Traffic flows USA-World in 2018

In this quarterly publication (next in April) you will find facts and figures about the civil aviation industry, based on data extracted from our air transport databases (ATD).

This quarter you will find:

- Main airlines Q3 2019 traffic results with 2018/19 comparison
- Main traffic flows 2018 (country-pairs) between USA and the rest of the World by region
- Top 15 airports by passenger traffic, aircrafts movements and cargo for Q3 2019
- Airliners Q3 2019 orders and deliveries with 2018/19 evolution

We wish you a pleasant read!

Any question or suggestion concerning this publication or the databases are welcome at:

atd@fracs.aero

If you missed the last issue, you can consult it by following this link:

Q2 2019 first results and main European traffic flows

Summary

1 - Main Airlines’ traffic Q3 2019

2 - Traffic flows USA - World by region

3 - Main Airport’s traffic Q3 2019 - Top 15

4 - Airliners Orders and Deliveries Q3 2019

5 - Our Databases and Services
Main Airlines’ traffic Q3 2019

China Southern Air Holding is still the leader of Chinese airlines, and with a +11% growth in the 3rd quarter of 2019 the world’s top 5 (in RPK\textsuperscript{1}) becomes closer than ever. On the low-cost side, Ryanair records a +10.8% increase and beats Southwest in passengers carried in the Q3 2019.

<table>
<thead>
<tr>
<th>AIRLINES</th>
<th>RPK\textsuperscript{1} (millions) 2018</th>
<th>18/17 (%)</th>
<th>Q1 19/18 (%)</th>
<th>Q2 19/18 (%)</th>
<th>Q3 19/18 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>AMERICAN AL Group</td>
<td>371,900</td>
<td>2.1</td>
<td>3.5</td>
<td>3.1</td>
<td>4.9</td>
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<tr>
<td>UNITED HOLDING</td>
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<td>6.5</td>
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<tr>
<td>QATAR AW</td>
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<td>10.9</td>
<td>21.1</td>
<td>-</td>
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<tr>
<td>TURKISH ALTHY</td>
<td>149,100</td>
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<td>0.2</td>
<td>0.0</td>
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<td>HAINAN AL Group</td>
<td>138,700</td>
<td>14.5</td>
<td>10.9</td>
<td>9.8</td>
<td>-</td>
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<td>SINGAPORE INTL Group</td>
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<td>7.7</td>
<td>8.5</td>
<td>8.0</td>
<td>7.2</td>
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<td>CATHAY PACIFIC Group</td>
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<td>1.0</td>
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<td>-1.0</td>
<td>19.2</td>
<td>1.2</td>
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<tr>
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<td>5.2</td>
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<td>3.3</td>
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<tr>
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<td>0.7</td>
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<tr>
<td>ALL NIPPON AW (ANA)</td>
<td>90,800</td>
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<td>-1.1</td>
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<td>4.8</td>
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<td>0.4</td>
<td>1.1</td>
<td>4.4</td>
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<tr>
<td>ETIHAD AW</td>
<td>84,300</td>
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<td>-</td>
<td>-</td>
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<tr>
<td>KOREAN AIRKAL</td>
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<td>4.1</td>
<td>3.2</td>
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<td>73,200</td>
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<td>-</td>
<td>-</td>
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<tr>
<td>THAI AW INTL</td>
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<td>0.1</td>
<td>-4.2</td>
<td>-6.5</td>
<td>-1.0</td>
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<td>5.0</td>
<td>3.1</td>
<td>3.8</td>
<td>-</td>
</tr>
<tr>
<td>SWISS</td>
<td>50,300</td>
<td>10.3</td>
<td>9.5</td>
<td>6.2</td>
<td>4.3</td>
</tr>
<tr>
<td>AIR INDIA</td>
<td>48,800</td>
<td>9.2</td>
<td>4.2</td>
<td>7.4</td>
<td>8.8</td>
</tr>
<tr>
<td>JET AW</td>
<td>48,500</td>
<td>8.5</td>
<td>-36.3</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>GARUDA Group</td>
<td>48,500</td>
<td>4.8</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>EVA AIR</td>
<td>48,400</td>
<td>5.6</td>
<td>1.7</td>
<td>-3.2</td>
<td>-2.7</td>
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<tr>
<td>AVIANCA Hold.</td>
<td>43,700</td>
<td>8.7</td>
<td>6.5</td>
<td>4.1</td>
<td>1.3</td>
</tr>
<tr>
<td>AEROMEXICO Group</td>
<td>43,400</td>
<td>9.0</td>
<td>-0.4</td>
<td>0.1</td>
<td>-3.2</td>
</tr>
<tr>
<td>ETHIOPIAN AL</td>
<td>42,600</td>
<td>22.0</td>
<td>-</td>
<td>-</td>
<td>1.1</td>
</tr>
<tr>
<td>ASIANA</td>
<td>42,300</td>
<td>-4.3</td>
<td>-2.2</td>
<td>0.7</td>
<td>-1.1</td>
</tr>
<tr>
<td>CHINA AL</td>
<td>41,800</td>
<td>4.1</td>
<td>-4.9</td>
<td>4.4</td>
<td>3.9</td>
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<tr>
<td>PHILIPPINE AL/PAL</td>
<td>40,000</td>
<td>8.1</td>
<td>-</td>
<td>-</td>
<td>-</td>
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<tr>
<td>SAS</td>
<td>39,900</td>
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<td>-6.7</td>
<td>-7.3</td>
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<td>TUI UK</td>
<td>39,200</td>
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<td>-0.4</td>
<td>-0.3</td>
<td>4.1</td>
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<td>TAP AIR Portugal</td>
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<td>9.5</td>
<td>-2.7</td>
<td>10.5</td>
<td>16.7</td>
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</table>

<table>
<thead>
<tr>
<th>AIRLINES (low-cost)</th>
<th>PAX\textsuperscript{2} (thousands) 2018</th>
<th>18/17 (%)</th>
<th>Q1 19/18 (%)</th>
<th>Q2 19/18 (%)</th>
<th>Q3 19/18 (%)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SOUTHWEST AL</td>
<td>163,600</td>
<td>3.8</td>
<td>0.7</td>
<td>-1.0</td>
<td>-0.8</td>
</tr>
<tr>
<td>RYANAIR</td>
<td>137,300</td>
<td>6.6</td>
<td>10.4</td>
<td>11.8</td>
<td>10.8</td>
</tr>
<tr>
<td>EASYJET AL</td>
<td>88,000</td>
<td>7.8</td>
<td>11.4</td>
<td>8.2</td>
<td>7.7</td>
</tr>
<tr>
<td>INDIGO AL</td>
<td>61,800</td>
<td>25.6</td>
<td>19.5</td>
<td>24.3</td>
<td>18.7</td>
</tr>
<tr>
<td>JETBLUE AW</td>
<td>42,200</td>
<td>5.3</td>
<td>2.9</td>
<td>0.9</td>
<td>-0.8</td>
</tr>
</tbody>
</table>

\textsuperscript{1} Revenue Passenger-Kilometers
\textsuperscript{2} Revenue Passengers carried

Sources: FRACS Air transport database
2018 Traffic flows USA-World by regions

This table shows the distribution of air passenger on the routes between the USA and the rest of the world in 2018 by region. It also gives the number and the percentage of US residents in the traffic flows with each region. Finally the domestic and global traffic of US airports in 2018.

<table>
<thead>
<tr>
<th>Region</th>
<th>US Residents</th>
<th>% 18/17</th>
<th>Non US</th>
<th>% 18/17</th>
<th>Total</th>
<th>% 18/17</th>
<th>% US Residents</th>
</tr>
</thead>
<tbody>
<tr>
<td>LATIN AMERICA</td>
<td>49,045,640</td>
<td>6%</td>
<td>36,110,425</td>
<td>6%</td>
<td>85,156,065</td>
<td>6%</td>
<td>58%</td>
</tr>
<tr>
<td>EUROPE</td>
<td>37,143,419</td>
<td>13%</td>
<td>37,947,762</td>
<td>6%</td>
<td>75,091,181</td>
<td>9%</td>
<td>49%</td>
</tr>
<tr>
<td>ASIA &amp; OCEANA</td>
<td>14,416,560</td>
<td>9%</td>
<td>28,107,277</td>
<td>2%</td>
<td>42,523,837</td>
<td>4%</td>
<td>34%</td>
</tr>
<tr>
<td>NORTH AMERICA</td>
<td>11,543,582</td>
<td>11%</td>
<td>21,945,870</td>
<td>6%</td>
<td>33,489,452</td>
<td>8%</td>
<td>34%</td>
</tr>
<tr>
<td>AFRICA &amp; MIDDLE EAST</td>
<td>4,668,066</td>
<td>4%</td>
<td>5,148,323</td>
<td>1%</td>
<td>9,816,389</td>
<td>2%</td>
<td>48%</td>
</tr>
<tr>
<td><strong>TOTAL INTL.</strong></td>
<td>116,817,267</td>
<td>9%</td>
<td>129,259,657</td>
<td>5%</td>
<td>246,076,924</td>
<td>7%</td>
<td>47%</td>
</tr>
<tr>
<td><strong>TOTAL DOMESTIC</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>778,477,678</td>
<td>5%</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>1,024,554,602</td>
<td>5%</td>
<td></td>
</tr>
</tbody>
</table>

*domestic traffic 200+ airports US

The global US traffic exceeds the 1 billion passengers for the first time in 2018 (+5%)! The international part of this traffic is now close to 250 million (+7%), due to a strong increase of US tourism in Europe, Asia and Canada (total US residents +9%).

The evolution of air traffic detailed by region is analyzed in the next pages (one by region).
USA flows 2018
by regions

NORTH AMERICA

Top 30 USA domestic routes* 2018

US domestic traffic reached a +4.8% growth in 2018. With close to 780 million passengers carried, it is still the biggest domestic market of the world.

The busiest link stays between Los Angeles and San Francisco with nearly 4 million yearly passengers and a fast growth (+12.2%). One of the strongest fall is also for Los Angeles airport on its route to Seattle (-12.1%), explaining the « weak » +3% increase of LAX global domestic traffic.

On the East coast the most important growth is between Atlanta and the highly touristic city of Fort Lauderdale (+11.7%). Atlanta stays the busiest airport of the world, mainly because of its domestic traffic close to 95 million passengers in 2018 (+3.3%).

*obtained by multiplying the number of departures by 2

The USA busiest international route is with Canada and the most numerous visitors in the country also come from Canada. The US residents still represent only 34% of the passengers on the traffic flows with North America but recorded a strong increase in 2018 (+11%).

<table>
<thead>
<tr>
<th>Airport 1</th>
<th>Airport 2</th>
<th>2018 (000)</th>
<th>(% 18/17)</th>
<th>Dist. Km</th>
</tr>
</thead>
<tbody>
<tr>
<td>SAN FRANCISCO</td>
<td>LOS ANGELES LAX</td>
<td>3,981</td>
<td>12.2</td>
<td>544</td>
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<tr>
<td>LOS ANGELES LAX</td>
<td>NEW YORK JFK</td>
<td>3,478</td>
<td>3.7</td>
<td>3,971</td>
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<td>CHICAGO ORD</td>
<td>NEW YORK LGA</td>
<td>3,199</td>
<td>4.3</td>
<td>1,177</td>
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<td>LOS ANGELES LAX</td>
<td>LAS VEGAS</td>
<td>2,968</td>
<td>7.7</td>
<td>379</td>
</tr>
<tr>
<td>ORLANDO</td>
<td>ATLANTA</td>
<td>2,921</td>
<td>5.1</td>
<td>649</td>
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<tr>
<td>LOS ANGELES LAX</td>
<td>DALLAS</td>
<td>2,873</td>
<td>4.7</td>
<td>1,999</td>
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<tr>
<td>CHICAGO ORD</td>
<td>LOS ANGELES LAX</td>
<td>2,820</td>
<td>-3.5</td>
<td>2,801</td>
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<tr>
<td>FORT LAUDERDALE</td>
<td>ATLANTA</td>
<td>2,614</td>
<td>11.7</td>
<td>937</td>
</tr>
<tr>
<td>DALLAS</td>
<td>ATLANTA</td>
<td>2,575</td>
<td>3.7</td>
<td>1,157</td>
</tr>
<tr>
<td>SEATTLE</td>
<td>LOS ANGELES LAX</td>
<td>2,501</td>
<td>-12.1</td>
<td>1,537</td>
</tr>
<tr>
<td>NEW YORK LGA</td>
<td>ATLANTA</td>
<td>2,408</td>
<td>1.5</td>
<td>1,223</td>
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<td>LOS ANGELES LAX</td>
<td>DENVER</td>
<td>2,403</td>
<td>-3.8</td>
<td>1,363</td>
</tr>
<tr>
<td>SAN FRANCISCO</td>
<td>SEATTLE</td>
<td>2,318</td>
<td>2.5</td>
<td>1,093</td>
</tr>
<tr>
<td>LOS ANGELES LAX</td>
<td>HONOLULU</td>
<td>2,302</td>
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<td>4,106</td>
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<td>ATLANTA</td>
<td>2,253</td>
<td>1.9</td>
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<td>SAN FRANCISCO</td>
<td>CHICAGO ORD</td>
<td>2,215</td>
<td>-8.2</td>
<td>2,963</td>
</tr>
<tr>
<td>DENVER</td>
<td>DALLAS</td>
<td>2,210</td>
<td>-3.4</td>
<td>1,052</td>
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<td>2,178</td>
<td>8.0</td>
<td>1,284</td>
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<td>ORLANDO</td>
<td>NEW YORK EWR</td>
<td>2,126</td>
<td>3.8</td>
<td>1,508</td>
</tr>
<tr>
<td>PHOENIX</td>
<td>DENVER</td>
<td>2,099</td>
<td>0.9</td>
<td>949</td>
</tr>
<tr>
<td>LOS ANGELES LAX</td>
<td>HOUSTON</td>
<td>2,050</td>
<td>4.2</td>
<td>2,228</td>
</tr>
<tr>
<td>TAMPA</td>
<td>ATLANTA</td>
<td>2,065</td>
<td>0.5</td>
<td>657</td>
</tr>
<tr>
<td>SAN FRANCISCO</td>
<td>NEW YORK JFK</td>
<td>2,058</td>
<td>0.0</td>
<td>4,150</td>
</tr>
<tr>
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<td>DALLAS</td>
<td>2,040</td>
<td>3.7</td>
<td>2,217</td>
</tr>
<tr>
<td>HOUSTON</td>
<td>ATLANTA</td>
<td>2,016</td>
<td>2.5</td>
<td>1,119</td>
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<td>SEATTLE</td>
<td>ANCHORAGE</td>
<td>2,015</td>
<td>5.3</td>
<td>2,324</td>
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<tr>
<td>CHICAGO ORD</td>
<td>DENVER</td>
<td>1,989</td>
<td>0.7</td>
<td>1,446</td>
</tr>
<tr>
<td>BOSTON</td>
<td>ATLANTA</td>
<td>1,974</td>
<td>5.3</td>
<td>1,520</td>
</tr>
<tr>
<td>KAHULUUI</td>
<td>HONOLULU</td>
<td>1,969</td>
<td>-4.3</td>
<td>163</td>
</tr>
<tr>
<td>HOUSTON</td>
<td>DENVER</td>
<td>1,952</td>
<td>2.7</td>
<td>1,423</td>
</tr>
</tbody>
</table>

Traffic flow USA - NORTH AMERICA by country

Sources: FRACS Air transport database and DOT
The number of passengers on the traffic flows between the USA and the countries of Africa and Middle East, experienced a little growth of +2% in 2018.

Despite a strong increase of the numbers of US residents traveling to Israel (+10%) and Saudi Arabia (+27%), the slowdown in the traffic with the United Arab Emirates (-3%), which is the main link between the US and this region, explains this « weak » global growth.

The 2018 results also show an important return of US tourists to North African countries, mainly Egypt (+36%) and Morocco (+17%).

Top 15 traffic flows USA - AFRICA & MIDDLE EAST by country
(split passenger US resident / non US)
The traffic with Asia and Oceania growth of +4% in 2018, despite a much faster growth of the number of US passengers in this region (+9%). This increase is mainly due to the flows with East Asian countries: China (+12%), South Korea (+14%), Hong Kong (+15%); also to Australian routes (+14%).

But the US passengers represent only 34% of the traffic and on the Asian side the increase is much slower. South Korea and Japan travelers (first and third by number of passengers with the US) are even a little fewer than in 2017 (-2%).

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**Top 15 traffic flows USA - ASIA & OCEANIA by country**
*(split passenger US resident / non US)*

<table>
<thead>
<tr>
<th>Country</th>
<th>US Residents</th>
<th>% 18/17</th>
<th>Non US</th>
<th>% 18/17</th>
<th>Total</th>
<th>% 18/17</th>
<th>% US Residents</th>
</tr>
</thead>
<tbody>
<tr>
<td>JAPAN</td>
<td>3,181,284</td>
<td>2%</td>
<td>8,221,936</td>
<td>-2%</td>
<td>11,403,220</td>
<td>-1%</td>
<td>28%</td>
</tr>
<tr>
<td>CHINA</td>
<td>2,711,186</td>
<td>12%</td>
<td>5,878,398</td>
<td>8%</td>
<td>8,589,584</td>
<td>9%</td>
<td>32%</td>
</tr>
<tr>
<td>SOUTH KOREA</td>
<td>1,982,321</td>
<td>14%</td>
<td>5,384,955</td>
<td>-2%</td>
<td>7,367,276</td>
<td>2%</td>
<td>27%</td>
</tr>
<tr>
<td>HONG KONG</td>
<td>1,763,044</td>
<td>15%</td>
<td>1,996,984</td>
<td>3%</td>
<td>3,760,028</td>
<td>9%</td>
<td>47%</td>
</tr>
<tr>
<td>AUSTRALIA</td>
<td>994,227</td>
<td>14%</td>
<td>2,373,521</td>
<td>2%</td>
<td>3,367,748</td>
<td>5%</td>
<td>30%</td>
</tr>
<tr>
<td>TAIWAN</td>
<td>1,575,126</td>
<td>0%</td>
<td>1,500,116</td>
<td>5%</td>
<td>3,075,242</td>
<td>2%</td>
<td>51%</td>
</tr>
<tr>
<td>INDIA</td>
<td>500,524</td>
<td>12%</td>
<td>754,912</td>
<td>8%</td>
<td>1,255,436</td>
<td>10%</td>
<td>40%</td>
</tr>
<tr>
<td>NEW ZEALAND</td>
<td>417,784</td>
<td>4%</td>
<td>733,414</td>
<td>4%</td>
<td>1,151,198</td>
<td>4%</td>
<td>36%</td>
</tr>
<tr>
<td>PHILIPPINES</td>
<td>650,744</td>
<td>4%</td>
<td>432,603</td>
<td>4%</td>
<td>1,083,347</td>
<td>4%</td>
<td>40%</td>
</tr>
<tr>
<td>SINGAPORE</td>
<td>265,764</td>
<td>47%</td>
<td>239,707</td>
<td>48%</td>
<td>505,471</td>
<td>47%</td>
<td>53%</td>
</tr>
<tr>
<td>FRENCH POLYNESIA</td>
<td>148,389</td>
<td>12%</td>
<td>299,960</td>
<td>21%</td>
<td>448,349</td>
<td>18%</td>
<td>33%</td>
</tr>
<tr>
<td>FUJ</td>
<td>140,091</td>
<td>11%</td>
<td>93,681</td>
<td>8%</td>
<td>233,772</td>
<td>9%</td>
<td>60%</td>
</tr>
<tr>
<td>MICRONESIA</td>
<td>36,454</td>
<td>11%</td>
<td>105,984</td>
<td>7%</td>
<td>142,438</td>
<td>8%</td>
<td>26%</td>
</tr>
<tr>
<td>MARSHALL (Islands)</td>
<td>20,212</td>
<td>15%</td>
<td>36,626</td>
<td>28%</td>
<td>56,838</td>
<td>23%</td>
<td>36%</td>
</tr>
<tr>
<td>UZBEKISTAN</td>
<td>4,827</td>
<td>460%</td>
<td>33,361</td>
<td>329%</td>
<td>38,188</td>
<td>342%</td>
<td>13%</td>
</tr>
</tbody>
</table>

**ASIA & OCEANIA**  
14,416,560  9%  28,107,277  2%  42,523,837  4%  34%

Sources: FRACS Air transport database and DOT
Air Transport Data
Trend Bulletin

USA Flows 2018
By Regions

The traffic flows with Europe are the ones experiencing the fastest growth in 2018 (+9%). As in most of the other regions the main reason is an increase of the number of tourists coming from the US, +13% in Europe.

Most of them go to South European touristic destinations: Spain (+19%), Italy (+18%), Portugal (+16%). But the most impressive growth in 2018 is in Iceland (+30%). The country is overwhelmed by waves of new tourists each year since 2010.

USA - Europe traffic is now close to be perfectly balanced between US and European travelers (49% / 51%).

Top 20 Traffic Flows USA - Europe by Country
(split passenger US resident / non US)

<table>
<thead>
<tr>
<th>Country</th>
<th>US Residents</th>
<th>% US 18/17</th>
<th>Non US</th>
<th>% Non 18/17</th>
<th>Total</th>
<th>% Total 18/17</th>
</tr>
</thead>
<tbody>
<tr>
<td>UK</td>
<td>9,022,581</td>
<td>11%</td>
<td>12,593,820</td>
<td>3%</td>
<td>21,616,401</td>
<td>8%</td>
</tr>
<tr>
<td>Germany</td>
<td>4,937,264</td>
<td>1%</td>
<td>5,821,237</td>
<td>-4%</td>
<td>10,758,501</td>
<td>-3%</td>
</tr>
<tr>
<td>France</td>
<td>4,361,107</td>
<td>11%</td>
<td>3,991,879</td>
<td>4%</td>
<td>8,352,986</td>
<td>9%</td>
</tr>
<tr>
<td>Netherlands</td>
<td>3,140,674</td>
<td>11%</td>
<td>2,823,484</td>
<td>5%</td>
<td>5,964,158</td>
<td>11%</td>
</tr>
<tr>
<td>Spain</td>
<td>2,434,457</td>
<td>19%</td>
<td>2,016,827</td>
<td>9%</td>
<td>4,451,284</td>
<td>19%</td>
</tr>
<tr>
<td>Italy</td>
<td>2,682,494</td>
<td>18%</td>
<td>1,478,706</td>
<td>6%</td>
<td>4,161,160</td>
<td>18%</td>
</tr>
<tr>
<td>Ireland</td>
<td>2,386,213</td>
<td>13%</td>
<td>1,548,049</td>
<td>4%</td>
<td>3,934,262</td>
<td>12%</td>
</tr>
<tr>
<td>Iceland</td>
<td>2,043,406</td>
<td>30%</td>
<td>805,239</td>
<td>5%</td>
<td>2,849,645</td>
<td>26%</td>
</tr>
<tr>
<td>Switzerland</td>
<td>1,158,058</td>
<td>12%</td>
<td>1,397,941</td>
<td>5%</td>
<td>2,556,006</td>
<td>10%</td>
</tr>
<tr>
<td>Turkey</td>
<td>1,098,920</td>
<td>21%</td>
<td>1,055,844</td>
<td>3%</td>
<td>2,154,764</td>
<td>13%</td>
</tr>
<tr>
<td>Portugal</td>
<td>838,115</td>
<td>16%</td>
<td>443,682</td>
<td>6%</td>
<td>1,281,797</td>
<td>16%</td>
</tr>
<tr>
<td>Denmark</td>
<td>428,294</td>
<td>12%</td>
<td>678,660</td>
<td>-2%</td>
<td>1,106,954</td>
<td>2%</td>
</tr>
<tr>
<td>Belgium</td>
<td>443,656</td>
<td>9%</td>
<td>570,645</td>
<td>4%</td>
<td>1,014,301</td>
<td>8%</td>
</tr>
<tr>
<td>Russia</td>
<td>321,635</td>
<td>18%</td>
<td>590,663</td>
<td>-3%</td>
<td>912,298</td>
<td>3%</td>
</tr>
<tr>
<td>Sweden</td>
<td>276,262</td>
<td>0%</td>
<td>561,193</td>
<td>1%</td>
<td>837,475</td>
<td>1%</td>
</tr>
<tr>
<td>Austria</td>
<td>288,715</td>
<td>10%</td>
<td>327,934</td>
<td>5%</td>
<td>616,649</td>
<td>10%</td>
</tr>
<tr>
<td>Poland</td>
<td>292,068</td>
<td>25%</td>
<td>307,035</td>
<td>13%</td>
<td>599,103</td>
<td>25%</td>
</tr>
<tr>
<td>Norway</td>
<td>159,411</td>
<td>-5%</td>
<td>376,399</td>
<td>-5%</td>
<td>535,810</td>
<td>-6%</td>
</tr>
<tr>
<td>Greece</td>
<td>423,226</td>
<td>19%</td>
<td>100,798</td>
<td>6%</td>
<td>524,024</td>
<td>21%</td>
</tr>
<tr>
<td>Finland</td>
<td>113,355</td>
<td>24%</td>
<td>225,945</td>
<td>4%</td>
<td>339,300</td>
<td>11%</td>
</tr>
</tbody>
</table>

% USResidents

Sources: FRACS Air transport database and DOT
Latin America is still the first destination of US residents in 2018 (+6%) and the busiest traffic flow with the USA, recording more than 85 million of passengers. The strongest growth is for Caribbean islands receiving lots of new US tourists: Bahamas (+24%), Turks and Caicos (+24%), Cayman (+16%).

The US and non US residents passengers reached the same growth speed in 2018 (+6%). Travelers from US stay the most numerous with 58% of the traffic between their country and Latin America.

Top 25 traffic flows USA - LATIN AMERICA & CARIBBEAN by country

<table>
<thead>
<tr>
<th>Country</th>
<th>US Residents</th>
<th>Non US</th>
<th>Total</th>
<th>% US Residents</th>
</tr>
</thead>
<tbody>
<tr>
<td>MEXICO</td>
<td>20,539,700</td>
<td>10,827,196</td>
<td>31,366,896</td>
<td>65%</td>
</tr>
<tr>
<td>DOMINICAN REP.</td>
<td>5,421,106</td>
<td>2,145,715</td>
<td>7,566,821</td>
<td>72%</td>
</tr>
<tr>
<td>BRAZIL</td>
<td>642,057</td>
<td>4,205,633</td>
<td>4,847,690</td>
<td>9%</td>
</tr>
<tr>
<td>JAMAICA</td>
<td>3,042,493</td>
<td>1,153,408</td>
<td>4,195,901</td>
<td>73%</td>
</tr>
<tr>
<td>COLOMBIA</td>
<td>1,544,857</td>
<td>2,422,818</td>
<td>3,967,675</td>
<td>39%</td>
</tr>
<tr>
<td>PANAMA</td>
<td>1,557,940</td>
<td>2,190,392</td>
<td>3,748,332</td>
<td>42%</td>
</tr>
<tr>
<td>BAHAMAS</td>
<td>2,214,468</td>
<td>953,164</td>
<td>3,167,632</td>
<td>70%</td>
</tr>
<tr>
<td>COSTA RICA</td>
<td>2,097,513</td>
<td>855,680</td>
<td>2,953,193</td>
<td>71%</td>
</tr>
<tr>
<td>CUBA</td>
<td>885,152</td>
<td>1,193,673</td>
<td>2,078,825</td>
<td>43%</td>
</tr>
<tr>
<td>EL SALVADOR</td>
<td>919,867</td>
<td>1,095,604</td>
<td>2,015,471</td>
<td>46%</td>
</tr>
<tr>
<td>PERU</td>
<td>834,252</td>
<td>1,173,804</td>
<td>2,008,056</td>
<td>42%</td>
</tr>
<tr>
<td>ARGENTINA</td>
<td>409,023</td>
<td>1,459,524</td>
<td>1,868,547</td>
<td>22%</td>
</tr>
<tr>
<td>ARUBA</td>
<td>1,472,192</td>
<td>198,634</td>
<td>1,670,826</td>
<td>88%</td>
</tr>
<tr>
<td>GUATEMALA</td>
<td>680,449</td>
<td>692,962</td>
<td>1,373,411</td>
<td>50%</td>
</tr>
<tr>
<td>HAITI</td>
<td>704,683</td>
<td>541,174</td>
<td>1,245,857</td>
<td>57%</td>
</tr>
<tr>
<td>ECUADOR</td>
<td>534,788</td>
<td>701,171</td>
<td>1,235,959</td>
<td>43%</td>
</tr>
<tr>
<td>CHILE</td>
<td>303,012</td>
<td>892,404</td>
<td>1,195,416</td>
<td>25%</td>
</tr>
<tr>
<td>CAYMAN ISLANDS</td>
<td>773,029</td>
<td>252,890</td>
<td>1,025,919</td>
<td>75%</td>
</tr>
<tr>
<td>HONDURAS</td>
<td>491,003</td>
<td>527,033</td>
<td>1,018,036</td>
<td>48%</td>
</tr>
<tr>
<td>TRINIDAD TOBAGO</td>
<td>420,778</td>
<td>567,370</td>
<td>988,148</td>
<td>3%</td>
</tr>
<tr>
<td>TURKS CAICOS</td>
<td>699,872</td>
<td>132,442</td>
<td>832,314</td>
<td>84%</td>
</tr>
<tr>
<td>BELIZE</td>
<td>594,818</td>
<td>147,458</td>
<td>742,276</td>
<td>80%</td>
</tr>
<tr>
<td>NETHERLANDS ANTILLES</td>
<td>406,063</td>
<td>191,361</td>
<td>597,424</td>
<td>68%</td>
</tr>
<tr>
<td>BARBADOS</td>
<td>374,511</td>
<td>209,489</td>
<td>584,000</td>
<td>64%</td>
</tr>
<tr>
<td>VENEZUELA</td>
<td>30,626</td>
<td>484,376</td>
<td>515,002</td>
<td>6%</td>
</tr>
</tbody>
</table>

Sources: FRACS Air transport database and DOT
### Main Airport’s traffic Q3 2019 - Top 15

#### Airports

<table>
<thead>
<tr>
<th>Airports</th>
<th>Passengers 2018</th>
<th>18/17 (%) Q1</th>
<th>18/17 (%) Q2</th>
<th>18/17 (%) Q3</th>
</tr>
</thead>
<tbody>
<tr>
<td>ATLANTA</td>
<td>107,394,029</td>
<td>3.3</td>
<td>3.2</td>
<td>3.2</td>
</tr>
<tr>
<td>BEIJING - CAPITAL</td>
<td>100,983,290</td>
<td>5.4</td>
<td>1.6</td>
<td>-2.8</td>
</tr>
<tr>
<td>DUBAI</td>
<td>89,149,386</td>
<td>1.0</td>
<td>-2.2</td>
<td>-9.3</td>
</tr>
<tr>
<td>LOS ANGELES - INTL</td>
<td>87,534,223</td>
<td>3.5</td>
<td>1.2</td>
<td>0.7</td>
</tr>
<tr>
<td>TOKYO - HANEDA</td>
<td>87,369,478</td>
<td>2.3</td>
<td>1.2</td>
<td>-1.6</td>
</tr>
<tr>
<td>CHICAGO - O'HARE</td>
<td>83,339,186</td>
<td>4.4</td>
<td>3.3</td>
<td>3.9</td>
</tr>
<tr>
<td>LONDON - HEATHROW</td>
<td>80,126,856</td>
<td>2.7</td>
<td>2.4</td>
<td>2.1</td>
</tr>
<tr>
<td>HONG KONG</td>
<td>74,561,727</td>
<td>2.6</td>
<td>2.6</td>
<td>2.7</td>
</tr>
<tr>
<td>SHANGHAI - PUDONG</td>
<td>74,006,496</td>
<td>5.7</td>
<td>4.9</td>
<td>3.4</td>
</tr>
<tr>
<td>PARIS - CDG</td>
<td>72,229,326</td>
<td>4.0</td>
<td>5.8</td>
<td>8.4</td>
</tr>
<tr>
<td>AMSTERDAM</td>
<td>71,053,147</td>
<td>3.7</td>
<td>1.6</td>
<td>1.0</td>
</tr>
<tr>
<td>NEW DELHI</td>
<td>68,066,994</td>
<td>10.1</td>
<td>-3.6</td>
<td>-10.4</td>
</tr>
<tr>
<td>GUANGZHOU</td>
<td>69,769,497</td>
<td>6.0</td>
<td>4.8</td>
<td>2.4</td>
</tr>
<tr>
<td>FRANKFURT</td>
<td>69,510,269</td>
<td>7.8</td>
<td>2.5</td>
<td>3.3</td>
</tr>
<tr>
<td>DALLAS/FORT WORTH</td>
<td>69,112,224</td>
<td>3.0</td>
<td>4.6</td>
<td>7.7</td>
</tr>
</tbody>
</table>

Total* **7,245,644,267** 5.8 5.2 3.6 3.6

#### Movements

<table>
<thead>
<tr>
<th>Airports</th>
<th>Movements 2018</th>
<th>18/17 (%) Q1</th>
<th>18/17 (%) Q2</th>
<th>18/17 (%) Q3</th>
</tr>
</thead>
<tbody>
<tr>
<td>CHICAGO</td>
<td>903,747</td>
<td>4.2</td>
<td>3.6</td>
<td>2.6</td>
</tr>
<tr>
<td>ATLANTA</td>
<td>895,682</td>
<td>1.8</td>
<td>1.7</td>
<td>0.9</td>
</tr>
<tr>
<td>LOS ANGELES - INTL</td>
<td>706,273</td>
<td>0.8</td>
<td>-1.4</td>
<td>-3.3</td>
</tr>
<tr>
<td>DALLAS/FORT WORTH</td>
<td>667,213</td>
<td>2.0</td>
<td>5.0</td>
<td>5.5</td>
</tr>
<tr>
<td>BEIJING - CAPITAL</td>
<td>614,022</td>
<td>2.8</td>
<td>-1.1</td>
<td>-5.6</td>
</tr>
<tr>
<td>DENVER</td>
<td>595,481</td>
<td>3.6</td>
<td>3.4</td>
<td>5.4</td>
</tr>
<tr>
<td>CHARLOTTE</td>
<td>550,013</td>
<td>-0.7</td>
<td>5.9</td>
<td>4.1</td>
</tr>
<tr>
<td>AMSTERDAM</td>
<td>517,772</td>
<td>0.6</td>
<td>-0.1</td>
<td>0.2</td>
</tr>
<tr>
<td>FRANKFURT</td>
<td>512,115</td>
<td>7.7</td>
<td>3.0</td>
<td>1.6</td>
</tr>
<tr>
<td>SHANGHAI - PUDONG</td>
<td>504,795</td>
<td>1.6</td>
<td>2.4</td>
<td>1.5</td>
</tr>
<tr>
<td>PARIS - CDG</td>
<td>488,065</td>
<td>1.1</td>
<td>3.9</td>
<td>6.3</td>
</tr>
<tr>
<td>NEW DELHI</td>
<td>480,707</td>
<td>7.3</td>
<td>-3.4</td>
<td>-9.2</td>
</tr>
<tr>
<td>LONDON - HEATHROW</td>
<td>477,769</td>
<td>0.4</td>
<td>0.4</td>
<td>1.1</td>
</tr>
<tr>
<td>GUANGZHOU</td>
<td>477,364</td>
<td>2.6</td>
<td>2.8</td>
<td>1.3</td>
</tr>
<tr>
<td>TORONTO</td>
<td>475,354</td>
<td>2.1</td>
<td>-5.0</td>
<td>-4.7</td>
</tr>
</tbody>
</table>

Total* **7,483,519** 2.9 2.8 1.7 1.8

#### Cargo

<table>
<thead>
<tr>
<th>Airports</th>
<th>Cargo 2018 (’000 tons)</th>
<th>18/17 (%) Q1</th>
<th>18/17 (%) Q2</th>
<th>18/17 (%) Q3</th>
</tr>
</thead>
<tbody>
<tr>
<td>HONG KONG</td>
<td>5,117</td>
<td>1.4</td>
<td>-5.7</td>
<td>-7.8</td>
</tr>
<tr>
<td>MEMPHIS</td>
<td>4,470</td>
<td>3.1</td>
<td>1.0</td>
<td>-2.2</td>
</tr>
<tr>
<td>SHANGHAI - PUDONG</td>
<td>3,766</td>
<td>-1.5</td>
<td>-9.1</td>
<td>-7.1</td>
</tr>
<tr>
<td>SEOUL - INcheon</td>
<td>2,952</td>
<td>1.0</td>
<td>-6.8</td>
<td>-7.2</td>
</tr>
<tr>
<td>ANCHORAGE</td>
<td>2,807</td>
<td>3.3</td>
<td>-1.9</td>
<td>-2.6</td>
</tr>
<tr>
<td>DUBAI</td>
<td>2,641</td>
<td>-0.5</td>
<td>4.1</td>
<td>-9.9</td>
</tr>
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Total* **108,327** 3.1 1.2 -3.0 -2.2

* ACI

Sources: ACI and FRACS Air transport database
Airliners Orders and Deliveries Q3 2019

The B737 Max crisis is still on and is getting worse, forcing Boeing to stop its production by the end of the year. On its side Airbus stays on the way of a new delivery record, even if the first annual results seem to show a less strong growth than expected at the beginning of the year.

Deliveries

<table>
<thead>
<tr>
<th>Deliveries</th>
<th>Q1 2019</th>
<th>Q2 2019</th>
<th>Q3 2019</th>
<th>3/4Q 19/18 Variation</th>
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Orders

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<th>Q3 2019</th>
<th>3/4Q 19/18 Variation</th>
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Deliveries by aircraft type

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Orders by aircraft type

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<th>Orders</th>
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<th>Q2 2019</th>
<th>Q3 2019</th>
<th>3/4Q 19/18 Variation</th>
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Sources: FRACS Air transport database
Our Databases and Services

We are grateful for your reading and your interest. The new issue is coming out in April 2020!

Feel free to contact us if you are interested in this data or for more details than showed up in this newsletter.

You can also directly contact our database managers Jean-Pierre Assemat and Mehrdad Farzinpour to get a personal solution to your needs.

Find more information and previous publications on our website:

https://fracs.aero/products-and-services/#atd

About our databases:

Our Air Transport databases are updated on a regular basis and contain long historical data series regarding:

- Traffic data for more than 2500 airports world-wide, collected from a variety of sources since 1970.
- Traffic flows: country-pair and city-pair for over 200 countries and 2500 airports world-wide since 1970.
- Traffic, financial and fleets detailed information for 600 airlines throughout the world since 1980.

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ENAC is the French National School of Civil Aviation and is the largest of the major aeronautical schools or universities in Europe.

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FRACS supports their clients in meeting ICAO and EASA standards, improving operational performance and achieving strategic capabilities.

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