



# CIRIUM AIRLINE PASSENGER RANKINGS FOR 2021



# Airline Traffic Ranking 2021

Cirium's analysis of the world's leading airlines in 2021 reveals just how dramatically the COVID-19 crisis has altered the aviation landscape over the past two years.

After the devastating collapse of passenger traffic in 2020, it was just about inevitable that the world's airlines would start to see the numbers recover in 2021. Analysis of Cirium's 2021 World Airline Passenger Rankings indeed shows that momentum is now building, even if volumes still remain far from pre-pandemic levels. Perhaps more significant are the clues that the analysis provides to the shape and potential speed of the recovery now in motion.

The ranking itself is based on the annual system-wide traffic returns for over 600 airline operations tracked in the Cirium airline database – a level of coverage that makes it among the most complete available. Over the decades the database has powered a range of analytics across the industry, but this year marks an

important milestone in that it is the first time that Cirium has published a ranking under its own name.

Most striking from the figures is the sheer extent of the traffic collapse. From a high-point of nearly 4.7 billion journeys recorded in 2019, passenger numbers fell by more than 60% in 2020. At the worst point in April the airline industry was recording the loss of close to 90% of travelers. Even after a 29% hike in 2021 passenger numbers ended the year at 2.3 billion, still only about half of their pre-COVID levels.

The decline is starker still for traffic figures measured in Revenue Passenger Kilometers (RPKs). Due to the relatively steeper decline of long-haul flying – across borders with increasing levels of

## Passenger traffic by region 2019-2021

Airline region	Passenger traffic (RPK bn)			Seat capacity		Load factor (%)			Passengers (m)		
	2021	21 v 20	21 vs 19	21 v 20	21 v 19	2021	21 v 20	21 v 19	2021	21 v 20	21 v 19
North America	1,166	75%	-40%	40%	-32%	73%	+15	-11	679	76%	-33%
Asia Pacific	1,038	-14%	-66%	-9%	-58%	64%	-4	-18	777	-4%	-54%
Europe	1,035	40%	-59%	37%	-50%	70%	+2	-15	575	43%	-55%
Middle East	280	90%	-64%	62%	-51%	56%	+8	-20	90	51%	-62%
Latin America	236	36%	-49%	29%	-50%	83%	+4	+0	186	48%	-41%
Africa	72	21%	-64%	16%	-58%	62%	+2	-11	39	28%	-61%
<b>WORLD</b>	<b>3,826</b>	<b>28%</b>	<b>-57%</b>	<b>21%</b>	<b>-49%</b>	<b>68%</b>	<b>+4</b>	<b>-14</b>	<b>2,346</b>	<b>29%</b>	<b>-50%</b>



restriction – traffic fell a full two-thirds in 2020 and a year later was still some 57% below the 2019 peak.

It is hard to overstate just how unprecedented this collapse has been. As shown by ICAO records stretching back nearly a century, global traffic had only fallen on three previous occasions before COVID struck. First was in the 1991 recession when traffic dipped by 2.6% but then rebounded. In the aftermath of 9/11 in 2001, traffic again fell by 2.9% and took three more years to hit a new peak. Finally, the financial collapse resulted in a more modest 1.1% decline for 2009, but again growth had resumed within a year. The depth and length of the current crisis makes it different in kind. Global traffic figures seem unlikely to make a full recovery until sometime during 2025, five years since it began, and that is without factoring in the potential for any economic downturn that may be yet to come.

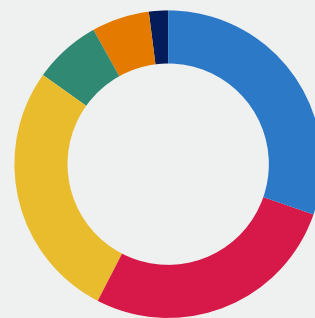
Impact from the pandemic has also been more universal than previous traffic declines. As COVID rapidly worked its way around the world during the first few months of 2020, the resulting impact was relatively uniform. The main standout was among Middle-Eastern carriers who saw 80% of traffic disappear from their long-haul, and often highly connected networks. Elsewhere traffic declines were grouped around the 60-70% mark.

But the recovery in 2021 has since been less even. By the end of last year, North America’s airlines had reduced their traffic decline to 40% against 2021 and

**Share of passenger traffic (RPK) by airline region**

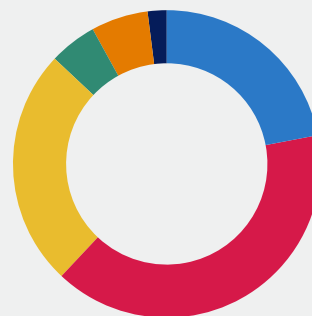
Airline Region	2021	2020	2019
North America	31%	22%	22%
Asia Pacific	27%	40%	34%
Europe	27%	25%	28%
Middle East	7%	5%	9%
Latin America	6%	6%	5%
Africa	2%	2%	2%
<b>WORLD RPK (bn)</b>	<b>3,826</b>	<b>2,992</b>	<b>8,976</b>

2021



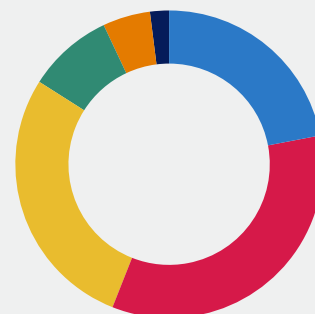
North America Asia Pacific  
Europe Middle East  
Latin America Africa

2020



North America Asia Pacific  
Europe Middle East  
Latin America Africa

2019



North America Asia Pacific  
Europe Middle East  
Latin America Africa

in terms of passenger volume the fall was at a third, driven by recovery in US domestic flying where border restrictions are obviously not an issue. No surprise then that the big three US airlines once again head the traffic ranking for 2021, only modestly rearranged from two years earlier.

Other regions have struggled to regain impetus. Having weathered the initial crisis no worse than in other regions, Asia Pacific airlines were alone in taking a further backward step in 2021, posting a further double-digit decline as markets faltered and fresh fears of COVID drove renewed border restrictions. Carriers such as Asiana and AirAsia all lost their traditional place among the top 50 passenger airlines in the latest ranking. But none quite matched the spectacular fall of Cathay Pacific as it slipped over 130 places amid Hong-Kong's pursuit of an aggressive zero-COVID strategy.

Along the way Asia Pacific also lost its place as home to the world's largest share of airline traffic. The region's carriers accounted for over a third of global traffic going into the pandemic and grew that share in 2020 as COVID

ramped up in other parts of the world during the year. But by 2021 it had surrendered that lead to the recovering US airlines.

Such regional trends have continued into 2022, as shown by latest headlines from Cirium's Diio FM monthly traffic monitor. Latest returns for June show passenger volumes on US domestic services at within 5% of pre-pandemic levels. Passenger volume within Western Europe have also recovered strongly since March when the sub-region eventually began to shrug off a renewed wave of COVID infections and lifted border restrictions freeing two years of pent-up travel demand. As in the US market before it, intra-European travel soared, coming within 8% of 2019 levels by June. It might have gone higher but for the impossibility of meeting such an abrupt spike in demand.

These localized recoveries have helped to lift global passenger levels, although weakness in long-haul flying, together with a mix of renewed lockdowns in China and war in the Ukraine, still leave world passenger volume nearly a quarter down on mid-2019.

## Passenger traffic by airline type 2019-2021

Airline type	Passenger traffic (RPK bn)			Seat capacity		Load factor (%)			Passengers (m)		
	2021	21 v 20	21 v 19	21 v 20	21 v 19	2021	21 v 20	21 v 19	2021	21 v 20	21 v 19
<b>Mainline</b>	2,448	24%	-60%	19%	-51%	65%	+2	-16	1,272	26%	-52%
<b>Low-cost</b>	1,004	36%	-48%	26%	-41%	75%	+5	-10	782	33%	-46%
<b>Regional</b>	200	32%	-44%	14%	-43%	79%	+10	-2	216	32%	-45%
<b>Leisure</b>	162	36%	-65%	32%	-59%	76%	+2	-12	68	48%	-59%
<b>WORLD</b>	<b>3,826</b>	<b>28%</b>	<b>-57%</b>	<b>21%</b>	<b>-49%</b>	<b>68%</b>	<b>+4</b>	<b>-14</b>	<b>2,346</b>	<b>29%</b>	<b>-50%</b>

### Share of passenger traffic (RPK) by airline type

Airline type	2021	2020	2019
<b>Mainline</b>	64%	66%	69%
<b>Low-cost</b>	26%	25%	22%
<b>Regional</b>	5%	5%	4%
<b>Leisure</b>	4%	4%	5%
<b>WORLD RPK (bn)</b>	<b>3,826</b>	<b>2,992</b>	<b>8,976</b>

### Share of passenger volume by airline type

Airline type	2021	2020	2019
<b>Mainline</b>	54%	56%	56%
<b>Low-cost</b>	33%	31%	31%
<b>Regional</b>	9%	9%	9%
<b>Leisure</b>	3%	4%	4%
<b>WORLD PAX (m)</b>	<b>2,346</b>	<b>1,812</b>	<b>4,664</b>

The impact has also been uneven in terms of type of travel. Bookings through the agency system ended 2021 around two thirds below pre-pandemic levels as corporations put the brakes on business travel. That too is now starting to recover, but leisure or personal travel was still in the lead last year. Combine that with a trend towards domestic or short-haul travel and it is clear why low-cost carriers rose so consistently up the rankings.

Low-cost carriers edged up their share of the overall market by a couple of points at the expense of mainline rivals, coming to account a third of all passengers in 2021. Southwest led the charge in the US market, climbing to fourth place, while elsewhere JetBlue and its ultra-low-cost acquisition target Spirit Airlines both leapt up the traffic rankings to make it into the top 20.

Ryanair kept pace with US colleagues, rising three places to sit behind Southwest in fifth as the largest airline in Europe by passenger traffic. The carrier has used its financial clout to hold down prices and stimulate demand, sacrificing yield for greater market share. It also took the opportunity to sign up new airport deals, including with some primary gateways from which it has traditionally shied away. Wizz Air in central Europe also broke into the top 20 for the first time, using the crisis as an opportunity for rapid expansion, adding to its fleet and programming a flurry of new routes.

EasyJet, which was the target of an unwelcome acquisition bid by Wizz Air during the year, was an exception to the low-cost growth story as it battled operational issues and financial losses.

Europe's major network carriers fared less over the past couple of years, as demand for long-haul, premium travel remained depressed. Although Air France held steady at 13th place, Lufthansa and British Airways fell down the ranking to sit below the French flag-carrier, although both are now stepping up effort to return capacity fast.

Further to the East, Russian carriers rose up the rankings thanks to strong domestic market that was relatively lightly impacted by COVID. As a result, Aeroflot, together with its group subsidiaries Rossiya and Pobeda, as well as Siberian carrier S7 Airlines all made a strong showing in the rankings. Aeroflot has clearly become even more reliant on domestic business in the wake of Russia's isolation following the invasion of Ukraine.

Emirates and Qatar Airways both retained their position within the top 10 airlines. But the gap between them narrowed, as Emirates fell and Qatar climbed. Qatar Airways made a point of maintaining as much of its network amid the crisis as possible, virtually drawing level with its Dubai rival last year in terms of seat capacity.



Meanwhile, the big three carriers in mainland China – China Southern, China Eastern and Air China – held their place in the rankings for 2021, although that is likely to change this year due to the impact of lockdowns for a series of key Chinese cities.

In Japan, All Nippon Airways (ANA) and Japan Airlines had lost nearly 85% of their traffic in 2020 and were still down by nearly 75% by the end of 2021. Both fell steeply down the rankings as a result. Korean Air and Asiana Airlines in South Korea actually went further backward last year to end 2021 down by close to 90% compared with their 2019 traffic levels.

Carriers in Southeast Asia also suffered major traffic falls. Thailand's restructuring flag carrier dropped out of the top 200 altogether for 2021 as did its neighbour Malaysia Airlines. Even Malaysian low-

cost carrier AirAsia almost disappeared from the top 200 after 94% fall in traffic. A rare bright spot in Asia was provided by India's low-cost airlines, which led by IndiGo edged up the rankings.

The rankings could well shift again as traffic begins to return in earnest, especially if premium and long-haul demand continues to re-emerge. But despite the occasional glimmers of optimism, it is worth remembering that even if traffic levels do return to pre-pandemic levels over the next couple of years or so, that has wiped out half a decade of passenger growth. Add to that the uncertainties of a geopolitical war in Europe, spiralling fuel prices and the spectre of an economic downturn and recovery looks fragile indeed.

**Kevin O'Toole**

Kevin.otoole@cirium.com

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## Table Definitions

**RPK:** Revenue Per Kilometers are calculated by multiplying the number of revenue-paying passengers aboard an aircraft by the distance the aircraft traveled.

**ASK:** Available Seat Kilometers are the number of seats available multiplied by the number of kilometers between origin and destination.

**Load Factor:** The percentage of available seat capacity that has been filled with passengers.

# Top 100 Airlines by Passenger Traffic (RPK)

Rank		Airline	Country	Passenger traffic (RPK m)			Seat capacity (ASK m)			Load factor (%)			Passengers (m)		
2021	2019			2021	21 v 20	21 v 19	2021	21 v 20	21 v 19	2021	21 v 20	21 v 19	2021	21 v 20	21 v 19
1	3	American Airlines	USA	237,471	92%	-31%	309,115	61%	-23%	77%	+12	-9	123.766	88%	-21%
2	1	Delta Air Lines	USA	195,312	82%	-44%	282,875	46%	-30%	69%	+14	-18	103.197	87%	-37%
3	2	United Airlines	USA	178,499	77%	-48%	251,172	49%	-38%	71%	+11	-13	72.664	91%	-38%
4	6	Southwest Airlines	USA	166,631	91%	-21%	212,398	28%	-16%	78%	+26	-5	123.264	82%	-24%
5	8	Ryanair	Ireland	120,563	245%	-34%	147,028	198%	-23%	82%	+11	-13	97.100	253%	-35%
6	5	China Southern	China	109,309	-0%	-49%	155,493	1%	-40%	70%	-1	-12	68.642	3%	-36%
7	4	Emirates Airline	UAE	93,799	231%	-67%	159,962	150%	-56%	59%	+14	-20	19.562	199%	-65%
8	10	Qatar Airways	Qatar	91,551	203%	-46%	159,947	71%	-33%	57%	+25	-14	18.550	218%	-43%
9	7	China Eastern Airlines	China	88,677	0%	-53%	128,759	4%	-44%	69%	-3	-13	64.535	6%	-38%
10	14	Turkish Airlines	Turkey	86,701	63%	-43%	127,769	70%	-32%	68%	-3	-14	44.788	60%	-40%
11	11	Air China	China	67,745	-6%	-60%	98,869	-3%	-53%	69%	-2	-12	44.016	3%	-40%
12	23	JetBlue Airways	USA	66,214	121%	-23%	87,068	66%	-15%	76%	+19	-8	30.094	111%	-30%
13	13	Air France	France	60,180	27%	-61%	93,568	28%	-47%	64%	-0	-23	21.816	24%	-58%
14	28	Alaska Airlines	USA	54,312	94%	-33%	73,597	46%	-23%	74%	+18	-11	23.268	89%	-35%
15	37	Spirit Airlines	USA	51,688	66%	-9%	65,566	47%	-2%	79%	+9	-6	30.828	67%	-11%
16	20	Aeroflot Russian	Russia	51,633	46%	-49%	69,530	31%	-46%	74%	+7	-5	21.416	47%	-42%
17	9	Lufthansa	Germany	50,067	25%	-72%	82,962	29%	-61%	60%	-2	-22	23.544	31%	-68%
18	26	IndiGo	India	49,599	34%	-40%	69,179	40%	-27%	72%	-4	-15	48.439	39%	-35%
19	31	Wizz Air	Hungary	43,679	162%	-33%	55,788	118%	-20%	78%	+13	-16	27.128	166%	-32%
20	17	KLM	Netherlands	40,912	21%	-63%	82,452	27%	-33%	50%	-3	-40	14.039	25%	-60%
21	66	Volaris	Mexico	38,297	63%	13%	45,208	54%	15%	85%	+5	-1	24.405	66%	11%
22	32	Xiamen Airlines	China	38,130	-4%	-42%	51,641	-5%	-33%	74%	+1	-11	26.125	-3%	-34%
23	76	S7 Airlines	Russia	36,757	46%	30%	42,543	24%	30%	86%	+13	+0	17.831	44%	27%
24	36	Shenzhen Airlines	China	35,859	-4%	-38%	51,835	-0%	-27%	69%	-2	-13	24.331	-5%	-36%
25	38	Sichuan Airlines	China	35,514	11%	-36%	47,376	10%	-29%	75%	+1	-8	22.464	10%	-27%
26	49	Spring Airlines	China	34,376	14%	-13%	41,481	10%	-5%	83%	+3	-8	21.303	15%	-5%
27	53	Frontier Airlines	USA	32,791	78%	-16%	43,229	58%	-4%	76%	+8	-10	20.709	84%	-9%
28	59	SkyWest Airlines	USA	32,191	81%	-12%	43,505	38%	-4%	74%	+18	-7	35.506	75%	-16%
29	29	Hainan Airlines	China	31,339	6%	-60%	42,392	6%	-56%	74%	-0	-6	19.922	14%	-44%
30	12	British Airways	UK	30,698	-22%	-80%	52,633	-17%	-72%	58%	-3	-25	10.347	-16%	-78%
31	15	Air Canada	Canada	29,216	5%	-80%	46,361	-1%	-74%	63%	+4	-21	8.662	16%	-82%
32	33	Iberia	Spain	27,976	58%	-56%	40,606	60%	-45%	69%	-1	-18	10.588	56%	-53%
33	34	LATAM Airlines Brazil	Brazil	27,754	14%	-56%	36,042	14%	-52%	77%	+0	-7	20.575	29%	-44%
34	63	Juneyao Air	China	27,173	16%	-22%	35,920	15%	-12%	76%	+0	-10	18.443	17%	-16%
35	57	Shandong Airlines	China	26,856	5%	-29%	35,094	4%	-22%	77%	+1	-7	18.655	3%	-28%
36	74	Azul	Brazil	24,851	52%	-17%	31,386	54%	-12%	79%	-1	-4	23.311	58%	-16%
37	67	Rossiya Airlines	Russia	24,397	52%	-28%	29,352	44%	-26%	83%	+5	-2	9.963	74%	-14%
38	100	Pobeda	Russia	24,082	56%	30%	25,742	52%	31%	94%	+2	-0	14.433	59%	40%
39	40	Air India	India	23,837	15%	-54%	34,854	18%	-46%	68%	-2	-12	10.970	31%	-54%
40	18	EasyJet	UK	23,594	-60%	-78%	33,348	-47%	-71%	71%	-24	-22	20.425	-58%	-79%
41	41	Ethiopian Airlines	Ethiopia	23,133	23%	-51%	40,404	19%	-37%	57%	+2	-16	7.488	35%	-43%
42	61	Pegasus	Turkey	22,624	48%	-35%	33,052	48%	-25%	68%	-0	-11	20.160	37%	-34%
43	48	GOL	Brazil	22,144	10%	-47%	27,016	7%	-47%	82%	+2	-0	18.807	12%	-48%
44	21	ANA	Japan	21,933	52%	-76%	54,813	33%	-57%	40%	+5	-30	18.785	44%	-64%
45	62	Aeromexico	Mexico	21,776	70%	-38%	29,191	42%	-30%	75%	+12	-10	10.613	103%	-9%
46	30	Saudia	KSA	21,040	6%	-69%	42,667	25%	-55%	49%	-9	-23	14.852	35%	-54%
47	88	Ural Airlines	Russia	20,779	68%	-11%	25,877	51%	-9%	80%	+8	-2	9.200	63%	-4%
48	93	Allegiant Air	USA	19,589	51%	-9%	27,682	26%	8%	71%	+11	-13	13.735	51%	-9%
49	103	Nordwind Airlines	Russia	19,270	110%	7%	23,529	109%	19%	82%	+0	-9	5.926	102%	7%
50	19	Singapore Airlines	Singapore	19,178	643%	-82%	58,748	205%	-54%	33%	+19	-49	3.388	641%	-84%

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2021	2019			2021	21 v 20	21 v 19	2021	21 v 20	21 v 19	2021	21 v 20	21 v 19	2021	21 v 20	21 v 19
51	65	Copa Airlines	Panama	18,880	102%	-45%	24,029	105%	-41%	79%	-1	-6	6.136	115%	-41%
52	117	VivaAerobus	Mexico	17,831	90%	33%	21,331	83%	41%	84%	+3	-5	15.268	88%	27%
53	77	Capital Airlines	China	16,802	5%	-38%	22,699	7%	-26%	74%	-2	-14	9.751	4%	-33%
54	102	Republic Airways	USA	16,443	101%	-10%	22,382	57%	-6%	73%	+16	-4	17.702	102%	-6%
55	75	Hawaiian Airlines	USA	16,177	120%	-44%	23,387	92%	-29%	69%	+9	-17	6.543	95%	-44%
56	35	Japan Airlines	Japan	15,651	69%	-75%	41,784	56%	-50%	37%	+3	-38	12.370	44%	-63%
57	68	Vueling Airlines	Spain	15,554	69%	-53%	20,355	57%	-47%	76%	+5	-11	15.811	64%	-54%
58	39	SWISS	Switzerland	15,007	15%	-72%	26,420	23%	-58%	57%	-4	-27	7.133	26%	-67%
59	47	TAP Air Portugal	Portugal	14,917	26%	-65%	23,663	29%	-55%	63%	-2	-17	5.827	25%	-66%
60	27	Etihad Airways	UAE	14,735	-26%	-82%	37,210	-1%	-64%	40%	-13	-39	3.460	-17%	-80%
61	85	Azur Air Russia	Russia	13,856	68%	-43%	15,044	69%	-41%	92%	-1	-4	3.726	93%	-36%
62	119	Loong Air	China	13,018	10%	-0%	17,306	11%	17%	75%	-1	-13	8.151	6%	-2%
63	101	flydubai	UAE	12,794	89%	-31%	19,109	99%	-25%				5.600	75%	-42%
64	97	China Eastern Yunnan	China	12,383	4%	-37%							9.864	3%	-33%
65	73	Air Europa	Spain	11,927	31%	-61%	16,229	28%	-56%	73%	+2	-10	5.040	18%	-62%
66	107	SunExpress	Turkey	11,894	90%	-31%	15,836	64%	-25%	75%	+11	-6	6.044	76%	-29%
67	125	Envoy Air	USA	11,874	68%	-2%	15,236	38%	-1%	78%	+14	-1	13.379	65%	-11%
68	120	Utair	Russia	11,596	49%	-11%	14,090	42%	-11%	82%	+4	+0	7.124	50%	-8%
69	98	China Eastern Jiangsu	China	11,521	4%	-39%							8.270	3%	-39%
70	87	Shanghai Airlines	China	11,495	-1%	-51%	17,081	4%	-41%	67%	-4	-14	8.275	-0%	-49%
71	91	Tianjin Airlines	China	10,909	20%	-50%	14,124	16%	-43%	77%	+2	-10	9.003	17%	-43%
72	78	SpiceJet	India	10,849	-9%	-60%	13,891	-4%	-54%	78%	-4	-12	9.568	-8%	-61%
73	113	Mesa Airlines	USA	10,701	55%	-25%	13,467	29%	-23%	79%	+13	-2	9.966	46%	-34%
74	43	Avianca	Colombia	10,485	-2%	-76%	13,653	-5%	-75%				11.344	44%	-63%
75	129	Chengdu Airlines	China	10,286	16%	-12%	13,105	16%	-2%	78%	+0	-9	7.390	17%	-11%
76	81	Eurowings	Germany	10,240	37%	-62%	13,914	36%	-57%	74%	+0	-9	7.792	8%	-71%
77	24	Qantas	Australia	10,157	-84%	-88%	17,591	-77%	-83%	58%	-24	-26	8.560	-62%	-72%
78	110	Lucky Air	China	10,123	5%	-38%	13,428	5%	-29%	75%	-1	-11	7.893	3%	-35%
79	71	Condor	Germany	9,745	28%	-70%	12,761	36%	-64%	76%	-5	-14	3.136	54%	-67%
80	133	Air Astana	Kazakhstan	9,569	66%	-8%	11,760	45%	-20%	81%	+10	+11	6.617	79%	29%
81	80	Lion Air	Indonesia	9,443	-27%	-65%	13,268	-30%	-63%	71%	+2	-4	9.918	-23%	-61%
82	94	Egyptair	Egypt	9,201	22%	-57%	15,554	23%	-46%	59%	-0	-15	4.058	26%	-55%
83	45	WestJet	Canada	9,200	-13%	-79%	14,810	-7%	-70%	62%	-4	-24	4.280	-21%	-82%
84	116	Batik Air	Indonesia	8,709	18%	-36%	11,428	2%	-38%	76%	+10	+2	7.273	16%	-34%
85	130	China United Airlines	China	8,692	29%	-24%	14,935	34%	13%	58%	-2	-28	6.295	21%	-31%
86	25	Korean Air	S. Korea	8,634	-55%	-90%	23,518	-33%	-77%	37%	-18	-46	5.589	-27%	-80%
87	127	Endeavor Air	USA	8,518	77%	-28%	11,989	25%	-18%	71%	+21	-10	12.881	82%	-15%
88	96	LOT Polish Airlines	Poland	8,360	50%	-58%	12,343	29%	-52%	68%	+10	-10	4.200	36%	-60%
89	109	Go First	India	8,351	31%	-50%	11,661	38%	-39%	72%	-4	-16	7.961	36%	-51%
90	64	Jetstar	Australia	8,315	-67%	-76%	11,256	-62%	-72%	74%	-11	-13	7.239	-51%	-65%
91	51	SAS	Sweden	8,256	-42%	-79%	17,253	-26%	-67%	48%	-13	-27	7.585	-40%	-75%
92	60	Virgin Australia	Australia	8,103	-12%	-77%	12,789	-4%	-72%	63%	-5	-16	6.794	16%	-68%
93	99	Air Arabia	UAE	8,005	31%	-57%	13,722	77%	-39%	58%	-20	-25	3.603	24%	-62%
94	145	Vistara	India	7,879	37%	-8%	11,536	6%	11%	68%	+15	-14	6.406	56%	-16%
95	79	LATAM Airlines Chile	Chile	7,865	-4%	-71%	11,820	3%	-64%	67%	-5	-16	3.886	25%	-57%
96	95	Aerolineas Argentinas	Argentina	7,775	54%	-63%	9,710	46%	-62%	80%	+4	-2	4.939	110%	-49%
97	70	Jet2.com	UK	7,686	9%	-76%	12,219	29%	-65%	63%	-12	-28	3.169	11%	-78%
98	46	Philippine Airlines	Philippines	7,680	-35%	-82%	14,148	-32%	-74%	54%	-2	-22	2.970	-23%	-82%
99	128	China Xinhua Airlines	China	7,466	13%	-37%	10,009	14%	-27%	75%	-1	-11	4.926	11%	-37%
100	105	Transavia Airlines	Netherlands	7,460	40%	-58%	10,095	30%	-48%	74%	+5	-18	3.932	50%	-57%



# The Next 100 Airlines by Passenger Traffic (RPK)

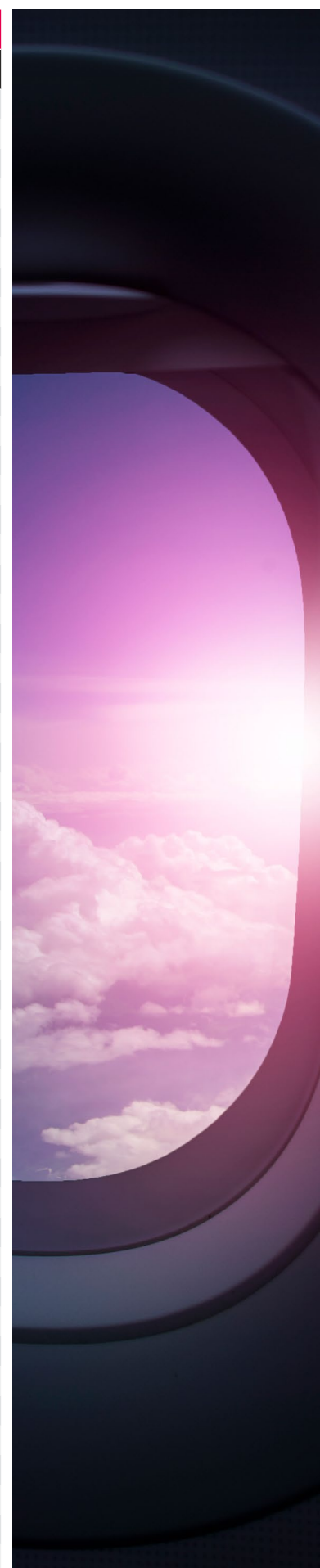
Rank		Airline	Country	Passenger traffic (RPK m)		
2021	2019			2021	21 v 20	21 v 19
101	104	Brussels Airlines	Belgium	7,073	60%	-61%
102	89	Austrian Airlines	Austria	7,011	59%	-70%
103	126	Transavia France	France	6,995	72%	-41%
104	135	Citilink Indonesia	Indonesia	6,947	52%	-30%
105	50	Virgin Atlantic Airways	UK	6,934	-11%	-83%
106	108	Royal Air Maroc	Morocco	6,897	40%	-60%
107	22	Norwegian	Norway	6,869	-50%	-92%
108	121	Aegean Airlines	Greece	6,422	83%	-51%
109	150	OK Air	China	6,367	38%	-16%
110	86	El Al	Israel	6,346	55%	-73%
111	142	Sun Country Airlines	USA	6,314	53%	-27%
112	52	TUI UK	UK	6,262	-15%	-84%
113	140	China Express Airlines	China	6,208	-17%	-30%
114	148	Tibet Airlines	China	6,164	10%	-26%
115	157	Red Wings Airlines	Russia	6,048	91%	-13%
116	184	Smartavia	Russia	5,913	134%	72%
117	55	Air New Zealand	New Zealand	5,908	-80%	-85%
118	114	TUIfly	Germany	5,864	40%	-59%
119	123	Air India Express	India	5,822	15%	-55%
120	155	9 Air	China	5,821	15%	-19%
121	166	Qingdao Airlines	China	5,639	13%	-5%
122	179	Azur Air Ukraine	Ukraine	5,602	105%	32%
123	136	Royal Flight	Russia	5,511	39%	-42%
124	149	China Eastern Airlines Wuhan	China	5,425	58%	-31%
125	134	AirAsia (India)	India	5,338	13%	-47%
126	106	Ukraine International Airlines	Ukraine	5,277	52%	-69%
127	153	Hebei Airlines	China	5,270	-8%	-27%
128	132	Uzbekistan Airways	Uzbekistan	5,258	74%	-52%
129	137	Air Caraibes	Guadeloupe	5,244	0%	-43%
130	56	Finnair	Finland	5,178	-36%	-87%
131	42	Asiana Airlines	South Korea	5,150	-53%	-89%
132	111	Pakistan International Airlines	Pakistan	5,138	-22%	-66%
133	154	Kunming Airlines	China	5,105	2%	-29%
134	58	Vietnam Airlines	Vietnam	5,100	-66%	-86%
135	147	China Southern Airlines Henan	China	5,095	-9%	-40%
136	165	Chongqing Airlines	China	5,011	13%	-16%
137	72	VietJet Air	Vietnam	4,999	-64%	-84%
138	112	SriLankan Airlines	Sri Lanka	4,969	564%	-66%
139	199	SkyUp	Ukraine	4,861	91%	
140	138	Peach	Japan	4,846	102%	-47%
141	54	Alitalia	Italy	4,726	-41%	-88%
142	164	Belavia	Belarus	4,601	61%	-23%
143	163	Volotea	Spain	4,531		-26%
144	174	Horizon Air	USA	4,523	49%	-13%
145	167	Enter Air	Poland	4,467	169%	-24%
146	151	Aeromexico Connect	Mexico	4,443	22%	-41%
147	161	Pegas Fly	Russia	4,414	109%	-30%
148	144	Corsair	France	4,271	15%	-50%
149	143	TUI fly Belgium	Belgium	4,137	46%	-52%
150	16	Cathay Pacific	Hong Kong	4,120	-77%	-97%

# The Next 100 Airlines by Passenger Traffic (RPK)

Rank		Airline	Country	Passenger traffic (RPK m)		
2021	2019			2021	21 v 20	21 v 19
151	118	Gulf Air	Bahrain	4,115	22%	-69%
152	159	Donghai Airlines	China	4,111	-21%	-38%
153	69	Garuda Indonesia	Indonesia	4,033	-49%	-88%
154	141	Smartwings	Czech Republic	4,025	212%	-54%
155	160	Ruili Airlines	China	3,942	-13%	-40%
156	200	Flynas	KSA	3,914		
157	175	Corendon Airlines	Turkey	3,909	357%	-23%
158	146	Royal Jordanian	Jordan	3,867	101%	-55%
159	115	Icelandair	Iceland	3,826	82%	-72%
160	189	Bamboo Airways	Vietnam	3,714	102%	23%
161	122	Kenya Airways	Kenya	3,599	4%	-72%
162	84	Aer Lingus	Ireland	3,545	-13%	-86%
163	139	TUI Airlines Nederland	Netherlands	3,323	30%	-63%
164	152	Jazz	Canada	3,272	48%	-55%
165	181	Zhuhai Airlines	China	3,252	18%	-20%
166	173	Avianca El Salvador	El Salvador	3,244	94%	-38%
167	156	Biman Bangladesh Airlines	Bangladesh	3,149	8%	-56%
168	192	Thai VietJet Air	Thailand	3,142	72%	24%
169	92	Jeju Air	S. Korea	3,089	-36%	-86%
170	177	Shantou Airlines	China	3,056	15%	-32%
171	196	Azimuth	Russia	2,987	70%	74%
172	168	Middle East Airlines	Lebanon	2,980	46%	-49%
173	169	Air Austral	Reunion	2,913	3%	-50%
174	172	Comair (South Africa)	South Africa	2,909	157%	-45%
175	158	Transafrican Air Ltd	Kenya	2,848	87%	-59%
176	187	Air Travel	China	2,768	45%	-10%
177	178	French bee	France	2,645	17%	-38%
178	44	AirAsia	Malaysia	2,639	-73%	-94%
179	194	Corendon Airlines Europe	Malta	2,604	123%	7%
180	183	Yamal Airlines	Russia	2,596	105%	-26%
181	186	NordStar	Russia	2,554	40%	-20%
182	171	Sky Airline	Chile	2,549	17%	-54%
183	180	Air Changan	China	2,534	2%	-40%
184	176	Suparna Airlines	China	2,492	-20%	-46%
185	83	Cebu Pacific Air	Philippines	2,479	-53%	-90%
186	191	BoA	Bolivia	2,463	73%	-14%
187	82	Oman Air	Oman	2,456	-55%	-91%
188	190	Jiangxi Air	China	2,381	35%	-21%
189	193	Flyadeal	KSA	2,328	35%	-6%
190	195	Yakutia Airlines	Russia	2,199	55%	4%
191	124	Jin Air	S. Korea	2,169	-29%	-83%
192	198	Flair Airlines	Canada	2,160	355%	68%
193	170	airBaltic	Latvia	2,158	48%	-62%
194	188	JetSMART Chile	Chile	2,131	31%	-31%
195	162	ANA Wings	Japan	2,118	-27%	-66%
196	182	Jazeera Airways	Kuwait	2,104	71%	-43%
197	90	Thai AirAsia	Thailand	2,083	-73%	-91%
198	197	CommutAir	USA	1,925	188%	30%
199	185	Air Serbia	Serbia	1,915	64%	-40%
200	131	T'way Air	S. Korea	1,899	-36%	-83%

# Top 50 Airline Groups by Passenger Traffic (RPK)

Rank		Airline	Country	Passenger traffic (RPK m)			World
2021	2019			2021	21 v 20	21 v 19	Share
1	1	American Airlines Group	USA	260	76%	-33%	7%
2	3	Delta Air Lines Group	USA	217	83%	-43%	6%
3	2	United Airlines Group	USA	208	75%	-46%	5%
4	11	Southwest Airlines	USA	167	91%	-21%	4%
5	7	China Southern Group	China	152	-1%	-47%	4%
6	12	Ryanair	Ireland	121	245%	-34%	3%
7	10	China Eastern Group	China	109	1%	-51%	3%
8	9	China National Aviation Co. (CNAC)	China	105	-5%	-55%	3%
9	8	Air France-KLM Group	France	101	24%	-62%	3%
10	14	Aeroflot Group	Russia	100	47%	-36%	3%
11	5	Emirates Group	UAE	94	231%	-67%	2%
12	13	Qatar Airways Group	Qatar	92	203%	-46%	2%
13	4	Lufthansa Group	Germany	89	29%	-70%	2%
14	15	Turkish Airlines	Turkey	87	63%	-43%	2%
15	6	International Airlines Group (IAG)	UK	79	9%	-72%	2%
16	26	JetBlue Airways	USA	66	121%	-23%	2%
17	17	HNA Group	China	63	10%	-57%	2%
18	23	Alaska Air Group	USA	62	88%	-31%	2%
19	37	Spirit Airlines	USA	52	66%	-9%	1%
20	21	LATAM Airlines Group	Chile	50	18%	-60%	1%
21	28	IndiGo	India	50	34%	-40%	1%
22	34	Wizz Air Group	Hungary	44	162%	-33%	1%
23	63	Volaris	Mexico	38	63%	13%	1%
24	59	S7 Group	Russia	37	46%	-4%	1%
25	38	Sichuan Airlines	China	36	11%	-36%	1%
26	52	Spring Airlines	China	34	14%	-13%	1%
27	16	Air Canada Group	Canada	34	-9%	-78%	1%
28	55	Frontier Airlines	USA	33	78%	-16%	1%
29	35	Air India Group	India	30	15%	-54%	1%
30	61	Juneyao Air	China	27	16%	-22%	1%
31	45	Aeromexico Group	Mexico	26	59%	-38%	1%
32	68	Azul	Brazil	25	52%	-17%	1%
33	22	EasyJet	UK	24	-60%	-78%	1%
34	31	Saudi Arabian Airlines Group	KSA	23	8%	-67%	1%
35	40	Ethiopian Airlines	Ethiopia	23	23%	-51%	1%
36	60	Pegasus	Turkey	23	48%	-35%	1%
37	49	GOL	Brazil	22	10%	-47%	1%
38	24	ANA Group	Japan	22	52%	-76%	1%
39	76	Ural Airlines	Russia	21	68%	-11%	1%
40	18	Singapore Airlines Group	Singapore	21	615%	-85%	1%
41	32	Lion Air Group	Indonesia	20	-27%	-70%	1%
42	80	Allegiant Air	USA	20	51%	-9%	1%
43	86	Nordwind Airlines	Russia	19	110%	7%	1%
44	62	Copa Holdings Group	Panama	19	102%	-45%	0%
45	20	Qantas Group	Australia	19	-80%	-85%	0%
46	30	Japan Airlines Group	Japan	18	58%	-75%	0%
47	99	VivaAerobus	Mexico	18	90%	33%	0%
48	85	Republic Airways Holdings	USA	16	101%	-10%	0%
49	69	Hawaiian Airlines Group	USA	16	120%	-44%	0%
50	67	Transavia Group	Netherlands	15	53%	-50%	0%



# Top 50 Airlines by Passenger Volume



Rank		Airline	Country	Passenger traffic (RPK m)		
2021	2019			2021	21 v 20	21 v 19
1	7	American Airlines	USA	123.8	88%	-21%
2	3	Southwest Airlines	USA	123.3	82%	-24%
3	2	Delta Air Lines	USA	103.2	87%	-37%
4	11	Ryanair	Ireland	97.1	253%	-35%
5	7	United Airlines	USA	72.7	91%	-38%
6	12	China Southern Airlines	China	68.6	3%	-36%
7	10	China Eastern Airlines	China	64.5	6%	-38%
8	9	IndiGo	India	48.4	39%	-35%
9	8	Turkish Airlines	Turkey	44.8	60%	-40%
10	14	Air China	China	44.0	3%	-40%
11	5	SkyWest Airlines	USA	35.5	75%	-16%
12	13	Spirit Airlines	USA	30.8	67%	-11%
13	4	JetBlue Airways	USA	30.1	111%	-30%
14	15	Wizz Air	Hungary	27.1	166%	-32%
15	6	Xiamen Airlines	China	26.1	-3%	-34%
16	26	Volaris	Mexico	24.4	66%	11%
17	17	Shenzhen Airlines	China	24.3	-5%	-36%
18	23	Lufthansa	Germany	23.5	31%	-68%
19	37	Azul	Brazil	23.3	58%	-16%
20	21	Alaska Airlines	USA	23.3	89%	-35%
21	28	Sichuan Airlines	China	22.5	10%	-27%
22	34	Air France	France	21.8	24%	-58%
23	63	Aeroflot Russian Airlines	Russia	21.4	47%	-42%
24	59	Spring Airlines	China	21.3	15%	-5%
25	38	Frontier Airlines	USA	20.7	84%	-9%
26	52	LATAM Airlines Brazil	Brazil	20.6	29%	-44%
27	16	EasyJet	UK	20.4	-58%	-79%
28	55	Pegasus	Turkey	20.2	37%	-34%
29	35	Hainan Airlines	China	19.9	14%	-44%
30	61	Emirates Airline	UAE	19.6	199%	-65%
31	45	GOL	Brazil	18.8	12%	-48%
32	68	ANA	Japan	18.8	44%	-64%
33	22	Shandong Airlines	China	18.7	3%	-28%
34	31	Qatar Airways	Qatar	18.6	218%	-43%
35	40	Juneyao Air	China	18.4	17%	-16%
36	60	S7 Airlines	Russia	17.8	44%	27%
37	49	Republic Airways	USA	17.7	102%	-6%
38	24	Vueling Airlines	Spain	15.8	64%	-54%
39	76	VivaAerobus	Mexico	15.3	88%	27%
40	18	Saudia	KSA	14.9	35%	-54%
41	32	Pobeda	Russia	14.4	59%	40%
42	80	KLM Royal Dutch Airlines	Netherlands	14.0	25%	-60%
43	86	Allegiant Air	USA	13.7	51%	-9%
44	62	Envoy Air	USA	13.4	65%	-11%
45	20	Endeavor Air	USA	12.9	82%	-15%
46	30	Japan Airlines	Japan	12.4	44%	-63%
47	99	Avianca	Colombia	11.3	44%	-63%
48	85	Air India	India	11.0	31%	-54%
49	69	Aeromexico	Mexico	10.6	103%	-9%
50	67	Iberia	Spain	10.6	56%	-53%
<b>WORLD TOTAL</b>				<b>2,346</b>	<b>29%</b>	<b>-50%</b>



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