



AIRFINANCE JOURNAL

An *Airfinance Journal*

special supplement

Airline top 100 2022



Top 100 airlines¹

Rank	Airline	Basic information			TAA Financial Rating			TAA Ratings - Last 3 LTM		
		Country/Region	Most recent 12 month "Latest Twelve Months" (LTM)	LTM Revenues [USDm]	Score for 12 month period prior to LTM-1 period	Score for 12 month period prior to most recent LTM period	Score for most recent 12 month (LTM) period	LTM-2 rating	LTM-1 rating	LTM rating
1	Air Arabia	UAE	31-Mar-22	1,028	7.5	6.8	7.8	AA	A+	AA+
2	Korean Air	South Korea	31-Mar-22	8,705	2.9	5.5	7.1	CCC+	BBB	AA-
3	Harbor Diversified, Inc.	USA	30-Jun-22	290	3.7	4.1	7.1	B+	BB-	AA-
4	Ryanair	Ireland	30-Jun-22	7,978	6.6	2.9	6.4	A	CCC+	A
5	Southwest Airlines	USA	30-Jun-22	21,152	5.2	4.5	6.3	BBB-	BB	A-
6	Copa Holdings	Panama	30-Jun-22	2,285	6.0	3.0	6.2	BBB+	B-	A-
7	EVA Airways	Territory of Taiwan	30-Jun-22	4,389	4.2	4.9	6.0	BB-	BB+	BBB+
8	Turkish Airlines	Turkey	30-Jun-22	14,407	3.9	4.9	6.0	B+	BB+	BBB+
9	Air Wisconsin	USA	31-Mar-22	265	3.0	4.8	5.9	CCC+	BB+	BBB+
10	Air Greenland	Denmark	31-Dec-21	197	5.4	5.4	5.8	BBB	BBB	BBB+
11	Jazeera Airways	Kuwait	30-Jun-22	471	4.9	3.0	5.8	BB+	B-	BBB+
12	Qatar Airways	Qatar	31-Mar-22	14,441	2.2	3.5	5.8	CCC-	B	BBB+
13	Alaska Air Group	USA	30-Jun-22	8,191	4.9	2.9	5.7	BB+	CCC+	BBB+
14	China Airlines	Territory of Taiwan	30-Jun-22	5,536	4.3	4.8	5.7	BB-	BB+	BBB+
15	Grupo VivaAerobus	Mexico	30-Jun-22	1,232	3.8	4.7	5.6	B+	BB+	BBB
16	Volaris	Mexico	31-Dec-21	2,194	4.2	3.6	5.6	BB-	B	BBB
17	Republic Airways	USA	31-Mar-22	1,227	5.5	4.3	5.6	BBB	BB-	BBB
18	SIA Group	Singapore	31-Mar-22	5,646	4.5	3.1	5.4	BB	B-	BBB
19	Cathay Pacific	Hong Kong	30-Jun-22	6,194	2.1	3.2	5.3	CCC-	B-	BBB-
20	Sun Country Airlines Holdings	USA	30-Jun-22	792	N/A	3.9	5.3		B+	BBB-
21	SkyWest Airlines	USA	30-Jun-22	3,056	5.2	3.9	5.2	BBB-	B+	BBB-
22	Allegiant Travel Company	USA	30-Jun-22	2,086	5.8	4.2	5.2	BBB+	BB-	BBB-
23	Air Astana	Kazakhstan	30-Jun-22	850	3.6	4.8	4.9	B	BB+	BB+
24	Atlantic Airways	Denmark	31-Dec-21	72	4.7	3.1	4.7	BB+	B-	BB+
25	Emirates	UAE	31-Mar-22	16,082	4.4	3.5	4.6	BB	B	BB
26	Air France-KLM	France	30-Jun-22	23,322	2.9	2.9	4.5	CCC+	CCC+	BB
27	Jet2 plc	UK	31-Mar-22	1,684	6.3	4.5	4.5	A-	BB	BB
28	Wideroe	Norway	31-Dec-21	491	2.9	1.1	4.5	CCC+	CC	BB
29	Asiana Airlines	South Korea	31-Mar-22	4,081	1.3	2.5	4.3	CC	CCC	BB-
30	Luxair Group	Luxembourg	31-Dec-21	541	5.8	2.1	4.3	BBB+	CCC-	BB-
31	Biman Bangladesh	Bangladesh	30-Jun-21	485	3.7	2.8	4.2	B+	CCC+	BB-
32	PAL Holdings	Philippines	30-Jun-22	1,924	1.5	1.9	4.2	CC	CC	BB-
33	Pegasus Airlines	Turkey	30-Jun-22	1,811	5.2	3.6	4.0	BBB-	B	BB-
34	VietJet Air	Vietnam	30-Jun-22	738	2.2	2.4	4.0	CCC-	CCC	BB-
35	Lufthansa Group	Germany	30-Jun-22	28,786	2.7	2.9	4.0	CCC+	CCC+	B+
36	Nordic Regional Airlines	Finland	31-Dec-21	86	3.2	3.1	4.0	B-	B-	B+
37	Virgin Australia	Australia	30-Jun-21	1,146	3.6	1.2	4.0	B	CC	B+
38	Chorus Aviation	Canada	30-Jun-22	1,073	4.9	4.5	3.8	BB+	BB	B+
39	Delta Air Lines	USA	30-Jun-22	41,796	4.5	2.9	3.8	BB	CCC+	B+
40	ANA Holdings	Japan	30-Jun-22	10,112	3.7	3.0	3.7	B+	B-	B+
41	Grupo Aeromexico	Mexico	30-Jun-22	2,983	1.6	3.0	3.7	CC	B-	B+
42	Skymark Airlines	Japan	31-Mar-22	421	4.6	2.9	3.6	BB	CCC+	B
43	SunExpress	Turkey	31-Dec-21	883	3.5	3.4	3.6	B	B	B
44	Air Serbia	Serbia	31-Dec-21	275	2.7	2.0	3.6	CCC+	CC	B
45	Air Caraibes Atlantique	France	31-Dec-21	206	3.2	3.7	3.5	B-	B+	B
46	Sun Country Airlines	USA	30-Jun-21	463	3.5	1.9	3.5	B	CC	B
47	United Airlines Holdings	USA	30-Jun-22	35,620	2.3	2.8	3.5	CCC-	CCC+	B
48	CityJet	Ireland	31-Dec-21	85	2.2	2.7	3.4	CCC-	CCC+	B
49	Spring Airlines	China	31-Dec-21	1,684	5.6	3.3	3.3	BBB	B-	B-
50	Air Tahiti Nui	France	31-Dec-21	152	3.9	3.2	3.2	B+	B-	B-

Source: *Airfinance Journal's The Airline Analyst*

¹As rated by AFJ Financial Ratings on 22 August 2022 based on data from *The Airline Analyst*

Rank	Airline	Basic information			TAA Financial Rating			TAA Ratings - Last 3 LTM		
		Country/Region	Most recent 12 month "Latest Twelve Months" (LTM)	LTM Revenues [USDm]	Score for 12 month period prior to LTM-1 period	Score for 12 month period prior to most recent LTM period	Score for most recent 12 month (LTM) period	LTM-2 rating	LTM-1 rating	LTM rating
51	Aegean Airlines	Greece	31-Dec-21	813	5.0	2.9	3.2	BB+	CCC+	B-
52	Cebu Pacific	Philippines	30-Jun-22	600	2.9	3.1	3.1	CCC+	B-	B-
53	China Express Airlines	China	31-Mar-22	540	4.2	3.1	3.1	BB-	B-	B-
54	Frontier Airlines	USA	30-Jun-21	1,332	4.5	4.2	3.1	BB	BB-	B-
55	IndiGo	India	31-Mar-22	3,494	3.8	3.1	3.1	B+	B-	B-
56	PLAY	Iceland	30-Jun-22	16	N/A	1.5	3.1		CC	B-
57	Royal Brunei Airlines	Brunei	31-Mar-21	32	3.2	2.9	3.1	B-	CCC+	B-
58	Wizz Air	UK	31-Mar-22	1,936	5.6	3.1	3.1	BBB	B-	B-
59	Aerolíneas Argentinas	Argentina	31-Dec-21	880	1.4	2.6	3.0	CC	CCC	B-
60	Air New Zealand	New Zealand	30-Jun-22	1,866	3.7	2.3	3.0	B+	CCC-	B-
61	Avianca Holdings	Panama	30-Sep-21	1,740	2.8	1.9	3.0	CCC+	CC	B-
62	Flyr AS	Norway	30-Jun-22	61	N/A	3.0	3.0		B-	B-
63	Nok Air	Thailand	30-Jun-21	145	1.7	1.7	3.0	CC	CC	B-
64	Norwegian Air Shuttle	Norway	30-Jun-22	1,271	2.1	3.0	3.0	CCC-	B-	B-
65	Vueling Airlines	Spain	31-Dec-21	1,233	4.4	3.0	3.0	BB	B-	B-
66	Icelandair	Iceland	30-Jun-22	934	2.5	2.8	3.0	CCC	CCC+	CCC+
67	Aer Lingus	Ireland	31-Dec-21	433	5.8	2.9	2.9	BBB+	CCC+	CCC+
68	Air Canada	Canada	30-Jun-22	9,013	3.5	2.9	2.9	B	CCC+	CCC+
69	easyJet	UK	31-Mar-22	3,714	5.5	3.0	2.9	BBB	B-	CCC+
70	Finnair	Finland	30-Jun-22	1,893	3.6	2.9	2.9	B	CCC+	CCC+
71	Fly Gangwon	South Korea	31-Dec-21	7	3.0	1.3	2.9	B-	CC	CCC+
72	Hawaiian Airlines	USA	30-Jun-22	2,173	3.6	2.9	2.9	B	CCC+	CCC+
73	International Airlines Group	Spain	30-Jun-22	17,686	4.1	2.9	2.9	BB-	CCC+	CCC+
74	Japan Airlines	Japan	30-Jun-22	7,064	5.9	2.9	2.9	BBB+	CCC+	CCC+
75	Jin Air	South Korea	31-Dec-21	216	2.7	2.9	2.9	CCC+	CCC+	CCC+
76	Air Europa	Spain	31-Dec-21	1,106	2.9	2.6	2.9	CCC+	CCC	CCC+
77	Air Corsica	France	31-Mar-21	105	2.9	2.9	2.9	CCC+	CCC+	CCC+
78	Air France	France	31-Dec-21	10,340	3.5	2.9	2.9	B	CCC+	CCC+
79	Jeju Air	South Korea	31-Mar-22	269	1.6	2.9	2.9	CC	CCC+	CCC+
80	Tway Airlines	South Korea	31-Mar-22	206	1.8	2.9	2.9	CC	CCC+	CCC+
81	Hong Kong Airlines	Hong Kong	31-Dec-21	870	1.4	1.9	2.8	CC	CC	CCC+
82	Shandong Airlines	China	31-Dec-21	1,941	2.8	3.0	2.8	CCC+	B-	CCC+
83	Spirit Airlines	USA	30-Jun-22	4,244	3.7	3.0	2.8	B+	B-	CCC+
84	Air Do	Japan	31-Mar-22	244	3.9	2.8	2.8	B+	CCC+	CCC+
85	Croatia Airlines	Croatia	31-Dec-21	126	2.5	2.8	2.8	CCC	CCC+	CCC+
86	Enter Air	Poland	31-Mar-22	317	2.5	2.8	2.8	CCC	CCC+	CCC+
87	SATA Air Azores	Portugal	31-Dec-21	40	1.2	2.9	2.8	CC	CCC+	CCC+
88	airBaltic	Latvia	30-Jun-22	385	2.5	3.2	2.7	CCC	B-	CCC+
89	French Bee	France	31-Dec-21	165	2.5	2.7	2.7	CCC	CCC+	CCC+
90	Air Seoul	South Korea	31-Dec-21	57	2.3	1.9	2.7	CCC-	CC	CCC+
91	American Airlines Group	USA	30-Jun-22	40,717	2.5	2.9	2.7	CCC	CCC+	CCC+
92	Kenya Airways	Kenya	30-Jun-22	810	1.4	1.8	2.7	CC	CC	CCC+
93	Mesa Air Group	USA	30-Jun-22	536	3.6	3.4	2.7	B	B	CCC+
94	Royal Jordanian Airlines	Jordan	31-Mar-22	588	2.7	2.9	2.7	CCC+	CCC+	CCC+
95	Frontier Group Holdings, Inc	USA	30-Jun-22	2,753	N/A	3.1	2.6		B-	CCC
96	British Airways	UK	30-Jun-22	9,651	4.3	2.9	2.6	BB-	CCC+	CCC
97	jetBlue	USA	30-Jun-22	7,986	3.6	2.9	2.6	B	CCC+	CCC
98	Qantas Airways	Australia	30-Jun-22	6,620	5.5	2.6	2.6	BBB	CCC	CCC
99	Aeroflot	Russia	31-Dec-21	6,650	2.3	2.7	2.6	CCC-	CCC+	CCC
100	China Southern Airlines	China	31-Dec-21	15,762	3.5	2.8	2.6	B	CCC+	CCC
	Revenue weighted average				3.6	3.2	4.0	B	B-	B+

Source: Airfinance Journal's The Airline Analyst

¹As rated by AFJ Financial Ratings on 22 August 2022 based on data from The Airline Analyst

Commentary on top 100

The “Top 100” ranking of airlines is based on LTM figures no older than 31 March 2021 – most are as of 31 March or 30 June 2022. This ensures that our evaluation can be as up to date as possible. Our data sources are The Airline Analyst and *Airfinance Journal’s* Airline Financial Ratings.

Shown in the table are the airlines’ scores for the five parameters evaluated by The Airline Analyst for the last twelve months (LTM) periods displayed. The rating is determined based on a weighted score of the five values. If you wish to see the underlying data for each airline, please contact accountmanager@airfinancejournal.com.

As a consequence of Covid, liquidity has been by far the greatest weighting in the ratings calculation as EBITDAR margin and leverage are not in a normal range. However, even the liquidity ratio should be interpreted carefully as it may be overstated due to a precipitate decline in LTM revenue.

It is also challenging to compare leverage based on EBITDAR as we normally do. We therefore show equity ratios rather than our more normal debt/EBITDAR calculations in the leverage section below.

“One observation is that many of the airlines show significantly higher liquidity than normal due to high levels of fundraising but also troubling increases in the amount of debt and leverage they carry.”

In addition to the current rating, we show the change over the previous 24 months.

One observation is that many of the airlines show significantly higher liquidity than normal due to high levels of fundraising but also troubling increases in the amount of debt and leverage they carry.

At the top of the ranking for the third consecutive year is Air Arabia, followed by Korean Air, Harbor Diversified (Air Wisconsin), Ryanair and Southwest Airlines. The primary driver of high ratings however

is airlines with substantial cargo business including Korean Airlines, EVA Airways, Turkish Airlines, Qatar Airways, China Airlines, SIA Group and Cathay Pacific all in the top 20.

Some other LCCs also delivered strong performance, including Mexico’s Grupo Viva Aerobus and Volaris. Of the Asia-Pacific LCCs, Vietjet, Cebu-Pacific and Indigo showed the best performance in 2021/22.

The major full-service carriers fare less well, though Air France-KLM comes in at 26th, up from 50th last year, followed by Lufthansa Group at 35th, Delta at 39th and IAG at 73rd. The other two US majors, United and American, are at 47th and 91st, respectively. The major Chinese airlines did not fare well in the ranking, driven by the very low levels of liquidity they show on their balance sheets. Of the three major Chinese airlines, only China Southern makes the Top 100. These airlines all report that they have substantial access to Chinese banks for their funding needs.

Among the other Chinese airlines, Spring Airlines was top ranked at number 49, with China Express Airlines following at number 53. ▲



Air Arabia topped the ranking for the third consecutive year

Top airlines by value of current fleet

Rank	Airline	Fleet size			%	Fleet value (\$m)		
		Leased	Owned	Total		Leased	Owned	Total
1	American Airlines	561	595	1156	49%	10,119	14,744	24,863
2	China Southern Airlines	206	447	653	32%	6,736	14,775	21,510
3	Delta Air Lines	254	682	936	27%	6,286	12,411	18,697
4	China Eastern Airlines	121	501	622	19%	3,514	14,388	17,902
5	United Airlines	154	700	854	18%	3,534	14,008	17,542
6	Air China	141	352	493	29%	4,647	11,551	16,199
7	Qatar Airways	131	108	239	55%	6,606	9,253	15,859
8	Turkish Airlines	69	282	351	20%	2,594	11,989	14,583
9	Southwest Airlines	129	650	779	17%	2,432	11,364	13,796
10	Emirates	135	133	268	50%	6,470	6,513	12,983
11	Singapore Airlines	27	130	157	17%	1,779	9,333	11,111
12	Ryanair	29	417	446	7%	353	10,551	10,904
13	All Nippon Airways	43	177	220	20%	2,273	8,136	10,409
14	Indigo	247	30	277	89%	9,436	964	10,400
15	Cathay Pacific Airways	34	153	187	18%	1,542	8,208	9,750
16	Hainan Airlines	133	105	238	56%	5,849	2,886	8,735
17	British Airways	132	126	258	51%	5,340	3,217	8,557
18	Lufthansa	34	268	302	11%	1,458	6,823	8,281
19	Japan Airlines	16	139	155	10%	406	6,997	7,403
20	Air Canada	63	131	194	32%	1,502	5,695	7,197
21	Saudia	60	113	173	35%	1,943	5,213	7,156
22	Korean Air	15	142	157	10%	1,255	5,889	7,143
23	Air France	119	107	226	53%	3,919	3,177	7,096
24	Aeroflot	181	16	197	92%	6,085	708	6,793
25	Ethiopian Airlines	67	65	132	51%	3,573	3,003	6,576
26	Easyjet	124	173	297	42%	2,181	4,151	6,332
27	Sichuan Airlines	103	90	193	53%	3,594	2,310	5,904
28	Alaska Airlines	83	174	257	32%	1,892	3,912	5,804
29	Skywest Airlines	94	511	605	16%	951	4,411	5,362
30	Jetblue	68	219	287	24%	744	4,573	5,317
31	Wizz Air	136	7	143	95%	4,781	362	5,142
32	Spirit Airlines	79	102	181	44%	2,613	2,501	5,114
33	Shenzhen Airlines	38	167	205	19%	729	4,235	4,964
34	Xiamen Airlines	66	97	163	40%	1,694	2,851	4,545
35	Frontier Airlines	113	11	124	91%	3,913	425	4,339
36	Latam Chile	59	82	141	42%	2,566	1,543	4,110
37	Azul S.A.	139	23	162	86%	3,361	337	3,698
38	Air India	75	45	120	63%	2,541	1,127	3,667
39	Volaris	101	8	109	93%	3,260	405	3,664
40	Spring Airlines	50	69	119	42%	1,332	2,192	3,523
41	Gol	142	5	147	97%	3,263	160	3,422
42	Qantas Airways	27	105	132	20%	695	2,617	3,311
43	SAS	82	28	110	75%	2,896	391	3,287
44	Shandong Airlines	80	54	134	60%	1,988	1,287	3,275
45	Vueling Airlines	111	16	127	87%	2,519	520	3,039
46	Latam Brasil	82	65	147	56%	2,079	914	2,993
47	Garuda Indonesia	104	18	122	85%	2,800	156	2,956
48	Lion Air	101	10	111	91%	2,737	165	2,903
49	Westjet	49	62	111	44%	1,366	1,408	2,775
50	Republic Airways	64	162	226	28%	555	1,536	2,092

Source: *Airfinance Journal's Fleet Tracker*

Source: AVITAS BlueBook values as of 30 March 2022

Top airlines by size of current fleet and engine manufacturer

Rank	Airline	Engine manufacturer								Total
		Allison	BMW Rolls-Royce	CFM International	Engine Alliance	GE	IAE	P&W	Rolls-Royce	
1	American Airlines			565		72	238	28	72	975
2	Delta Air Lines		82	486		71		250	47	936
3	United Airlines			392		127	183	90	62	854
4	Southwest Airlines			779						779
5	China Southern Airlines			367		66	138	50	32	653
6	China Eastern Airlines	1		430		23	105		63	622
7	Skywest Airlines	1				596		8		605
8	Air China			255		44	52	52	90	493
9	Turkish Airlines			108		82	83	41	37	351
10	Lufthansa			100		27	63	44	68	302
11	Jetblue			1		60	193	33		287
12	Indigo			73			31	173		277
13	Ryanair			269						269
14	Emirates				88	146			34	268
15	British Airways			27		40	115		76	258
16	Alaska Airlines			250		7				257
17	Qatar Airways			7	10	142	27		53	239
18	Hainan Airlines			155		35		7	41	238
19	Republic Airways					226				226
19=	Air France			97	8	91		12	18	226
21	All Nippon Airways			45		46		50	79	220
22	Shenzhen Airlines			131			41	27	6	205
23	Endeavor Air					197				197
23=	Aeroflot			136		22			19	197
25	Air Canada			78		69		31	16	194
26	Sichuan Airlines			37			85	51	20	193
27	Cathay Pacific Airways			7		56	8	6	110	187
28	Envoy Air	70				111				181
28=	Spirit Airlines						125	56		181
30	Saudia			60		75	1		37	173
31	Easyjet			164						164
32	Xiamen Airlines			151		12				163
33	Azul S.A.			51		52		46	13	162
34	Singapore Airlines			24		26		7	100	157
34=	Korean Air			25	10	64		58		157
36	Japan Airlines			45		94			16	155
37	Mesa Airlines			3		147				150
38	Malta Air			148						148
39	Latam Brasil			74		17	48	7	1	147
39=	Gol			147						147
41	Wizz Air						86	56	1	143
42	Latam Chile			53		12	41	7	28	141
43	Commutair	140								140
44	Shandong Airlines			133		1				134
45	Easyjet Europe			133						133
46	Ethiopian Airlines			34		36		34	28	132
46=	Qantas Airways		4	75		42			11	132
48	Vueling Airlines			51		1	51	24		127
48=	Psa Airlines					127				127
50	Tianjin Airlines	8		10		55	20	26	6	125

Source: [Airfinance Journal's Fleet Tracker](#)

Top airlines by firm order backlog

Rank	Airline	Aircraft manufacturer					Total
		*Airbus	ATR	*Boeing	De Havilland of Canada	Embraer	
1	Indigo	518	15				533
2	United Airlines	165		363			528
3	Lion Air	177		234			411
4	Southwest Airlines			367			367
5	Air Asia	362					362
6	Delta Air Lines	233		100			333
7	Vietjet Air	120		200			320
8	Wizz Air	309					309
9	Frontier Airlines	227					227
10	Emirates	50		145			195
11	American Airlines	64		105		3	172
12	Easyjet	168					168
13	Qantas Airways	160		4			164
13=	Lufthansa	103		61			164
15	Spicejet			141	15		156
16	Jetblue	151					151
17	Flydubai			150			150
18	China Southern Airlines	110		34			144
19	Qatar Airways	19		123			142
20	Ryanair			137			137
21	Jet Airways	1		135			136
22	Volaris	122					122
23	Air Arabia	120					120
24	Spirit Airlines	117					117
25	China Eastern Airlines	107					107
26	Iran Air	97	7				104
27	Etihad Airways	42		57			99
28	Republic Airways					95	95
29	Jetsmart Airlines	94					94
30	Latam Chile	86		6			92
31	Go First	92					92
32	Gol			80			80
33	Turkish Airlines	69		10			79
34	All Nippon Airways	18		60			78
35	Korean Air	30		46			76
36	Air China	75					75
37	Breeze Airways	73					73
37=	Singapore Airlines	11		62			73
39	Air France	72					72
40	Flynas	71					71
41	Avianca S.A.	70					70
42	Akasa Air			67			67
43	Garuda Indonesia	13	3	49			65
43=	Azul S.A.	18				47	65
45	Jet2.Com	60					60
46	Alaska Airlines			58			58
47	Pegasus Airlines	53					53
48	Cathay Pacific Airways	30		21			51
48=	Saudia	51					51
50	Allegiant Air			50			50

Source: *Airfinance Journal's Fleet Tracker*

* Based on official data from Airbus and Boeing as of 31 July 2022

Industry overview

Normally in this publication we “celebrate the best” of the world’s top 100 airlines in respect of financial and operational performance. Last year, we focused on the full brunt of Covid on global airlines. This year we are looking at the “pre”, “Covid” and “(almost) post” Covid situation.

We have used the most recent LTM data for all airlines, drawn from The Airline Analyst to select the Top 100. Our data set of 186 airlines includes airlines whose most recent LTM financials range from 31 March 2021 to 30 June 2022.

We present the data for the entire top 100 by overall financial rating for each of the three most recent “LTM” periods. This enables the reader to see where so many

“fallen angels” lie in the ranking.

The rankings are based on the criteria we use in *Airfinance Journal’s* “Airline Financial Ratings”. These evaluate four financial criteria and one operational in coming up with a ranking for each airline or airline group. The scores are scored out of eight; eight being the number of major grades in the ratings scale from AAA to CC. The operational criterion is average fleet age and the four financial criteria are EBITDAR margin, Fixed Charge Cover, Liquidity and Leverage. The distribution of the rankings in the most recent LTM period and the equivalent data from the two previous years is shown in the chart.

In 2020/21, there was a significant migration to the lower ratings with a bulge

in the CCC and CC categories. 97 of the 186 airlines were rated CCC+ or below, up from 82 the prior year. The number of airlines rated “CC” increased from 27 in 2019/20 to 41. A total of three airlines were rated BBB- or better, down from 17.

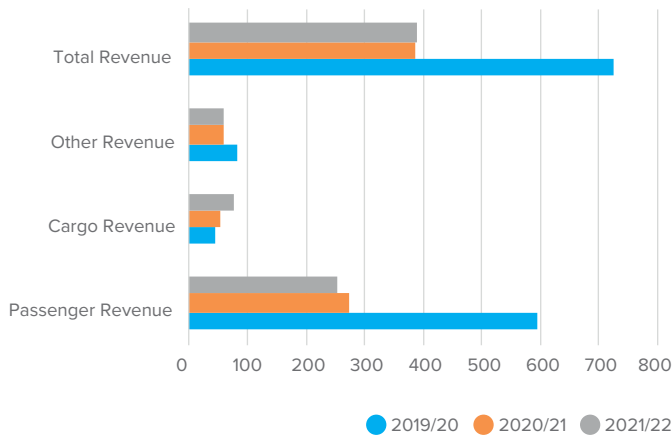
Liquidity became the dominant driver of the ratings, with total industry liquidity reaching, more than 50% of Total Revenues as shown in the chart.

Despite this safety cushion, there was a parallel increase in Total Balance Sheet Debt (including operating leases per IFRS 16 and ASC 842) from \$478 billion in 2019/20 to \$665 billion in the most recent year.

The 2021/22 data shows some significant improvement in industry profile. Revenue

Revenue

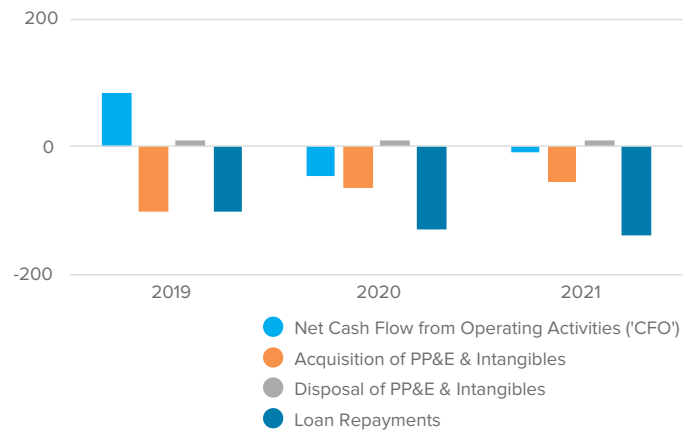
US\$ billion



Source: *Airfinance Journal’s The Airline Analyst* – Industry totals

Cash Flows and Outgoings

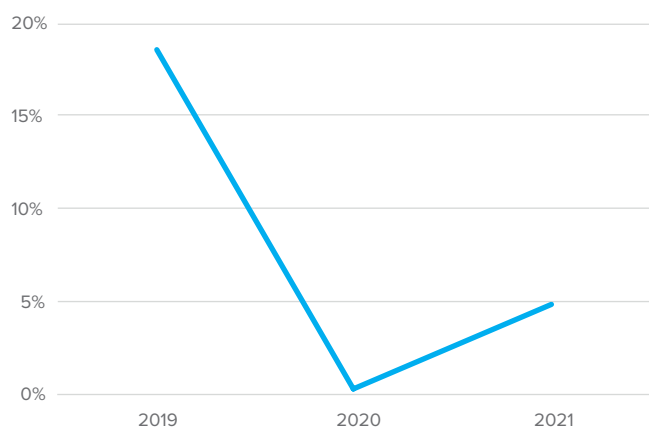
US\$ billion



Source: *Airfinance Journal’s The Airline Analyst* – Industry totals

EBITDAR Margin

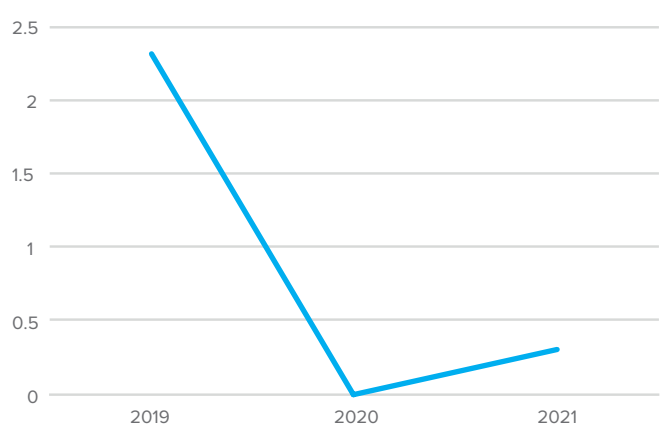
(EBITDAR/Total Revenue)



Source: *Airfinance Journal’s The Airline Analyst* – Industry totals

EBITDAR/(Net) Fixed Charges (x)

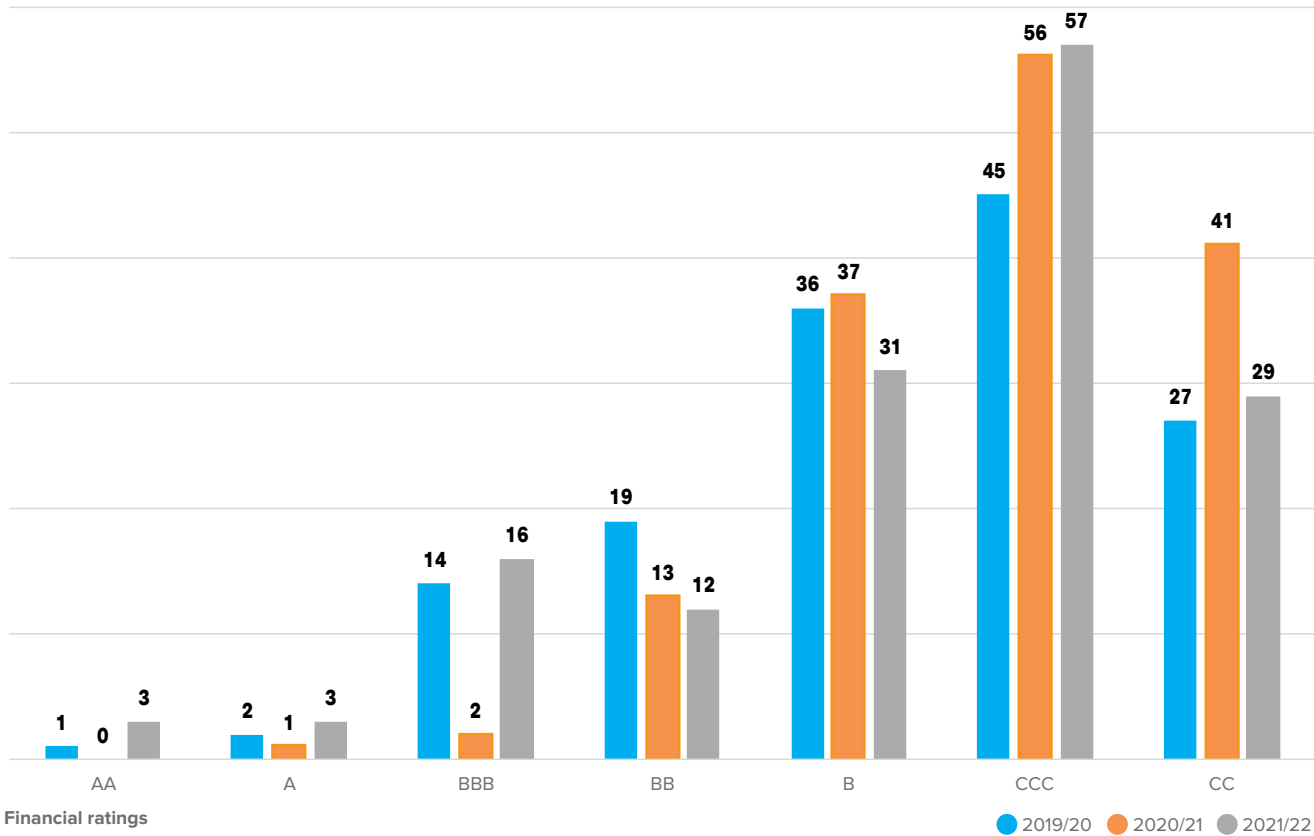
Times



Source: *Airfinance Journal’s The Airline Analyst* – Industry totals

AFJ Airline Financial Ratings Distribution as of 21 August 2022

Number of Airlines



Source: Airfinance Journal's The Airline Analyst

recovered strongly and fourteen airlines regained their “BBB” status, driven by their improved EBITDAR margin. Also, the number of “CC” rated airlines recovered to almost the pre-Covid level.

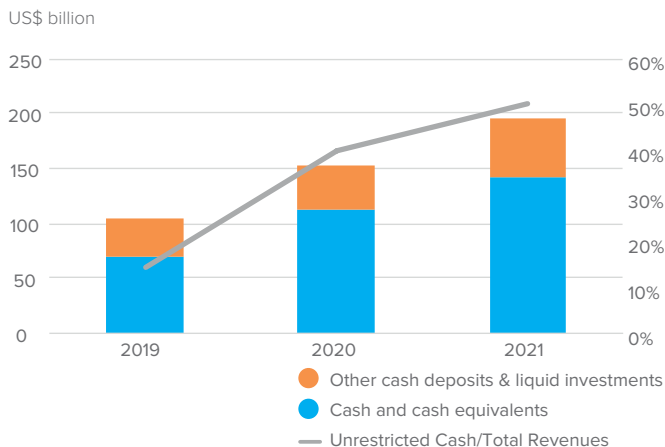
Note that these ratings are not credit ratings but are simply based on intrinsic financial strength only and do not take into consideration such factors as standby facilities, unencumbered assets and

government support.

In aggregate, our sample of airlines experienced negative cash flow from operations of \$10 billion and incurred \$53 billion of investments in 2021/22. Loan repayments were an additional \$135 billion outflow. This was funded by loan drawdowns of \$197 billion, equity raised of \$36 billion and proceeds of sales and leasebacks of \$4 billion.

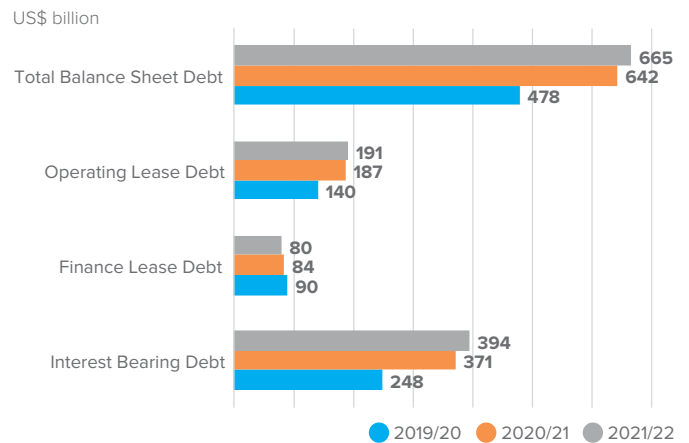
The balance sheets remain under stress. Balance sheet debt (including operating lease liabilities under ASC 842/IFRS 16) increased from \$642 billion to \$665 billion and the debt/equity ratio was 5.0x, compared with the pre-Covid level of 2.0x. Fixed charge cover, which best illustrates the affordability of the increased debt service, was only 0.3x compared with the pre-Covid figure of 2.3x. ^

Liquidity



Source: Airfinance Journal's The Airline Analyst – Industry totals

Balance Sheet Debt



Source: Airfinance Journal's The Airline Analyst – Industry totals

The data set

The 186 airlines included in the study

Airline	Country/Region	Most recent financial year end
ABX Air	USA	31-Dec-2021
Aegean Airlines	Greece	31-Dec-2021
Aer Lingus	Ireland	31-Dec-2021
Aero K Airlines	South Korea	31-Dec-2021
Aeroflot	Russia	31-Dec-2021
Aerolineas Argentinas	Argentina	31-Dec-2021
Air Arabia	UAE	31-Dec-2021
Air Astana	Kazakhstan	31-Dec-2021
Air Atlanta Icelandic	Iceland	31-Dec-2021
Air Austral	France	31-Mar-2021
Air Belgium	Belgium	31-Dec-2021
Air Busan	South Korea	31-Dec-2021
Air Canada	Canada	31-Dec-2021
Air Caraibes Atlantique	France	31-Dec-2021
Air China	China	31-Dec-2021
Air Corsica	France	31-Mar-2021
Air Do	Japan	31-Mar-2022
Air Europa	Spain	31-Dec-2021
Air France	France	31-Dec-2021
Air France-KLM	France	31-Dec-2021
Air Greenland	Greenland	31-Dec-2021
Air Incheon	South Korea	31-Dec-2021
Air India	India	31-Mar-2021
Air New Zealand	New Zealand	30-Jun-2022
Air Premia	South Korea	31-Dec-2021
Air Seoul	South Korea	31-Dec-2021
Air Serbia	Serbia	31-Dec-2021
Air Tahiti Nui	France	31-Dec-2021
Air Transport Services Group	USA	31-Dec-2021
airBaltic	Latvia	31-Dec-2021
Alaska Air Group	USA	31-Dec-2021
Allegiant Travel Company	USA	31-Dec-2021
Alliance Airlines	Australia	30-Jun-2022
American Airlines	USA	31-Dec-2021
American Airlines Group	USA	31-Dec-2021
Amerijet International	USA	31-Dec-2021
ANA Holdings	Japan	31-Mar-2022
Asiana Airlines	South Korea	31-Dec-2021
Atlantic Airways	Denmark	31-Dec-2021
Atlas Air Worldwide Group	USA	31-Dec-2021
Avianca Holdings	Colombia	31-Dec-2020
Azores Airlines	Portugal	31-Dec-2021
Azul S.A.	Brazil	31-Dec-2021
Bangkok Airways	Thailand	31-Dec-2021
Biman Bangladesh	Bangladesh	30-Jun-2021
Bluebird Nordic	Iceland	31-Dec-2021
British Airways	UK	31-Dec-2021
Brussels Airlines	Belgium	31-Dec-2021
Bulgaria Air	Bulgaria	31-Dec-2021
Capital A	Malaysia	31-Dec-2021
Cargojet Airways	Canada	31-Dec-2021
Cargolux	Luxembourg	31-Dec-2021
Cathay Pacific	China	31-Dec-2021
Cebu Pacific	Philippines	31-Dec-2021
China Airlines	Territory of Taiwan	31-Dec-2021
China Eastern Airlines	China	31-Dec-2021
China Express Airlines	China	31-Dec-2021
China Southern Airlines	China	31-Dec-2021
Chorus Aviation	Canada	31-Dec-2021
CityJet	Ireland	31-Dec-2021
Copa Holdings	Panama	31-Dec-2021
Corsair	France	30-Sep-2021

Airline	Country/Region	Most recent financial year end
Croatia Airlines	Croatia	31-Dec-2021
DAT A/S	Denmark	31-Dec-2021
Delta Air Lines	USA	31-Dec-2021
Eastern Air Lines	USA	31-Dec-2021
Eastern Airways	UK	31-Mar-2021
easyJet	UK	30-Sep-2021
EGO Airways	Italy	31-Dec-2021
EL AL Israel Airlines	Israel	31-Dec-2021
Emirates	UAE	31-Mar-2022
Enter Air	Poland	31-Dec-2021
Envoy Air	USA	31-Dec-2021
Eurowings Europe	Austria	31-Dec-2021
EVA Airways	Territory of Taiwan	31-Dec-2021
fastjet	Zimbabwe	31-Dec-2021
Finnair	Finland	31-Dec-2021
Fly Gangwon	South Korea	31-Dec-2021
Flyr AS	Norway	31-Dec-2021
French Bee	France	31-Dec-2021
Frontier Group Holdings	USA	31-Dec-2021
Garuda Indonesia	Indonesia	31-Dec-2021
Global Crossing Airlines	USA	31-Dec-2021
GoJet Airlines	USA	31-Dec-2021
GOL	Brazil	31-Dec-2021
Grupo Aeromexico	Mexico	31-Dec-2021
Grupo VivaAerobus	Mexico	31-Dec-2021
Hainan Airlines	China	31-Dec-2021
Harbor Diversified, Inc.	USA	31-Dec-2021
Hawaiian Airlines	USA	31-Dec-2021
Hi Air	South Korea	31-Dec-2021
Hong Kong Airlines	China	31-Dec-2021
HOP!	France	31-Dec-2021
Horizon Air	USA	31-Dec-2021
Iberia	Spain	31-Dec-2021
Icelandair	Iceland	31-Dec-2021
IndiGo	India	31-Mar-2022
International Airlines Group	Spain	31-Dec-2021
ITA Airways	Italy	31-Dec-2021
Japan Airlines	Japan	31-Mar-2022
Jazeera Airways	Kuwait	31-Dec-2021
Jeju Air	South Korea	31-Dec-2021
Jet2 plc	UK	31-Mar-2022
jetBlue	USA	31-Dec-2021
Jetstar Asia Airways	Singapore	30-Jun-2021
Jin Air	South Korea	31-Dec-2021
Juneyao Airlines	China	31-Dec-2021
Kalitta Air	USA	31-Dec-2021
Kenya Airways	Kenya	31-Dec-2021
KLM Royal Dutch Airlines	Netherlands	31-Dec-2021
Korean Air	South Korea	31-Dec-2021
LATAM Airlines Group	Chile	31-Dec-2021
LATAM Cargo Brasil	Brazil	31-Dec-2021
Loganair	UK	31-Mar-2021
Lufthansa Group	Germany	31-Dec-2021
Lufthansa Parent	Germany	31-Dec-2021
Luxair Group	Luxembourg	31-Dec-2021
Mesa Air Group	USA	30-Sep-2021
National Air Cargo Group	USA	31-Dec-2021
Neos S.p.A.	Italy	31-Oct-2021
Nippon Cargo Airlines	Japan	31-Mar-2022
Nok Air	Thailand	31-Dec-2020
Nordic Aviation Group	Estonia	31-Dec-2021
Nordic Regional Airlines	Finland	31-Dec-2021

Airline	Country/Region	Most recent financial year end
Norse Atlantic Airways	Norway	31-Dec-2021
Northern Air Cargo	USA	31-Dec-2021
Norwegian Air Shuttle	Norway	31-Dec-2021
Omni Air International	USA	31-Dec-2021
Pakistan International Airlines	Pakistan	31-Dec-2021
PAL Holdings	Philippines	31-Dec-2021
Peach Aviation	Japan	31-Mar-2022
Pegasus Airlines	Turkey	31-Dec-2021
PLAY	Iceland	31-Dec-2021
Polar Air Cargo	USA	31-Dec-2021
PT Air Asia Indonesia	Indonesia	31-Dec-2021
Qantas Airways	Australia	30-Jun-2022
Qatar Airways	Qatar	31-Mar-2022
Regional Express Holdings	Australia	30-Jun-2022
Republic Airways	USA	31-Dec-2021
Royal Brunei Airlines	Brunei	31-Mar-2021
Royal Jordanian Airlines	Jordan	31-Dec-2021
Ryanair	Ireland	31-Mar-2022
SAS	Sweden	31-Oct-2021
SATA Air Azores	Portugal	31-Dec-2021
SATENA	Colombia	31-Dec-2021
Scoot Pte. Ltd.	Singapore	31-Mar-2022
Shandong Airlines	China	31-Dec-2021
Shenzhen Airlines	China	31-Dec-2021
SIA Group	Singapore	31-Mar-2022
Sideral Air Cargo	Brazil	31-Dec-2021
Silver Airways	USA	31-Dec-2021
Skymark Airlines	Japan	31-Mar-2022
SkyWest Airlines	USA	31-Dec-2021
Solaseed Air	Japan	31-Mar-2022
Southern Air	USA	31-Dec-2021
Southwest Airlines	USA	31-Dec-2021
SpiceJet	India	31-Mar-2021
Spirit Airlines	USA	31-Dec-2021
Spring Airlines	China	31-Dec-2021
Spring Airlines Japan	Japan	31-Mar-2022
SriLankan Airlines	Sri Lanka	31-Mar-2021
StarFlyer	Japan	31-Mar-2022
STARLUX Airlines	Territory of Taiwan	31-Dec-2021
Sun Country Airlines Holdings	USA	31-Dec-2021
Sunclass Airlines	Denmark	30-Sep-2021
SunExpress	Turkey	31-Dec-2021
TAM	Brazil	31-Dec-2021
TAP S.A.	Portugal	31-Dec-2021
Thai Air Asia	Thailand	31-Dec-2021
Thai Airways	Thailand	31-Dec-2021
Tigerair Taiwan	Territory of Taiwan	31-Dec-2021
Transat A.T.	Canada	31-Oct-2021
TUI Airways	UK	30-Sep-2021
Turkish Airlines	Turkey	31-Dec-2021
Tway Airlines	South Korea	31-Dec-2021
United Airlines Holdings	USA	31-Dec-2021
US-Bangla Airlines	Bangladesh	30-Jun-2021
VietJet Air	Vietnam	31-Dec-2021
Vietnam Airlines	Vietnam	31-Dec-2021
Virgin Australia	Australia	30-Jun-2021
Volaris	Mexico	31-Dec-2021
Vueling Airlines	Spain	31-Dec-2021
Western Global Airlines	USA	31-Dec-2021
Wideroe	Norway	31-Dec-2021
Wizz Air	Hungary	31-Mar-2022
Xiamen Airlines	China	31-Dec-2021

Source: *Airfinance Journal's The Airline Analyst*

A FORCE WITH NATURE E2

E2. THE WORLD'S MOST EFFICIENT SINGLE-AISLE AIRCRAFT

Lower fuel burn and emissions. Extremely quiet inside the cabin and outside. The most efficient aircraft in single-aisle. When it comes to environmental friendliness, the E2 is a force with nature.

#AForceWithNature



 **EMBRAER**

CHALLENGE.
CREATE.
OUTPERFORM.

Top 100 by revenues

The industry is dominated by three majors in each of the USA, Europe and China plus Emirates from the UAE and Southwest Airlines from the USA. That said, International Airlines Group (IAG) is falling well behind Lufthansa Group and Air France-KLM in scale. Other airlines knocking at the door of the "Top 10" include Qatar Airways and Turkish Airlines.

Delta Air Lines leads the industry by revenues, totalling \$29.9 billion, up 75% from prior year, closely followed by American Airlines Group at \$18.3 billion. The third US major, United Airlines, comes in at third spot. The three European majors, Lufthansa Group, Air France-KLM and IAG come in at numbers five, six and 15 respectively. These are then followed by the three Chinese

majors, China Southern Airlines, Air China and China Eastern Airlines. Emirates has recovered from 10th position to seventh. Southwest Airlines also makes the top 10.

We also show the percent change in revenue from the previous period. While most show significant gains, a few suffered declines, notably Cathay Pacific, British Airways, Easyjet as shown in the table. ▲

Rank	Airline	Revenues [USDm]	% Change from prior period
1	Delta Air Lines	29,899	74.9%
2	American Airlines Group	29,882	72.4%
3	American Airlines	29,880	72.4%
4	United Airlines Holdings	24,634	60.4%
5	Lufthansa Group	20,480	27.2%
6	Air France-KLM	16,928	33.3%
7	Emirates	16,082	91.1%
8	Southwest Airlines	15,790	74.5%
9	China Southern Airlines	15,762	17.4%
10	Qatar Airways	14,441	77.6%
11	Air China	11,587	14.5%
12	Turkish Airlines	10,796	55.4%
13	China Eastern Airlines	10,409	22.2%
14	Air France	10,340	40.7%
15	International Airlines Group	9,992	10.9%
16	ANA Holdings	9,110	32.9%
17	Korean Air	7,894	21.9%
18	KLM Royal Dutch Airlines	7,172	22.3%
19	Aeroflot	6,650	58.7%
20	Qantas Airways	6,620	50.1%
21	Alaska Air Group	6,176	73.2%
22	Lufthansa Parent	6,107	18.6%
23	Japan Airlines	6,095	34.6%
24	jetBlue	6,037	104.2%
25	Cathay Pacific	5,865	-3.0%
26	SIA Group	5,646	87.3%
27	Ryanair	5,588	195.5%
28	Hainan Airlines	5,273	23.6%
29	Air Canada	5,098	16.8%
30	British Airways	5,075	-2.0%
31	LATAM Airlines Group	4,993	20.9%
32	China Airlines	4,980	27.0%
33	Cargolux	4,429	39.8%
34	Atlas Air Worldwide Group	4,031	25.5%
35	Asiana Airlines	3,799	14.6%
36	EVA Airways	3,726	23.0%
37	IndiGo	3,494	82.7%
38	Iberia	3,492	27.8%
39	Xiamen Airlines	3,262	8.7%
40	Spirit Airlines	3,231	78.5%
41	Shenzhen Airlines	2,869	13.7%
42	SkyWest Airlines	2,713	27.6%
43	Grupo Aeromexico	2,232	66.4%
44	Volaris	2,170	95.3%
45	Frontier Group Holdings	2,060	64.8%
46	Kalitta Air	2,005	21.3%
47	TAM	1,999	14.8%
48	easyJet	1,996	-48.6%
49	Shandong Airlines	1,941	27.0%
50	Wizz Air	1,936	126.7%

Rank	Airline	Revenues [USDm]	% Change from prior period
51	Air New Zealand	1,866	7.1%
52	Azul S.A.	1,852	64.0%
53	Juneyao Airlines	1,825	24.5%
54	Polar Air Cargo	1,808	23.2%
55	Air Transport Services Group	1,734	10.4%
56	Avianca Holdings	1,712	-62.9%
57	Allegiant Travel Company	1,708	72.5%
58	Nippon Cargo Airlines	1,686	46.2%
59	Jet2 plc	1,684	229.3%
60	Spring Airlines	1,684	23.8%
61	SAS	1,635	-25.7%
62	TAP S.A.	1,625	34.0%
63	Hawaiian Airlines	1,597	89.0%
64	Copa Holdings	1,510	88.5%
65	GOL	1,397	10.3%
66	Air India	1,392	-64.4%
67	Garuda Indonesia	1,337	-10.4%
68	Vueling Airlines	1,233	75.7%
69	Pegasus Airlines	1,220	76.3%
70	Vietnam Airlines	1,217	-30.3%
71	PAL Holdings	1,187	8.3%
72	Virgin Australia	1,146	-62.4%
73	Envoy Air	1,137	15.2%
74	Republic Airways	1,127	14.3%
75	Air Europa	1,106	23.2%
76	Finnair	1,065	5.9%
77	Grupo VivaAerobus	995	156.8%
78	SunExpress	883	56.4%
79	Aerolineas Argentinas	880	-7.6%
80	Air Arabia	878	72.3%
81	Hong Kong Airlines	870	48.1%
82	EL AL Israel Airlines	857	37.6%
83	Chorus Aviation	815	14.8%
84	Aegean Airlines	813	63.4%
85	Thai Airways	793	-48.8%
86	Brussels Airlines	782	38.1%
87	Air Astana	755	92.3%
88	SpiceJet	695	-60.2%
89	Kenya Airways	640	28.6%
90	Sun Country Airlines Holdings	623	55.2%
91	China Express Airlines	615	-10.3%
92	Cargojet Airways	604	20.7%
93	Norwegian Air Shuttle	588	-40.1%
94	Icelandair	577	35.5%
95	Luxair Group	541	67.4%
96	Omni Air International	541	-6.7%
97	Pakistan International Airlines	529	-10.1%
98	Royal Jordanian Airlines	504	67.9%
99	Mesa Air Group	504	-7.6%
100	Wideroe	491	26.0%

Source: Airfinance Journal's The Airline Analyst

Top airlines ranked by RPKs

Emirates, previously number 1, has recovered from 24th last year, to 11th. As expected, the top 10 are dominated by the Chinese and US majors. Among the LCCs, Southwest Airlines, Indigo, Spirit Airlines, Wizz Air and Volaris make the top 30. LATAM is the largest Latin American carrier

in 21st spot followed by Grupo Aeromexico at 35th and GOL at 39th. Copa Holdings, the most consistently profitable Latin American carrier, is at number 42.

The percent change from the previous period highlights the growth achieved by many airlines. ▲



Rank	Airline	RPKs (m)	% Change from prior period
1	American Airlines Group	259,970	75.9%
2	American Airlines	219,698	77.1%
3	Delta Air Lines	216,766	83.5%
4	United Airlines Holdings	207,572	74.6%
5	Southwest Airlines	166,667	91.0%
6	China Southern Airlines	152,426	-0.7%
7	Air France-KLM	116,104	27.5%
8	China Eastern Airlines	108,804	1.4%
9	Air China	104,626	-4.7%
10	Aeroflot	100,112	47.2%
11	Emirates	93,799	230.8%
12	Lufthansa Group	89,397	28.7%
13	Turkish Airlines	86,701	62.9%
14	International Airlines Group	78,689	8.9%
15	Air France	75,192	31.5%
16	jetBlue	66,228	121.3%
17	Hainan Airlines	62,616	9.6%
18	Alaska Air Group	62,117	88.3%
19	IndiGo	51,800	64.3%
20	Spirit Airlines	51,699	66.3%
21	LATAM Airlines Group	50,317	18.0%
22	Lufthansa Parent	49,766	26.7%
23	Wizz Air	43,679	161.7%
24	KLM Royal Dutch Airlines	40,912	20.8%
25	Volaris	38,306	63.1%
26	Shenzhen Airlines	35,859	-3.6%
27	Spring Airlines	34,376	14.0%
28	Qantas Airways	34,363	85.2%
29	Air Canada	33,869	-9.4%
30	Frontier Group Holdings	32,798	78.1%
31	British Airways	30,700	-21.5%
32	Iberia	28,646	53.1%
33	Juneyao Airlines	27,173	16.0%
34	Shandong Airlines	26,856	4.8%
35	Grupo Aeromexico	26,219	59.4%
36	Pegasus Airlines	25,549	43.9%
37	Azul S.A.	24,851	52.4%
38	easyJet	23,594	-60.0%
39	GOL	22,237	10.5%
40	ANA Holdings	21,933	52.2%
41	SIA Group	20,665	614.9%
42	Copa Holdings	18,884	101.9%
43	Japan Airlines	18,117	57.8%
44	Grupo VivaAerobus	17,831	89.8%
45	Air India	16,237	-67.8%
46	Republic Airways	16,206	98.1%
47	Hawaiian Airlines	16,180	119.7%
48	Vueling Airlines	15,554	69.5%
49	TAP S.A.	14,917	25.6%
50	Envoy Air	11,876	67.7%


Rank	Airline	RPKs (m)	% Change from prior period
51	Air Europa	11,821	34.9%
52	Garuda Indonesia	10,976	-12.1%
53	Avianca Holdings	10,656	-76.0%
54	Mesa Air Group	9,484	14.9%
55	SpiceJet	9,157	-67.4%
56	Korean Air	8,634	-54.7%
57	SAS	8,256	-41.6%
58	PAL Holdings	7,680	-35.3%
59	Asiana Airlines	7,389	-44.9%
60	Air New Zealand	7,146	21.0%
61	Aegean Airlines	7,082	46.9%
62	Norwegian Air Shuttle	6,869	-49.8%
63	EL AL Israel Airlines	6,346	54.9%
64	Sun Country Airlines Holdings	5,823	60.7%
65	Finnair	5,178	-36.5%
66	Pakistan International Airlines	5,138	-22.5%
67	Peach Aviation	4,847	101.7%
68	Horizon Air	4,524	48.9%
69	Capital A	4,149	-70.9%
70	Cathay Pacific	4,120	-79.5%
71	Icelandair	3,895	81.7%
72	Kenya Airways	3,589	3.8%
73	Aer Lingus	3,452	-14.9%
74	TUI Airways	3,195	-77.6%
75	Jeju Air	3,089	-36.3%
76	Nok Air	2,598	-53.7%
77	Cebu Pacific	2,479	-53.0%
78	airBaltic	2,158	48.3%
79	Thai Airways	2,147	-86.1%
80	Thai Air Asia	2,083	-73.1%
81	Omni Air International	1,699	-17.1%
82	Harbor Diversified, Inc.	1,677	107.7%
83	EVA Airways	1,642	-84.7%
84	GoJet Airlines	1,617	104.2%
85	Luxair Group	1,609	86.4%
86	Scoot Pte. Ltd.	1,487	570.9%
87	Solaseed Air	1,274	84.3%
88	Azores Airlines	1,197	101.5%
89	Air Do	1,091	99.2%
90	SriLankan Airlines	748	-94.9%
91	Eastern Air Lines	650	47.2%
92	StarFlyer	645	51.1%
93	China Airlines	639	-92.1%
94	China Express Airlines	621	-16.5%
95	Croatia Airlines	562	30.1%
96	Air Greenland	319	23.2%
97	Bangkok Airways	314	-75.3%
98	PLAY	260	0.0%
99	Silver Airways	197	88.8%
100	fastjet	127	154.1%

Source: Airfinance Journal's The Airline Analyst

Top airlines ranked by passenger load factor

Passenger load factor has recovered considerably in the most recent period. Two years ago, the top 50 all achieved load factors in excess of 80%. This year, only the top seven did so and 21 had load factors

below 50%. LCCs take up most of the top ten places on the list. The four operators' captive airlines used to top this ranking, but Monarch and Thomas Cook are no longer with us. At the bottom of the scale the

degree of the challenge faced by network carriers without any or significant domestic passenger operations is well illustrated by the load factors in the teens for Srilankan Airlines and Thai Airways. 

Rank	Airline	Load factor
1	Jeju Air	86.1%
2	Volaris	84.7%
3	Grupo VivaAerobus	83.6%
4	Spring Airlines	82.9%
5	GOL	82.0%
6	GoJet Airlines	80.9%
7	Aeroflot	80.3%
8	Harbor Diversified, Inc.	79.5%
9	Azul S.A.	79.2%
10	Spirit Airlines	78.8%
11	Copa Holdings	78.6%
12	Southwest Airlines	78.5%
13	Wizz Air	78.3%
14	Envoy Air	77.9%
15	Pegasus Airlines	77.3%
16	SpiceJet	77.0%
17	Shandong Airlines	76.5%
18	Vueling Airlines	76.4%
19	jetBlue	76.0%
20	Frontier Group Holdings	75.9%
21	Juneyao Airlines	75.6%
22	Grupo Aeromexico	75.4%
23	American Airlines Group	75.3%
24	Mesa Air Group	75.1%
25	American Airlines	74.9%
26	Hainan Airlines	74.7%
27	LATAM Airlines Group	74.4%
28	Air Europa	74.1%
29	Avianca Holdings	74.1%
30	Alaska Air Group	73.6%
31	IndiGo	73.6%
32	Republic Airways	73.4%
33	Norwegian Air Shuttle	72.8%
34	Capital A	72.5%
35	China Express Airlines	72.4%
36	United Airlines Holdings	72.2%
37	Horizon Air	71.9%
38	China Southern Airlines	71.3%
39	easyJet	70.8%
40	Nok Air	70.0%
41	Thai Air Asia	69.4%
42	Delta Air Lines	69.3%
43	Shenzhen Airlines	69.2%
44	Hawaiian Airlines	69.2%
45	SATA Air Azores	69.0%
46	Iberia	68.9%
47	Air China	68.6%
48	Luxair Group	68.6%
49	EL AL Israel Airlines	68.5%
50	TUI Airways	68.4%

Rank	Airline	Load factor
51	Qantas Airways	67.9%
52	Turkish Airlines	67.9%
53	China Eastern Airlines	67.7%
54	Air New Zealand	67.1%
55	Pakistan International Airlines	66.9%
56	Air France	66.2%
57	Air India	66.0%
58	Azores Airlines	66.0%
59	Air Greenland	65.7%
60	Aegean Airlines	65.4%
61	Icelandair	65.3%
62	International Airlines Group	64.5%
63	fastjet	64.0%
64	Silver Airways	63.1%
65	TAP S.A.	63.0%
66	Air Canada	63.0%
67	Sun Country Airlines Holdings	62.1%
68	Peach Aviation	61.6%
69	Lufthansa Group	61.6%
70	Kenya Airways	60.8%
71	Lufthansa Parent	60.4%
72	Air France-KLM	59.2%
73	Emirates	58.6%
74	Bangkok Airways	58.6%
75	British Airways	58.3%
76	airBaltic	53.6%
77	PLAY	53.2%
78	StarFlyer	52.6%
79	Cebu Pacific	50.8%
80	Croatia Airlines	49.8%
81	KLM Royal Dutch Airlines	49.6%
82	Aer Lingus	48.0%
83	SAS	47.9%
84	Air Do	47.5%
85	Asiana Airlines	44.2%
86	Garuda Indonesia	43.4%
87	Eastern Air Lines	43.3%
88	Finnair	42.8%
89	Omni Air International	42.3%
90	ANA Holdings	40.0%
91	Solaseed Air	40.0%
92	Japan Airlines	38.3%
93	Korean Air	36.7%
94	Cathay Pacific	31.1%
95	National Air Cargo Group	30.7%
96	SIA Group	30.1%
97	Loganair	29.8%
98	EVA Airways	20.0%
99	SriLankan Airlines	19.6%
100	Thai Airways	19.1%

Source: Airfinance Journal's The Airline Analyst

Top airlines ranked by revenue per passenger

Average revenue per passenger increased significantly for a number of airlines last year. Topping the list this year at \$1,257 was China Airlines, followed by China Express at \$1,130, and then EVA

Airways, Cathay Pacific and SIA Group. These figures are driven by significantly longer average trip lengths, related to the cargo operations of these carriers.

At the other extreme we see several

LCCs headed by Capital A, Thai Air Asia, Jin Air, Jeju Air and Grupo Viva Aerobus in the 33-36 range. These figures are for ticket prices only and do not include ancillary revenues. ▲

Rank	Airline	Revenue per passenger (\$)
1	China Airlines	1,257
2	China Express Airlines	1,130
3	EVA Airways	952
4	Cathay Pacific	782
5	SIA Group	572
6	SriLankan Airlines	520
7	Sunclass Airlines	479
8	Eastern Air Lines	466
9	Emirates	458
10	Air Greenland	416
11	Transat A.T.	387
12	EL AL Israel Airlines	385
13	Qatar Airways	382
14	TUI Airways	356
15	Nordic Aviation Group	355
16	British Airways	308
17	KLM Royal Dutch Airlines	303
18	StarFlyer	277
19	Air Canada	272
20	PAL Holdings	255
21	Icelandair	251
22	Copa Holdings	230
23	Lufthansa Parent	230
24	Air France-KLM	229
25	Royal Jordanian Airlines	228
26	Jazeera Airways	223
27	TAP S.A.	217
28	Hawaiian Airlines	210
29	Qantas Airways	203
30	Lufthansa Group	202
31	United Airlines Holdings	194
32	Kenya Airways	193
33	Sun Country Airlines Holdings	192
34	Air Europa	188
35	jetBlue	186
36	Azores Airlines	185
37	Air India	183
38	International Airlines Group	177
39	Finnair	174
40	Pakistan International Airlines	174
41	Alaska Air Group	170
42	Aer Lingus	169
43	ANA Holdings	166
44	American Airlines	162
45	Japan Airlines	160
46	fastjet	158
47	American Airlines Group	157
48	Aerolineas Argentinas	153
49	Air Arabia	149
50	Turkish Airlines	143

Rank	Airline	Revenue per passenger (\$)
51	Southwest Airlines	142
52	SAS	136
53	Wideroe	135
54	Air China	131
55	Air New Zealand	130
56	Avianca Holdings	127
57	Bulgaria Air	125
58	Aeroflot	125
59	airBaltic	123
60	Croatia Airlines	120
61	China Southern Airlines	119
62	Grupo Aeromexico	118
63	Silver Airways	118
64	PLAY	116
65	Allegiant Travel Company	116
66	Shenzhen Airlines	110
67	China Eastern Airlines	106
68	Thai Airways	106
69	ITA Airways	104
70	Spirit Airlines	103
71	Hainan Airlines	102
72	Shandong Airlines	98
73	Aegean Airlines	98
74	Frontier Group Holdings	97
75	Juneyao Airlines	93
76	GoJet Airlines	86
77	Envoy Air	85
78	LATAM Airlines Group	83
79	Spring Airlines	77
80	Norwegian Air Shuttle	73
81	Garuda Indonesia	72
82	Azul S.A.	70
83	Bangkok Airways	70
84	Horizon Air	68
85	GOL	67
86	easyJet	67
87	Republic Airways	62
88	SpiceJet	59
89	SATA Air Azores	54
90	Volaris	51
91	Fly Gangwon	45
92	Nok Air	44
93	SkyWest Airlines	43
94	Pegasus Airlines	41
95	Cebu Pacific	37
96	Grupo VivaAerobus	36
97	Jeju Air	35
98	Jin Air	34
99	Thai Air Asia	34
100	Capital A	33

Source: *Airfinance Journal's The Airline Analyst*

Top airlines ranked by passenger yield

As can be seen from the table, there is a huge disparity between airlines at the top and bottom of the list, reflecting different business models and route structures, as long-haul flights which have lower yields were disproportionately suspended during lockdown.

Excluding the two cargo operators, Air Greenland once more comes out top on this

ranking at 40.3 US cents followed by China Airlines in second. There are no surprises with numbers seven, 12 and 13 being Starflyer, Japan Airlines and ANA Holdings as fares remain high in Japan. SAS also continues to rank highly on this measure. The three US majors are between 9.7 cents and 10.4 cents with Southwest lagging at 8.4 cents. Air China is the leading mainland Chinese carrier

at 8.6 cents. Lufthansa Group significantly outperformed Air France-KLM and IAG.

The numbers at the bottom of the list will attract attention, with five LCCs having yields lower than 4 cents and several more just above them. Perhaps a surprise is to see a "legacy" full-service carrier like LATAM so far down the list at 6.6 cents and Aeroflot just below them at 5.7 cents. ▲

Rank	Airline	Passenger yield (US cents per RPK)
1	China Express Airlines	91.4
2	National Air Cargo Group	65.3
3	Air Greenland	40.3
4	China Airlines	34.0
5	Omni Air International	31.8
6	SATA Air Azores	29.6
7	StarFlyer	29.1
8	Silver Airways	27.9
9	fastjet	21.2
10	EVA Airways	16.9
11	Croatia Airlines	16.8
12	Japan Airlines	15.1
13	ANA Holdings	14.2
14	Air New Zealand	14.1
15	Cathay Pacific	13.6
16	TUI Airways	13.4
17	GoJet Airlines	12.7
18	Qantas Airways	12.6
19	SAS	12.5
20	Bangkok Airways	11.9
21	Kenya Airways	11.8
22	SriLankan Airlines	11.6
23	Korean Air	11.0
24	SIA Group	10.8
25	Lufthansa Parent	10.6
26	Lufthansa Group	10.6
27	Air Canada	10.6
28	Delta Air Lines	10.4
29	KLM Royal Dutch Airlines	10.4
30	British Airways	10.4
31	Aer Lingus	10.2
32	Azores Airlines	10.0
33	American Airlines Group	10.0
34	Eastern Air Lines	10.0
35	Aegean Airlines	10.0
36	PAL Holdings	9.8
37	United Airlines Holdings	9.7
38	Finnair	9.6
39	Envoy Air	9.6
40	Emirates	9.6
41	Avianca Holdings	9.4
42	Icelandair	9.4
43	airBaltic	9.3
44	Pakistan International Airlines	9.0
45	Sun Country Airlines Holdings	9.0
46	Horizon Air	9.0

Rank	Airline	Passenger yield (US cents per RPK)
47	Alaska Air Group	8.9
48	Air France-KLM	8.8
49	International Airlines Group	8.8
50	Air China	8.6
51	American Airlines	8.6
52	Hawaiian Airlines	8.5
53	jetBlue	8.5
54	TAP S.A.	8.5
55	Southwest Airlines	8.4
56	EL AL Israel Airlines	8.4
57	Thai Airways	8.1
58	Air Europa	8.0
59	China Eastern Airlines	7.7
60	China Southern Airlines	7.7
61	Copa Holdings	7.5
62	Grupo Aeromexico	7.5
63	Shenzhen Airlines	7.5
64	Turkish Airlines	7.4
65	Jeju Air	7.3
66	Garuda Indonesia	7.2
67	Nok Air	7.1
68	Air India	7.1
69	Shandong Airlines	6.8
70	Republic Airways	6.8
71	Hainan Airlines	6.7
72	Iberia	6.7
73	LATAM Airlines Group	6.6
74	Norwegian Air Shuttle	6.6
75	Azul S.A.	6.6
76	Juneyao Airlines	6.3
77	Spirit Airlines	6.1
78	Frontier Group Holdings	6.1
79	easyJet	5.8
80	GOL	5.7
81	Aeroflot	5.7
82	SpiceJet	5.2
83	Cebu Pacific	5.1
84	Thai Air Asia	4.8
85	Spring Airlines	4.7
86	PLAY	4.5
87	Capital A	3.8
88	Volaris	3.3
89	Pegasus Airlines	3.3
90	Grupo VivaAerobus	3.1
91	Wizz Air	2.0

Source: Airfinance Journal's The Airline Analyst

Top airlines ranked by cargo revenues

The air cargo business has proved a critical offset to reduced passenger revenues for a large number of airlines during Covid. Among the passenger carriers, Qatar have overtaken perennial number 1 Emirates at

the top of the ranking, with \$6.3 billion of cargo revenues. Third was Korean Air at \$5.9 billion, a heady 74% of total revenues. Next were, Cathay Pacific, Lufthansa Group, China Airlines and Cargolux. Turkish

Airlines, not often talked about in the same terms as the others as a cargo carrier, generated \$4 billion of cargo revenues.

Another dedicated cargo operator, Kalitta Air, reported \$1.9 billion of cargo revenues. ▲

Rank	Airline	Cargo revenues (\$m)	Cargo revenues as % of total revenues
1	Qatar Airways	6,330	44%
2	Emirates	5,895	37%
3	Korean Air	5,861	74%
4	Cathay Pacific	4,607	79%
5	Lufthansa Group	4,542	22%
6	China Airlines	4,467	90%
7	Cargolux	4,402	99%
8	Air France-KLM	4,243	25%
9	Turkish Airlines	4,015	37%
10	ANA Holdings	3,230	35%
11	SIA Group	3,217	57%
12	China Southern Airlines	3,084	20%
13	EVA Airways	3,055	82%
14	United Airlines Holdings	2,349	10%
15	KLM Royal Dutch Airlines	2,341	33%
16	International Airlines Group	1,978	20%
17	Japan Airlines	1,950	32%
18	Kalitta Air	1,917	96%
19	Air China	1,723	15%
20	LATAM Airlines Group	1,542	31%
21	British Airways	1,508	30%
22	Qantas Airways	1,427	22%
23	American Airlines Group	1,314	4%
24	American Airlines	1,314	4%
25	China Eastern Airlines	1,288	12%
26	Air Canada	1,191	23%
27	Delta Air Lines	1,032	3%
28	Polar Air Cargo	980	54%
29	Hong Kong Airlines	720	83%
30	Air New Zealand	693	37%
31	Cargojet Airways	590	98%
32	Avianca Holdings	573	33%
33	Iberia	473	14%
34	Aeroflot	465	7%
35	Amerijet International	429	93%
36	Finnair	396	37%
37	Western Global Airlines	386	99%
38	National Air Cargo Group	383	88%
39	Hainan Airlines	361	7%
40	Thai Airways	342	43%
41	Garuda Indonesia	338	25%
42	PAL Holdings	305	26%
43	Southern Air	298	98%
44	TAP S.A.	279	17%
45	ABX Air	258	98%
46	Grupo Aeromexico	242	11%
47	Alaska Air Group	216	3%
48	LATAM Cargo Brasil	209	99%
49	SpiceJet	191	27%
50	Southwest Airlines	187	1%

Rank	Airline	Cargo revenues (\$m)	Cargo revenues as % of total revenues
51	Xiamen Airlines	184	6%
52	SriLankan Airlines	146	54%
53	SAS	137	8%
54	Capital A	133	30%
55	Cebu Pacific	131	41%
56	EL AL Israel Airlines	128	15%
57	TAM	128	6%
58	Air India	127	9%
59	Kenya Airways	122	19%
60	Air Europa	100	9%
61	Sideral Air Cargo	93	90%
62	Sun Country Airlines Holdings	91	15%
63	Icelandair	87	15%
64	Aerolineas Argentinas	86	10%
65	Northern Air Cargo	84	81%
66	Shenzhen Airlines	83	3%
67	Juneyao Airlines	79	4%
68	Aer Lingus	77	18%
69	Copa Holdings	72	5%
70	Royal Jordanian Airlines	68	13%
71	Air Incheon	50	100%
72	Air Arabia	40	5%
73	Air Astana	34	4%
74	Pakistan International Airlines	30	6%
75	Biman Bangladesh	24	5%
76	Spring Airlines	19	1%
77	Air Greenland	16	8%
78	STARLUX Airlines	14	50%
79	Virgin Australia	12	1%
80	Volaris	12	1%
81	Jazeera Airways	8	3%
82	Hi Air	7	87%
83	airBaltic	6	3%
84	PT Air Asia Indonesia	5	12%
85	Eastern Air Lines	5	7%
86	Shandong Airlines	5	0%
87	Jeju Air	5	2%
88	ITA Airways	4	4%
89	Thai Air Asia	3	3%
90	Jin Air	2	1%
91	China Express Airlines	2	0%
92	Norwegian Air Shuttle	2	0%
93	SATENA	2	3%
94	Air Corsica	2	1%
95	Croatia Airlines	1	1%
96	Regional Express Holdings	1	1%
97	US-Bangla Airlines	1	1%
98	Air Busan	1	0%
99	Bangkok Airways	0	0%
100	Skymark Airlines	0	0%


Source: *Airfinance Journal's The Airline Analyst*

Top airlines ranked by lowest employee costs

There is a huge range on this measure, from 1.5% of revenues to 36.4%. The top 10 is dominated by cargo carriers. The next ten includes major LCCs Volaris, Grupo Viva Aerobus and Wizz Air. Enter Air's position

in the top three may reflect accounting methods rather than actual lower costs.

Of the three US majors, only Delta Air Lines made the top 100 on this measure. It is notable that Southwest Airlines did not.

IAG made the list but Air France-KLM and Lufthansa Group failed to make the register. Turkish Airlines and Pegasus Airlines scored very highly at numbers 15 and 20, respectively. 

Rank	Airline	Employee costs as % of revenue
1	Polar Air Cargo	1.5%
2	Enter Air	3.7%
3	Cargojet Airways	4.9%
4	China Express Airlines	5.1%
5	LATAM Cargo Brasil	6.6%
6	Bulgaria Air	7.0%
7	National Air Cargo Group	8.3%
8	Sideral Air Cargo	8.3%
9	Aegean Airlines	10.2%
10	Air Incheon	10.7%
11	Volaris	10.9%
12	Grupo VivaAerobus	11.2%
13	Biman Bangladesh	11.5%
14	Royal Jordanian Airlines	11.8%
15	Turkish Airlines	12.0%
16	SATENA	12.1%
17	Cargolux	12.9%
18	US-Bangla Airlines	13.2%
19	Wizz Air	13.3%
20	Pegasus Airlines	13.5%
21	Air Astana	13.9%
22	Aeroflot	13.9%
23	SpiceJet	14.0%
24	Emirates	14.3%
25	Air Arabia	14.3%
26	Ryanair	14.4%
27	Jazeera Airways	15.3%
28	PAL Holdings	15.6%
29	Qatar Airways	15.7%
30	Hong Kong Airlines	15.8%
31	Eastern Air Lines	16.7%
32	Copa Holdings	17.1%
33	Kenya Airways	18.2%
34	Western Global Airlines	18.3%
35	fastjet	18.3%
36	TAM	19.0%
37	SIA Group	19.4%
38	Nok Air	19.5%
39	Amerijet International	19.6%
40	VietJet Air	19.7%
41	Air Europa	19.8%
42	Azul S.A.	19.8%
43	EVA Airways	19.9%
44	China Airlines	20.5%
45	LATAM Airlines Group	20.9%
46	Korean Air	21.7%
47	Air India	21.8%
48	StarFlyer	21.9%
49	Hainan Airlines	21.9%
50	Grupo Aeromexico	22.2%

Rank	Airline	Employee costs as % of revenue
51	Avianca Holdings	22.7%
52	Atlas Air Worldwide Group	22.9%
53	Pakistan International Airlines	23.4%
54	Kalitta Air	24.5%
55	Juneyao Airlines	24.6%
56	Cathay Pacific	24.8%
57	Wideroe	24.8%
58	Shandong Airlines	25.3%
59	Thai Airways	25.3%
60	Spring Airlines	25.4%
61	Jet2 plc	25.4%
62	Finnair	25.5%
63	Fly Gangwon	25.5%
64	Xiamen Airlines	25.6%
65	China Southern Airlines	25.9%
66	airBaltic	26.1%
67	Aerolineas Argentinas	26.5%
68	Iberia	26.8%
69	TAP S.A.	27.2%
70	Croatia Airlines	27.8%
71	Allegiant Travel Company	28.4%
72	Sun Country Airlines Holdings	28.6%
73	Garuda Indonesia	29.2%
74	Air Austral	29.3%
75	GOL	29.6%
76	Frontier Group Holdings	29.9%
77	Air Busan	30.8%
78	China Eastern Airlines	31.4%
79	International Airlines Group	32.1%
80	Air China	32.4%
81	Delta Air Lines	32.9%
82	Spirit Airlines	33.0%
83	Air Greenland	33.1%
84	Qantas Airways	33.2%
85	Nordic Aviation Group	33.7%
86	Omni Air International	33.9%
87	easyJet	34.0%
88	Air Transport Services Group	34.1%
89	Shenzhen Airlines	34.2%
90	Virgin Australia	34.4%
91	Alliance Airlines	34.4%
92	CityJet	35.2%
93	EL AL Israel Airlines	35.6%
94	Air Canada	35.7%
95	Air New Zealand	35.7%
96	Azores Airlines	35.9%
97	Japan Airlines	36.0%
98	Air Atlanta Icelandic	36.1%
99	SkyWest Airlines	36.4%
100	ABX Air	36.4%

Source: Airfinance Journal's The Airline Analyst

Top 100 by EBITDAR margin

EBITDAR margin continues to be a very appealing measure of management's success in running an airline and the viability of the airline's core business, independent of the financing strategies chosen. As not every airline has adopted IFRS 16, it remains the only metric that permits comparison of all airlines globally.

There is a vast range in EBITDAR margin from best to worst in the most recent periods. Last year, only 52 airlines achieved

positive EBITDAR margins. This year all of them did, but with the bottom three scraping in at 1%.

At the top are a number of major cargo carriers, reflecting the buoyant market for freight in both volume and yields. The leaders also include some regional carriers and LCCs.

Air Arabia achieved a stellar EBITDAR margin of 40%, followed by more airlines with substantial cargo operations. LCCs

Volaris and Grupo Viva Aerobus also performed strongly as did three Turkish carriers – Turkish Airlines, Pegasus and Sun Express.

Helped by the recovery of their domestic market, the Chinese airlines reported positive results on this measure. China Southern led the big three at 13%, followed by China Eastern at 5% and Air China at 1%. The US, Japanese and European majors remained in negative territory. 

Rank	Airline	EBITDAR Margin
1	Polar Air Cargo	72%
2	Air Caraibes Atlantique	65%
3	Nippon Cargo Airlines	60%
4	VietJet Air	47%
5	Cargolux	46%
6	Nordic Regional Airlines	45%
7	Air Arabia	40%
8	Western Global Airlines	39%
9	Southern Air	39%
10	Grupo VivaAerobus	38%
11	EVA Airways	37%
12	Biman Bangladesh	37%
13	Cargojet Airways	37%
14	Volaris	36%
15	French Bee	35%
16	Jazeera Airways	34%
17	Korean Air	34%
18	Qatar Airways	33%
19	Skymark Airlines	33%
20	National Air Cargo Group	32%
21	China Airlines	32%
22	Asiana Airlines	32%
23	Air Transport Services Group	31%
24	ABX Air	30%
25	Emirates	30%
26	Sideral Air Cargo	29%
27	Turkish Airlines	29%
28	Air Incheon	29%
29	Air Astana	28%
30	Chorus Aviation	27%
31	Cathay Pacific	27%
32	Harbor Diversified, Inc.	26%
33	Horizon Air	26%
34	Atlas Air Worldwide Group	26%
35	Bluebird Nordic	26%
36	Copa Holdings	26%
37	Hong Kong Airlines	26%
38	GoJet Airlines	25%
39	Nordic Aviation Group	25%
40	Omni Air International	23%
41	US-Bangla Airlines	23%
42	PAL Holdings	22%
43	Amerijet International	21%
44	Enter Air	21%
45	Air Greenland	21%
46	Air Serbia	21%
47	Pegasus Airlines	21%
48	Aeroflot	20%
49	SkyWest Airlines	20%
50	Virgin Australia	19%


Rank	Airline	EBITDAR Margin
51	SIA Group	19%
52	Sun Country Airlines Holdings	18%
53	Kenya Airways	18%
54	CityJet	18%
55	Republic Airways	18%
56	Kalitta Air	18%
57	Air Atlanta Icelandic	17%
58	SpiceJet	17%
59	Atlantic Airways	17%
60	Alliance Airlines	17%
61	Neos S.p.A.	17%
62	SunExpress	16%
63	Allegiant Travel Company	16%
64	Grupo Aeromexico	15%
65	China Express Airlines	15%
66	Aegean Airlines	14%
67	Mesa Air Group	14%
68	China Southern Airlines	13%
69	Juneyao Airlines	13%
70	Bulgaria Air	12%
71	Xiamen Airlines	12%
72	Spring Airlines	11%
73	ANA Holdings	10%
74	Eurowings Europe	10%
75	Shandong Airlines	9%
76	LATAM Cargo Brasil	9%
77	Royal Jordanian Airlines	9%
78	Wideroe	8%
79	Vietnam Airlines	8%
80	Air Tahiti Nui	8%
81	IndiGo	7%
82	Air Austral	7%
83	SATENA	6%
84	Alaska Air Group	6%
85	Air France-KLM	5%
86	Ryanair	5%
87	Azul S.A.	5%
88	China Eastern Airlines	5%
89	Frontier Group Holdings	5%
90	TAP S.A.	4%
91	Spirit Airlines	3%
92	Qantas Airways	3%
93	Pakistan International Airlines	3%
94	Avianca Holdings	3%
95	Solaseed Air	3%
96	Hainan Airlines	2%
97	Iberia	2%
98	Southwest Airlines	1%
99	LATAM Airlines Group	1%
100	Air China	1%

Source: *Airfinance Journal's The Airline Analyst*

Top 100 by liquidity

Our normal measure of liquidity is unrestricted cash as a percentage of revenues. Note that this does not include standby facilities as disclosure is very inconsistent and availability is difficult to track on a quarterly basis. A traditional rule of thumb is that this metric should exceed 25%, the equivalent of three months' worth of revenues. However, Covid has meant a new look at this measure due to

the declines in revenues. Most airlines generated liquidity in the last three years in one form or another – debt and equity raisings, sale and leaseback of aircraft, moving to power-by-the-hour leases, government furlough programmes, redundancies, deferral of lease payments and outright asset sales. Liquidity reached an all-time-high for the industry a year ago.

On this measure, the entire list of top 100 airlines had in excess of 25% of revenues as unrestricted cash, with twenty airlines exceeding 100%. The top three probably represent a dearth of revenue rather than an exceptional surplus of liquidity. If you would like to see the list of airlines with less than 25% of revenues as unrestricted cash, please contact accountmanager@airfinancejournal.com. 

Rank	Airline	Liquidity as % of revenues
1	Tigerair Taiwan	1365%
2	Air Premia	839%
3	ITA Airways	496%
4	Transat A.T.	347%
5	PLAY	315%
6	easyJet	243%
7	Royal Brunei Airlines	196%
8	STARLUX Airlines	196%
9	SIA Group	186%
10	Jet2 plc	181%
11	Finnair	141%
12	Air Canada	138%
13	Norwegian Air Shuttle	134%
14	Flyr AS	129%
15	Lufthansa Parent	127%
16	Air Arabia	120%
17	Cebu Pacific	115%
18	Hawaiian Airlines	109%
19	Jeju Air	108%
20	Air Tahiti Nui	100%
21	Southwest Airlines	98%
22	International Airlines Group	94%
23	ANA Holdings	93%
24	Qatar Airways	77%
25	Ryanair	75%
26	United Airlines Holdings	75%
27	Wizz Air	73%
28	Japan Airlines	72%
29	Jin Air	72%
30	Harbor Diversified, Inc.	71%
31	Allegiant Travel Company	69%
32	Air Corsica	69%
33	Pegasus Airlines	68%
34	SunExpress	67%
35	Copa Holdings	67%
36	Spring Airlines	67%
37	Fly Gangwon	66%
38	Air New Zealand	66%
39	Aegean Airlines	64%
40	Capital A	64%
41	Jazeera Airways	64%
42	Air Do	62%
43	Cargolux	60%
44	TAP S.A.	59%
45	Avianca Holdings	56%
46	Sideral Air Cargo	53%
47	Sun Country Airlines Holdings	51%
48	Alaska Air Group	50%
49	Aer Lingus	50%
50	Bangkok Airways	49%

Rank	Airline	Liquidity as % of revenues
51	Air France	47%
52	Air France-KLM	47%
53	jetBlue	47%
54	EVA Airways	47%
55	SATA Air Azores	46%
56	British Airways	46%
57	Icelandair	46%
58	Korean Air	46%
59	Spirit Airlines	45%
60	Frontier Group Holdings	45%
61	Lufthansa Group	44%
62	Grupo VivaAerobus	44%
63	Grupo Aeromexico	43%
64	Virgin Australia	43%
65	Cathay Pacific	42%
66	China Airlines	42%
67	American Airlines Group	42%
68	American Airlines	42%
69	PAL Holdings	41%
70	Atlantic Airways	40%
71	airBaltic	40%
72	Croatia Airlines	39%
73	Vueling Airlines	39%
74	Aerolineas Argentinas	38%
75	Tway Airlines	38%
76	Delta Air Lines	38%
77	Global Crossing Airlines	37%
78	Emirates	35%
79	IndiGo	35%
80	China Express Airlines	35%
81	Air Europa	35%
82	Qantas Airways	34%
83	Volaris	34%
84	Royal Jordanian Airlines	34%
85	Republic Airways	33%
86	Air Seoul	33%
87	SkyWest Airlines	32%
88	Azul S.A.	31%
89	CityJet	31%
90	Luxair Group	31%
91	StarFlyer	30%
92	Shandong Airlines	30%
93	Air Astana	30%
94	SAS	30%
95	Solaseed Air	30%
96	VietJet Air	29%
97	Nok Air	29%
98	Air Greenland	28%
99	Air Busan	27%
100	Iberia	26%


Source: *Airfinance Journal's The Airline Analyst*

Top 100 by leverage

A leverage measure has more value in our opinion if it is related to ability to service debt from continuing operations rather than some balance sheet equity figures that may not reflect current values of assets. However, due to the disruption to cash flow from operations due to Covid,

adjusted net debt/EBITDAR is not currently a very helpful leverage measure.

We are therefore using a simple equity ratio for this year to at least get some idea of the magnitude of each carrier's leverage. That said, this ratio is impacted by the effect of recent losses, especially at the majors.

The best capitalised airlines on this measure are five cargo airlines: National Air Cargo, Southern Air, ABX Air, Kalitta Air and Sideral Air Cargo followed by Luxair Group. Among the major passenger carriers, SIA Group and Cathay Pacific rank highly thanks to their government-supported recapitalisations. 

Rank	Airline	Book Equity/Total Assets
1	National Air Cargo Group	96%
2	Southern Air	93%
3	ABX Air	90%
4	Sideral Air Cargo	88%
5	Kalitta Air	78%
6	Luxair Group	75%
7	Omni Air International	73%
8	Royal Brunei Airlines	58%
9	Cargolux	57%
10	Norse Atlantic Airways	56%
11	Amerijet International	56%
12	Harbor Diversified, Inc.	51%
13	Nordic Aviation Group	51%
14	fastjet	50%
15	Alliance Airlines	47%
16	SIA Group	47%
17	Air Arabia	46%
18	Cargojet Airways	45%
19	Atlas Air Worldwide Group	44%
20	Air Atlanta Icelandic	41%
21	Air Transport Services Group	40%
22	Air Greenland	38%
23	Eurowings Europe	38%
24	Republic Airways	37%
25	Cathay Pacific	37%
26	ITA Airways	37%
27	Ryanair	37%
28	Air Caraibes Atlantique	37%
29	Spring Airlines	36%
30	Eastern Airways	36%
31	Xiamen Airlines	36%
32	Japan Airlines	36%
33	Horizon Air	36%
34	Sun Country Airlines Holdings	35%
35	Atlantic Airways	34%
36	Mesa Air Group	34%
37	PLAY	33%
38	VietJet Air	33%
39	SkyWest Airlines	32%
40	Regional Express Holdings	31%
41	Allegiant Travel Company	31%
42	Copa Holdings	31%
43	Envoy Air	29%
44	Jin Air	29%
45	Southwest Airlines	29%
46	EVA Airways	28%
47	jetBlue	28%
48	Tigerair Taiwan	28%
49	Alaska Air Group	27%
50	easyJet	27%

Rank	Airline	Book Equity/Total Assets
51	Bangkok Airways	27%
52	China Airlines	26%
53	China Southern Airlines	26%
54	Turkish Airlines	26%
55	Korean Air	26%
56	Eastern Air Lines	25%
57	ANA Holdings	25%
58	Spirit Airlines	25%
59	Air Corsica	23%
60	Juneyao Airlines	23%
61	French Bee	23%
62	Qatar Airways	23%
63	Jet2 plc	22%
64	China Express Airlines	22%
65	Bulgaria Air	22%
66	Air China	22%
67	Chorus Aviation	22%
68	Lufthansa Parent	22%
69	Air New Zealand	20%
70	China Eastern Airlines	20%
71	Flyr AS	19%
72	Icelandair	19%
73	STARLUX Airlines	18%
74	Norwegian Air Shuttle	17%
75	Air Do	17%
76	Wideroe	16%
77	Solaseed Air	15%
78	Air Tahiti Nui	15%
79	Jeju Air	15%
80	Aegean Airlines	14%
81	Emirates	14%
82	Jazeera Airways	13%
83	Air Busan	13%
84	Nordic Regional Airlines	13%
85	Pegasus Airlines	13%
86	Frontier Group Holdings	13%
87	Fly Gangwon	12%
88	Hawaiian Airlines	12%
89	SAS	12%
90	Finnair	12%
91	Biman Bangladesh	11%
92	Global Crossing Airlines	11%
93	Lufthansa Group	11%
94	British Airways	10%
95	Skymark Airlines	10%
96	Air Premia	10%
97	Frontier Airlines	10%
98	SunExpress	9%
99	Volaris	8%
100	Cebu Pacific	8%

Source: *Airfinance Journal's The Airline Analyst*

Note: For IFRS 16 reporters, "Rent" is derived from depreciation on right of use assets plus interest on lease liabilities. If these are not available, rent is estimated. Leverage is calculated by adding 8x rent to balance sheet interest bearing debt and dividing by EBITDAR

Top 100 by fixed charge cover

This indicator normally confirms that airlines can service quite high levels of debt from cash flow. This is demonstrated by the large number of airlines that pre-Covid had fixed charge cover ratios in excess of 2x which might be a pre-requisite

for an investment grade rating.

However, as the table shows, only 29 airlines had fixed charge cover above 2x in the most recent period and only 51 had levels in excess of 1x. Below 1x indicates insufficient cash flow to pay interest and rents other than by selling

assets, raising equity or hybrid capital – or requesting rent deferral from lessors.

It will be critical for the airlines to manage for cash generation and to revisit their capital structures in order to achieve fixed charge cover ratios above 1x as soon as possible. ▲

Rank	Airline	Fixed Charge Cover: EBITDAR/ Net Interest plus Rent (x)
1	Sideral Air Cargo	130.9
2	Cargolux	32.4
3	Air Greenland	18.2
4	ABX Air	17.0
5	Air Incheon	15.2
6	Southern Air	14.5
7	Air Arabia	14.0
8	Kalitta Air	12.2
9	Nippon Cargo Airlines	7.9
10	Air Transport Services Group	6.6
11	Atlas Air Worldwide Group	6.4
12	Cargojet Airways	6.3
13	Alliance Airlines	5.7
14	Korean Air	4.9
15	Wideroe	4.8
16	Horizon Air	4.2
17	Turkish Airlines	4.1
18	National Air Cargo Group	3.6
19	Allegiant Travel Company	3.2
20	China Airlines	3.0
21	Western Global Airlines	2.9
22	Chorus Aviation	2.8
23	Republic Airways	2.8
24	Copa Holdings	2.7
25	Sun Country Airlines Holdings	2.6
26	Grupo VivaAerobus	2.4
27	Biman Bangladesh	2.3
28	Qatar Airways	2.2
29	Atlantic Airways	2.0
30	SkyWest Airlines	1.9
31	Amerijet International	1.9
32	Omni Air International	1.8
33	EVA Airways	1.8
34	Ryanair	1.7
35	Air Atlanta Icelandic	1.7
36	Cathay Pacific	1.6
37	Air Serbia	1.6
38	SIA Group	1.6
39	China Express Airlines	1.5
40	Air Astana	1.4
41	Xiamen Airlines	1.4
42	Emirates	1.4
43	Volair	1.3
44	Asiana Airlines	1.3
45	Pegasus Airlines	1.3
46	SunExpress	1.2
47	Jazeera Airways	1.2
48	Nordic Aviation Group	1.2
49	Skymark Airlines	1.1
50	Nordic Regional Airlines	1.1

Rank	Airline	Fixed Charge Cover: EBITDAR/ Net Interest plus Rent (x)
51	Bluebird Nordic	1.1
52	Alaska Air Group	1.0
53	Air Caraibes Atlantique	1.0
54	Eurowings Europe	1.0
55	Polar Air Cargo	1.0
56	Mesa Air Group	1.0
57	Virgin Australia	0.9
58	Enter Air	0.8
59	China Southern Airlines	0.8
60	US-Bangla Airlines	0.8
61	French Bee	0.7
62	Spring Airlines	0.7
63	CityJet	0.7
64	ANA Holdings	0.7
65	GoJet Airlines	0.7
66	Grupo Aeromexico	0.7
67	Juneyao Airlines	0.7
68	Kenya Airways	0.6
69	Neos S.p.A.	0.6
70	Qantas Airways	0.6
71	VietJet Air	0.6
72	Hong Kong Airlines	0.5
73	Aeroflot	0.5
74	Aegean Airlines	0.5
75	PAL Holdings	0.5
76	Air France-KLM	0.5
77	LATAM Cargo Brasil	0.5
78	SpiceJet	0.4
79	Southwest Airlines	0.3
80	Shandong Airlines	0.3
81	Royal Jordanian Airlines	0.3
82	Spirit Airlines	0.3
83	SATENA	0.3
84	China Eastern Airlines	0.3
85	Bulgaria Air	0.3
86	IndiGo	0.2
87	Air Tahiti Nui	0.2
88	Frontier Group Holdings	0.2
89	Vietnam Airlines	0.2
90	Air Austral	0.2
91	Iberia	0.1
92	Solaseed Air	0.1
93	Avianca Holdings	0.1
94	Azul S.A.	0.1
95	TAP S.A.	0.1
96	Pakistan International Airlines	0.1
97	HOP!	0.1
98	Hainan Airlines	0.1
99	Air China	0.0
100	Northern Air Cargo	0.0

Source: *Airfinance Journal's The Airline Analyst*

Note: For IFRS 16 reporters, "Rent" is derived from depreciation on right of use assets plus interest on lease liabilities. If these are not available, rent is estimated based on previous years or estimated rent on leased fleet

Top listed airlines by market capitalisation

The table adjacent shows the 92 listed airlines by market capitalisation as of 27 August 2022. The aggregate value is \$292 billion, down from \$336 billion last year. Factors influencing this direction include the impact of Russia's war with Ukraine, the outlook for global economic growth, interest rates and the current level of fuel costs.

Southwest Airlines has retained the number one position, and Delta holds second spot. The weakest performer from

the US is American Airlines which fell from \$13.5 billion to \$8.9 billion.

Among Europeans, IAG is down 41%, Air France-KLM is up 12% and Lufthansa Group is up 23%. Ryanair is down 37% and Wizz Air 61%. The Chinese airlines are relatively flat to last year's valuations.

That said, there are some airlines with continuing equity value that seems to defy their financial condition and ability to generate future shareholder value. These include Nok Air at \$107 million, Air Asia

X at \$46 million and Hainan Airlines at \$4.1 billion! The jury is out on Norwegian Air Shuttle's ability to justify its current market capitalisation of \$899 million. The survivability of the slew of Korean LCCs that still have positive equity market capitalisation is also in question. The future of Air Mauritius is also in doubt as they are in administration and restructuring.

The sector definitely offers some attractive trading opportunities from the inherent volatility. ▲

Rank	Airline	Market Cap (\$m)
1	Southwest Airlines	23,008
2	Delta Air Lines	19,053
3	Air China	17,149
4	Ryanair	13,839
5	China Southern Airlines	13,307
6	United Airlines Holdings	12,671
7	SIA Group	10,955
8	IndiGo	10,086
9	China Eastern Airlines	9,497
10	American Airlines Group	8,885
11	ANA Holdings	8,400
12	Lufthansa Group	8,069
13	Japan Airlines	7,302
14	Spring Airlines	7,075
15	Korean Air	7,041
16	Cathay Pacific	6,825
17	International Airlines Group	6,723
18	Qantas Airways	6,107
19	Alaska Air Group	5,590
20	EVA Airways	5,533
21	Air Canada	4,763
22	Turkish Airlines	4,734
23	China Airlines	4,537
24	easyJet	4,484
25	Hainan Airlines	4,145
26	Juneyao Airlines	3,815
27	Air France-KLM	3,455
28	Copa Holdings	3,077
29	Atlas Air Worldwide Group	2,826
30	jetBlue	2,784
31	Spirit Airlines	2,661
32	Air Arabia	2,528
33	Frontier Group Holdings, Inc	2,419
34	Air Transport Services Group	2,328
35	Wizz Air	2,311
36	Allegiant Travel Company	2,004
37	Cargojet Airways	1,821
38	Volaris	1,805
39	China Express Airlines	1,568
40	Sun Country Airlines	1,539
41	Air New Zealand	1,429
42	Jazeera Airways	1,372
43	Grupo Aeromexico	1,361
44	PAL Holdings	1,241
45	SkyWest Airlines	1,232
46	Azul S.A.	1,179

Rank	Airline	Market Cap (\$m)
47	Sun Country Airlines Holdings	1,144
48	Aeroflot	1,102
49	Asiana Airlines	1,056
50	Pegasus Airlines	1,006
51	Norwegian Air Shuttle	899
52	Vietnam Airlines	858
53	Jeju Air	828
54	Hawaiian Airlines	776
55	Jin Air	717
56	Finnair	631
57	Bangkok Airways	595
58	Capital A	581
59	Icelandair	510
60	Cebu Pacific	500
61	Chorus Aviation	472
62	Aegean Airlines	468
63	SAS	457
64	GOL	455
65	Utair	427
66	Garuda Indonesia	387
67	Alliance Airlines	386
68	Tway Airlines	330
69	SpiceJet	289
70	Air Busan	272
71	Shandong Airlines	200
72	Thai Airways	199
73	Kenya Airways	186
74	LATAM Airlines Group	182
75	Jet Airways	132
76	Nok Air	107
77	Regional Express Holdings	107
78	Norse Atlantic Airways	104
79	Pakistan International Airlines	104
80	Enter Air	93
81	Mesa Air Group	91
82	Transat A.T.	91
83	Royal Jordanian Airlines	77
84	Flyr AS	68
85	Thomas Cook Group	62
86	StarFlyer	58
87	Croatia Airlines	52
88	Air Asia X	46
89	Comair Limited	28
90	EL AL Israel Airlines	26
91	Air Mauritius	14
92	Avianca Holdings	10

Source: Bloomberg and Airfinance Journal's The Airline Analyst
Values as of close on 26 August 2022

We hope you find the analysis helpful and insightful. If you have any queries and comments please do not hesitate to contact Michael Duff at mduff@theairlineanalyst.com or accountmanager@airfinancejournal.com

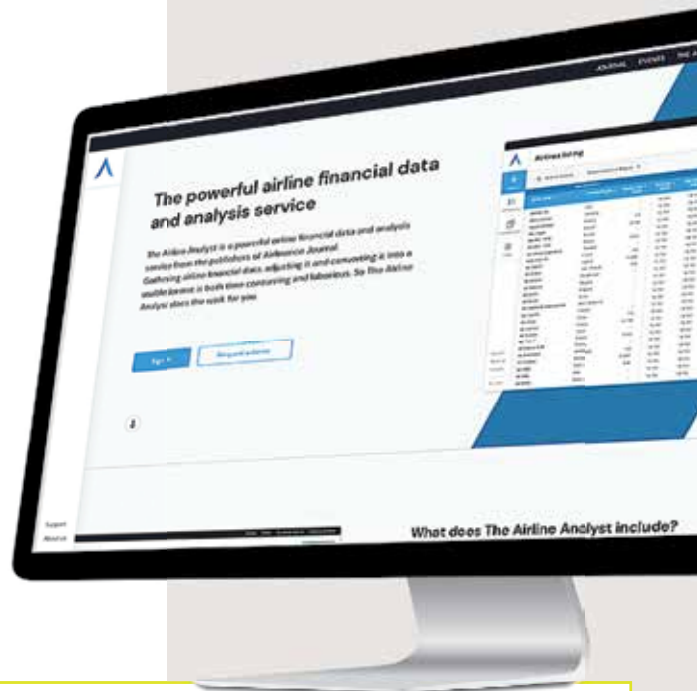


Your fast track to empowered decision making.

WE HELP YOU NAVIGATE THE RAPID MARKET SHIFTS AND NEGOTIATE THE NEW AIRLINE LANDSCAPE.

The Airline Analyst provides unparalleled specialist and trusted intelligence to help you manage risk and identify opportunities in the airline sector. With decades of airline banking industry expertise, all types of companies involved in aviation finance rely on The Airline Analyst data.

And in the latest iteration of **The Airline Analyst**, we have created an API solution, fast-tracking the delivery of essential data right into your workflow.



Most comprehensive intelligence

Specific ratio and derived metrics across over 300 airlines, provides clear, unbiased evidence of the financial positions of even private airlines and airlines not available elsewhere.



Trusted experience

All data goes through a rigorous maker-and-checker validation process to maintain data integrity



Fast with Data

Access trusted data relied upon by the biggest names in the aviation market, freeing up your time for better analysis.



API for efficient workflows

Plug data via our easy-to-use API solution to fuel your models, and streamline and simplify your credit evaluation process.

Unparalleled financial and performance data of over 300 airlines at your fingertips. Learn more at <https://www.airfinancejournal.com/Home/TheAirlineAnalyst>

FOR MORE INFORMATION:

Email: accountmanager@airfinancejournal.com

Phone: +44 (0) 20 7779 8203 (Asia) | +44 (0) 20 7779 8274 (Rest-of-the-World)





AIRFINANCE
JOURNAL
THE LESSOR ANALYST

Obtaining lessors financial information isn't always easy

Whether you're a lessor looking to benchmark your performance or an investor looking to analyse the aviation asset class, obtaining lessors financial information can be incredibly time consuming.

Then there's the added challenges of inconsistent data and the man-hours needed to create spreads.

Imagine having a one-stop view of the whole market. Being able to identify opportunities and instantly compare the risk and return of all financial instruments available.

With The Lessor Analyst that's exactly what you get and more.

- Unrivalled view of the market with over 100 lessors and leasing entities
- Identify the risk and reward relationships of the whole spectrum of financial instruments available
- Easily compare and assess lessors' portfolio risk using our unique lessor portfolio ratings

Find out more and request your personalised demo today

www.airfinancejournal.com/thelessoranalyst

Email: accountmanager@airfinancejournal.com

Phone: +44 (0) 20 7779 8203 | +44 (0) 20 7779 8274

