
International Competition: Comparison of data sources

Airports Commission

Final Report

28 June 2013

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Important Notice

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Introduction

Data sources

While CAA airport and survey data provides a comprehensive view of the aviation market in the UK, it does not allow for detailed analysis of airports outside the UK. Given that airports in the UK compete for international transfers, we need to look to alternative sources to assess this market. We have considered two data sources, IATA Passenger Intelligence Service (PaxIS) and Sabre Airport Data Intelligence (Sabre). The DfT has purchased 2008 and 2011 data for IATA PaxIS, while PwC has access to Sabre's Airport Data Intelligence tool, which provides data from 2002 to 2012. The two data sources are described in further detail below:

1. Sabre Airport Data Intelligence is a comprehensive database that details origin-destination, segment and connections data for passengers and revenues by airline, class of travel and point of sale. The database includes monthly data from January 2002 to current and is updated monthly. It also provides access to capacity and schedule data (similar to that available through SRSanalyser and OAG) with detailed segment level information for scheduled services and includes seat capacity, frequency, aircraft type, airline, etc. by month and year from January 2000 to March 2014 and is updated monthly.
2. Passenger Intelligence Service (PaxIS) is a product developed by IATA Business Intelligence Service that provides a comprehensive airline passenger market database based on data captured through IATA Billing and Settlement Plan (BSP). Data available for January 2005 onwards. It includes data by: Agency/Country / region of ticket issuance, Point of Origin airport / True origin airport / connecting airport (s) / final destination airport, Fare category: First, Business, Full Economy, Discounted Economy and Others, Average fare value: in USD or EUR, Month of ticket issuance / month of travel. Statistical estimates provided to cover direct sales, low cost carriers, charter flight operators, under-represented BSP markets and non-BSP markets, including the United States.

We have also compared aggregate estimates from these two sources with official from the airport and aviation authority websites (CAA, Schiphol, Fraport, Dubai Airport and Aeroports de Paris). This official data was considered to most accurately reflect "actual" passenger numbers and was used to check total figures against what was generated from PaxIS and Sabre.

Data cleaning

Sabre query

Data was generated from Sabre's Airport Data Intelligence tool through the "Market Details" report for all traffic via LHR, FRA, DXB, CDG and AMS annually for 2008 and 2011. This report returns the true origin and destination of all passengers who pass through each of these airports. The routes are directional and transfers are only included once, however, they will count as 2 airport passengers (one arrival and one departure), so it was necessary to double the number of transfers in order to compare these numbers with official sources. Segment data was also generated through the "Segment details" report for each hub for 2008 and 2011. This report provides data on passengers and the route segment immediately before or after the hub airport and also provides information on airline carrier.

PaxIS data

A summary of PaxIS data for 2008 and 2011 was provided by the DfT for the purposes of comparison.

Filtering

International to International interliners were assumed to be from the perspective of the UK – i.e. all transfers with both the origin and destination at a non-UK airport.

Any origins or destinations that were railways or bus stations were excluded from the data.

Comparison

Overview of comparisons

We have compared the two sources across a range of aspects of the data.

1. Total passengers and transfer % compared with official sources
2. Ranking of OD pairs for international to international interliners for Heathrow (LHR), Frankfurt (FRA), Amsterdam (AMS), Paris Charles de Gaulle (CDG) and Dubai (DXB)
3. LHR true destination ranking
4. LHR segment ranking
5. Total route segment passengers by carrier for each of the five hubs.

Total Passengers

We considered the total passengers passing through each of the airports and compared these with the total passengers reported by official airport sources. These are summarised below.

Total Passengers

In 2008, both Sabre and PaxIS underestimated total passengers by -0.1% to -8.4%. Across the five hubs, the average amount that the sources underestimated the totals by was comparable at 3.6% for Sabre and 3.3% for PaxIS.

2008

Airport	Actual Pax	Source	Sabre	Difference	PaxIS	Difference
LHR	66,906,954	CAA	64,918,190	-3.0%	66,031,340	-1.3%
FRA	53,189,273	Fraport	52,127,199	-2.0%	53,155,185	-0.1%
AMS	47,391,711	Schiphol	43,963,517	-7.2%	43,416,153	-8.4%
CDG	60,687,730	AdP	58,548,572	-3.5%	58,473,811	-3.6%
DXB	37,441,440	Dubai Airport	36,528,188	-2.4%	35,751,182	-4.5%
Total	265,617,108		256,085,666	-3.6%	256,827,671	-3.3%

In 2011, again, both Sabre and PaxIS underestimated total passengers, however PaxIS estimates were much closer to official figures (particularly for LHR, FRA and DXB). Sabre underestimates the actual figures by 11.7% on average.

2011

Airport	Actual Pax	Source	Sabre	Difference	PaxIS	Difference
LHR	69,390,591	CAA	63,495,792	-8.5%	68,799,921	-0.9%
FRA	56,300,423	Fraport	52,245,410	-7.2%	55,886,638	-0.7%
AMS	49,706,704	Schiphol	39,822,069	-19.9%	46,547,263	-6.4%
CDG	60,908,178	AdP	52,251,440	-14.2%	59,551,465	-2.2%
DXB	50,977,960	Dubai Airport	45,839,508	-10.1%	50,594,334	-0.8%
Total	287,283,856		253,654,219	-11.7%	281,379,621	-2.1%

Transfer Passengers

The number of transfer passengers estimated by each of the data sources was compared to the implied number of transfers based on the total passengers and transfer percentage from official sources. Official transfer % figures for 2008 were only available for LHR, AMS and CDG. PaxIS underestimates the share of transfers at LHR quite significantly, with an estimated share of 22.9% compared to CAA survey figures of 35.3%. Sabre's estimate is closer at 31.7%. PaxIS estimates for AMS and CDG were more comparable with actual figures (slightly under), while Sabre figures were slightly above official sources for these two airports.

2008

Airport	Actual Transfers	Actual Transfer %	Sabre Transfers	Sabre Transfer %	PaxIS Transfers	PaxIS transfer %
LHR	23,618,000	35.3%	20,607,000	31.7%	15,104,000	22.9%
FRA	n/a	n/a	28,355,000	54.4%	27,515,000	51.8%
AMS	20,331,000	42.9%	20,495,000	46.6%	17,426,000	40.1%
CDG	20,877,000	34.4%	21,656,000	37.0%	19,950,000	34.1%
DXB	n/a	n/a	15,294,000	41.9%	12,677,000	35.5%

Similarly for 2011, PaxIS underestimates the share of transfers at LHR significantly, with an estimated share of 22.7% compared to CAA survey figures of 34.0% with Sabre's more accurate estimate of 31.1%. With the other 4 hub airports, Sabre estimates were above the official figures, while PaxIS estimates were lower.

2011

Airport	Actual Transfers ¹⁾	Actual Transfer %	Sabre Transfers	Sabre Transfer %	PaxIS Transfers	PaxIS transfer %
LHR	23,315,000	34.0%	19,726,000	31.1%	15,638,000	22.7%
FRA	30,402,000	54.0%	28,663,000	54.9%	29,041,000	52.0%
AMS	20,181,000	41.0%	17,863,000	44.9%	17,927,000	38.5%
CDG	18,699,000	31.0%	18,124,000	34.7%	18,215,000	30.6%
DXB	20,391,000	40.0% ²⁾	22,304,000	48.7%	22,435,000	44.3%
Total	112,988,000	39.3%	106,681,000	42.1%	103,256,000	36.7%

1) Calculated based on transfer % multiplied by the total passengers from official sources

2) Taken from Airports Commission master spreadsheet 13/05/08

International to International (I to I) Interliners

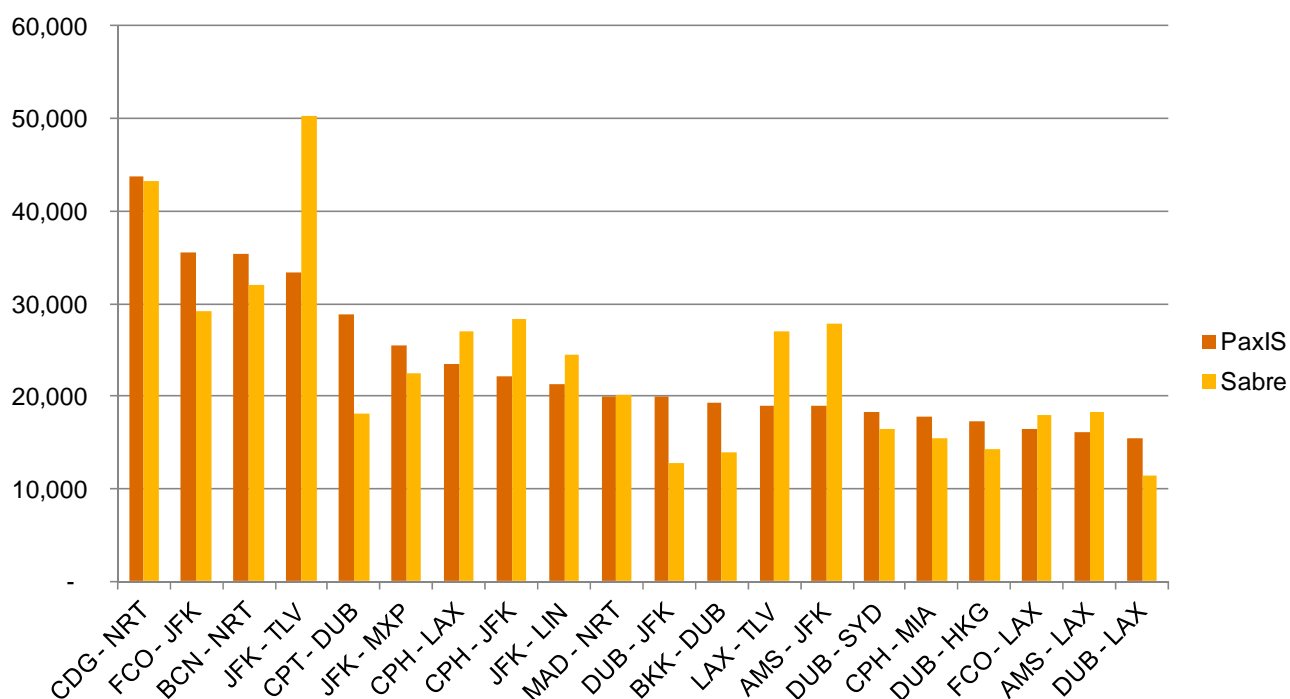
The international to international interliners have been compared for each of the five hubs between the two data sources. For each of the hubs, we combined each route in both directions and filtered out any routes originating or destined at a UK airport. Note that the top 20 presented in the charts below is based on the top 20 for PaxIS. A full list of the Top 20 for each source are included in the Appendix.

Given the level of granularity of this data, some significant differences were observed due to the difference source data for Sabre and PaxIS and their respective methodologies for triangulating data. The top 20 were broadly comparable for LHR, however, there were some marked differences between the two sources for the other airports.

LHR

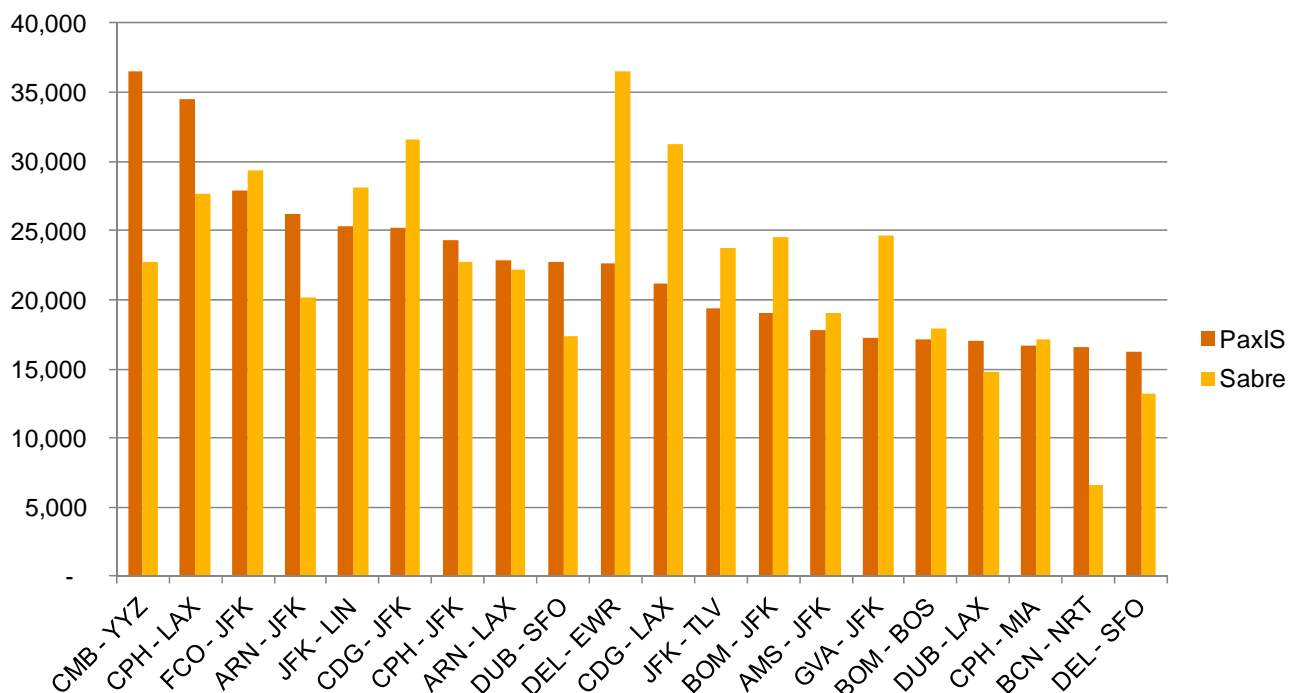
The top 20 routes for LHR in 2008 were comparable between the two sources.

Top 20 International to International Transfer Routes at LHR 2008



Top 20 International to International Transfer Routes at LHR 2011

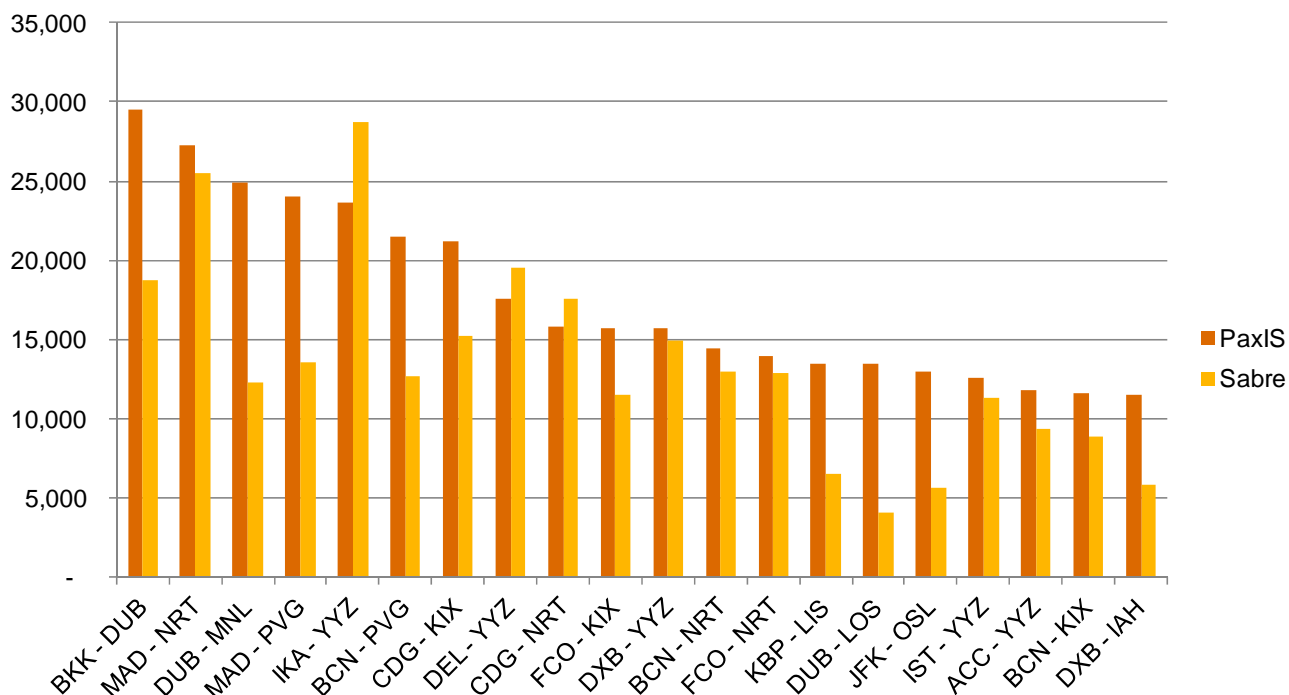
There was more variation in some of the top 20 routes (based on PaxIS) in the 2011 data. The top route for PaxIS of Colombo to Toronto (CMB – YYZ) was estimated to be much lower based on Sabre data. New Delhi to Newark (DEL-EWR) was the top I to I route according to Sabre, however ranks at number 11 for PaxIS.



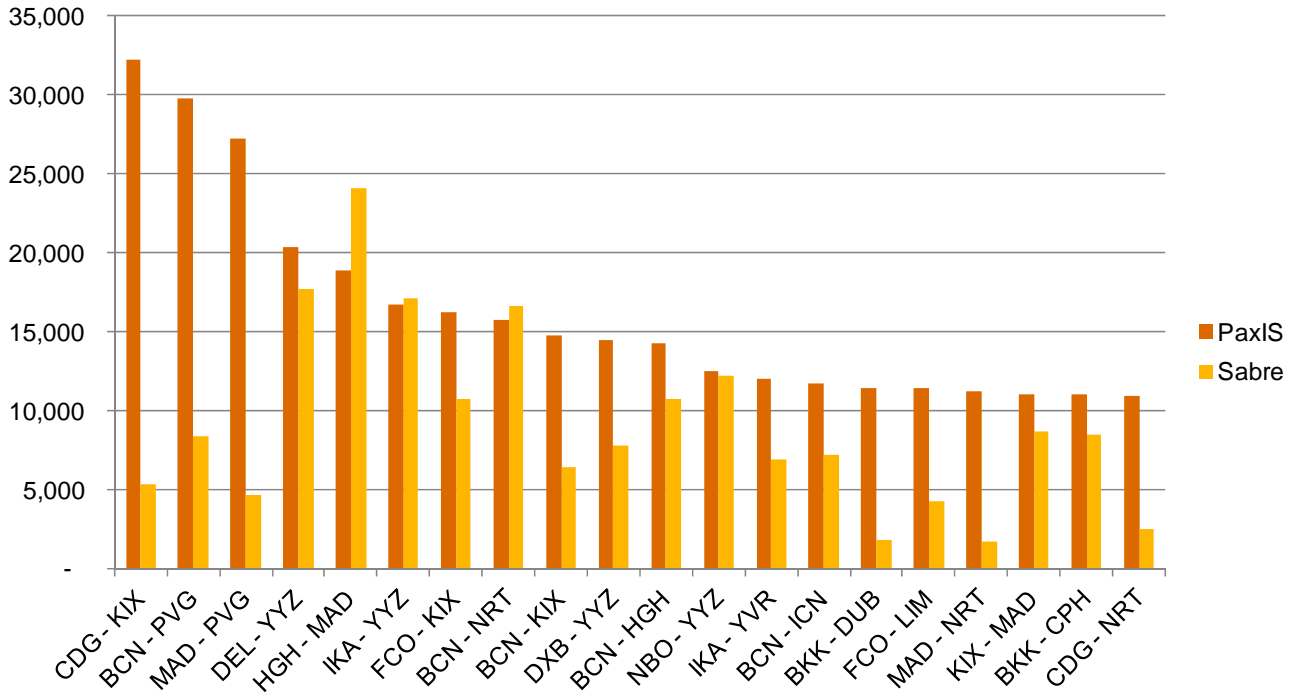
AMS

There was significant variation between the sources for transfers at AMS, particularly for 2011 where some of the top routes ranked significantly lower based on Sabre data.

Top 20 International to International Transfer Routes at AMS 2008



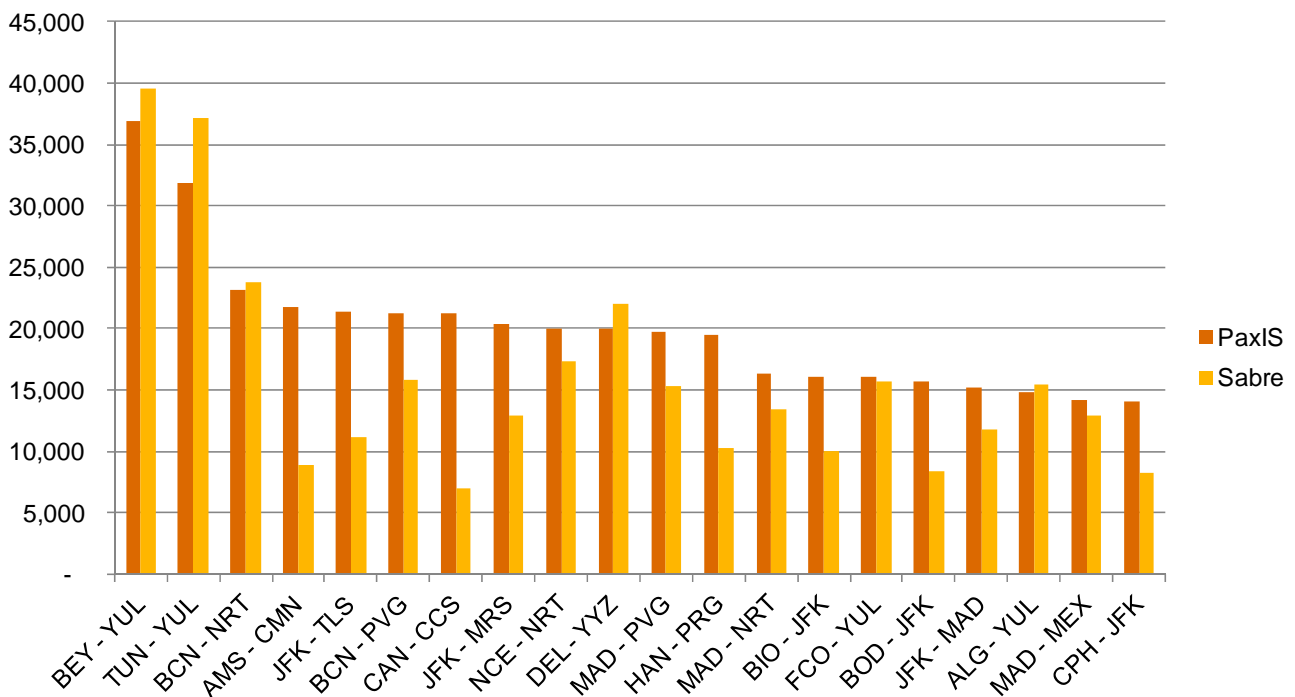
Top 20 International to International Transfer Routes at AMS 2011



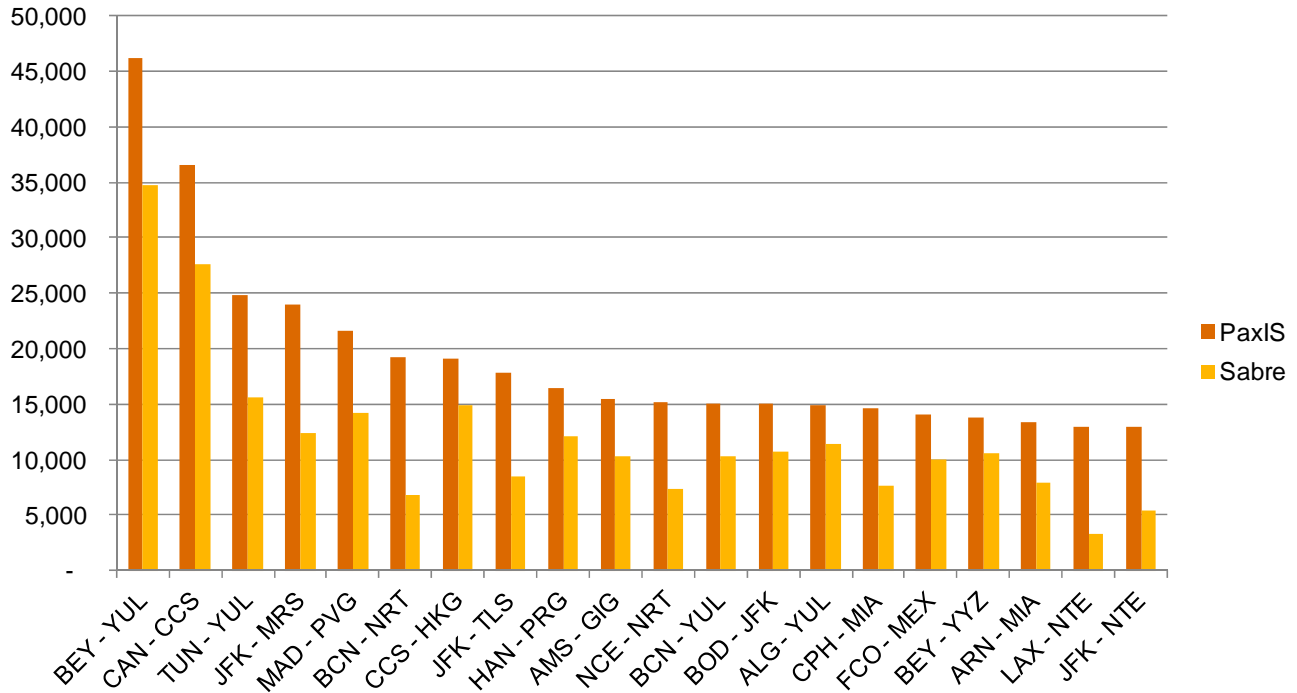
CDG

The top few routes were comparable for CDG in 2008 and 2011, however there was some variation in the top 20.

Top 20 International to International Transfer Routes at CDG 2008

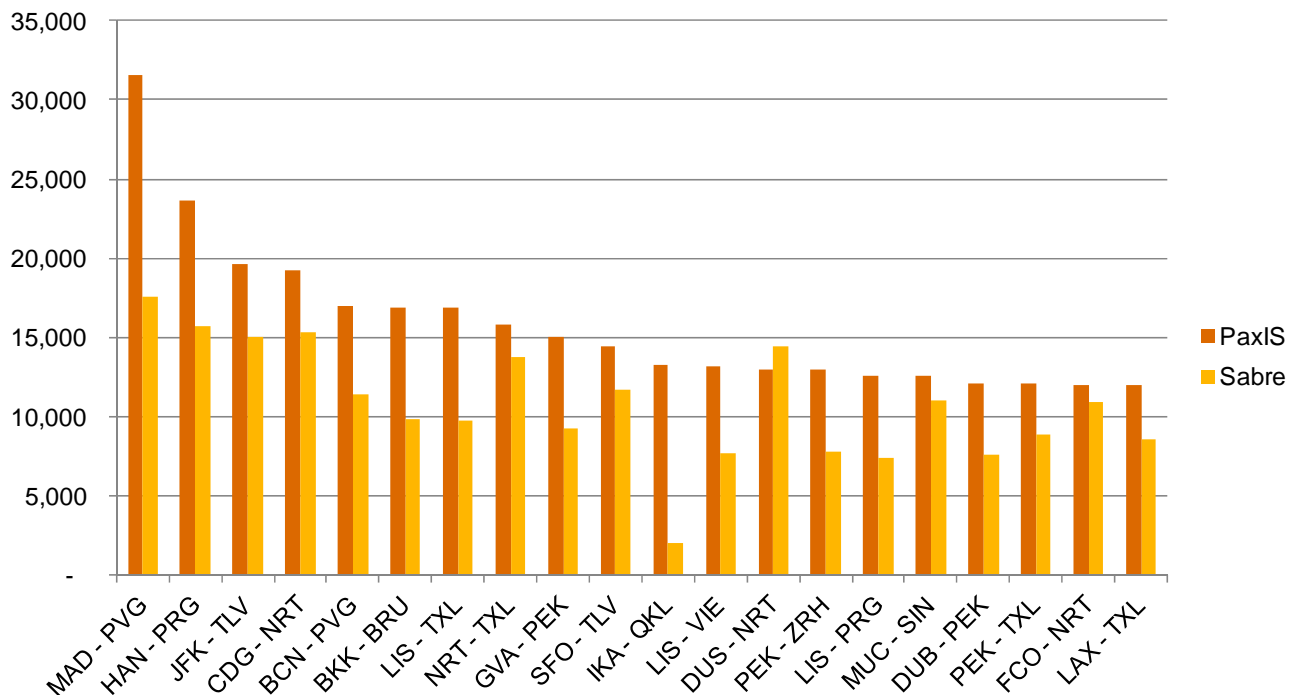


Top 20 International to International Transfer Routes at CDG 2011



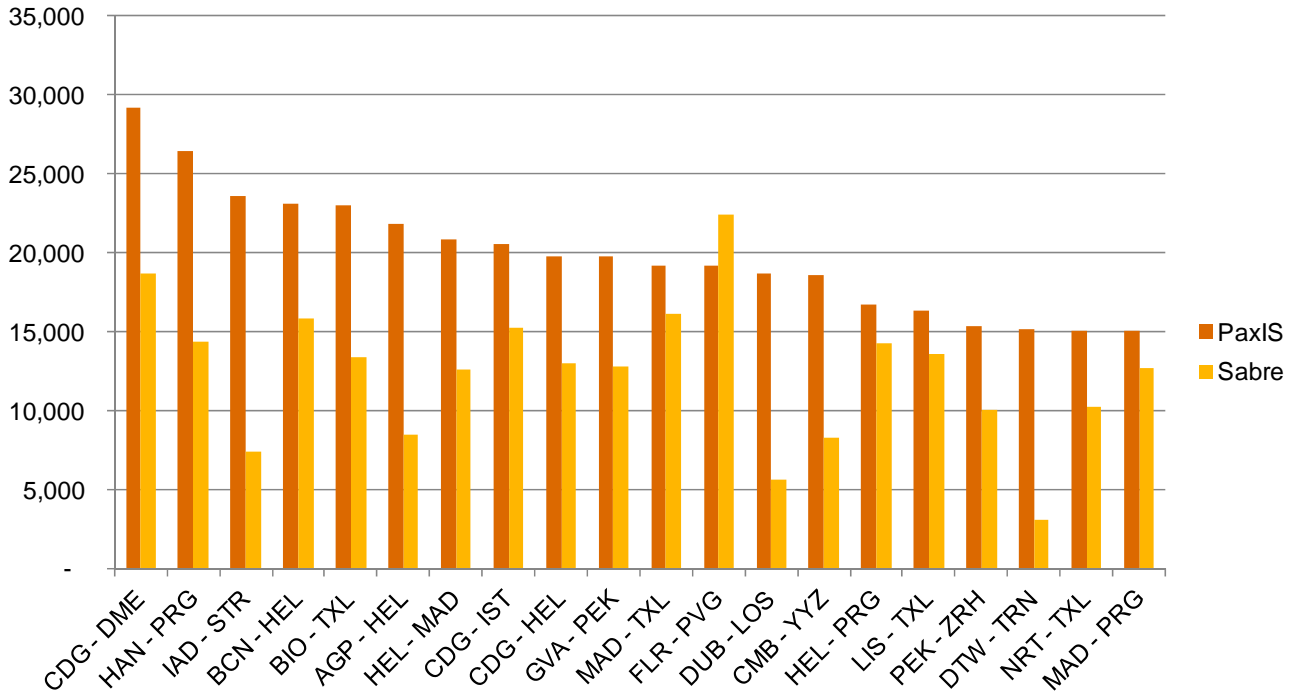
FRA

Top 20 International to International Transfer Routes at FRA 2008



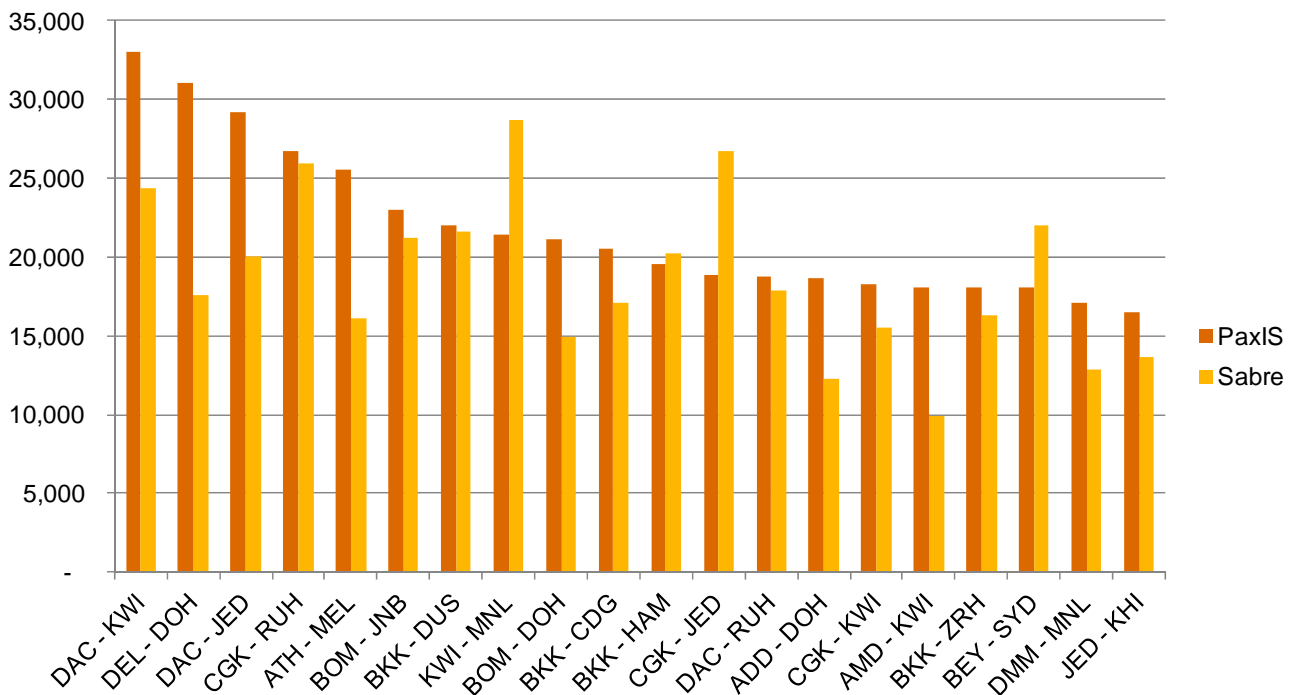
Note: QKL is a railway station (this should be excluded from the PaxIS list)

Top 20 International to International Transfer Routes at FRA 2011

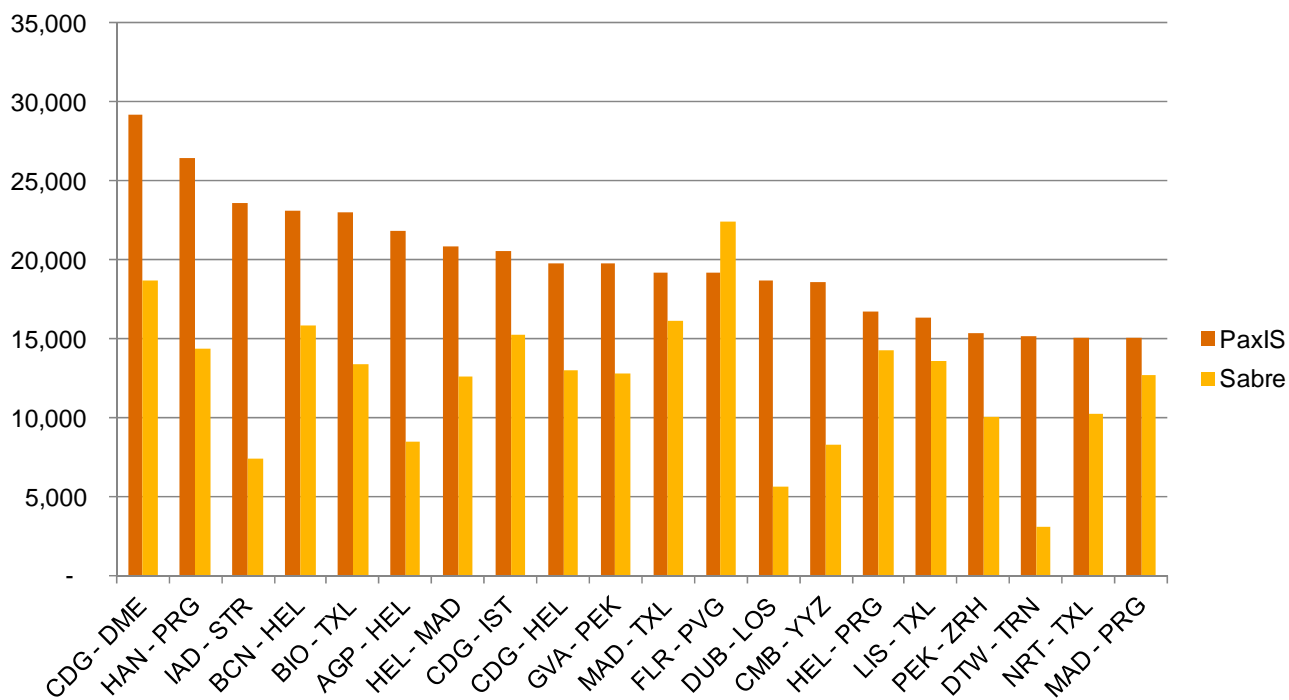


DXB

Top 20 International to International Transfer Routes at DXB 2008



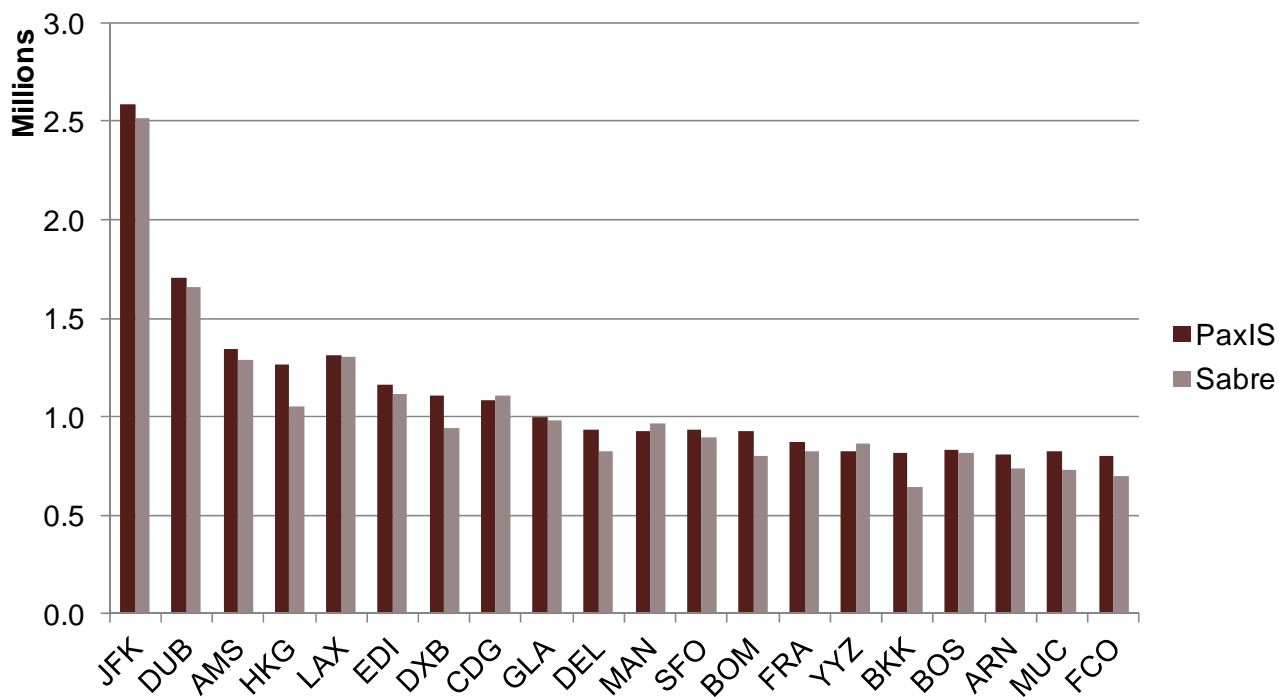
Top 20 International to International Transfer Routes at DXB 2011



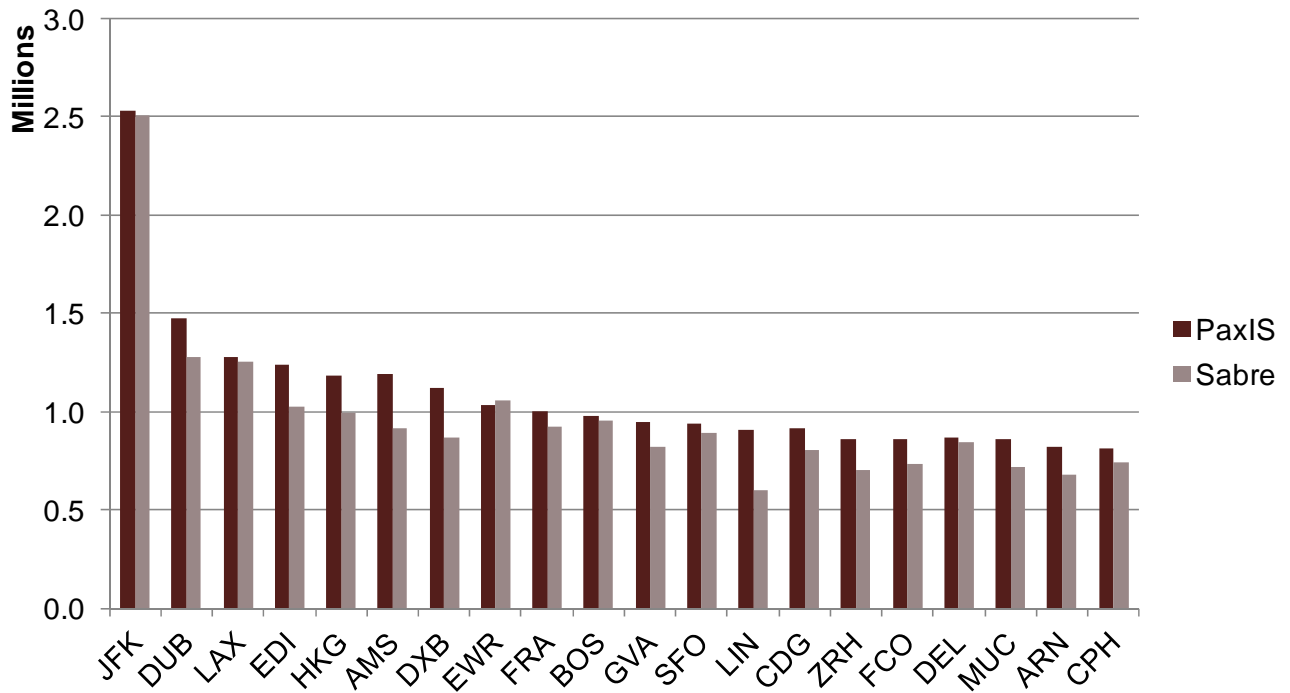
True Destination

The number of LHR passengers by true origin or destination were very similar between the two sources.

LHR True Destination (2008)



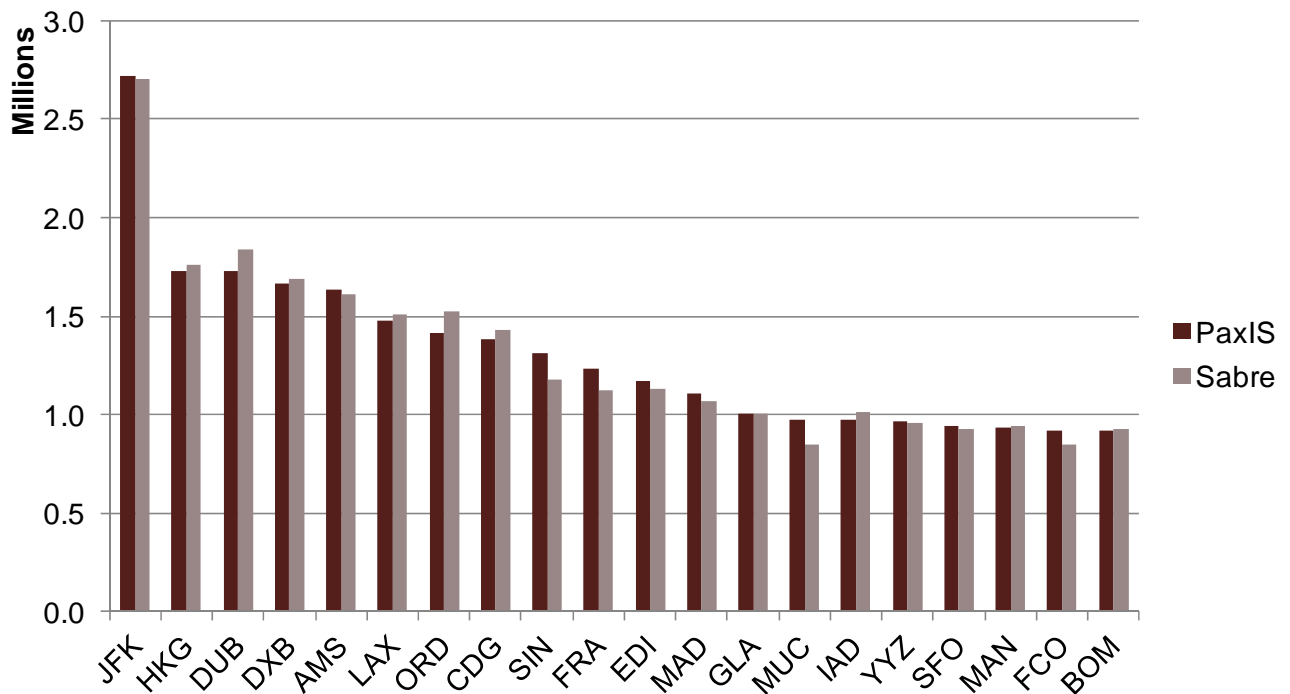
LHR True Destination (2011)



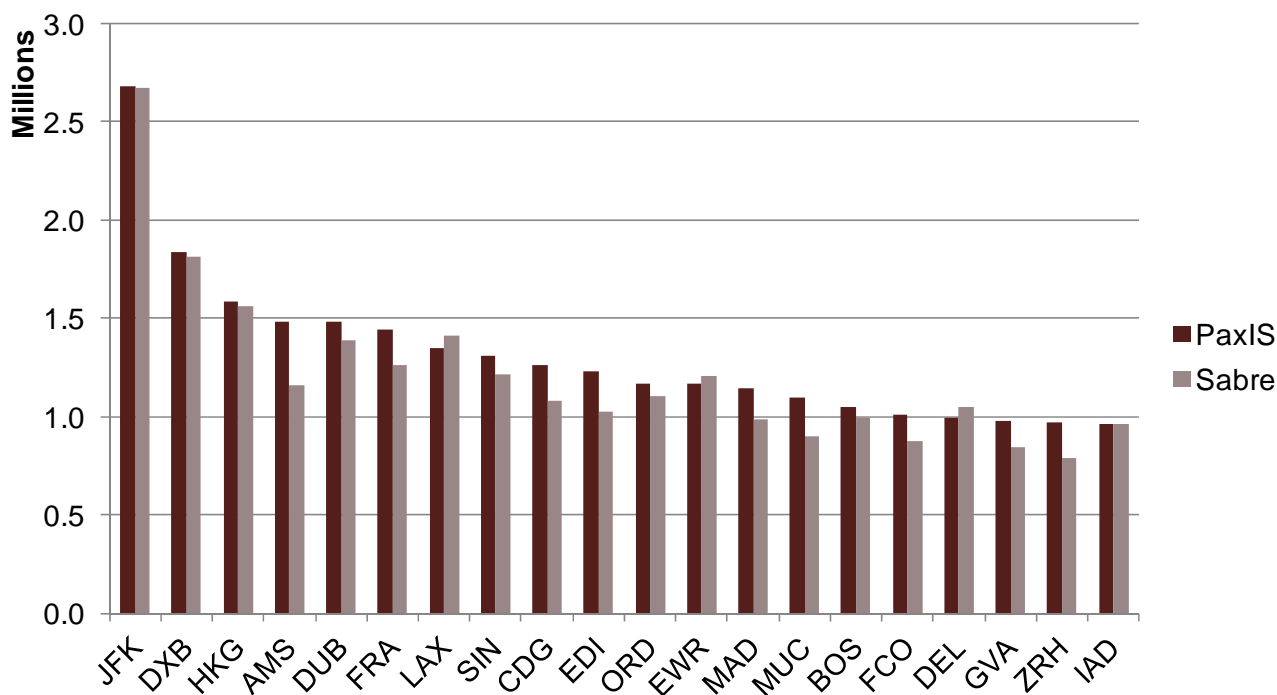
Route Segment

Similarly, LHR passengers by route segment very aligned between the two sources.

2008 LHR Passengers by Route Segment



2011 LHR Passengers by Route Segment

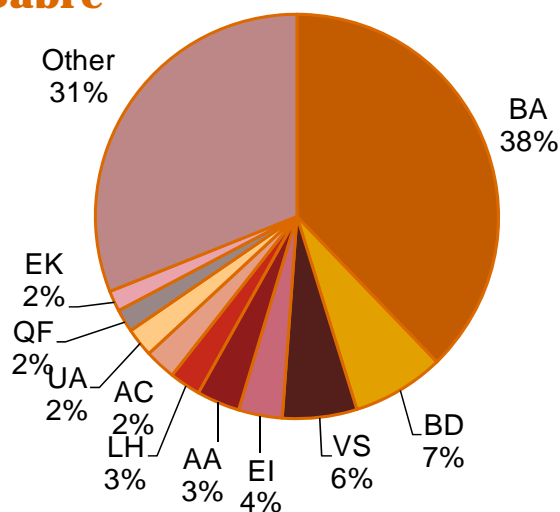


Carrier

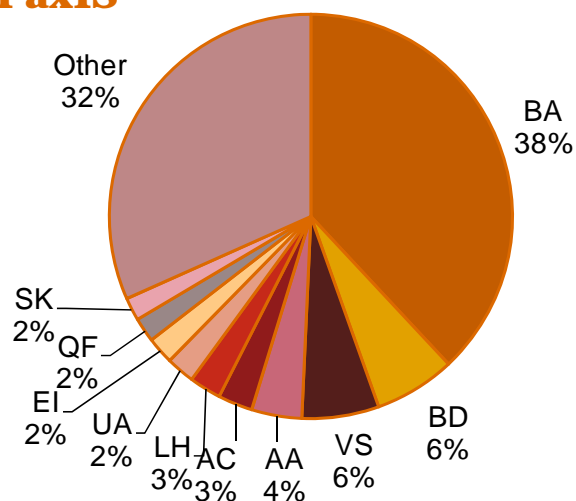
When comparing segment passengers by carrier, we saw similar results in terms of market share by airline at each airport. Below we have shown the top 10 airlines for both PaxIS and Sabre for 2008 and 2011 for Heathrow Airport. The top airlines and number of passengers for each hub airport can be found in the Appendix.

Share of LHR Passengers by Carrier (2008)

Sabre

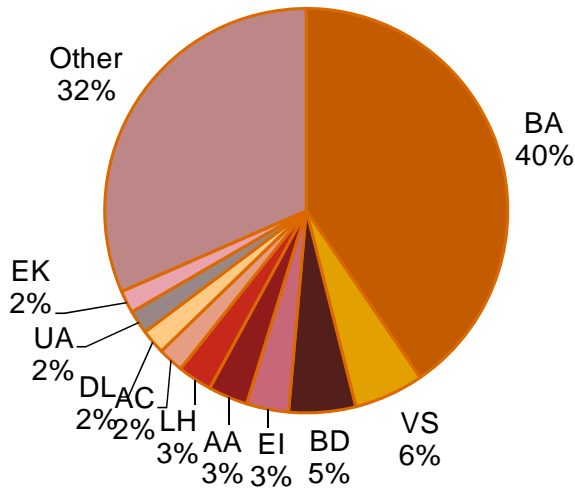


PaxIS

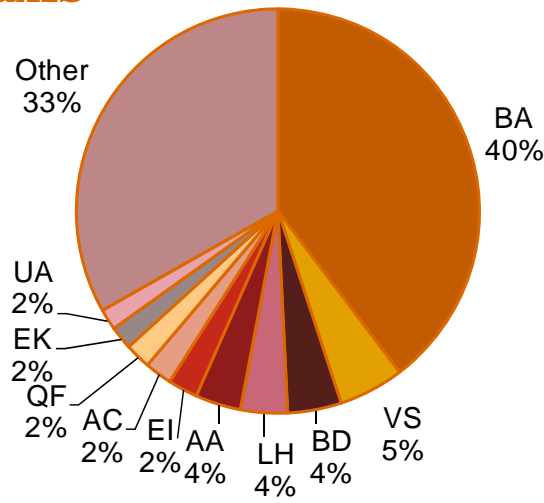


Share of LHR Passengers by Carrier (2011)

Sabre



PaxIS



Summary and Recommendations

Summary

The results produced by both sources were broadly aligned at the aggregate and route level, however, there were some differences in the more detailed comparisons such as the international to international interliners. These differences will be due to how data is captured and estimated for both sources (i.e. Sabre and IATA use algorithms to fill in gaps in the data sources – the details of which are not made available to subscribers). Some of the key differences identified were:

- Sabre underestimates aggregate passenger figures relative to official sources, particularly in 2011
- PaxIS significantly underestimates the proportion of transfer passengers at LHR for both 2008 and 2011
- There were some significant differences between the sources on international to international transfers

Recommendations

Given that we have access to data for 2002 to 2012 for Sabre and we only have 2008 and 2011 for PaxIS, time series analysis will need to be based on Sabre. Since total figures do not match official sources, we will need to scale up the Sabre numbers to actual total passengers and transfers when using this data to conduct time series analysis.

PaxIS data appears more comprehensive for 2011 (with the exception of the low estimate for LHR transfers), so the logit model should be run based on PaxIS, however, we suggest that the model also be run using Sabre to assess if there are any significant differences.

Appendix

Top 20 International to International Transfers AMS

Top 20 International to International Transfers at AMS (2008)

Ranking	PaxIS Route	PaxIS Passengers	Sabre Route	Sabre Passengers
1	BKK - DUB	29,556	IKA - YYZ	28,771
2	MAD - NRT	27,210	MAD - NRT	25,450
3	DUB - MNL	24,880	DEL - YYZ	19,491
4	MAD - PVG	24,064	BKK - DUB	18,704
5	IKA - YYZ	23,677	CDG - NRT	17,607
6	BCN - PVG	21,484	LIM - MXP	16,337
7	CDG - KIX	21,201	CDG - KIX	15,214
8	DEL - YYZ	17,569	DXB - YYZ	14,915
9	CDG - NRT	15,770	ABZ - IAH	13,807
10	FCO - KIX	15,731	MAD - PVG	13,517
11	DXB - YYZ	15,701	BCN - NRT	12,981
12	BCN - NRT	14,430	FCO - NRT	12,859
13	FCO - NRT	13,992	BCN - PVG	12,677
14	KBP - LIS	13,468	IKA - LAX	12,660
15	DUB - LOS	13,429	LHR - LOS	12,566
16	JFK - OSL	12,941	IKA - YVR	12,357
17	IST - YYZ	12,572	DUB - MNL	12,324
18	ACC - YYZ	11,788	FCO - KIX	11,478
19	BCN - KIX	11,593	OTP - YYZ	11,350
20	DXB - IAH	11,491	IST - YYZ	11,314

Top 20 International to International Transfers at AMS (2011)

Ranking	PaxIS Route	PaxIS Passengers	Sabre Route	Sabre Passengers
1	CDG - KIX	32,236	IKA - YYZ	24,110
2	BCN - PVG	29,736	LHR - LOS	23,087
3	MAD - PVG	27,182	ICN - MAD	18,152
4	DEL - YYZ	20,325	MAD - PVG	17,747
5	HGH - MAD	18,879	BCN - PVG	17,151
6	IKA - YYZ	16,683	DEL - YYZ	16,624

7	FCO - KIX	16,274	BCN - ICN	14,739
8	BCN - NRT	15,768	BOM - DTW	13,821
9	BCN - KIX	14,754	IKA - YVR	13,819
10	DXB - YYZ	14,476	FCO - ICN	13,321
11	BCN - HGH	14,256	BKK - CPH	12,650
12	NBO - YYZ	12,477	ABZ - IAH	12,361
13	IKA - YVR	12,004	BCN - NRT	12,211
14	BCN - ICN	11,708	LIM - MXP	11,930
15	BKK - DUB	11,427	DUB - SVG	11,295
16	FCO - LIM	11,404	ACC - LHR	10,783
17	MAD - NRT	11,217	DXB - YYZ	10,736
18	KIX - MAD	11,072	CDG - KIX	10,708
19	BKK - CPH	11,009	BCN - HEL	10,703
20	CDG - NRT	10,943	DEL - DTW	10,606

CDG

Top 20 International to International Transfers at CDG (2008)

Ranking	PaxIS Route	PaxIS Passengers	Sabre Route	Sabre Passengers
1	BEY - YUL	36,907	AMD - EWR	39,739
2	TUN - YUL	31,800	BEY - YUL	39,526
3	BCN - NRT	23,130	TUN - YUL	37,206
4	AMS - CMN	21,698	BOM - EWR	32,844
5	JFK - TLS	21,410	BCN - NRT	23,730
6	BCN - PVG	21,253	DEL - YYZ	22,052
7	CAN - CCS	21,204	BEY - LAX	19,846
8	JFK - MRS	20,352	NCE - NRT	17,304
9	NCE - NRT	20,018	BCN - PVG	15,881
10	DEL - YYZ	19,943	FCO - NRT	15,822
11	MAD - PVG	19,755	FCO - YUL	15,705
12	HAN - PRG	19,473	ALG - YUL	15,496
13	MAD - NRT	16,343	MAD - PVG	15,313
14	BIO - JFK	16,071	EWR - HYD	14,535
15	FCO - YUL	16,056	LYS - YUL	14,362
16	BOD - JFK	15,652	JFK - SVO	14,170
17	JFK - MAD	15,185	MAD - NRT	13,441
18	ALG - YUL	14,788	BCN - JFK	13,383
19	MAD - MEX	14,157	JFK - MRS	12,898

20	CPH - JFK	14,060	MAD - MEX	12,864
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Top 20 International to International Transfers at CDG (2011)

Ranking	PaxIS Route	PaxIS Passengers	Sabre Route	Sabre Passengers
1	BEY - YUL	46,223	BEY - YUL	34,792
2	CAN - CCS	36,597	CAN - CCS	27,674
3	TUN - YUL	24,883	BEY - DTW	18,016
4	JFK - MRS	23,990	BEY - JFK	16,193
5	MAD - PVG	21,615	TUN - YUL	15,643
6	BCN - NRT	19,218	CCS - HKG	14,829
7	CCS - HKG	19,113	MAD - PVG	14,158
8	JFK - TLS	17,766	LYS - MRU	13,553
9	HAN - PRG	16,451	BEY - BOS	13,402
10	AMS - GIG	15,433	FLR - JFK	12,918
11	NCE - NRT	15,178	JFK - MRS	12,406
12	BCN - YUL	15,087	HAN - PRG	12,054
13	BOD - JFK	15,046	MRS - MRU	11,870
14	ALG - YUL	14,944	BEY - LAX	11,695
15	CPH - MIA	14,588	ALG - YUL	11,355
16	FCO - MEX	14,086	MRU - ZYR	10,912
17	BEY - YYZ	13,815	BOD - JFK	10,764
18	ARN - MIA	13,411	BOD - FRA	10,648
19	LAX - NTE	13,006	BEY - YYZ	10,509
20	JFK - NTE	12,894	BCN - ICN	10,507

FRA**Top 20 International to International Transfers at FRA (2008)**

Ranking	PaxIS Route	PaxIS Passengers	Sabre Route	Sabre Passengers
1	MAD - PVG	31,529	BOM - ORD	28,452
2	HAN - PRG	23,623	JFK - SIN	26,638
3	JFK - TLV	19,651	HYD - ORD	25,112
4	CDG - NRT	19,219	IKA - LAX	23,734
5	BCN - PVG	16,992	DEL - LAX	19,363
6	BKK - BRU	16,921	MAD - PVG	17,542
7	LIS - TXL	16,861	HAN - PRG	15,681
8	NRT - TXL	15,827	AMD - ORD	15,653

9	GVA - PEK	15,007	CDG - MAA	15,382
10	SFO - TLV	14,408	CDG - NRT	15,331
11	IKA - QKL	13,238	JFK - TLV	15,013
12	LIS - VIE	13,208	DUS - NRT	14,468
13	DUS - NRT	12,995	MAA - ORD	14,090
14	PEK - ZRH	12,964	NRT - TXL	13,737
15	LIS - PRG	12,568	CDG - SFO	12,980
16	MUC - SIN	12,540	FCO - SFO	12,974
17	DUB - PEK	12,121	BLR - ORD	12,684
18	PEK - TXL	12,074	FCO - ICN	12,185
19	FCO - NRT	12,002	FLR - PVG	11,954
20	LAX - TXL	11,987	SFO - TLV	11,736

Top 20 International to International Transfers at FRA (2011)

Ranking	PaxIS Route	PaxIS Passengers	Sabre Route	Sabre Passengers
1	CDG - DME	29,189	JFK - SIN	30,052
2	HAN - PRG	26,457	FLR - PVG	22,433
3	IAD - STR	23,554	CDG - DME	18,702
4	BCN - HEL	23,098	ICN - TXL	16,963
5	BIO - TXL	22,973	FCO - ICN	16,631
6	AGP - HEL	21,809	IKA - LAX	16,394
7	HEL - MAD	20,883	MAD - TXL	16,166
8	CDG - IST	20,588	BCN - HEL	15,884
9	CDG - HEL	19,817	GRU - NGO	15,679
10	GVA - PEK	19,723	CDG - IST	15,262
11	MAD - TXL	19,177	HAN - PRG	14,352
12	FLR - PVG	19,153	HEL - PRG	14,314
13	DUB - LOS	18,725	IKA - YYZ	14,082
14	CMB - YYZ	18,623	LIS - TXL	13,567
15	HEL - PRG	16,763	BIO - TXL	13,430
16	LIS - TXL	16,343	CDG - HEL	12,999
17	PEK - ZRH	15,363	GVA - PEK	12,835
18	DTW - TRN	15,173	MAD - PRG	12,664
19	NRT - TXL	15,073	HEL - MAD	12,586
20	MAD - PRG	15,027	CDG - KIX	12,474

DXB**Top 20 International to International Transfers at DXB (2008)**

Ranking	PaxIS Route	PaxIS Passengers	Sabre Route	Sabre Passengers
1	DAC - KWI	32,998	KWI - MAA	35,596
2	DEL - DOH	31,057	CMB - KWI	34,828
3	DAC - JED	29,181	BKK - MAN	32,703
4	CGK - RUH	26,691	GRU - NGO	30,847
5	ATH - MEL	25,587	DAC - JFK	28,815
6	BOM - JNB	22,966	KWI - MNL	28,741
7	BKK - DUS	21,994	CGK - JED	26,748
8	KWI - MNL	21,447	BOM - KWI	26,588
9	BOM - DOH	21,084	CGK - RUH	25,913
10	BKK - CDG	20,562	BKK - KWI	25,810
11	BKK - HAM	19,543	IKA - PVG	25,580
12	CGK - JED	18,822	BOM - MAN	25,531
13	DAC - RUH	18,798	DAC - KWI	24,365
14	ADD - DOH	18,648	BEY - SYD	22,001
15	CGK - KWI	18,297	BKK - DUS	21,635
16	AMD - KWI	18,065	BOM - JNB	21,190
17	BKK - ZRH	18,055	KWI - MCT	20,732
18	BEY - SYD	18,053	CAN - LOS	20,560
19	DMM - MNL	17,078	LOS - PEK	20,418
20	JED - KHI	16,475	BKK - HAM	20,229

Top 20 International to International Transfers at DXB (2011)

Ranking	PaxIS Route	PaxIS Passengers	Sabre Route	Sabre Passengers
1	DAC - KWI	52,822	PEK - TXL	61,461
2	JED - KHI	49,312	FCO - SFO	58,627
3	BOM - JFK	45,157	DEL - YYC	53,674
4	CGK - RUH	45,095	SFO - TXL	52,696
5	BLR - SFO	40,914	OPO - TXL	51,942
6	BKK - CDG	34,751	HEL - LIS	51,187
7	DAC - JED	34,402	BLR - SFO	48,384
8	DAC - MCT	34,327	CAI - IAD	45,107
9	BOM - LAX	34,037	HEL - NCE	39,346
10	HYD - SFO	33,583	AYT - PMI	37,792

11	HYD - JFK	32,711	NRT - TXL	35,531
12	BKK - HAM	32,490	CDG - SFO	35,239
13	DOH - MNL	31,867	ATH - CDG	34,146
14	CCJ - DOH	31,705	BLQ - PVG	33,286
15	CCJ - KWI	30,727	CGK - JFK	33,138
16	BKK - DUS	29,508	CDG - NRT	31,364
17	KWI - MAA	29,075	LIS - VIE	30,050
18	CMB - DOH	28,527	PEK - ZRH	29,469
19	CGK - JED	27,534	HAM - PVG	28,674
20	BLR - JFK	27,436	IKA - YVR	27,843

LHR

Top 20 International to International Transfers at LHR (2008)

Ranking	PaxIS Route	PaxIS Passengers	Sabre Route	Sabre Passengers
1	CDG - NRT	43,729	JFK - TLV	50,348
2	FCO - JFK	35,588	CDG - NRT	43,301
3	BCN - NRT	35,332	DEL - JFK	40,355
4	JFK - TLV	33,286	BCN - NRT	31,936
5	CPT - DUB	28,789	IKA - LAX	30,420
6	JFK - MXP	25,509	FCO - JFK	29,139
7	CPH - LAX	23,415	CPH - JFK	28,327
8	CPH - JFK	22,073	AMS - JFK	27,851
9	JFK - LIN	21,315	CPH - LAX	27,005
10	MAD - NRT	20,028	LAX - TLV	26,985
11	DUB - JFK	20,016	CDG - LAX	26,383
12	BKK - DUB	19,331	JFK - LIN	24,447
13	LAX - TLV	19,023	BOM - ORD	24,265
14	AMS - JFK	18,962	JFK - MAD	24,066
15	DUB - SYD	18,365	JFK - MXP	22,469
16	CPH - MIA	17,842	BOM - EWR	21,952
17	DUB - HKG	17,356	CDG - JFK	21,500
18	FCO - LAX	16,418	MAD - NRT	20,063
19	AMS - LAX	16,151	DEL - YYC	18,606
20	DUB - LAX	15,517	DEL - EWR	18,383

Top 20 International to International Transfers at LHR (2011)

PaxIS	PaxIS	Sabre	Sabre
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Ranking	Route	Passengers	Route	Passengers
1	CMB - YYZ	36,549	DEL - EWR	36,519
2	CPH - LAX	34,460	CDG - JFK	31,544
3	FCO - JFK	27,926	CDG - LAX	31,270
4	ARN - JFK	26,243	FCO - JFK	29,369
5	JFK - LIN	25,338	JFK - LIN	28,110
6	CDG - JFK	25,180	CPH - LAX	27,667
7	CPH - JFK	24,255	GVA - JFK	24,654
8	ARN - LAX	22,899	BOM - JFK	24,499
9	DUB - SFO	22,783	JFK - TLV	23,778
10	DEL - EWR	22,613	DUB - NCE	23,476
11	CDG - LAX	21,182	CMB - YYZ	22,737
12	JFK - TLV	19,419	CPH - JFK	22,683
13	BOM - JFK	19,002	ARN - LAX	22,193
14	AMS - JFK	17,801	ARN - JFK	20,169
15	GVA - JFK	17,283	CDG - SFO	19,209
16	BOM - BOS	17,077	AMS - JFK	19,032
17	DUB - LAX	17,000	DEL - YVR	18,956
18	CPH - MIA	16,675	LAX - TXL	18,939
19	BCN - NRT	16,565	BOM - BOS	17,933
20	DEL - SFO	16,191	LAX - VIE	17,795

True Origin/Destination

LHR Passengers by True Origin/Destination 2008

True Origin/Destination	PaxIS	Sabre	Difference
JFK	2,585,177	2,513,244	-2.8%
DUB	1,704,203	1,659,550	-2.6%
AMS	1,342,069	1,291,444	-3.8%
HKG	1,267,684	1,053,700	-16.9%
LAX	1,311,622	1,305,576	-0.5%
EDI	1,165,702	1,118,648	-4.0%
DXB	1,108,037	946,132	-14.6%
CDG	1,085,241	1,109,162	2.2%
GLA	999,249	985,440	-1.4%
DEL	938,093	822,762	-12.3%
MAN	928,452	963,324	3.8%
SFO	932,398	896,228	-3.9%
BOM	929,358	804,486	-13.4%
FRA	870,786	822,152	-5.6%

YYZ	821,506	866,848	5.5%
BKK	819,854	640,458	-21.9%
BOS	828,562	813,362	-1.8%
ARN	811,764	736,566	-9.3%
MUC	821,446	727,364	-11.5%
FCO	804,673	696,060	-13.5%

LHR Passengers by True Origin/Destination 2011

True Origin/Destination	PaxIS	Sabre	Difference
JFK	2,528,492	2,510,118	-0.7%
DUB	1,474,024	1,278,176	-13.3%
LAX	1,279,685	1,254,446	-2.0%
EDI	1,235,704	1,024,662	-17.1%
HKG	1,182,269	993,362	-16.0%
AMS	1,188,400	914,506	-23.0%
DXB	1,119,537	865,652	-22.7%
EWR	1,030,488	1,060,004	2.9%
FRA	1,001,881	924,722	-7.7%
BOS	981,610	953,596	-2.9%
GVA	944,076	823,972	-12.7%
SFO	940,444	889,816	-5.4%
LIN	909,262	598,492	-34.2%
CDG	915,346	806,766	-11.9%
ZRH	858,587	703,030	-18.1%
FCO	857,072	736,698	-14.0%
DEL	866,797	844,018	-2.6%
MUC	859,895	718,270	-16.5%
ARN	820,355	682,110	-16.9%
CPH	814,305	739,922	-9.1%

Route Segment

LHR Passengers by Route Segment 2008

True Origin/Destination	PaxIS	Sabre	Difference
JFK	2,717,518	2,702,477	-0.6%
HKG	1,732,870	1,763,388	1.8%
DUB	1,732,258	1,839,265	6.2%
DXB	1,667,676	1,691,853	1.4%
AMS	1,635,792	1,608,635	-1.7%
LAX	1,475,162	1,512,573	2.5%
ORD	1,413,348	1,521,749	7.7%
CDG	1,383,452	1,432,236	3.5%
SIN	1,314,530	1,181,731	-10.1%
FRA	1,235,506	1,123,464	-9.1%

EDI	1,170,344	1,127,462	-3.7%
MAD	1,111,020	1,071,770	-3.5%
GLA	1,004,486	1,005,454	0.1%
MUC	975,708	846,784	-13.2%
IAD	974,194	1,009,600	3.6%
YYZ	969,862	955,541	-1.5%
SFO	945,586	927,973	-1.9%
MAN	935,344	940,328	0.5%
FCO	922,624	846,544	-8.2%
BOM	916,824	924,694	0.9%

LHR Passengers by Route Segment 2011

True Origin/Destination	PaxIS	Sabre	Difference
JFK	2,679,766	2,675,629	-0.2%
DXB	1,833,584	1,810,785	-1.2%
HKG	1,585,654	1,564,335	-1.3%
AMS	1,486,000	1,161,944	-21.8%
DUB	1,482,942	1,387,371	-6.4%
FRA	1,441,050	1,262,370	-12.4%
LAX	1,351,194	1,408,346	4.2%
SIN	1,307,596	1,212,447	-7.3%
CDG	1,262,862	1,083,751	-14.2%
EDI	1,228,718	1,024,823	-16.6%
ORD	1,169,236	1,100,500	-5.9%
EWR	1,165,184	1,205,863	3.5%
MAD	1,142,872	983,737	-13.9%
MUC	1,096,862	897,741	-18.2%
BOS	1,048,320	991,229	-5.4%
FCO	1,011,160	876,121	-13.4%
DEL	994,642	1,047,057	5.3%
GVA	974,686	847,105	-13.1%
ZRH	968,666	787,419	-18.7%
IAD	960,440	960,997	0.1%

Carrier

LHR

LHR Segment Passengers by Carrier 2008

Carrier	Sabre	PaxIS	Difference
British Airways	24,418,382	25,130,810	2.9%
Virgin Atlantic	3,846,296	4,072,950	5.9%
bmi	4,765,601	4,287,436	-10.0%
Aer Lingus	2,258,409	1,686,956	-25.3%
American Airlines	2,225,736	2,647,944	19.0%

Lufthansa	1,614,681	1,433,656	-11.2%
Air Canada	1,611,942	1,828,242	13.4%
Delta Air Lines	281,737	1,293,874	359.2%
United Airlines	1,496,697	1,125,020	-24.8%
Emirates Airlines	1,074,402	1,507,754	40.3%
SAS	1,030,594	1,220,424	18.4%
Cathay Pacific	799,011	1,136,838	42.3%
Continental Airlines	377,915	766,242	102.8%
Qantas	1,190,086	1,022,504	-14.1%
Alitalia	678,817	267,764	-60.6%
Swiss	429,930	510,456	18.7%
Iberia Airlines	971,243	398,438	-59.0%
Jet Airways	584,695	845,442	44.6%
Qatar Airways	469,156	710,902	51.5%
Singapore Airlines	514,969	752,342	46.1%

LHR Segment Passengers by Carrier 2011

Carrier	Sabre	PaxIS	Difference
British Airways	25,657,969	27,323,852	6.5%
Virgin Atlantic	3,541,763	3,591,680	1.4%
bmi	3,388,839	2,953,886	-12.8%
Aer Lingus	2,133,102	2,579,886	20.9%
American Airlines	2,005,371	2,506,472	25.0%
Lufthansa	1,751,280	1,637,608	-6.5%
Air Canada	1,304,709	1,496,278	14.7%
Delta Air Lines	1,256,040	1,427,152	13.6%
United Airlines	1,200,707	1,282,714	6.8%
Emirates Airlines	1,143,027	1,165,534	2.0%
SAS	1,130,301	1,158,766	2.5%
Cathay Pacific	811,331	1,028,184	26.7%
Continental Airlines	797,065	1,014,418	27.3%
Qantas	739,320	1,010,382	36.7%
Alitalia	681,465	983,142	44.3%
Swiss	680,014	975,470	43.4%
Iberia Airlines	601,744	849,804	41.2%
Jet Airways	590,918	734,934	24.4%
Qatar Airways	584,608	664,012	13.6%
Singapore Airlines	539,722	663,822	23.0%

AMS

AMS Segment Passengers by Carrier 2008

Carrier	Sabre	PaxIS	Difference
Air France + KLM Group	23,982,077	25,123,296	4.8%

easyJet	1,553,288	1,652,864	6.4%
Delta Air Lines	302,321	306,556	1.4%
Transavia Airlines	1,258,607		
British Airways	707,763	690,134	-2.5%
Vueling Airlines	365,804		
Aer Lingus	715,433	387,196	-45.9%
Alitalia	334,797	379,920	13.5%
Lufthansa	419,666	630,416	50.2%
SAS	398,679	468,582	17.5%
Iberia Airlines	410,748		
Turkish Airlines	305,483	301,794	-1.2%
bmibaby	323,956	353,274	9.0%
easyJet Switzerland	342,215	249,084	-27.2%
Continental Airlines	367,222		
Lufthansa CityLine	230,867		
CSA Czech Airlines	251,537		

AMS Segment Passengers by Carrier 2011

Carrier	Sabre	PaxIS	Difference
Air France + KLM Group	21,766,226	26,442,094	21.5%
easyJet	2,351,594	2,839,884	20.8%
Delta Air Lines	2,189,941	2,387,494	9.0%
Transavia Airlines	1,485,507		
British Airways	849,777	913,126	7.5%
Vueling Airlines	531,757		
Aer Lingus	511,389	366,196	-28.4%
Alitalia	502,658	520,032	3.5%
Lufthansa	436,922	792,468	81.4%
SAS	400,112	416,552	4.1%
Iberia Airlines	331,889		
Turkish Airlines	311,184	365,254	17.4%
bmibaby	292,971	297,016	1.4%
easyJet Switzerland	276,080	313,464	13.5%
Continental Airlines	272,766		
Lufthansa CityLine	246,864		
CSA Czech Airlines	232,506		

CDG

CDG Segment Passengers by Carrier 2008

Carrier	Sabre	PaxIS	Difference
Air France + KLM group	32,543,846	32,515,950	0%
easyJet	2,293,140	2,577,102	12%
Lufthansa	854,051	1,352,020	58%

Delta Air Lines	588,411	1,431,606	143%
Alitalia	851,646	1,156,994	36%
American Airlines	686,106	793,544	16%
British Airways	734,261	734,042	0%
SAS	467,687	618,908	32%
Air Europa	523,724		
Emirates	339,952	389,394	15%
Swiss	425,500	481,760	13%
Aer Lingus	471,546	402,724	-15%
Continental	533,512	570,732	7%
Turkish Airlines	241,482	264,922	10%
Air Transat	444,525	242,536	-45%

CDG Segment Passengers by Carrier 2011

Carrier	Sabre	PaxIS	Difference
Air France + KLM group	28,896,732	32,942,926	14%
easyJet	3,483,408	4,174,560	20%
Lufthansa	1,386,445	1,898,326	37%
Delta Air Lines	824,697	1,863,414	126%
Alitalia	717,515	1,026,522	43%
American Airlines	611,273	579,412	-5%
British Airways	538,206	619,980	15%
SAS	499,311	614,684	23%
Air Europa Lineas Aereas	441,582		
Emirates	431,222	550,376	28%
Swiss	423,719	462,970	9%
Aer Lingus	422,249	403,136	-5%
Continental	382,261	349,390	-9%
Turkish Airlines	377,892	399,218	6%
Air Transat	368,357	390,904	6%

DXB

DXB Segment Passengers by Carrier 2008

Carrier	Sabre	PaxIS	Difference
Emirates	20,586,908	21,267,678	3%
(blank)	335,789	463,138	38%
Air India Express	719,010	688,750	-4%
PIA Pakistan International	675,523	614,818	-9%
Qatar Airways	745,090	748,590	0%
Saudi Arabian Airlines	676,995	558,510	-18%
Air India	303,780	362,706	19%

Cathay Pacific Airways	592,222	486,066	-18%
Jet Airways	75,602	84,860	12%
SriLankan Airlines	387,459		
Gulf Air	521,756	503,586	-3%
Kish Air	71,269	345,080	384%
Singapore Airlines	524,744		
Royal Brunei Airlines	237,023		
Oman Air	517,299	428,166	-17%
Ethiopian Airlines	253,749	307,412	21%
Lufthansa	309,765	237,536	-23%
Swiss	225,155		
British Airways	290,054	303,722	5%
Biman Bangladesh	341,775		

DXB Segment Passengers by Carrier 2011

Carrier	Sabre	PaxIS	Difference
Emirates	27,513,071	31,524,386	15%
(blank)	3,839,328	524,712	-86%
Air India Express	715,894	754,680	5%
PIA Pakistan International	701,192	584,730	-17%
Qatar Airways	688,656	841,888	22%
Saudi Arabian Airlines	651,369	747,212	15%
Air India	562,789	605,950	8%
Cathay Pacific Airways	473,789	308,238	-35%
Jet Airways	422,977	541,498	28%
SriLankan Airlines	418,374		
Gulf Air	409,616	512,540	25%
Kish Air	394,920	369,982	-6%
Singapore Airlines	348,815		
Royal Brunei Airlines	346,577		
Oman Air	332,190	399,324	20%
Ethiopian Airlines	323,704	331,170	2%
Lufthansa	301,508	304,500	1%
Swiss	278,779		
British Airways	273,732	317,122	16%
Biman Bangladesh	266,536		

FRA**FRA Segment Passengers by Carrier 2008**

Carrier	Sabre	PaxIS	Difference
Lufthansa	28,275,348	28,796,782	2%
Condor	2,220,321	2,215,342	0%
Air Berlin	794,241	727,948	-8%
United Airlines	1,317,416	2,786,286	111%
Air Canada	877,905	1,172,376	34%
SAS	702,848	636,852	-9%
Singapore Airlines	618,377	647,644	5%
British Airways	413,218	550,594	33%
Tui	680,027	630,730	-7%
Sunexpress	227,974	168,658	-26%
Air China	465,854	657,756	41%
US Airways	-	525,192	
Emirates	342,611	407,954	19%
Thai Airways International	472,727	673,594	42%
Turkish Airlines	382,962	371,368	-3%
Delta Air Lines	372,420	434,250	17%
Croatia Airlines	316,723		
Austrian	309,580	335,572	8%

FRA Segment Passengers by Carrier 2011

Carrier	Sabre	PaxIS	Difference
Lufthansa	30,735,867	31,836,520	4%
Condor	1,633,152	2,544,674	56%
Air Berlin	1,024,164	1,324,684	29%
United Airlines	989,024	1,864,726	89%
Air Canada	741,930	1,209,926	63%
SAS	649,226	637,770	-2%
Singapore Airlines	537,798	497,518	-7%
British Airways	485,711	560,200	15%
Tui	476,905	532,784	12%
Sunexpress	445,749	398,452	-11%
Air China	445,265	625,386	40%
US Airways	402,162	570,602	42%
Emirates	394,400	484,352	23%
Thai Airways International	389,706	444,036	14%
Turkish Airlines	387,717	428,058	10%
Delta Air Lines	387,062	414,524	7%
Croatia Airlines	330,808		-100%
Austrian	317,354	455,842	44%

