FREE WITH THE OCTOBER 2013 ISSUE OF AIRLINER WORLD

A concise reference source detailing the world’s airlines

Global AIRLINE Guide 2013

PART TWO

ANALYSING MARKET TRENDS
- Airline Traffic, Financial Results, Alliances, Aircraft Orders and Deliveries.

1,900 carriers from over 200 countries

Data source:
CAPA - Centre for Aviation
www.centreforaviation.com
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GLOBAL AIRLINE GUIDE

www.airlinerworld.com

INTRODUCTION

IDENTIFYING the country of origin of an airline is made easier by the code system imposed by International Civil Aviation Organization (ICAO) – although country codes can be confusing as (for political and leasing reasons) aircraft often retain their country of registration, rather than their country of employment.

Airliner World presents a concise reference source detailing world airlines listed in alphabetical order of countries. To help find a particular carrier, the list on page 2 shows the ICAO code for the country – this is the code letter that is used in the registration of aircraft – listed in alphabetical order of prefix.

Each country entry then lists the airlines (passenger and freight) along with, where applicable, their International Air Transport Association (IATA) two-letter designators and ICAO three-letter designators. Not all ‘air operators’ are included in the list. Exceptions include government organisations and those whose prime functions are non-commercial. Furthermore, a huge number of ‘air taxi’ type operations have also been omitted, although some examples, using larger capacity aircraft have been included. Fleet details give types that fulfil a 5-8 passenger+ criterion, although some smaller aircraft have been included for completeness.

Airliner World runs regular airline surveys and detailed features on individual airlines and these will include detailed fleet listings – one of the best ways of staying current is to amend your copy of this guide using the information contained within the magazine.

THE DATA summarises the fleet of a particular airline and is correct at the beginning of July 2013. It includes both in-service and parked aircraft, although changes will have inevitably occurred between data extract and publication. Aircraft on wet-lease or ACMI contracts are listed with the company for which they are flown, rather than the lessor.

CAPA Established in 1990, CAPA - Centre for Aviation is a leading provider of independent aviation market intelligence, analysis and data services, covering worldwide developments. The Centre’s analytical reports and industry research enable senior executives to stay ahead of trends and developments in this fast changing, complex and dynamic industry. CAPA is relied upon by aircraft operators, aerospace companies, insurers, financiers and regulators for accurate data, news and intelligence, to support business decision making and competitor/market analysis.

CAPA Fleets provides:

• 51,800 individual aircraft entries
• Aircraft registration/serial numbers
• Engine types
• Current ownership
• Fully searchable
• Aircraft status/age
• Downloadable to excel or csv

The company is headquartered in Sydney, Australia with representatives based in Washington DC, London, Delhi, Hong Kong, Singapore and Wellington.

www.centreforaviation.com
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### Additional Information

#### Switzerland
- **Air Glaciers**: 7T, 7G1, PC-6 (2)
- **Belair Airlines**: 4T, BHP, A320 (7)
- **Darwin Air**: F7, SWT, A320 (9)
- **easyjet Switzerland**: D5, EZS, A320 (20)
- **Edelweiss Air**: W5, EDW, A320 (6) A330 (2)
- **Furnair Switzerland**: B7, ATR 42 (2) ATR 72 (12)
- **Helvetic Airways**: 2L, OWX, A320 (1) A330 (1) F100 (6)
- **People’s Viennaline**: P7, E-Jet (1)
- **Pilatus**: PT5 (2)
- **SkyWork Airlines**: SX, SWE, S200 (3) Dash 8 (2)
- **SWISS**: LX, SWR, A320 (37) A310 (14) A320 (15) Dash 8 (1)
- **Swiss European Air Lines**: SWU, BAE 146 (20)

#### Additional Operators
- **TUIfly Nordic**: 6B, 737 (5) 767 (2)
- **TUIFly Nordic AB**: 6B, BLX, 737 (1)
- **West Air Europe**: SWW, ATR 12 (2) CRJ (3)
- **Westair Cargo Airlines**: 737 (1)

#### Other Operators
- **Airline Name**: **IATA** **ICAO** **Model and Count**
- **Swiss Jet**: S3T, PC-6 (1)
- **Swissboogie Passpino SA**: SWW, PC-6 (1)
- **Zimex Aviation**: MX, B1900 (1) DHC-6 (13) PC-6 (5)
- **Swiss Air Lines**: SIK, 737 (4) 747 (3) A330 (22) A340 (6)
- **Daily Air**: D182 (8)
- **EVA Air**: BR, EVA, 747 (5) 777 (15) A320 (4) A330 (14) MD-11 (6) MD-80 (5)
- **Far Eastern Air Transport**: FE, FEA, MD-80 (6)
- **Mandarin Airlines**: AE, MDR, E-Jet (8)
- **TransAsia Airways**: GE, TNA, ATR 72 (9) A320 (9) A330 (2)
- **Uni Airways**: B7, UAA, ATR 72 (4) Dash 8 (7) MD-80 (6)
- **Tajikistan**: B5
- **Asia Airways**: ASW, An-12 (3) An-26 (2) B-76 (1)
- **Asian Express Airlines**: ASW, ATR 72 (4) Dash 8 (7) MD-80 (6)

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- A330 (1)

**Tunisia Express**
- ATR 72 (3)

**Tunisia**
- DHC-6 (2)

**Turkey**

**AnadoluJet**
- A320 (14)

**Atlasjet**
- A310 (15)

**Boracel**
- A320 (15)

**Corendon Airlines**
- An-120 (7)

**Freebird Airlines**
- A310 (8)

**Uganda Air Cargo**
- A320 (3)
- A310 (3)

**Syphax Airlines**
- A320 (2)

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**Name**
- Saga Airlines
- SeaBird Airlines
- Sky Airlines
- SunExpress
- Tailwind Airlines
- Turk Hava Kurumu
- Turkish Airlines
- ULS Airlines Cargo

**Name**
- Turkmenistan Airlines
- Turkmenistan Airlines
- Unknown (Turkmenistan)
- Airline and Caicos
- US Virgin Islands
- Seabe Horn Ailine
- Uganda Airlines

**Name**
- Shokovb Yshy
- South Airlines
- Ukraine Air Enterprise
- Ukraine Airways
- Ukraine International
- Ukraine State Flight Academy
- UMA Air
- Ultra Aviation
- Veteran Airlines
- Wind Rose Aviation Company
- Wizz Air Ukraine
- Yilmaz Air
- Yilmaz Air
- ZeyAvia

**Name**
- Abu Dhabi Aviation
- Air Arabia
- Air Cess
### Name | IATA | ICAO | Model and Count
--- | --- | --- | ---
**Al Jaber Aviation** | LJB | E-Jet (2) |  
**Al Sayegh Airlines** |  | 747 (1) |  
**AVL.com** | P3 | PWAY |  
**Eastern Express** | LJS | B-76 (3) |  
**Eastern Skypets** | ESI | 737 (3) A340 (1) DC-9 (1) |  
**Emirates Airline** | UAE | 747 (3) 777 (127) A330 (23) A340 (14) A380 (35) |  
**Empire Aviation Group ZEO** | MJE | Ce 208 (1) |  
**Etihad Airways** | EY | ETD | 747 (3) 777 (19) A100 (1) A320 (19) A330 (26) A340 (11) |  
**Falcon Aviation Services** | FVS | E-Jet (1) |  
**Falcon Express Cargo Airlines** | B1900 | F27 (1) |  
**Farnas Aviation Services** | RAF | An-32 (1) |  
**Fayza Sky** | DHL | 6 (1) |  
**flydubai** | FZ | FDB | 737 (30) |  
**Global Jet Ltd** | 7G | GBB | 737 (3) |  
**Maximus Air Cargo** | MKU | An-124 (1) B-76 (2) |  
**Midas Airlines** | MIX | 747 (3) A300 (2) CV-340 (1) |  
**RAK Airways** | RT | RKM | 737 (1) A320 (2) |  
**Rotana Jet** | RG | E145 (2) |  
**Royal Jet** | ROI | Gulfstream 1 (3) |  
**Rus Aviation** |  | A300 (2) An-12 (2) B-76 (6) |  
**Seawings** |  | Ce 208 (3) |  
**SKA Air & Logistics (SkyLink Arabia)** | 727 (1) |  
**Transliz Aviation [UAE]** | TLZ | An-12 (5) |  
**United Arab Emirates Air Force** | A330 (1) Dass 8 (1) |  

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### Name | IATA | ICAO | Model and Count
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**United Kingdom** |  |  |  
**Aerodynamics Ltd [UK]** | ADL | Ce 208 (2) |  
**Air Atlantic** | AG | DC-6 (1) |  
**Air Scandia** | IJSL |  |  
**Atlantic Airlines** | NPT | 737 (2) APE (1) Electra (1) |  
**Auxinity Air Services** | GB | ATR 72 (1) BH-2A (6) |  
**Av Cargo** | Z3 | SMJ | DC-10 (2) MD-11 (2) |  
**BA Cityflyer** | CJ | CFE | E-Jet (14) S2000 (1) |  
**BAE Systems (Corporate Air Travel) Ltd** | BA | BAE | S200 (14) 80 (1) |  
**Blue City Aviation** | HFD |  | Metro (1) |  
**Blue Islands** | SI | BCI | ATR 42 (1) BH-2A (3) F50 (1) E170 (4) |  
**bmi regional** | BM | BHR | E145 (18) |  
**BBR Group Ltd** | BN | BHH | BH-2A (1) |  
**British Airways** | BA | BAW | 737 (19) 747 (55) 767 (21) 777 (52) 787 (2) AS20 (111) |  
**Celli Aviation** | CLJ | BAE | 146 (1) |  
**Chevron Aircraft Maintenance Ltd** |  | BAE | 146 (1) |  
**DHL Air UK** | D8 | DHH | 737 (22) 767 (4) |  
**Directflight** | DCT | BH-2A (2) |  
**Eastern Airways** | T3 | EZE | 747 (3) E145 (5) S2000 (7) |  
**easyJet** | U2 | EZY | A320 (192) |  
**Executive Jet Support Ltd** | 419 | Gulfstream 1 (2) |  
**Flybe** | BE | BEE | Dash 8 (41) E-Jet (23) |  
**Formula One Management Ltd** | FOR | BAE | 146 (2) |  
**Hebridian Air Services** | HBR | BH-2A (4) |  

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The annual ‘competition’ for aircraft deliveries was won by Boeing in 2012 with a total of 601 (the most since 1999). However, the Airbus figure of 588 was still a company record for a single year. The US manufacturer also announced 1,203 net commercial aircraft orders – the second-largest number in company history – and has a backlog of 4,373 airframes – the most in company history.

Meanwhile, Airbus won 914 new orders and its 588 deliveries were to 89 customers and included 17 to new (Airbus) operators. The manufacturer’s backlog set what it says is a new industry-wide record of 4,682 aircraft valued at more than $638 billion.
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In 2013, airlines are forecasted to earn $12.7 billion in net profit, compared to the $7.6 billion in 2012. However, on overall combined revenues of $711 billion, this gives just a 1.8% net profit margin. According to ICAO figures, this year airlines will earn an average just $4 profit per passenger carried.

On a positive note, fuel prices are expected to stabilise at an average of $127 per barrel – although this represents an increase of 55% since 2006 – any further rises will put even greater pressure on already stretched balance sheets. In this highly competitive business, cost increases such as fuel and taxes have been extremely difficult to recoup, especially as average seat prices continue to fall – they are a third lower than they were 20 years ago. Airlines must continue to transform themselves, examining every aspect of their business to find ways to become even more efficient and profitable, while still creating more value for their customers.

The chart on the right represents the fleet breakdown by type and shows that full service carriers still have the majority of the market at 59.3%, although low cost carriers now command 17.6% and regional/commuters 23.1%.
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www.airlinerworld.com 37
As of July 22, 2013, the global fleets of commercial aircraft were as follows:

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