

DataBank



PLANE LANGUAGE

FOCUSING ON THE STATS, FACTS AND FIGURES FROM THE AVIATION SECTOR



BIZ CLASS CITY PAIRINGS

The top five most popular city pairings in Europe, based on business class seating numbers, in October 2014.

- 1 **Zurich-LHR** 17,528 ▶ **LHR-Zurich** 17,404
- 2 **Geneva-Zurich** 16,306 ▶ **Zurich-Geneva** 16,260
- 3 **Geneva-LHR** 15,072 ▶ **LHR-Geneva** 15,072
- 4 **Hamburg-Frankfurt** 14,668 ▶ **Frankfurt-Hamburg** 14,640
- 5 **Frankfurt-LHR** 13,760 ▶ **LHR-Frankfurt** 13,356

Source: OAG

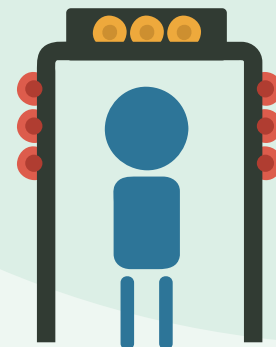


BIZ ROUTES FREQUENT FLYERS

Frequency comparisons in flight numbers, between 2010 and 2014, on some of the most popular business routes from Heathrow.

| | 2010 | 2014 | % |
|---------------------------|-------|-------|-----|
| LHR-Amsterdam | 6,352 | 6,739 | 6% |
| LHR-Delhi | 2,284 | 2,189 | -4% |
| LHR-Doha | 1,460 | 2,054 | 41% |
| LHR-Rio de Janeiro | 217 | 408 | 88% |
| LHR-New York JFK | 5,936 | 6,862 | 16% |

Source: OAG



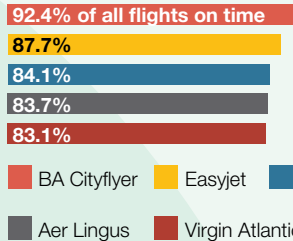
PUNCTUALITY UK & IRELAND

The average delay times for UK and Ireland low-cost carriers (LCCs) in 2013.

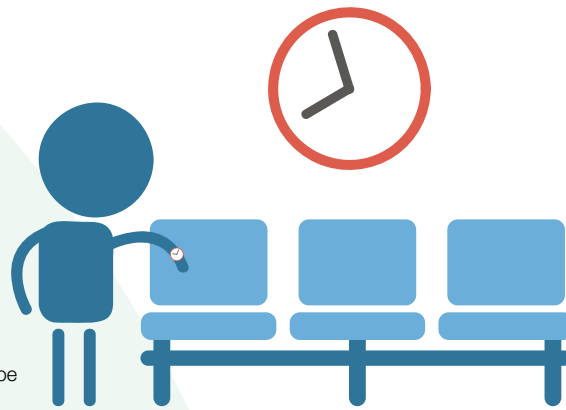
| AIRLINE | AVERAGE DELAY |
|---------|---------------|
| Ryanair | 9.3 minutes |
| Flybe | 9.5 minutes |
| Easyjet | 9.9 minutes |
| Jet2 | 15.3 minutes |

Source: Flighttime.info

On-time performance statistics flying out of ten major UK airports (Feb 2014).

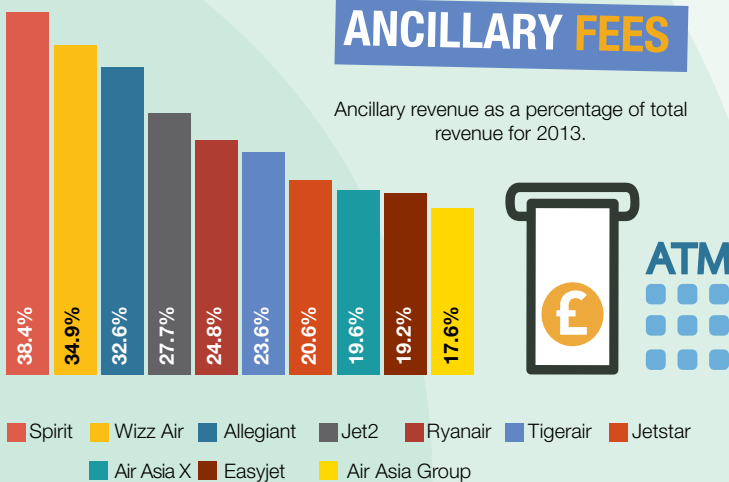


Source: Flighttime.info



ANCILLARY FEES

Ancillary revenue as a percentage of total revenue for 2013.



Source: Ideaworkcompany

FARES RISE AND FALL

The Advito 2015 Industry Forecast predictions for the amount fares are expected to rise or fall next year, on economy and business class across international and regional flights.

| | Intercontinental business | Intercontinental economy | Regional business | Regional economy |
|-------------------|---------------------------|--------------------------|-------------------|------------------|
| Europe | 3% | -1% | 3% | 2% |
| Middle East | -1% | -3% | -3% | -4% |
| Africa | -3% | -2% | 2% | 0% |
| North America | 3% | 0% | 2% | 4% |
| Latin America | 2% | -2% | 3% | 2% |
| Asia | 2% | -3% | -2% | -2% |
| Southwest Pacific | 2% | 0% | 2% | 1% |

Source: Advito

INTERNATIONAL NON-STOP CAPACITY

The top ten global airports based on annual seat capacity between mid-October 2013 to mid-October 2014 on international departing flights.

| Code | Departure airport | Total seats | Code | Departure airport | Total seats |
|------|-----------------------------|-------------|------|--|-------------|
| 1 | DXB Dubai International | 44,962,186 | 6 | FRA Frankfurt International | 34,240,192 |
| 2 | LHR London Heathrow | 43,215,411 | 7 | AMS Amsterdam Schiphol | 31,803,531 |
| 3 | HKG Hong Kong International | 40,236,672 | 8 | ICN Seoul Incheon International | 28,305,169 |
| 4 | SIN Singapore Changi | 36,432,731 | 9 | BKK Bangkok Suvarnabhumi International | 26,045,360 |
| 5 | CDG Paris Charles de Gaulle | 35,667,917 | 10 | KUL Kuala Lumpur International | 24,362,904 |

Source: OAG

ENVIRONMENTAL

\$1.3 trillion

In order for the aviation industry to reach its target of **1.5%** average fleet fuel efficiency improvement per annum from 2010 until 2020, the world's airlines will have to purchase **12,000** new aircraft at a cost of **US\$1.3 trillion**.

2%

Global aviation produces around **2%** of all human-induced carbon dioxide (CO₂) emissions.

12%

Aviation is responsible for **12%** of CO₂ emissions from all transport sources compared to **74%** from road transport.

80%

Around **80%** of aviation CO₂ emissions are emitted from flights of over **1,500km**, for which there is no practical alternative mode of transport.

50%

ATAG's climate targets include a **50%** reduction of net aviation carbon emissions by 2050 on 2005 levels.

Source: Air Transport Action Group (ATAG)

