>
<td>89.8%</td>
<td>6</td>
</tr>
<tr>
<td>8</td>
<td>DXB-LHR</td>
<td>7,109</td>
<td>72.7%</td>
<td>3</td>
</tr>
<tr>
<td>9</td>
<td>LAX-LHR</td>
<td>6,677</td>
<td>78.8%</td>
<td>5</td>
</tr>
<tr>
<td>10</td>
<td>SIN-SYD</td>
<td>6,048</td>
<td>84.0%</td>
<td>4</td>
</tr>
</tbody>
</table>


### TOP 5 INTERNATIONAL CARRIERS BY ROUTE SUMMARY

#### Route: KUL-SIN
- **Operator**
  - AirAsia: 7,766 flights (26%)
  - Malaysia Airlines: 6,448 flights (21%)
  - SilkAir: 5,410 flights (18%)
  - Jetstar Asia: 3,108 flights (10%)
  - Malindo Airways: 2,920 flights (10%)
  - Scoot: 2,246 flights (7%)
  - Singapore Airlines: 1,774 flights (6%)
  - Ethiopian Airlines: 515 flights (2%)

#### Route: HKG-TPE
- **Operator**
  - Cathay Pacific Airways: 11,341 flights (40%)
  - China Airlines: 6,631 flights (23%)
  - EVA Airways: 6,204 flights (22%)
  - Hong Kong Airlines: 2,919 flights (10%)
  - Cathay Dragon: 1,352 flights (5%)

#### Route: CGK-SIN
- **Operator**
  - Garuda Indonesia: 6,452 flights (24%)
  - Singapore Airlines: 6,230 flights (23%)
  - Lion Air: 4,171 flights (15%)
  - Jetstar Asia: 2,936 flights (11%)
  - Indonesia AirAsia: 2,844 flights (11%)
  - Scoot: 2,250 flights (8%)
  - Batik Air: 2,163 flights (8%)

#### Route: HKG-PVG
- **Operator**
  - Cathay Dragon: 8,506 flights (41%)
  - China Eastern Airlines: 5,714 flights (28%)
  - Hong Kong Airlines: 2,920 flights (14%)
  - Cathay Pacific Airways: 2,152 flights (10%)
  - Spring Airlines: 1,386 flights (7%)

#### Route: CGK-KUL
- **Operator**
  - Malaysia Airlines: 4,998 flights (25%)
  - AirAsia: 4,167 flights (21%)
  - Lion Air: 2,767 flights (14%)
  - Indonesia AirAsia: 2,438 flights (12%)
  - Malindo Airways: 2,133 flights (11%)
  - Garuda Indonesia: 1,521 flights (8%)
  - Batik Air: 992 flights (5%)
  - KLM-Royal Dutch Airlines: 725 flights (4%)
TOP 5 DOMESTIC CARRIERS BY ROUTE SUMMARY

**Route**

- **CJU-GMP**
  - Flights: 79,460
  - Operators and Shares:
    - Asiana Airlines: 19,434 (24%)
    - Jeju Airlines: 14,286 (18%)
    - Korean Air: 11,909 (15%)
    - Jin Air: 11,290 (14%)
    - T'way Air: 9,405 (12%)
    - Eastar Jet: 9,231 (12%)
    - Air Busan: 3,906 (5%)

- **MEL-SYD**
  - Flights: 54,102
  - Operators and Shares:
    - Qantas Airways: 24,010 (44%)
    - Virgin Australia: 17,625 (33%)
    - Tigerair Australia: 6,279 (12%)
    - Jetstar Airways: 6,188 (11%)

- **BOM-DEL**
  - Flights: 45,188
  - Operators and Shares:
    - IndiGo: 11,772 (26%)
    - Jet Airways: 10,235 (23%)
    - Air India: 8,143 (18%)
    - Vistara: 6,756 (15%)
    - Go Air: 5,549 (12%)
    - SpiceJet: 2,733 (6%)

- **CGH-SDU**
  - Flights: 39,747
  - Operators and Shares:
    - GOL Linhas Aereas S.A.: 15,083 (38%)
    - LATAM Airlines Group: 16,708 (42%)
    - Avianca Brasil: 7,966 (20%)

- **FUK-HND**
  - Flights: 39,406
  - Operators and Shares:
    - All Nippon Airways: 13,087 (33%)
    - Japan Airlines: 12,424 (32%)
    - Skymark Airlines: 8,088 (21%)
    - Star Flyer: 5,807 (15%)
The scale and size of key trunk routes within Asia Pacific means these tables are almost exclusively focused on intra Asian routes.
## TOP 10 ASIA PACIFIC INTERNATIONAL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>KUL-SIN</td>
<td>30,187</td>
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<td>8</td>
</tr>
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<td>2</td>
<td>HKG-TPE</td>
<td>28,447</td>
<td>70.0%</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>CGK-SIN</td>
<td>27,046</td>
<td>80.7%</td>
<td>7</td>
</tr>
<tr>
<td>4</td>
<td>HKG-PVG</td>
<td>20,678</td>
<td>66.6%</td>
<td>5</td>
</tr>
<tr>
<td>5</td>
<td>CGK-KUL</td>
<td>19,741</td>
<td>63.9%</td>
<td>8</td>
</tr>
<tr>
<td>6</td>
<td>ICN-KIX</td>
<td>19,711</td>
<td>71.0%</td>
<td>8</td>
</tr>
<tr>
<td>7</td>
<td>HKG-ICN</td>
<td>15,770</td>
<td>71.4%</td>
<td>9</td>
</tr>
<tr>
<td>8</td>
<td>BKK-SIN</td>
<td>14,698</td>
<td>81.7%</td>
<td>9</td>
</tr>
<tr>
<td>9</td>
<td>BKK-HKG</td>
<td>14,556</td>
<td>71.3%</td>
<td>5</td>
</tr>
<tr>
<td>10</td>
<td>HKG-PEK</td>
<td>14,537</td>
<td>67.7%</td>
<td>4</td>
</tr>
</tbody>
</table>

Source: OAG

## TOP 10 ASIA PACIFIC DOMESTIC ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CJU-GMP</td>
<td>79,460</td>
<td>72.3%</td>
<td>7</td>
</tr>
<tr>
<td>2</td>
<td>MEL-SYD</td>
<td>54,102</td>
<td>72.2%</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>BOM-DEL</td>
<td>45,188</td>
<td>67.5%</td>
<td>6</td>
</tr>
<tr>
<td>4</td>
<td>FUK-HND</td>
<td>39,406</td>
<td>83.3%</td>
<td>4</td>
</tr>
<tr>
<td>5</td>
<td>HAN-SGN</td>
<td>39,291</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>6</td>
<td>CTS-HND</td>
<td>39,271</td>
<td>82.5%</td>
<td>4</td>
</tr>
<tr>
<td>7</td>
<td>CGK-SUB</td>
<td>37,762</td>
<td>-</td>
<td>6</td>
</tr>
<tr>
<td>8</td>
<td>BNE-SYD</td>
<td>33,443</td>
<td>79.1%</td>
<td>4</td>
</tr>
<tr>
<td>9</td>
<td>CGK-DPS</td>
<td>31,958</td>
<td>-</td>
<td>7</td>
</tr>
<tr>
<td>10</td>
<td>SHA-SZ</td>
<td>29,401</td>
<td>-</td>
<td>7</td>
</tr>
</tbody>
</table>

Source: OAG
SPOTLIGHT ON ASIA

With 15 of the world’s busiest international routes, and 13 of the world’s busiest domestic routes, we take a closer look at their characteristics.

Key Observations:

➤ The busiest routes in Asia Pacific typically have an average of seven carriers operating on them, unlike the U.S. and EMEA markets where there are 2 or 3 carriers.

➤ All of Asia Pacific’s busiest routes operate within Asia.

International Busiest Routes:

➤ The world’s busiest route is one of the shortest. At just 296km, you have barely taken off from Kuala Lumpur before you’re descending into Singapore. With a flight time of just over an hour, passengers can choose between 41 different flights every day, and eight different airlines. Most of these operate on narrowbody aircraft, but occasionally you’ll find an A330 or even an A350 operating on this high frequency city pair. Perhaps not what the manufacturer intended them for!

➤ As the routes get longer, we see the share of flights operated by larger aircraft increase.

➤ Hong Kong-Taipei is the exception to this. One of the world’s busiest trunk routes, this short hop of just 806 km has 39 daily departures from HKG. 77% of flights on this route operate on widebody aircraft, servicing the huge demand that exists for air travel between these two cities. Nearly half of these flights operate on A330-300’s, with a typical 289 seats on board. Another 15% operate on B777’s with a whopping 387 seats per flight.

➤ Half of these routes operate from one of Asia’s biggest hubs, Hong Kong. These busy routes squeeze in amongst the 499 flights that leave Hong Kong every day.

International Busiest Routes by Flights and Distance:
Domestic Busiest Routes:

- With nearly 80,000 flights in a year (that’s 219 departing flights every single day) on the busiest domestic route in the world, seven carriers fly passengers from South Korea’s capital, Seoul, just 451km across the Korea Strait to Jeju, with nearly two thirds on a variation of a B737 aircraft. The busiest route is also the shortest of the Top 10 domestic routes, taking just over an hour.
- Domestic routes on average have a higher share operated by narrowbody aircraft – 77% vs. international routes which have 55% of flights on narrowbody aircraft.
- Two routes, HAN-SGN and CTS-HND have higher than average rates of widebody aircraft operating the route, reflecting the demand on these busy international routes.

Domestic Busiest Routes by Flights and Distance:

- Seats by Route:
### TOP 10 ASIA PACIFIC SHORT-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CJU-GMP</td>
<td>79,460</td>
<td>72.3%</td>
<td>7</td>
</tr>
<tr>
<td>2</td>
<td>MEL-SYD</td>
<td>54,102</td>
<td>72.2%</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>BOM-Del</td>
<td>45,188</td>
<td>67.5%</td>
<td>6</td>
</tr>
<tr>
<td>4</td>
<td>FUK-HND</td>
<td>39,406</td>
<td>83.3%</td>
<td>4</td>
</tr>
<tr>
<td>5</td>
<td>HAN-SGN</td>
<td>39,291</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>6</td>
<td>CTS-HND</td>
<td>39,271</td>
<td>82.5%</td>
<td>4</td>
</tr>
<tr>
<td>7</td>
<td>CGK-SUB</td>
<td>37,762</td>
<td>-</td>
<td>7</td>
</tr>
<tr>
<td>8</td>
<td>BNE-SYD</td>
<td>33,443</td>
<td>79.1%</td>
<td>4</td>
</tr>
<tr>
<td>9</td>
<td>CGK-DPS</td>
<td>31,958</td>
<td>-</td>
<td>7</td>
</tr>
<tr>
<td>10</td>
<td>KUL-SIN</td>
<td>30,187</td>
<td>72.8%</td>
<td>8</td>
</tr>
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</table>

### TOP 10 ASIA PACIFIC MEDIUM-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>BLR-DEL</td>
<td>28,716</td>
<td>72.7%</td>
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</tr>
<tr>
<td>2</td>
<td>CTU-PEK</td>
<td>24,548</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>PEK-SZX</td>
<td>23,200</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>4</td>
<td>HND-OKA</td>
<td>22,473</td>
<td>73.1%</td>
<td>3</td>
</tr>
<tr>
<td>5</td>
<td>CAN-PEK</td>
<td>21,105</td>
<td>-</td>
<td>4</td>
</tr>
<tr>
<td>6</td>
<td>BKI-KUL</td>
<td>20,528</td>
<td>69.5%</td>
<td>3</td>
</tr>
<tr>
<td>7</td>
<td>DEL-MAA</td>
<td>18,501</td>
<td>73.7%</td>
<td>5</td>
</tr>
<tr>
<td>8</td>
<td>HKG-ICN</td>
<td>15,770</td>
<td>71.4%</td>
<td>9</td>
</tr>
<tr>
<td>9</td>
<td>BKK-HKG</td>
<td>14,556</td>
<td>71.3%</td>
<td>4</td>
</tr>
<tr>
<td>10</td>
<td>HKG-PEK</td>
<td>14,537</td>
<td>67.7%</td>
<td>5</td>
</tr>
</tbody>
</table>

### TOP 10 ASIA PACIFIC LONG-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>NRT-HNL</td>
<td>7,644</td>
<td>89.8%</td>
<td>6</td>
</tr>
<tr>
<td>2</td>
<td>SIN-SYD</td>
<td>6,048</td>
<td>84.0%</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>MEL-SIN</td>
<td>6,045</td>
<td>83.5%</td>
<td>4</td>
</tr>
<tr>
<td>4</td>
<td>ICN-SIN</td>
<td>5,702</td>
<td>74.5%</td>
<td>3</td>
</tr>
<tr>
<td>5</td>
<td>HND-SIN</td>
<td>5,235</td>
<td>91.7%</td>
<td>3</td>
</tr>
<tr>
<td>6</td>
<td>BKK-NRT</td>
<td>5,206</td>
<td>74.1%</td>
<td>3</td>
</tr>
<tr>
<td>7</td>
<td>BKK-HND</td>
<td>4,926</td>
<td>90.3%</td>
<td>3</td>
</tr>
<tr>
<td>8</td>
<td>DEL-SIN</td>
<td>4,528</td>
<td>78.3%</td>
<td>3</td>
</tr>
<tr>
<td>9</td>
<td>BNE-SIN</td>
<td>4,367</td>
<td>93.4%</td>
<td>3</td>
</tr>
<tr>
<td>10</td>
<td>NRT-SIN</td>
<td>4,328</td>
<td>89.0%</td>
<td>4</td>
</tr>
</tbody>
</table>
With the exception of one route, all of the busiest international routes operate to and from destinations within North America.
### Top 10 North America International Routes

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>LGA-YYZ</td>
<td>17,038</td>
<td>54.9%</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>JFK-LHR</td>
<td>14,195</td>
<td>78.2%</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>ORD-YYZ</td>
<td>13,503</td>
<td>64.0%</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>LGA-YUL</td>
<td>10,839</td>
<td>65.6%</td>
<td>3</td>
</tr>
<tr>
<td>5</td>
<td>ATL-YYZ</td>
<td>7,760</td>
<td>72.9%</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>EWR-YYZ</td>
<td>7,653</td>
<td>56.1%</td>
<td>2</td>
</tr>
<tr>
<td>7</td>
<td>LAX-YVR</td>
<td>6,955</td>
<td>72.1%</td>
<td>3</td>
</tr>
<tr>
<td>8</td>
<td>ORD-YUL</td>
<td>6,446</td>
<td>63.9%</td>
<td>3</td>
</tr>
<tr>
<td>9</td>
<td>PHL-YYZ</td>
<td>6,215</td>
<td>60.3%</td>
<td>2</td>
</tr>
<tr>
<td>10</td>
<td>SFO-YVR</td>
<td>6,191</td>
<td>64.0%</td>
<td>3</td>
</tr>
</tbody>
</table>

### Top 10 North America Domestic Routes

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>LAX-SFO</td>
<td>35,365</td>
<td>71.2%</td>
<td>5</td>
</tr>
<tr>
<td>2</td>
<td>JFK-LAX</td>
<td>26,286</td>
<td>79.9%</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>LGA-ORD</td>
<td>24,188</td>
<td>66.9%</td>
<td>4</td>
</tr>
<tr>
<td>4</td>
<td>LAS-LAX</td>
<td>23,783</td>
<td>79.9%</td>
<td>6</td>
</tr>
<tr>
<td>5</td>
<td>BOS-LGA</td>
<td>20,426</td>
<td>73.3%</td>
<td>3</td>
</tr>
<tr>
<td>6</td>
<td>HNL-OGG</td>
<td>19,905</td>
<td>93.5%</td>
<td>1</td>
</tr>
<tr>
<td>7</td>
<td>LAX-SEA</td>
<td>19,778</td>
<td>80.1%</td>
<td>3</td>
</tr>
<tr>
<td>8</td>
<td>ATL-LGA</td>
<td>19,203</td>
<td>76.9%</td>
<td>4</td>
</tr>
<tr>
<td>9</td>
<td>SEA-SFO</td>
<td>19,070</td>
<td>67.6%</td>
<td>4</td>
</tr>
<tr>
<td>10</td>
<td>YVR-YYC</td>
<td>18,964</td>
<td>79.7%</td>
<td>2</td>
</tr>
</tbody>
</table>

*Data for Virgin America (VX) has been included in Alaska Airlines (AS) data.
Key Observations:

- Air Canada is the largest operator of capacity on six of the Top 10 international routes, with America, BA, Delta and United each being the largest operator for one of the other Top 10 routes.

- The largest route in the Top 10 which isn’t between Canada and the US is JFK-LHR. With four operators there is more competition than on the busiest transborder routes, and these airlines operate over 19 flights a day on average.

- All but one of the Top 10 domestic routes in North America are within the U.S.

- The busiest domestic route in North America is LAX-SFO, one of three routes in the Top 10 which serve the US West Coast. The others are LAX-SEA (ranked 7th) and SEA-SFO (ranked 9th).

- The shortest is HNL-OGG, an intra Hawaii route between islands which is only 162km (101 miles) in distance but sees an average of 54 flights a day. The only operator is Hawaiian Airlines which manages a very high OTP of 93.5%.

- Half of the Top 10 long-haul routes are also domestic U.S. routes.
### TOP 10 NORTH AMERICA SHORT-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>LAX-SFO</td>
<td>35,365</td>
<td>71.2%</td>
<td>5</td>
</tr>
<tr>
<td>2</td>
<td>LGA-ORD</td>
<td>24,188</td>
<td>66.9%</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>LAS-LAX</td>
<td>23,783</td>
<td>79.9%</td>
<td>6</td>
</tr>
<tr>
<td>4</td>
<td>BOS-LGA</td>
<td>20,426</td>
<td>73.3%</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>HNL-OGG</td>
<td>19,905</td>
<td>93.5%</td>
<td>1</td>
</tr>
<tr>
<td>6</td>
<td>ATL-LGA</td>
<td>19,203</td>
<td>76.9%</td>
<td>4</td>
</tr>
<tr>
<td>7</td>
<td>SEA-SFO</td>
<td>19,070</td>
<td>67.6%</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>YVR-YYC</td>
<td>18,964</td>
<td>79.7%</td>
<td>2</td>
</tr>
<tr>
<td>9</td>
<td>ATL-MCO</td>
<td>18,716</td>
<td>81.6%</td>
<td>5</td>
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<tr>
<td>10</td>
<td>LAX-SJC</td>
<td>17,860</td>
<td>78.7%</td>
<td>4</td>
</tr>
</tbody>
</table>

Source: OAG

### TOP 10 NORTH AMERICA MEDIUM-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>JFK-LAX</td>
<td>26,286</td>
<td>79.9%</td>
<td>5</td>
</tr>
<tr>
<td>2</td>
<td>LAX-SEA</td>
<td>19,778</td>
<td>80.1%</td>
<td>3</td>
</tr>
<tr>
<td>3</td>
<td>LAX-ORD</td>
<td>16,612</td>
<td>78.0%</td>
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<tr>
<td>4</td>
<td>YVR-YYZ</td>
<td>15,251</td>
<td>66.9%</td>
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</tr>
<tr>
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<td>DFW-LAX</td>
<td>14,098</td>
<td>81.0%</td>
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</tr>
<tr>
<td>6</td>
<td>EWR-MCO</td>
<td>13,997</td>
<td>67.5%</td>
<td>4</td>
</tr>
<tr>
<td>7</td>
<td>ORD-SFO</td>
<td>13,855</td>
<td>71.3%</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>ATL-BOS</td>
<td>13,723</td>
<td>75.7%</td>
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</tr>
<tr>
<td>9</td>
<td>ANC-SEA</td>
<td>13,548</td>
<td>86.6%</td>
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<tr>
<td>10</td>
<td>DEN-SEA</td>
<td>13,228</td>
<td>80.0%</td>
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</tbody>
</table>

Source: OAG

### TOP 10 NORTH AMERICA LONG-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>JFK-SFO</td>
<td>15,587</td>
<td>73.7%</td>
<td>4</td>
</tr>
<tr>
<td>2</td>
<td>JFK-LHR</td>
<td>14,195</td>
<td>78.2%</td>
<td>4</td>
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<tr>
<td>3</td>
<td>HNL-LAX</td>
<td>11,628</td>
<td>84.6%</td>
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</tr>
<tr>
<td>4</td>
<td>EWR-SFO</td>
<td>11,302</td>
<td>68.3%</td>
<td></td>
</tr>
<tr>
<td>5</td>
<td>BOS-LAX</td>
<td>11,262</td>
<td>79.9%</td>
<td>5</td>
</tr>
<tr>
<td>6</td>
<td>BOS-SFO</td>
<td>10,475</td>
<td>71.3%</td>
<td></td>
</tr>
<tr>
<td>7</td>
<td>HNL-NRT</td>
<td>7,644</td>
<td>89.8%</td>
<td></td>
</tr>
<tr>
<td>8</td>
<td>LAX-LHR</td>
<td>6,677</td>
<td>78.8%</td>
<td></td>
</tr>
<tr>
<td>9</td>
<td>LHR-ORD</td>
<td>6,036</td>
<td>75.6%</td>
<td></td>
</tr>
<tr>
<td>10</td>
<td>EWR-LHR</td>
<td>5,726</td>
<td>76.8%</td>
<td></td>
</tr>
</tbody>
</table>

Source: OAG
All of Europe’s busiest routes operate to and from destinations within Europe.
## TOP 10 EUROPE INTERNATIONAL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>LHR-JFK</td>
<td>14,195</td>
<td>78.2%</td>
<td>4</td>
</tr>
<tr>
<td>2</td>
<td>DUB-LHR</td>
<td>13,855</td>
<td>76.7%</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>AMS-LHR</td>
<td>13,115</td>
<td>79.9%</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>ARN-OSL</td>
<td>12,841</td>
<td>75.2%</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>ARN-CPH</td>
<td>12,679</td>
<td>76.5%</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>CPH-OSL</td>
<td>12,383</td>
<td>81.5%</td>
<td>4</td>
</tr>
<tr>
<td>7</td>
<td>LIS-MAD</td>
<td>11,843</td>
<td>67.6%</td>
<td>3</td>
</tr>
<tr>
<td>8</td>
<td>ARN-HEL</td>
<td>11,653</td>
<td>74.2%</td>
<td>2</td>
</tr>
<tr>
<td>9</td>
<td>LHR-MUC</td>
<td>10,282</td>
<td>70.5%</td>
<td>4</td>
</tr>
<tr>
<td>10</td>
<td>BCN-LGW</td>
<td>10,185</td>
<td>66.0%</td>
<td>2</td>
</tr>
</tbody>
</table>

*Data for carriers in the Norwegian group has been combined.

## TOP 10 EUROPE DOMESTIC ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers*</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>BCN-MAD</td>
<td>18,812</td>
<td>82.1%</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>LED-SVO</td>
<td>17,722</td>
<td>85.3%</td>
<td>3</td>
</tr>
<tr>
<td>3</td>
<td>ADB-IST</td>
<td>17,685</td>
<td>80.4%</td>
<td>4</td>
</tr>
<tr>
<td>4</td>
<td>FRA-TXL</td>
<td>17,591</td>
<td>72.7%</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>ADB-SAW</td>
<td>17,424</td>
<td>84.3%</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>ORY-TLS</td>
<td>17,081</td>
<td>84.6%</td>
<td>2</td>
</tr>
<tr>
<td>7</td>
<td>OSL-TRD</td>
<td>16,940</td>
<td>82.0%</td>
<td>2</td>
</tr>
<tr>
<td>8</td>
<td>AYT-SAW</td>
<td>16,767</td>
<td>79.9%</td>
<td>3</td>
</tr>
<tr>
<td>9</td>
<td>ESB-SAW</td>
<td>16,715</td>
<td>79.9%</td>
<td>2</td>
</tr>
<tr>
<td>10</td>
<td>BGO-OSL</td>
<td>16,451</td>
<td>81.8%</td>
<td>2</td>
</tr>
</tbody>
</table>

*Data for carriers in the Norwegian group has been combined.
EUROPE

Key Observations:

✿ Four of the Top 10 busiest international routes originate or depart from LHR.

✿ Short-haul routes in Europe are dominated by some of the biggest countries or those where geography dictates that air travel is the only viable option - there are four short and medium routes which start or end in Russia, and four which start or end in Turkey.

✿ Six of the Top 10 busiest long-haul routes operate between Europe and the U.S.

✿ Whilst there is an overall average of three carriers per route in Europe, there are several with four carriers, including some Canary Islands routes operating to mainland Spain.
### TOP 10 EUROPE SHORT-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>BCN-MAD</td>
<td>18,812</td>
<td>82.1%</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>LED-SVO</td>
<td>17,722</td>
<td>85.3%</td>
<td>3</td>
</tr>
<tr>
<td>3</td>
<td>ADB-IST</td>
<td>17,685</td>
<td>80.4%</td>
<td>4</td>
</tr>
<tr>
<td>4</td>
<td>FRA-TXL</td>
<td>17,591</td>
<td>72.7%</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>ADB-SAW</td>
<td>17,424</td>
<td>84.3%</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>ORY-TLS</td>
<td>17,081</td>
<td>84.6%</td>
<td>2</td>
</tr>
<tr>
<td>7</td>
<td>OSL-TRD</td>
<td>16,940</td>
<td>82.0%</td>
<td>2</td>
</tr>
<tr>
<td>8</td>
<td>AYT-SAW</td>
<td>16,767</td>
<td>79.9%</td>
<td>3</td>
</tr>
<tr>
<td>9</td>
<td>ESB-SAW</td>
<td>16,715</td>
<td>79.9%</td>
<td>2</td>
</tr>
<tr>
<td>10</td>
<td>BGO-OSL</td>
<td>16,451</td>
<td>81.8%</td>
<td>2</td>
</tr>
</tbody>
</table>

### TOP 10 EUROPE MEDIUM-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>LPA-MAD</td>
<td>9,036</td>
<td>86.1%</td>
<td>4</td>
</tr>
<tr>
<td>2</td>
<td>MAD-TFN</td>
<td>8,563</td>
<td>85.7%</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>IKA-IST</td>
<td>6,904</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>4</td>
<td>AGP-LGW</td>
<td>6,734</td>
<td>76.1%</td>
<td>3</td>
</tr>
<tr>
<td>5</td>
<td>CDG-SVO</td>
<td>6,519</td>
<td>71.3%</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>PRG-SVO</td>
<td>6,457</td>
<td>77.7%</td>
<td>3</td>
</tr>
<tr>
<td>7</td>
<td>LHR-LIS</td>
<td>6,161</td>
<td>63.9%</td>
<td>2</td>
</tr>
<tr>
<td>8</td>
<td>FRA-LIS</td>
<td>5,849</td>
<td>62.4%</td>
<td>3</td>
</tr>
<tr>
<td>9</td>
<td>AMS-LIS</td>
<td>5,546</td>
<td>64.4%</td>
<td>4</td>
</tr>
<tr>
<td>10</td>
<td>EVN-SVO</td>
<td>5,467</td>
<td>90.1%</td>
<td>2</td>
</tr>
</tbody>
</table>

### TOP 10 EUROPE LONG-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>JFK-LHR</td>
<td>14,195</td>
<td>78.2%</td>
<td>4</td>
</tr>
<tr>
<td>2</td>
<td>DXB-LHR</td>
<td>7,109</td>
<td>72.7%</td>
<td>3</td>
</tr>
<tr>
<td>3</td>
<td>LAX-LHR</td>
<td>6,677</td>
<td>78.8%</td>
<td>5</td>
</tr>
<tr>
<td>4</td>
<td>LHR-ORD</td>
<td>6,036</td>
<td>75.6%</td>
<td>3</td>
</tr>
<tr>
<td>5</td>
<td>EWR-LHR</td>
<td>5,726</td>
<td>76.8%</td>
<td>3</td>
</tr>
<tr>
<td>6</td>
<td>HKG-LHR</td>
<td>5,677</td>
<td>74.0%</td>
<td>3</td>
</tr>
<tr>
<td>7</td>
<td>LHR-SIN</td>
<td>5,050</td>
<td>74.3%</td>
<td>3</td>
</tr>
<tr>
<td>8</td>
<td>CDG-JFK</td>
<td>5,021</td>
<td>70.7%</td>
<td>4</td>
</tr>
<tr>
<td>9</td>
<td>DEL-LHR</td>
<td>4,410</td>
<td>76.4%</td>
<td>4</td>
</tr>
<tr>
<td>10</td>
<td>IAD-LHR</td>
<td>4,438</td>
<td>79.0%</td>
<td>3</td>
</tr>
</tbody>
</table>
With the exception of SJU-MCO, the remaining nine busiest international routes in Latin America operate within the region.
### TOP 10 LATIN AMERICA INTERNATIONAL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>LIM-SCL</td>
<td>10,369</td>
<td>85.3%</td>
<td>4</td>
</tr>
<tr>
<td>2</td>
<td>SJU-MCO</td>
<td>9,446</td>
<td>74.8%</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>GRU-SCL</td>
<td>8,812</td>
<td>81.7%</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>BOG-PTY</td>
<td>7,327</td>
<td>87.3%</td>
<td>2</td>
</tr>
<tr>
<td>5</td>
<td>PTY-SJO</td>
<td>7,276</td>
<td>91.0%</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>EZE-GRU</td>
<td>7,019</td>
<td>75.1%</td>
<td>6</td>
</tr>
<tr>
<td>7</td>
<td>EZE-SCL</td>
<td>6,603</td>
<td>82.4%</td>
<td>4</td>
</tr>
<tr>
<td>8</td>
<td>EZE-GIG</td>
<td>5,093</td>
<td>81.6%</td>
<td>4</td>
</tr>
<tr>
<td>9</td>
<td>AEP-MVD</td>
<td>4,868</td>
<td>83.5%</td>
<td>2</td>
</tr>
<tr>
<td>10</td>
<td>CUN-PTY</td>
<td>4,862</td>
<td>92.3%</td>
<td>1</td>
</tr>
</tbody>
</table>

Source: OAG

### TOP 10 LATIN AMERICA DOMESTIC ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CGH-SDU</td>
<td>39,747</td>
<td>83.6%</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>CUZ-LIM</td>
<td>32,095</td>
<td>-</td>
<td>6</td>
</tr>
<tr>
<td>3</td>
<td>BOG-MDE</td>
<td>31,279</td>
<td>69.4%</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>CUN-MEX</td>
<td>26,019</td>
<td>81.6%</td>
<td>4</td>
</tr>
<tr>
<td>5</td>
<td>BOG-CLO</td>
<td>21,553</td>
<td>63.7%</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>BOG-CTG</td>
<td>21,280</td>
<td>69.9%</td>
<td>3</td>
</tr>
<tr>
<td>7</td>
<td>MEX-MTY</td>
<td>20,862</td>
<td>77.7%</td>
<td>4</td>
</tr>
<tr>
<td>8</td>
<td>GDL-MEX</td>
<td>19,570</td>
<td>78.0%</td>
<td>4</td>
</tr>
<tr>
<td>9</td>
<td>BSB-CGH</td>
<td>16,716</td>
<td>86.2%</td>
<td>3</td>
</tr>
<tr>
<td>10</td>
<td>GRU-POA</td>
<td>16,126</td>
<td>80.8%</td>
<td>4</td>
</tr>
</tbody>
</table>

Source: OAG
Key Observations:

醨 The busiest international route in Latin America is LIM-SCL with over 10,000 flights each year, and services by four carriers. LATAM Airlines Group dominates capacity, operating the planes that carry 71% of seats.

醨 The Top 10 Latin American busiest route with the highest OTP is PTY-SJO with 91% of flights on time. 90% of flights are operated by COPA.

醨 While most the Top 10 busiest routes have four or fewer airlines flying the route, EZE-GRU has six scheduled carriers.

береж Three of the Top 10 busiest domestic operate within Brazil, three in Mexico and three in Colombia.

береж Demonstrating LATAM’s significant presence across the Continent, LATAM Airlines Group flies on five of the Top 10 international busiest routes in Latin America, and seven of the Top 10 busiest domestic routes.

береж Among the Top 10 busiest long-haul routes, eight are to destinations outside Latin America with two being flights to MIA (US), three to MAD (Spain) and two to ORY (France).
### TOP 10 LATIN AMERICA SHORT-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>CGH-SDU</td>
<td>39,747</td>
<td>83.6%</td>
<td>4</td>
</tr>
<tr>
<td>2</td>
<td>CUZ-LIM</td>
<td>32,095</td>
<td>-</td>
<td>6</td>
</tr>
<tr>
<td>3</td>
<td>BOG-MDE</td>
<td>31,279</td>
<td>69.4%</td>
<td>4</td>
</tr>
<tr>
<td>4</td>
<td>CUN-MEX</td>
<td>26,019</td>
<td>81.6%</td>
<td>4</td>
</tr>
<tr>
<td>5</td>
<td>BOG-CLO</td>
<td>21,553</td>
<td>63.7%</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>BOG-CTG</td>
<td>21,280</td>
<td>69.9%</td>
<td>3</td>
</tr>
<tr>
<td>7</td>
<td>MEX-MTY</td>
<td>20,862</td>
<td>77.7%</td>
<td>4</td>
</tr>
<tr>
<td>8</td>
<td>GDL-MEX</td>
<td>19,570</td>
<td>78.0%</td>
<td>4</td>
</tr>
<tr>
<td>9</td>
<td>BSB-CGH</td>
<td>16,716</td>
<td>86.2%</td>
<td>4</td>
</tr>
<tr>
<td>10</td>
<td>GRU-POA</td>
<td>16,126</td>
<td>80.8%</td>
<td>5</td>
</tr>
</tbody>
</table>

### TOP 10 LATIN AMERICA MEDIUM-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>GRU-REC</td>
<td>12,563</td>
<td>79.0%</td>
<td>4</td>
</tr>
<tr>
<td>2</td>
<td>MEX-TIJ</td>
<td>11,215</td>
<td>80.9%</td>
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</tr>
<tr>
<td>3</td>
<td>GDL-TIJ</td>
<td>11,029</td>
<td>-</td>
<td>4</td>
</tr>
<tr>
<td>4</td>
<td>FOR-GRU</td>
<td>11,008</td>
<td>80.1%</td>
<td>3</td>
</tr>
<tr>
<td>5</td>
<td>LIM-SCL</td>
<td>10,369</td>
<td>85.3%</td>
<td>4</td>
</tr>
<tr>
<td>6</td>
<td>GRU-SCL</td>
<td>8,812</td>
<td>81.7%</td>
<td>3</td>
</tr>
<tr>
<td>7</td>
<td>EZE-GRU</td>
<td>7,019</td>
<td>75.1%</td>
<td>6</td>
</tr>
<tr>
<td>8</td>
<td>PUQ-SCL</td>
<td>5,546</td>
<td>-</td>
<td>3</td>
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<tr>
<td>9</td>
<td>ARI-SCL</td>
<td>5,409</td>
<td>85.5%</td>
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</tr>
<tr>
<td>10</td>
<td>CUN-GDL</td>
<td>5,302</td>
<td>-</td>
<td>4</td>
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### TOP 10 LATIN AMERICA LONG-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>GRU-PTY</td>
<td>3,963</td>
<td>89.4%</td>
<td>1</td>
</tr>
<tr>
<td>2</td>
<td>GRU-MIA</td>
<td>3,948</td>
<td>75.4%</td>
<td>3</td>
</tr>
<tr>
<td>3</td>
<td>EZE-MIA</td>
<td>3,910</td>
<td>76.3%</td>
<td>3</td>
</tr>
<tr>
<td>4</td>
<td>PTY-SCL</td>
<td>3,711</td>
<td>85.8%</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>BOG-MAD</td>
<td>3,568</td>
<td>42.4%</td>
<td>3</td>
</tr>
<tr>
<td>6</td>
<td>ORY-PTP</td>
<td>3,263</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>7</td>
<td>EZE-MAD</td>
<td>3,166</td>
<td>80.7%</td>
<td>3</td>
</tr>
<tr>
<td>8</td>
<td>MAD-MEX</td>
<td>3,006</td>
<td>76.3%</td>
<td>2</td>
</tr>
<tr>
<td>9</td>
<td>FDF-ORY</td>
<td>2,951</td>
<td>-</td>
<td>3</td>
</tr>
<tr>
<td>10</td>
<td>GRU-JFK</td>
<td>2,880</td>
<td>-</td>
<td>4</td>
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</tbody>
</table>
Almost all of the busiest routes operate between points in the Middle East.
### TOP 10 MIDDLE EAST AND AFRICA INTERNATIONAL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>DXB-KWI</td>
<td>14,581</td>
<td>82.5%</td>
<td>4</td>
</tr>
<tr>
<td>2</td>
<td>DXB-MCT</td>
<td>12,680</td>
<td>79.9%</td>
<td>5</td>
</tr>
<tr>
<td>3</td>
<td>BAH-DXB</td>
<td>12,576</td>
<td>77.2%</td>
<td>4</td>
</tr>
<tr>
<td>4</td>
<td>DXB-RUH</td>
<td>12,550</td>
<td>77.9%</td>
<td>5</td>
</tr>
<tr>
<td>5</td>
<td>CAI-JED</td>
<td>12,162</td>
<td>64.7%</td>
<td>3</td>
</tr>
<tr>
<td>6</td>
<td>BOM-DXB</td>
<td>12,040</td>
<td>76.4%</td>
<td>3</td>
</tr>
<tr>
<td>7</td>
<td>DXB-JED</td>
<td>10,491</td>
<td>79.2%</td>
<td>4</td>
</tr>
<tr>
<td>8</td>
<td>DEL-DXB</td>
<td>10,218</td>
<td>78.8%</td>
<td>7</td>
</tr>
<tr>
<td>9</td>
<td>DOH-KWI</td>
<td>9,748</td>
<td>79.6%</td>
<td>3</td>
</tr>
<tr>
<td>10</td>
<td>DOH-MCT</td>
<td>8,846</td>
<td>84.7%</td>
<td>3</td>
</tr>
</tbody>
</table>

### TOP 10 MIDDLE EAST AND AFRICA DOMESTIC ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Flights</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>JED-RUH</td>
<td>35,148</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>2</td>
<td>CPT-JNB</td>
<td>33,706</td>
<td>82.3%</td>
<td>6</td>
</tr>
<tr>
<td>3</td>
<td>DUR-JNB</td>
<td>22,357</td>
<td>81.8%</td>
<td>5</td>
</tr>
<tr>
<td>4</td>
<td>MHD-THR</td>
<td>20,176</td>
<td>-</td>
<td>10</td>
</tr>
<tr>
<td>5</td>
<td>AHB-RUH</td>
<td>15,689</td>
<td>86.1%</td>
<td>4</td>
</tr>
<tr>
<td>6</td>
<td>ABV-LOS</td>
<td>14,643</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>7</td>
<td>DMM-JED</td>
<td>13,488</td>
<td>88.6%</td>
<td>4</td>
</tr>
<tr>
<td>8</td>
<td>AHB-JED</td>
<td>12,834</td>
<td>85.2%</td>
<td>4</td>
</tr>
<tr>
<td>9</td>
<td>DMM-RUH</td>
<td>12,684</td>
<td>88.3%</td>
<td>3</td>
</tr>
<tr>
<td>10</td>
<td>SYZ-THR</td>
<td>11,918</td>
<td>-</td>
<td>6</td>
</tr>
</tbody>
</table>
Key Observations:

† Five of the Top 10 busiest international routes in the region are all between DXB and other major regional cities in the Middle East - KWI, MCT, BAH, JED and RUH. None of these routes are more than 900km.

† Five of the Top 10 busiest domestic routes in the Middle East and Africa are in Saudi Arabia, connecting the cities served by JED, DMM, RUH and AHB.

† The other Top 10 busiest domestic routes are in South Africa (2), Iran (2) and Nigeria.

† The Top 10 busiest long-haul routes in the Middle East and Africa are typically longer than in other regions of the world, with the longest route being JNB-LHR at 9,076km. The average length of the Top 10 busiest long-haul routes is just under 6,000km.
### TOP 10 MIDDLE EAST AND AFRICA SHORT-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Short Haul</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>JED-RUH</td>
<td>35,149</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>2</td>
<td>CPT-JNB</td>
<td>33,708</td>
<td>82.3%</td>
<td>6</td>
</tr>
<tr>
<td>3</td>
<td>DUR-JNB</td>
<td>22,346</td>
<td>81.8%</td>
<td>5</td>
</tr>
<tr>
<td>4</td>
<td>MHD-THR</td>
<td>20,176</td>
<td>-</td>
<td>10</td>
</tr>
<tr>
<td>5</td>
<td>AHB-RUH</td>
<td>15,689</td>
<td>86.1%</td>
<td>4</td>
</tr>
<tr>
<td>6</td>
<td>ABV-LOS</td>
<td>14,637</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>7</td>
<td>DXB-KWI</td>
<td>14,581</td>
<td>82.5%</td>
<td>4</td>
</tr>
<tr>
<td>8</td>
<td>DMM-JED</td>
<td>13,489</td>
<td>88.6%</td>
<td>4</td>
</tr>
<tr>
<td>9</td>
<td>AHB-JED</td>
<td>12,834</td>
<td>85.2%</td>
<td>4</td>
</tr>
<tr>
<td>10</td>
<td>DMM-RUH</td>
<td>12,684</td>
<td>88.3%</td>
<td>4</td>
</tr>
</tbody>
</table>

### TOP 10 MIDDLE EAST AND AFRICA MEDIUM-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Medium Haul</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>BOM-DXB</td>
<td>12,038</td>
<td>76.4%</td>
<td>7</td>
</tr>
<tr>
<td>2</td>
<td>DXB-JED</td>
<td>10,491</td>
<td>79.2%</td>
<td>4</td>
</tr>
<tr>
<td>3</td>
<td>DEL-DXB</td>
<td>10,218</td>
<td>78.8%</td>
<td>7</td>
</tr>
<tr>
<td>4</td>
<td>IKA-IST</td>
<td>6,904</td>
<td>-</td>
<td>5</td>
</tr>
<tr>
<td>5</td>
<td>CAI-RUH</td>
<td>6,402</td>
<td>61.5%</td>
<td>3</td>
</tr>
<tr>
<td>6</td>
<td>CAI-KWI</td>
<td>5,902</td>
<td>66.8%</td>
<td>3</td>
</tr>
<tr>
<td>7</td>
<td>AMM-DXB</td>
<td>5,688</td>
<td>86.9%</td>
<td>3</td>
</tr>
<tr>
<td>8</td>
<td>BEY-DXB</td>
<td>5,635</td>
<td>78.4%</td>
<td>3</td>
</tr>
<tr>
<td>9</td>
<td>BEY-DOH</td>
<td>4,114</td>
<td>83.0%</td>
<td>2</td>
</tr>
<tr>
<td>10</td>
<td>JED-MCT</td>
<td>3,530</td>
<td>-</td>
<td>2</td>
</tr>
</tbody>
</table>

### TOP 10 MIDDLE EAST AND AFRICA LONG-HAUL ROUTES

<table>
<thead>
<tr>
<th>Rank</th>
<th>Route</th>
<th>Long Haul</th>
<th>Route OTP</th>
<th>Carriers</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>DXB-LHR</td>
<td>7,109</td>
<td>72.7%</td>
<td>3</td>
</tr>
<tr>
<td>2</td>
<td>BKK-DXB</td>
<td>4,983</td>
<td>77.2%</td>
<td>2</td>
</tr>
<tr>
<td>3</td>
<td>BKK-DOH</td>
<td>4,564</td>
<td>79.0%</td>
<td>1</td>
</tr>
<tr>
<td>4</td>
<td>DOH-LHR</td>
<td>4,376</td>
<td>79.6%</td>
<td>1</td>
</tr>
<tr>
<td>5</td>
<td>DXB-HKG</td>
<td>3,648</td>
<td>78.5%</td>
<td>2</td>
</tr>
<tr>
<td>6</td>
<td>DXB-SIN</td>
<td>3,629</td>
<td>80.5%</td>
<td>2</td>
</tr>
<tr>
<td>7</td>
<td>JNB-LHR</td>
<td>3,384</td>
<td>73.2%</td>
<td>3</td>
</tr>
<tr>
<td>8</td>
<td>DXB-MNL</td>
<td>3,292</td>
<td>59.7%</td>
<td>3</td>
</tr>
<tr>
<td>9</td>
<td>CGK-JED</td>
<td>3,015</td>
<td>-</td>
<td>2</td>
</tr>
<tr>
<td>10</td>
<td>AUH-LHR</td>
<td>2,952</td>
<td>79.5%</td>
<td>2</td>
</tr>
</tbody>
</table>
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