TIMELINE OF 2017

**February**
Avianca picks United Airlines as strategic partner, a decision that prompted a shareholder row which rumbled for much of 2017

**March**
The USA and UK implement restrictions on carrying electronic devices onboard certain Middle East and North African flights

**April**
Storm after video of forced removal of passenger from United Airlines aircraft goes viral

**May**
Boeing delivers first 737 Max 8 to Malaysia’s Malindo

**June**
Diplomatic spat prompts airspace closure between Qatar and several neighbouring states

**July**
Delta strengthens alliance with Air France-KLM, China Eastern and Virgin Atlantic with new joint ventures and equity deals

**August**
Air Berlin files for insolvency which ultimately sees assets sold off to EasyJet, IAG and Lufthansa

**September**
Ryanair forced to cancel series of flights after pilot-rostering woes

**October**
Bombardier hands control of CSeries airliner to Airbus
Monarch Airlines ceases flights after losing battle in crowded European short-haul leisure market

**November**
Qatar Airways takes 10% stake in Cathay Pacific, three months after dropping a move to do the same at American Airlines

**December**
Delta picks A321neos for its narrowbody fleet replacement, signing for up to 200 of Airbus’s re-engined single-aisle
REVIEW OF 2017

Airlines largely kept a grip on their improved profitability off the back of continued strong air travel demand in 2017, but the positive mood was punctuated by a series of high-profile challenges and service interruptions that dominated headlines.

In North America, the practice of overbooking came publicly into view when a video of the forced removal of a passenger from a United Airlines flight went viral. While United found itself in the eye of a storm of negative coverage regarding the incident – and its initial response – the focus shifted to the wider overbooking practices across US carriers.

The incident led to a review of the practice – and while United, American Airlines and Delta Air Lines all amended their policies as a result, grillings followed by US lawmakers, and new consumer rules were included in the bill to reauthorise the US Federal Aviation Administration budget.

United was also at the forefront of the other major battleground in the US market this year: the fight for price-conscious travellers. The Star Alliance carrier rapidly rolled out its no-frills basic economy fare, but was forced to take a step back from it amid a fierce competitive response from rivals.

By September the largest US carriers were lowering their third-quarter unit revenue expectations as, nearly universally, they reported a spike in competitive pricing activity. While US carriers continue to lead industry profitability, the competitive pricing – combined with the negative impact from the damaging hurricane season – has taken the gloss off their profit performance.

As US airlines were grappling – in some cases literally – with their overbooked passengers, in Europe the difference between an “IT meltdown” and a “power failure” had to be explained by British Airways. The incident grounded a host of BA flights and served as an illustration of the almost impossible customer service challenges that disruption can cause.

That was to become further apparent when Ryanair, having positioned itself as an airline that now cares about its customer service, found itself with plenty of customer care to do following its pilot-rostering process went wrong. After initially hoping to control the crisis with a series of flight cancellations in September and October, it ultimately had to make a second wave of cancellations and temper growth plans in a bid to wrest back control of the situation.

Munoz and Kirby faced a congressional committee in May

Industry net profits by region

Source: IATA outlooks; 2017 and 2018 are forecasts, figures for 2014-16 revised since Jun 17

IATA outlook
Other includes net total for Africa, Latin America, Middle East
Subsequent pilot disquiet amid the threat of damaging strike action ahead of the Christmas holidays ultimately resulted in Ryanair chief executive Michael O’Leary taking the previously unthinkable step for the carrier of offering to recognise unions.

Yet the underlying strong business environment – and IAG and Ryanair have been among the most robust groups in Europe in recent years – means both are still on course to make record-high profits for the 2017 financial year. Indeed, European airlines as a whole are likely to improve profits.

That comes even with the woes of Monarch Airlines, Air Berlin and Alitalia. None were strangers to the last-chance saloon. But Monarch ceased flights at the start of October, and flights under the Air Berlin brand followed suit by the end of that month. It remains to be seen how Alitalia’s fresh spell in administration will play out.

LONG-HAUL DEVELOPMENT

Europe to the Americas was also at the heart of the burgeoning long-haul low-cost model – both for operators like Norwegian and in the competitive response from network carriers on either side of the Atlantic. That has, for example, involved IAG launching its own Barcelona-based operation Level. The popularity of the model – and contrasting fortunes of the all-premium model – was further evident when IAG announced plans to replace its premium OpenSkies operation out of Paris Orly with Level.

The long-haul low-cost model has been aided by the still relatively low fuel costs and the arrival of next-generation aircraft. Norwegian is, for example, using its first Boeing 737 Max 8s to launch routes from Europe to new points on the US east coast: Hartford, Newburgh Stewart and Providence.

Norwegian had also benefited from the granting of its controversial authority to operate long-haul flights under its UK subsidiary. Campaigners against the move urged the incoming Trump administration to consider reversing the decision. While there was no movement, it did not take long for the new US president’s policies to have an impact on overseas operators.

In particular, several Middle East and North African operators were hit first by the attempted travel ban on citizens from seven Muslim-majority countries visiting the USA, and then the implementation of restrictions on bringing large personal electronic devices on board flights to the USA from a number of airports in the same region. UK authorities followed suit, albeit with a different list of airports.

Notably, the UK list of restricted airports excluded major hubs like Dubai, Abu Dhabi and Doha, which were all included in the US restrictions. That left the US open to accusations that its actions were related to the ongoing campaign by the big US carriers and unions that are pressing for a review of open-skies deals with Qatar and the UAE over alleged subsidies received by its main carriers – allegations rejected by the Gulf giants.

The UK and USA began lifting the restrictions in the summer, but the simmering row between the big Gulf and US carriers rumbles on. American Airlines hardly welcomed a planned – but ultimately aborted – move by Qatar Airways to take up to 10% of the carrier. The airline also then dropped its codeshare with Qatar and Etihad, prompting the latter to drop its Dallas/Fort Worth service. These factors all contribute to a rare fall in UAE carrier capacity to the USA.

Middle East carriers were also hit by diplomatic tensions closer to home when the severing of ties with Qatar by a number of states in the region resulted in the closing of airspace in several markets. Any hopes that the spat, which took place in June, would be temporary proved unfounded and routes between countries involved remain closed.
Qatar Airways later turned its investment attentions to Cathay Pacific, acquiring around 10% of its Oneworld partner in November. That followed similar investments in two other Oneworld partners: British Airways and Iberia parent IAG, and LATAM Airlines. Qatar also completed its acquisition of a 49% stake in Italian carrier Meridiana, just as its Gulf rival Etihad’s own European airline investment strategy was cracking.

Despite all the challenges from a travel demand perspective, however, the picture is strong. While capacity expansion continues to keep yields under pressure, airlines have been able to lift passenger numbers and load factors. And while the oil price has crept up, fuel costs remain, fuel costs remain relatively low.

The demand environment has remained strong and, given various struggles in recent years, the key BRIC economies have been consistently positive, helping support growth in emerging markets. As a result, despite various negative headlines across the year, 2017 has proved another profitable one for the industry.

African carriers largely struggled to break free of the shackles that have held back their progress. Notably, South African Airways spent much of the year as a political football. The airline will receive a further bailout as it aims to secure a strategic investor. It remains to be seen whether the departure of its controversial chair Dudi Myeni in October and a new permanent chief executive will signal a settling of some of the boardroom issues that have plagued its progress.
FlightGlobal data shows that 39 new airline operations were established over the first eight months of 2017, roughly matching the 37 airlines that ceased operations or have suspended flights.

The 39 start-ups include some that are subsidiary carriers created to enter new markets – or, in the case of EasyJet Europe, to ensure continuity of operations ahead of the UK’s exit from the European Union.

Notable start-ups include Level, IAG’s new long-haul, low-cost operation. The airline launched flights out of Barcelona in June – providing a competitive response to Norwegian’s launch of long-haul flights from the same Spanish airport.

Level began operations in June using Airbus A330s on flights to Buenos Aires, Los Angeles, Oakland and Punta Cana using aircraft operated by IAG sister carrier Iberia. In December it announced Paris Orly as its second base, in a move which will see it take over the AOC from another IAG unit, premium-operator OpenSkies.

British Airways originally conceived OpenSkies as an all-premium carrier but its aircraft were subsequently reconfigured to include an economy-class section and its route network has remained limited. The OpenSkies division – which serves New York and Newark from Orly using Boeing 757 and 767 aircraft – will “cease to operate” at the end of next summer.

Air France-KLM meanwhile launched services with its new hybrid operation Joon at the start of December. Initially operating from Paris Charles de Gaulle to Barcelona, Berlin, Lisbon and Porto, it will begin long-haul flights Fortaleza in Brazil and Mahe in the Seychelles next summer.

In Russia Azimuth launched flights in September initially from Rostov airport, before becoming one of the initial tenants at the new Rostov-on-Don Platov airport – which opened on 7 December. While Russian regulations required two years of domestic flights before starting international operations, it is already seeking authority to begin routes within the Eurasian Economic Union (EEU). Meanwhile Azerbaijan Airlines’ new low-cost unit Buta Airways launched operations in September.

But planned Swiss start-up Powdair, which had planned to begin ski services from Switzerland’s Sion airport during earlier this winter, pushed back its launch into 2018 following talks with potential new investors.

**New Latin steps**

In Latin America, Chile is the latest country where Indigo Partners – backer of several successful low-cost operators – is looking to deploy its formula again.

Santiago-based JetSmart launched revenue service in late July as it builds up its network to initially eight domestic destinations. JetSmart began operations with a pair of Airbus A320s and aims to build this fleet to at least nine A320s, says chief executive Estuardo Ortiz.

Further ahead, he says, the carrier aims to begin flights to Peru. That is a market in which one low-cost carrier entrant has already emerged this year, with Viva Air launching its second carrier in the region. Viva Air Peru started operations in May, initially deploying a pair of Airbus A320s on seven domestic routes.

In a strong reflection of Argentina’s freshly liberalised aviation industry, three new airlines are made progress in launching operations during 2017.

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<tr>
<th>Airline</th>
<th>Country</th>
<th>Type</th>
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<tr>
<td>Air Costa Rica</td>
<td>Costa Rica</td>
<td>Regional</td>
<td>09-Feb-17</td>
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<td>Air Juan</td>
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<td>Aushaan Air</td>
<td>Kenya</td>
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<td>30-Jun-17</td>
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<td>Hong Kong</td>
<td>Cargo</td>
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<td>25-Jul-17</td>
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<td>Joon</td>
<td>France</td>
<td>Mainline</td>
<td>04-Dec-17</td>
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<td>Lanmei Airlines</td>
<td>Cambodia</td>
<td>Leisure</td>
<td>29-Sep-17</td>
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<td>United States</td>
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<td>Kuwait</td>
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<td>11-Jul-17</td>
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<tr>
<td>Zoom Air</td>
<td>India</td>
<td>Regional</td>
<td>15-Feb-17</td>
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Avianca Argentina, owned by Colombian carrier Avianca’s majority shareholder Synergy, began flights on 21 November with ATR 72-600s. It plans to initially operate to Buenos Aires Aeroparque, Rosario and Mar del Plata.

Low-cost start-up Flybondi took delivery of its first Boeing 737-800 ahead of the launch of services. Meanwhile, Norwegian’s new subsidiary in Argentina is set to begin domestic and regional flights next year, connecting with its Buenos Aires to London Gatwick which launches in February.

In the Middle East, Saudia took steps to launch a new low-cost operation. Flyadeal launched domestic flights in September using the first of eight Airbus A320s being leased from Dubai Aerospace Enterprise.

Omani start-up SalamAir launched services in January. It initially began flights on the Muscat-Salah domestic route, but subsequently added flights to Dubai, the Saudi Arabian cities of Jeddah and Medina, as well as Karachi and Sialkot in Pakistan.

Meanwhile, Kuwaiti carrier Wataniya Airways relaunched operations this summer with a pair of A320s – six years after ceasing flights – having gained an AOC in June. It underlined its growth plans by tentatively signing for 25 Airbus A320neos during November’s Dubai air show.

**SUSPENSIONS**

Two high-profile European names were lost from the skies in the autumn of 2017 as long-standing financial challenges caught up with Air Berlin and Monarch Airlines.

Air Berlin was forced to open insolvency proceedings in August after key shareholder Etihad Airways pulled the plug on further funding for the German carrier. It came after several restructuring initiatives had failed to stem the losses at Air Berlin, and a wider review of the Gulf carrier’s European investments.

The Oneworld carrier, which had grown through a series of acquisitions, was subsequently broken up as administrators secured bids for various assets from EasyJet and Lufthansa, and carried out the last flights under its own brand at the end of October.

EasyJet is using former Air Berlin slots and aircraft to establish an operation from Berlin Tegel, while Lufthansa – which already had a wet-lease deal in place with Air Berlin – is acquiring assets including regional operator LGW.

But it dropped a plan to acquire Austrian leisure carrier Niki after European competition regulators indicated it would not approve the acquisition with Lufthansa’s offered remedies. This prompted a fresh attempt in mid-December to secure bidders for Niki and its assets, resulting in IAG securing a deal under which it will establish a new Austrian arm of its Vueling subsidiary.

Another former Etihad European investment, Swiss regional Darwin Airline, also ceased operations in 2017. The Gulf carrier sold its 33% stake in Darwin, which it acquired four years ago and during which period it operated as Etihad Regional, as part of a wider acquisition of the Swiss regional by Adria Airways in July.

The Lugano-based carrier subsequently operated as Adria Airways Switzerland, but in late November filed to restructure under Swiss insolvency rules citing unfavourable market impacts. Later in December a Swiss court ruled it bankrupt.

Etihad also pulled out of further funding of a third European carrier, Alitalia, after unions rejected proposed cost-savings. Administrators for the Italian carrier are seeking fresh investors for the Italian airline, which has secured a bridging loan to continue operations until the summer whilst it restructures.

**SUSPENDED**

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<tr>
<th>Airline</th>
<th>Country</th>
<th>Type</th>
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<tbody>
<tr>
<td>Aeropostal</td>
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<td>Mainline</td>
<td>25-Sep-17</td>
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<tr>
<td>Air Carnival</td>
<td>India</td>
<td>Regional</td>
<td>06-Apr-17</td>
</tr>
<tr>
<td>Air Costa</td>
<td>India</td>
<td>Mainline</td>
<td>28-Feb-17</td>
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<tr>
<td>Air Mandalay</td>
<td>Myanmar</td>
<td>Regional</td>
<td>15-Oct-17</td>
</tr>
<tr>
<td>BoraJet</td>
<td>Turkey</td>
<td>Regional</td>
<td>24-Apr-17</td>
</tr>
<tr>
<td>Dniproavia</td>
<td>Ukraine</td>
<td>Mainline</td>
<td>04-Oct-17</td>
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<tr>
<td>Kalstar Aviation</td>
<td>Indonesia</td>
<td>Regional</td>
<td>30-Sep-17</td>
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<tr>
<td>Mega Maldives Airlines</td>
<td>Maldives</td>
<td>Mainline</td>
<td>02-May-17</td>
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<td>Rainbow Airlines</td>
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<td>VIM Airlines</td>
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<td>Zagrosjet</td>
<td>Iraq</td>
<td>Mainline</td>
<td>29-Sep-17</td>
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Note: these airlines were suspended as of 3 January 2018, but some may subsequently resume services.
Alitalia and Air Berlin, among other contributory factors, struggled in the hugely competitive European short-haul market, which also played a part in the demise of UK leisure carrier Monarch Airlines. The latter found itself squeezed in the UK-Mediterranean resorts market after security implications dropped tourism demand for North African and Turkish markets. Having secured an eleventh-hour reprieve in securing an extension to its ATOL licences in October 2016, it ran out of time to broker a repeat this time around and ceased flights on the morning of 2 October.

Eastern fails to revive
A six-year effort to revive the Eastern Air Lines brand with a new low-cost carrier serving the Caribbean and Latin American market from Miami, ended in November when US regulators cancelled its economic authority to operate. That came more than two months after the carrier ceased operations following its acquisition by luxury private charter Swift Air.

The Miami-based start-up had already surrendered its air operator's certificate to the US Federal Aviation Administration after ceasing operations on 7 September. Eastern Air Lines' new owners at Phoenix-based Swift Air did not object to the DOT's move, the agency says. It do though say the move did not prejudice to the company's filing for new authority in the future.

Meanwhile, the revived Eastern Air Lines' co-founder Ed Wegel has since moved on to acquire the air operator’s certificate of defunct charter and freighter airline World Airways. The new start-up plans to make another attempt at a low-cost airline dedicated to the Latin American and Caribbean markets.

Elsewhere Hawaiian operator Island Air ceased operations in November a month after filing for chapter 11 bankruptcy protection. Hawaiian Airlines has since made an offer to acquire some of the assets of the operator.

But there remain some challenging markets – few more so than Venezuela. Long-running problems repatriating revenues earned in local currency had already prompted many international carriers to scale back or cut altogether their services into Venezuela. Unrest in the country earlier this year and continued political uncertainty have prompted more carriers to pull the plug.

Venezuela’s airlines, meanwhile, have been forced to ground aircraft and cut service due to difficulties in accessing foreign currencies to pay for spare parts and other expenses. Then, in August, Venezuela’s oldest airline Aeropostal was forced to cease operations as the ongoing crisis in the country expanded to local carriers.

Challenges in the region have also created problems for InselAir, which resulted in its Aruba-based subsidiary filing for bankruptcy in June. InselAir Aruba had been grounded even before it entered bankruptcy administration in June, but its Curacao-based counterpart continues to operate Fokker 50s connecting Dutch Caribbean territories.

Indian carrier struggles
In Asia, Indian carrier Air Costa in June had its air operator’s permit suspended by India's Directorate General of Civil Aviation following three months of inactivity. The carrier suspended operations on 28 February after hitting financial trouble.

Efforts meanwhile continue to restore the operations of another Indian carrier, Air Pegasus. A deal emerged at the start of the year under which Bengaluru-based Flyeasy would acquire a stake in Air Pegasus and work began on restarting operations in March. But services are still to resume.

Local reports suggest Air Pegasus has secured a new investor and is working towards a resumption of services in 2018. Another Indian carrier, ATR-operator Air Carnival, suspended flights earlier this year.

Indian Ocean carrier Mega Maldives Airlines meanwhile suspended services at the start of May, to undergo a restructuring programme. The carrier described the suspension as temporary and says it is focusing on its recapitalisation and restructuring. It is still to resume services.

Elsewhere, Turkish regional carrier Borajet – which was acquired by SBK Holdings at the turn of the year – suspended operations in April to carry out restructuring with a view to resuming its scheduled operations in 2018.

One of last year’s biggest airline casualties was Taiwanese carrier TransAsia Airways, which ceased flights in November. In January, its shareholders voted for its dissolution, and its route rights were reassigned later that month.
Mergers and Deals

If Etihad Airways generated headlines during 2017 with the collapse of three of its European airline investments, another Gulf major Qatar Airways showed it still had an appetite to invest, making moves for Cathay Pacific, Meridiana and – most controversially – American Airlines.

Qatar had ended 2016 by completing its acquisition of a 10% stake in its Latin Oneworld partner LATAM Airlines Group, having already increased its holding in IAG, parent of British Airways and Iberia, to 20%.

It remained in acquisitive mood this year. In June, it unveiled plans to acquire a 10% stake in another of its Oneworld partners, American Airlines. The move – an unsolicited one, the target stressed – was particularly intriguing given American’s stated position in the wider subsidy spat between the US majors and the big-three Gulf carriers. American subsequently underlined that position in July by giving notice of its planned withdrawal from codeshares with Qatar and Etihad Airways. In early August, Qatar dropped its move.

It later turned its attentions to Cathay, in November agreeing to pay HK$5.16 billion ($661 million) to purchase a 9.6% stake in the Hong Kong carrier from conglomerate Kingboard Chemical. Qatar says it would have liked to purchase a larger stake in Cathay, but stresses that it has no plans to play an active role in the airlines in which it invests. “We see a lot of benefits in Qatar Airways investing in these very, very strong, robust, expanding airlines,” says Qatar Airways chief executive Akbar Al Baker.

All of these minority investments followed a pattern of relatively small stakes in existing well-established partners within the Oneworld alliance. But the acquisition of a 49% stake in Meridiana bore more similarities with some of Etihad’s investments, not least because the target is a struggling Italian airline. Ironically, Etihad was embroiled in the ongoing process of exiting its investment in Alitalia when Qatar finalised its Meridian deal in September, more than a year after brokering a tentative agreement.

By mid-December, Meridiana was detailing its new business plan, which involves introduction of a pair of A330-200s for transatlantic services to New York and Miami from Milan Malpensa.

Al Baker ended the year talking up Qatar’s interest in investing in Russian flag carrier Aeroflot should an opportunity for foreign investment present itself. It remains unknown whether such an investment would be entertained on the Russian side or how deep Qatar’s interest goes. At the very least, it created some headlines in the Russian media as Qatar launched its new St Petersburg service.

Qatar’s investment strategy has generally focused on securing smaller stakes in established and, despite Cathay’s current challenges, robust businesses. By contrast Etihad’s equity-alliance strategy, which was built around rapidly gaining scale, predominantly involved taking larger stakes in distressed carriers.

While these have may delivered in terms of a network and a growth perspective, turnarounds have proved more challenging. And with foreign ownership restrictions in place, Etihad has often found itself with the pain of being required to fund a failing carrier without necessarily the influence to effect a sustainable change in fortunes.

Beyond the Alitalia situation, Etihad also lost patience in Air Berlin, prompting the German carrier’s insolvency and leading to EasyJet and Lufthansa securing key assets. The fate of Niki was resolved at the end of the year after IAG successfully bid for its assets. Etihad sold its 33% holding in Darwin Airline after running the Swiss carrier as Etihad Regional. Slovenian carrier Adria Airways acquired the stake as part of a wider deal to take full control of the airline. But within months the Swiss operation was forced to cease operations.

Etihad has indicated it will not give up on its equity-alliance strategy and points to the success of its partnership with India’s Jet Airways.

Another carrier to exit its cross-continental European airline investment during 2017 was Korean Air. It sold its 44% holding in Czech Airlines to Travel Service. The deal gave the Czech

<table>
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<th>AIRLINE DEALS IN 2017</th>
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<tr>
<td>Qatar Airways</td>
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<td>Qatar Airways</td>
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<td>Travel Service</td>
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<td>Air France</td>
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<td>American Airlines</td>
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<td>United Airlines</td>
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<td>Adria Airways</td>
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travel company, which operates low-cost brand SmartWings, a controlling stake in its compatriot flag carrier. Korean had acquired the stake in its SkyTeam partner in 2013.

DELTAL DEALS
Another carrier at the heart of recent investment and joint-venture activity has been Delta Air Lines, and the US carrier kept its foot on the pedal during 2017 – particularly in cementing relationship with SkyTeam partners.

During the first half, it struck an agreement with Korean Air on establishing a joint-venture business across the Pacific Ocean. The two carriers, long-time alliance and codeshares partners, have had something of a lukewarm relationship. A period of cool relations after Delta’s merger with Northwest Airlines in 2009, which included the scaling back of their codeshare in 2013, only began to thaw in 2016 when the carriers reinvigorated the codeshare.

A planned immunised partnership – approved by US regulators in November – would involve co-ordination of the carriers’ flights across the Pacific Ocean. The two carriers, long-time alliance and codeshares partners, have had something of a lukewarm relationship. A period of cool relations after Delta’s merger with Northwest Airlines in 2009, which included the scaling back of their codeshare in 2013, only began to thaw in 2016 when the carriers reinvigorated the codeshare.

Delta had earlier in 2017 implemented its joint venture with Aeromexico, a move the carriers said would enable them to more tightly mesh their networks and increase US-Mexico capacity. The US carrier also lifted its stake in Aeromexico's parent company Grupo Aeromexico to 49%.

It then turned its attentions to cementing its transatlantic partnerships. In a series of co-ordinated announcements, Delta in July revealed plans to bring its two existing transatlantic agreements – with Virgin Atlantic in the UK market, and with Air France-KLM and Alitalia – into a single agreement. What role Alitalia, which had entered administration earlier in 2017, will play within that remains unclear, as it is dependent on the outcome of the Italian carrier’s search for investors and its related strategic plan.

At the same time, Delta and its partners cemented their relationship through several equity investments. Air France-KLM agreed to acquire a 31% stake in Virgin – Delta already holds a 49% share. Delta and its Chinese partner China Eastern Airlines meanwhile agreed to buy 10% stakes in Air France-KLM for €375 million ($437 million) each.

The US carrier is also eying a role for Aeromexico within the expanded transatlantic joint venture. “We’re looking at a way to bring [Aeromexico in], probably not [by] a full aligned ownership structure into the JV, but maybe as a second tier of membership into the JV,” says Bastian.

Delta and Air France-KLM also began working more closely with Indian carrier Jet Airways – an airline that continues to be linked with potential investment from its partners. After speculation that Delta was considering a possible investment in Jet earlier this summer, local reports in December suggested that Air France-KLM and Delta were looking at taking small stakes in the Mumbai-based operator.

Also in December, Delta capped a busy year by detailing plans for transborder joint venture with Canadian carrier WestJet.

Other US carriers were also active. American Airlines took a 2.7% stake in China Southern Airlines, an initial step in a planned wider partnership. This was the second US carrier investment in one of the big Chinese carriers, after Delta took a 3.65% stake in China Eastern in 2015.

The teaming of Oneworld carrier American with SkyTeam member China Southern reflects both the lack of a mainland Chinese partner within Oneworld and the increasing willingness of airlines to look beyond their global alliance partners to establish joint ventures in key markets.

Alaska Airlines meanwhile continued to work through its merger with Virgin America. The company expects to receive a single operating certificate from the FAA in January. Also in January, Alaska expects to adopt single payroll, human resources and financial systems as well as a single customer loyalty programme, says chief executive Brad Tilden.

The company has set 25 April 2018 as the day Virgin flights will become Alaska flights. “The next eight months will be very important,” Tilden said in October. “By the middle of next year, our most critical integration milestones will be behind us.”

JOINT VENTURES
United Airlines, meanwhile, was chosen by fellow Star Alliance member Avianca as its strategic partner. That decision, disclosed in February, set in motion a shareholder battle at the Latin carrier over its choice of bedfellow – a battle that was to run for most of the year. It was finally cleared at the end of November after Avianca agreed with its minority shareholder to withdraw duelling lawsuits filed in the New York State Supreme Court. The partners were hopeful of completing the joint venture before the year end.

United’s was one of a series of joint ventures proposed or implemented during the year.

In October, Singapore Airlines and Lufthansa begin a joint-venture pact nearly two years after an initial announcement of the partnership. Lufthansa had in the summer launched its joint venture with Air China.

Unaligned operator Hawaiian Airlines is eying an expansion of its codeshare with Oneworld carrier Japan Airlines, which launches in March 2018, into a joint venture. “We would intend for the joint-venture terms proposed to have clear benefits,” outgoing Hawaiian chief executive Mark Dunkerley told FlightGlobal in September.
WORLD AIRLINES

Data from Flight Fleets Analyzer shows there are 833 airlines operating as of the end of December 2017. The figure, which is based on airlines operating with an IATA code and at least one aircraft in active service, marks an overall increase of seven on the same point in 2016.

Almost half of these airlines, 415, are operating fleets of more than 10 aircraft. That is five more airlines than at the same point last year. There are 55 airlines which operate fleets in excess of 100 aircraft. The expanding low-cost carrier segment now accounts for 11 of these, one more than a year ago, as they continue to grow their fleets after placing major aircraft orders.

Asia-Pacific and Europe account for the most airlines, both in excess of 240 carriers. There are 104 operators in North America including just 11 mainline carriers, reflecting the maturity and consolidation in the US market. By contrast Latin America, which has virtually the same number of airlines, has 27 mainline operators. The Middle East and Africa have 94 and 43 airlines respectively.

The big US carriers have the largest airline fleets, again reflecting consolidation in the country as well as sizeable regional operations. American Airlines has a total of 950 aircraft currently in service, followed by Delta and United with respective fleets of 863 and 738 units. Six of the top 10 carriers by fleet size are based in the USA.

Notes: These figures are based on airlines, rather than airline groups, which have an IATA code and at least one aircraft in active service.

Source: Flight Fleets Analyzer (Dec 2017)
CAPACITY SNAPSHOT: REGIONAL MARKETS

Airlines lifted capacity in short-haul and regional markets across 2017 in line with robust air travel demand, FlightGlobal schedules data for the year shows.

Airlines increased capacity at the fastest rate on flights within the Asia-Pacific market. While this comprises many emerging economies, the Asia-Pacific market is already the biggest region in terms of ASK capacity. Airline capacity increased just over 7.5% in 2017.

Perhaps more surprising, especially given the number of uncertainties that surrounded the operating environment in Europe at the start of the year, 2017 proved a year of even higher capacity growth among European operators. Carriers in the region increased their intra-European ASK capacity by 7.2% in 2017. That compared to an increase of just under 7% in 2016.

Airlines in Europe reported a particularly strong performance over the summer, prompting better than initially expected financial outlooks for many carriers. Intense competition on short-haul European markets caused major challenges for the likes of Air Berlin, Alitalia and Monarch Airlines. However, it also illustrated the strength of the European airline market that many operators were able to expand profitably. It also reflected improved fortunes after recent challenges in both the Russian and Turkish markets.

Capacity was increased 4.6% across the intra-North American, including the fast-growing Mexican market. That was slightly below the rate of more than 5% airlines in the region lifted capacity by in 2016.

Intra-Middle East capacity was increased 6% in 2017, less than half the rate of the previous year. Airline capacity on flights within the Middle East was hit by the closure in air space by several states in the region to Qatar. This followed the escalation of a diplomatic row in the region in June and remains in force, meaning a string of air services within the region to Doha are not operating. Airlines had lifted ASK capacity over 15% on Qatari routes within the Middle East over the first six months of the year. But capacity to and from Qatar was down 35% during the second half, compared with the same period in 2016.

While Qatar Airways, by far the biggest operator on routes from Doha, was most heavily impacted, Air Arabia, Emirates, Etihad, Flydubai and Gulf Air are all among those to have cut capacity.

### Intra-regional capacity

<table>
<thead>
<tr>
<th>REGION</th>
<th>ASK 2017 (m)</th>
<th>ASK 2016 (m)</th>
<th>CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>AFRICA</td>
<td>93,854</td>
<td>90,083</td>
<td>4.2%</td>
</tr>
<tr>
<td>ASIA-PACIFIC</td>
<td>1,747,251</td>
<td>1,623,280</td>
<td>7.6%</td>
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<tr>
<td>EUROPE</td>
<td>1,187,987</td>
<td>1,108,419</td>
<td>7.2%</td>
</tr>
<tr>
<td>LATIN AMERICA</td>
<td>261,310</td>
<td>253,899</td>
<td>2.9%</td>
</tr>
<tr>
<td>MIDDLE EAST</td>
<td>99,522</td>
<td>93,809</td>
<td>6.1%</td>
</tr>
<tr>
<td>NORTH AMERICA</td>
<td>1,597,825</td>
<td>1,527,270</td>
<td>4.6%</td>
</tr>
</tbody>
</table>

Source: FlightGlobal schedules data
CAPACITY SNAPSHOT: INTERCONTINENTAL MARKETS

Airlines lifted capacity on intercontinental routes by 6% during 2017, FlightGlobal schedules data for the year shows.

Carriers increased capacity as measured in ASKs by 5.8% on transatlantic services – the biggest intercontinental market – compared with 2016. That included growth from the developing long-haul, low-cost players, notably Norwegian which launched a raft of routes aided by taking delivery of its first Boeing 737 Max aircraft. Icelandic carrier Wow Air also added capacity during 2017, while IAG start-up Level began flights in the summer.

But there was also steady growth from network carriers across the Atlantic, notably another IAG unit Aer Lingus. The latter launched new services to Miami and added capacity on several other routes. The Irish carrier will begin flights to Seattle and Philadelphia in 2018.

While Europe-North America is the largest intercontinental market, it is flights linking Asia-Pacific to North America where capacity was added by the largest amount in absolute terms. Airlines in this market lifted capacity by more than 9% and it stands as the second biggest market by capacity behind Europe-Asia.

Traffic linking Asia-Pacific and the Middle East – where the Gulf players have been very active – is the second biggest growing market by capacity in absolute terms. Airlines lifted ASK capacity between the two regions by 9.2%.

There was steady growth in capacity also reported on European routes to the Middle East, Africa and Latin America.

The biggest rise by percentage in ASK capacity growth, at around 12%, was between Africa and Latin America. However, that was off a very small base and it remains the intercontinental market with the least airline capacity on it in terms of ASKs.

### Intercontinental capacity: largest markets

<table>
<thead>
<tr>
<th>REGION PAIRING</th>
<th>ASK 2017 (m)</th>
<th>ASK 2016 (m)</th>
<th>CHANGE</th>
</tr>
</thead>
<tbody>
<tr>
<td>NORTH AMERICA</td>
<td>3,589,341</td>
<td>3,391,509</td>
<td>5.8%</td>
</tr>
<tr>
<td>EUROPE</td>
<td>3,581,135</td>
<td>3,383,293</td>
<td>5.8%</td>
</tr>
<tr>
<td>EUROPE</td>
<td>3,206,830</td>
<td>3,033,046</td>
<td>5.7%</td>
</tr>
<tr>
<td>ASIA-PACIFIC</td>
<td>3,199,700</td>
<td>3,029,897</td>
<td>5.6%</td>
</tr>
<tr>
<td>NORTH AMERICA</td>
<td>2,785,345</td>
<td>2,553,558</td>
<td>9.1%</td>
</tr>
<tr>
<td>ASIA-PACIFIC</td>
<td>2,784,339</td>
<td>2,549,664</td>
<td>9.2%</td>
</tr>
<tr>
<td>MIDDLE EAST</td>
<td>2,539,450</td>
<td>2,324,395</td>
<td>9.3%</td>
</tr>
<tr>
<td>ASIA-PACIFIC</td>
<td>2,536,962</td>
<td>2,322,651</td>
<td>9.2%</td>
</tr>
<tr>
<td>EUROPE</td>
<td>1,703,233</td>
<td>1,600,085</td>
<td>6.4%</td>
</tr>
</tbody>
</table>

NOTE: figures cover combined capacity between both regions Source: FlightGlobal schedules data
SHARE PRICE MOVEMENTS

After the jolts and shocks of the previous year, 2017 proved to be a robust year for airline shares, almost across the board. While differing circumstances and fortunes across the year drove airline share performance at an individual level, stock-price data for leading carriers collated by FlightGlobal shows a clear upward trend across regions and models. That was amid positive trading across global stock markets and relatively strong economic growth.

European airlines enjoyed the sharpest rise in share-price performance. That in part reflected a clawing back of some ground lost in 2016 after the share-price slump that followed the surprise UK referendum vote to leave European Union. But it was also driven by the better-than-expected operating environment which drove a strong summer performance and manifested itself in the raised profit outlooks of a number of European carriers.

Notably, improved fortunes at Air France-KLM and Lufthansa – which was aided by the resolution of long-running labour issues – drove their respective share prices to more than double.

By contrast Ryanair’s tough end to the year, first from its wave of flight cancellations amid pilot-rostering woes and then from cost uncertainty after its surprise move to recognise unions in order to counter rumblings of staff discontent, resulted in the wiping-out of most of its gains for the year.

For all its trailblazing activity in long-haul markets, Norwegian’s shares lost ground during the year. But the travails of Air Berlin, which resulted in its collapse and break-up, proved the biggest negative among European airline shares.

Asia-Pacific carriers’ stocks had endured a difficult 2016 but were steady in 2017. All eight carrier stocks in the region tracked by FlightGlobal ended the year in positive territory.

Chinese carriers enjoyed a strong share performance across the year. Stocks in both China Southern Airlines and Air China were among those to climb highest during 2017. Strong financial performance at Qantas was matched by a steady climb in the Australian carrier’s share price across the year.

Low-cost carrier Air Asia, which had been the only one of the tracked Asian carrier stocks to climb in 2016, also enjoyed another strong year of growth.

North American airline shares performed strongly in 2016 and continued in the same vein, if slightly less spectacularly, in 2017. Southwest Airlines reported the strongest share-price improvement of the majors across the year. There were ups and downs for JetBlue, but a strong end to the year brought its share price almost back to its level at the start of 2017.

Among major North American carriers, United Airlines endured the toughest year on the markets. Following the blip that followed the furore around its forced removal of a passenger earlier in the year, its share price slid over the second half of the year as a challenged roll-out of its basic economy initiative drew fierce competitive responses from rival carriers.

Improved economic fortunes in Brazil helped drive sharp improvement in the share price at big Latin American carriers Gol and LATAM Airlines across the year.
Preliminary data for 2017 indicates there were just under 1,700 commercial aircraft deliveries during the year. It marks a fourth year in row where deliveries have been in excess of 1,600 units.

Data from Flight Fleets Analyzer shows operators in Asia-Pacific took the largest share of aircraft, accounting for 42% of deliveries in receiving just over 700 units during the year. That marked around 65 more aircraft than carriers in the region received in 2016.

Provisional data shows that Boeing achieved just over 730 commercial aircraft deliveries, while Airbus reached the 700-unit mark, an annual all-time high for the manufacturer.

Narrowbodies continue to drive aircraft demand. A record number of narrowbodies were delivered in 2017. Airbus and Boeing shipped over 500 aircraft each, the latter delivering the first of its re-engined 737 Max aircraft in the summer. Bombardier also delivered 17 of its CSeries aircraft during the year.

Although it was not a record year for total widebody deliveries, Airbus outperformed previous levels in shipping just over 150 widebodies in 2017.

American Airlines took almost 60 aircraft during the year, the highest number of any airline group. Southwest Airlines took 52 units, including its first 737 Max, while China Southern Airlines and Ryanair each received 50 aircraft.

Mainline carriers represent around half of shipments made during 2017, while low-cost/leisure/charter and regional operators count for 30% and 16% of deliveries respectively.
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