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Arab Air Transport **Statistics** 2013

الاتحاد العربي للنقل الجوي
Arab Air Carriers Organization

www.aaco.org

AACO Members Quick Facts 2012

Member Airlines		30
Billion $ Revenue	(+11.5% over 2011)	45
Million Passengers Carried	(+14.2% over 2011)	142
Million Tonnes of Cargo	(+10.9% over 2011)	4.3
Destinations Served		389
Countries Served		107
Average Daily Flights	(+20.2% over 2011)	3,453
Average Daily Seats	(+22.4% over 2011)	663,069
Aircraft in Fleet	(+27 A/C over 2011)	967
Employees	(+8.1% over 2011)	139,000

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2012 marked the relative return to stability to the Arab world; at least to major air transport markets. The air traffic disruptions and airspace closures that occurred in 2011 saw an end; however, instability still persists in several Arab countries.

In spite of the prevailing situation in the Arab world, and despite the external factors affecting the Arab air transport, among which the most significant is the weakness of the EU economy and its global spillovers, Arab airlines continued to expand. The driver behind this expansion is the global carriers concentrated in the Arabian Peninsula, and which are able to mitigate the regional drawbacks using their massive portfolio of global traffic through their hubs. As a result, Arab airlines grew their RPKs by 15.4% in 2012 over 2011, which is three fold the global growth. That helped the Arab air transport market expand by 6.9% during the same period.

Of course, Arab airlines' success would not have been that significant if they did not respond to the needs and requirements of the global customer. Arab airlines have been and still are benefiting from the natural attributes of the region, namely its location, diversity, culture, hospitality and young population, in addition to the continuous development of its aviation infrastructure. Moreover, airlines topped these endowments with massive investments in an avant-garde product, be it in modern aircraft equipped with state-of-the-art facilities and the highest possible level of service which provide the customer with the best value of money, and ensure a delightful air travel experience.

This year's AATS encapsulates the main factors and trends affecting the Arab air transport industry. I hope you will find AATS 2013 a useful addition to your information.

Enjoy your reading,,,

Abdul Wahab Teffaha

Secretary General

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Geographical Areas

Americas	North, Central, & South American Countries.
Mid Asia	Afghanistan, Bangladesh, India, Iran, Nepal, Pakistan, Sri Lanka.
Australasia	Australia, China, Hong Kong, Indonesia, Japan, Malaysia, Philippines, Singapore and Thailand.
Europe	All European Countries.
Arab World	Algeria, Bahrain, Egypt, Iraq, Jordan, Kuwait, Lebanon, Libya, Morocco, Oman, Palestine, Qatar, Saudi Arabia, Sudan, Syria, Tunisia, United Arab Emirates and Yemen.
Sub-Saharan Africa	All African Countries except: Egypt, Sudan, Libya, Tunisia, Algeria and Morocco.

SOURCES

Section 1	AACO, International Monetary Fund, UN World Tourism Organization
Section 2	AACO, IATA
Section 3	AACO, IATA
Section 4	AACO, Flightglobal ACAS Database
Section 5	AACO, IATA
Section 6	AACO
Section 7	IAG, Jet Airways, Turkish Airlines

Abbreviations and Definitions:

ASK	Available Seat Kilometer
ATK	Available Tonne Kilometer
PAX	Passengers
PLF	Passenger Load Factor
RPK	Revenue Passenger Kilometer
RTK	Revenue Tonne Kilometer
Unit Cost	Operating Expense per ASK
Yield	Operating Revenue per RPK

AACO Member Airlines IATA Codes

8U: Afriqiyah Airways
9P: Petra Airlines
AH: Air Algerie
AT: Royal Air Maroc
BJ: Nouvelair
EK: Emirates
EY: Etihad Airways
G9: Air Arabia
GF: Gulf Air
IA: Iraqi Airways
IY: Yemenia
KU: Kuwait Airways
LN: Libyan Airlines
ME: Middle East Airlines
MS: EgyptAir
MXU: Maximus Air
PF: Palestinian Airlines
QR: Qatar Airways
R5: Jordan Aviation
RB: Syrian Arab Airlines
RG: Rotana Jet
RJ: Royal Jordanian
SD: Sudan Airways
SF: Tassili Airlines
SM: Air Cairo
SV: Saudia
TL: TMA
TU: Tunisair
WY: Oman Air
XY: nasair