

2022 Allianz Partners

# Big Book of Travel Data

by IdeaWorksCompany

Your single source for global statistics  
for airlines, hotel brands, car rental  
companies, and online travel agents.

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### About Jay Sorensen, Writer of the Report

Jay Sorensen's research and reports have made him a leading authority on frequent flyer programs and the ancillary revenue movement. He is a regular keynote speaker

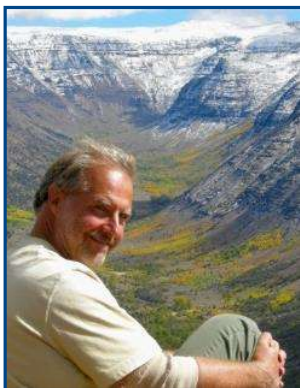


Jay and sons Aleksei and Anton hiking on the Pacific Crest Trail in the Angeles National Forest in California.

at ancillary revenue and airline retail conferences and has testified to the US Congress on ancillary revenue issues. His published works are relied upon by airline executives throughout the world and include first-ever guides on the topics of ancillary revenue and loyalty marketing. He received the Airline Industry Achievement Award at the MEGA Event in 2011.

Mr. Sorensen has 38 years experience in product, partnership, and marketing development. As president of the IdeaWorksCompany consulting firm, he has helped boost airline revenue, started loyalty programs and co-branded credit cards, developed products in the service sector, and helped start airlines and other travel companies. His career includes 13 years at Midwest Airlines where he was responsible for marketing, sales, customer service, product development, operations, planning, financial analysis and budgeting. His favorite activities are hiking, exploring and camping in US national parks with his family.

### About Eric Lucas, Editor of the Report



Eric Lucas is an international journalist whose work has appeared in Michelin travel guides, Alaska Airlines *Beyond Magazine*, *Epoch Times*, *Westways* and many other publications. Founding editor of *Midwest Airlines Magazine*, he is the author of eight books. Eric has followed and written about the travel industry for more than 30 years. He lives on San Juan Island, Washington, where he grows organic garlic, apples, beans and hay; visit him online at [TrailNot4Sissies.com](http://TrailNot4Sissies.com).

Eric, at his favorite summer retreat, Steens Mountain, Oregon.

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### **Updates to the 2022 Allianz Partners Big Book of Travel Data**

This is Version 1.0 of the 2022 Allianz Partners Big Book of Travel Data by IdeaWorksCompany.

Readers are encouraged to visit the IdeaWorksCompany website to check for updates to this Allianz Partners Big Book of Airline Data:

<https://ideaworkscompany.com/reports/>

Updates will include corrections made to the data presented. These will be summarized in the "Updates to the 2022 Allianz Partners Big Book of Travel Data page." The most up-to-date version of the big book will be available on the website.

- 19 August 2022: This version of the Big Book is updated to reflect a correction to the table on page 94 and the graph on page 96. The correct annual gross bookings of \$3,188,850,000 are now listed for MakeMyTrip. The original Big Book listed a prior-year value.



## B. Introduction to the Data

The 2022 Big Book represents a significant upgrade from the 2021 edition. That's because this year's publication goes far beyond airline industry traffic and revenue data. The 2022 Big Book has been renamed the Allianz Partners Big Book of Travel Data which reveals two major changes. Data have been added for hotel, car rental, and online travel agency categories, and Allianz Partners is now the publication's sponsor. But wait . . . there's even more. This edition provides data on 31 more airlines compared to last year.

Let's begin with a few thoughts on the road traveled or skies flown over the past couple of years. Over all, the data show that airlines, hotels and other travel providers last year began a recovery from the pandemic plunge of 2020 – a sometimes huge recovery for some companies, and sometimes modest. The large database supporting this Big Book permits the calculation of a global total for the airline industry which reveals a nearly 28 percent traffic increase for 2021 and a 32 percent revenue increase. Airline travel is naturally linked to hotels, car rental companies, and online travel agencies – a good year for airlines is an indicator of better times for the entire travel sector.

Global Estimate of Airline Traffic and Revenue				
Reporting Year	Traffic	Change	Revenue	Change
2019	4.6 billion		\$840 billion	
2020	1.8 billion	-60.9%	\$350 billion	-58.3%
2021	2.3 billion	27.8%	\$462 billion	32.0%
Source: 2022 Allianz Partners Big Book of Travel Data				

The gradual release of the pandemic's grip on our world has been uneven. Wealthy countries have the benefit of better access to vaccines, healthcare, and economic resources. Those in developing countries don't have the luxury of choosing which brand of vaccine to receive. Beyond this, for a multitude of factors, the virus itself has waxed and waned, morphed into new variants, and caused varying degrees of havoc all over the world. Asia and the South Pacific had little growth for 2021, whereas the rest of the world had definitely better results compared to 2020.

International travel remained difficult for 2021, with some countries remaining locked down and others relatively open. Large domestic markets saw the best recovery especially when combined with reduced restrictions related to Covid. Hotels and car rentals generally had a better year than many airlines. This is because many travelers stayed closer to home and avoided airline travel. And yet there are always surprises where a management team achieved better results against all odds.

This publication is your single source of data for passenger traffic, airline revenue, and frequent flyer enrollment for 219 airlines from Aegean to Zhuhai. The data collection process began in January of this year and was completed in July to allow an earlier publication date of August 2022. It's a significant undertaking with a review of 300 airlines, and a search for the world's leading hotel groups, car rental companies, and online travel agencies for inclusion in the Big Book. The information is presented in multiple formats to create user-friendly access to the data.

The first part of the Big Book contains passenger traffic results for 154 primary airlines and 58 subsidiary airlines. The second portion contains revenue results for 122 primary airlines and 46 subsidiary airlines. The final airline section provides membership data for 48 frequent flyer programs. It's important to understand the distinction between primary and subsidiary airlines:

- **Primary airlines** include individual airlines not affiliated with a corporate group structure such as Aeromexico and Copa Airlines. Group airlines are also included. These groups feature multiple carriers under a single corporate ownership structure. Examples of groups include AirAsia Aviation Group and Air France/KLM Group.
- **Subsidiary airlines** are individually identified airlines under an airline group (also known as the corporate parent). The carriers listed do not always represent the full list of airlines operating under the group umbrella. The listing is limited to disclosures made by the parent company, and these may not be comprehensive; groups often omit smaller operations from the annual report.

There are 60+ pages in the airline section of this Big Book and two features are designed to help keep users on track through the many tables. Each data section will use a consistent highlight color for the traffic and revenue data. In addition, tables offer "line" numbers for individual results. For tables offering high to low results, the individual results appear as a "rank."

Passenger traffic typically represents one way passengers, with connections between flights counted as a single trip. Some airlines, such as low cost carriers, count passengers on a segment basis; a connection passenger would represent two trips. Revenue is often described by airlines as "operating revenue" which includes a variety of sources such as passenger fares, ancillary revenue, air cargo, and services sold to other airlines such as catering and ground handling. Some disclosures were very scant and the revenue type could not be determined.

Traffic – Primary Airlines – Alphabetical <i>Continued</i>					
Line	Airlines	Annual Passengers	Traffic Change (from prior annual period)	Reporting Period	World Region
16	Air India ■	6,200,000	-71.9%	FY ended 31 March 2021	Asia & South Pacific
17	Air India Express ■	1,470,000	-69.6%	FY ended 31 March 2021	Asia & South Pacific
18	Air New Zealand ■	8,649,000	-36.1%	FY ended 30 June 2021	Asia & South Pacific
19	Air Serbia	1,586,665	83.0%	Calendar 2021	Europe
20	Air Seychelles	95,458	No 2020 data	Calendar 2021	Middle East & Africa
21	AirAsia Aviation Group	4,812,364	-63.8%	Calendar 2021	Asia & South Pacific
22	AirAsia X ■	1,141,713	-0.2%	June 2020-Dec 2021 Period	Asia & South Pacific
23	airBaltic	1,628,000	21.5%	Calendar 2021	Europe
24	Alaska Air Group	32,407,000	80.8%	Calendar 2021	US & Canada
25	Allegiant Air	13,637,405	58.1%	Calendar 2021	US & Canada
26	Alliance India	1,024,115	29.2%	Calendar 2021	Asia & South Pacific
27	American	165,000,000	73.1%	Calendar 2021	US & Canada
28	ANA Group	18,784,749	43.5%	FY ended 31 March 2022	Asia & South Pacific
29	Arkia Israel Airlines	587,022	155.3%	Calendar 2021	Middle East & Africa
30	Asiana Airlines Group	6,207,000	0.2%	Calendar 2021	Asia & South Pacific
31	Atlantic Airways	200,511	34.8%	Calendar 2021	Europe
32	Avelo Airlines	345,000	No 2020 data	Calendar 2021	US & Canada
33	Avianca *	14,000,000	83.1%	Calendar 2021	Latin America
34	Azimuth Airlines	2,093,829	71.4%	Calendar 2021	Europe
35	Azul	23,311,416	57.6%	Calendar 2021	Latin America
36	Azur Air	3,797,216	96.7%	Calendar 2021	Europe
37	Bangkok Airways	536,300	-71.5%	Calendar 2021	Asia & South Pacific
38	Boliviana	3,282,855	82.3%	Calendar 2021	Latin America
39	Breeze Airways	318,000	No 2020 data	Calendar 2021	US & Canada
40	Cathay Pacific	717,000	-84.5%	Calendar 2021	Asia & South Pacific
■ Refer to page 8 for details. * Some data for airline is estimated, see Appendix Table continues next page.					



Traffic – Primary Airlines – Alphabetical <i>Continued</i>					
Line	Airlines	Annual Passengers	Traffic Change (from prior annual period)	Reporting Period	World Region
41	Cebu Pacific Air	3,411,000	-32.1%	Calendar 2021	Asia & South Pacific
42	China Airlines	173,036	-92.8%	Calendar 2021	Asia & South Pacific
43	China Eastern Group	79,099,060	6.0%	Calendar 2021	Asia & South Pacific
44	China Southern Group	98,504,660	1.7%	Calendar 2021	Asia & South Pacific
45	Comair (S.A.) *	1,800,000	140.0%	Calendar 2021	Middle East & Africa
46	Copa Airlines	6,136,000	115.1%	Calendar 2021	Latin America
47	Croatia Airlines	788,000	27.5%	Calendar 2021	Europe
48	Daily Air	83,904	-21.3%	Calendar 2021	Asia & South Pacific
49	Delta	131,016,000	86.8%	Calendar 2021	US & Canada
50	EasyFly	1,424,032	94.7%	Calendar 2021	Latin America
51	easyJet ■	20,400,000	-57.6%	FY ended 30 Sept. 2021	Europe
52	EgyptAir ■ *	3,000,000	-52.8%	FY ended 30 June 2021	Middle East & Africa
53	El Al	1,377,000	52.2%	Calendar 2021	Middle East & Africa
54	Emirates Airline	19,600,000	197.0%	Calendar 2021	Middle East & Africa
55	Ethiopian Airlines ■ *	7,500,000	36.4%	Period ended 30 June 2021	Middle East & Africa
56	Etihad Airways	3,500,000	-16.7%	Calendar 2021	Middle East & Africa
57	EVA Air Group	292,690	-87.4%	Calendar 2021	Asia & South Pacific
58	Finnair	2,852,300	-18.2%	Calendar 2021	Europe
59	FlyBig	54,518	No 2020 data	Calendar 2021	Asia & South Pacific
60	Flybondi	878,000	183.2%	Calendar 2021	Latin America
61	flydubai	5,600,000	75.0%	Calendar 2021	Middle East & Africa
62	flynas *	5,000,000	0.0%	Calendar 2021	Middle East & Africa
■ Refer to page 8 for details. * Some data for airline is estimated, see Appendix Table continues next page.					

Traffic – Primary Airlines – Alphabetical <i>Continued</i>					
Line	Airlines	Annual Passengers	Traffic Change (from prior annual period)	Reporting Period	World Region
63	Flyr	275,900	No 2020 data	Calendar 2021	Europe
64	FlySafair *	4,000,000	128.6%	Calendar 2021	Middle East & Africa
65	Frontier Airlines	20,709,000	84.3%	Calendar 2021	US & Canada
66	Garuda Indonesia Group *	10,200,000	-5.6%	Calendar 2021	Asia & South Pacific
67	GO First	7,957,667	35.9%	Calendar 2021	Asia & South Pacific
68	GOL Linhas Aereas	18,848,000	12.4%	Calendar 2021	Latin America
69	Hainan Airlines Holding	41,299,000	11.5%	Calendar 2021	Asia & South Pacific
70	Hawaiian Holdings	6,543,000	94.6%	Calendar 2021	US & Canada
71	HK Express	8,000	-98.6%	Calendar 2021	Asia & South Pacific
72	Icelandair	1,461,446	64.0%	Calendar 2021	Europe
73	IndiGo	46,683,054	59.1%	FY ended 31 March 2022	Asia & South Pacific
74	Int'l Airlines Group IAG	38,864,000	24.3%	Calendar 2021	Europe
75	Isirair	626,604	65.3%	Calendar 2021	Middle East & Africa
76	ITA Airways	4,929,667	-24.3%	Calendar 2021	Europe
77	Japan Airlines Group	17,131,304	36.3%	FY ended 31 March 2022	Asia & South Pacific
78	Jazeera Airways	1,031,352	48.2%	Calendar 2021	Middle East & Africa
79	Jeju Air	6,511,000	18.0%	Calendar 2021	Asia & South Pacific
80	Jet2.com	4,850,000	267.4%	FY ended 31 March 2022	Europe
81	JetBlue Airways	30,094,000	110.8%	Calendar 2021	US & Canada
82	JetSMART Argentina	848,000	244.7%	Calendar 2021	Latin America
83	JetSMART Chile	1,686,463	36.5%	Calendar 2021	Latin America
84	Jetstar Group ■	7,306,000	-59.1%	FY ended 30 June 2021	Asia & South Pacific
85	Jin Air	5,843,000	33.6%	Calendar 2021	Asia & South Pacific
■ Refer to page 8 for details. * Some data for airline is estimated, see Appendix Table continues next page.					