The Europe-Asia Pacific market has been steadily growing over the past decade. High economic growth in China and other areas of the Asia Pacific during this time has driven this growth, despite the economic downturn in Europe. Expansion from the Middle Eastern carriers, offering one-stop routes, has also added to the market.

The development of the Europe-Asia Pacific market

Many countries in the Asia Pacific region have experienced high economic growth rates since 2008, despite the economic slowdown in other parts of the world.

China, in particular, and some large cities in the Asia Pacific such as Bangkok, Hong Kong, Tokyo and Singapore have long been economic centres in the region, and have had direct links to Europe for several years.

Other cities in the Asia Pacific have increased their prominence on a global scale over this time period, and as a result several direct services to European financial and business centres have been opened. The Asia Pacific cities that have increased their presence include Beijing, Shanghai and Guangzhou in China; as well as Seoul, Taipei, and Osaka. Tourism has also helped to fuel additional traffic growth.

The rapid expansion of the Middle Eastern carriers such as Emirates (EK), Etihad (EY), and Qatar Airways (QR) has also helped to fuel additional traffic growth with connecting and transiting services through their respective hubs at Dubai (DXB), Abu Dhabi (AUH), and Doha (DOH).

This means that passengers, regardless of travelling for business or leisure, have more choice than ever before on direct and one-stop links between Europe and the Asia Pacific region.

This article analyses how and where this growth has occurred from 2000 to 2011.

Market development

For the purposes of this article, Europe includes Turkey, but not Russia. Russia is so large that it can lay claim to being part of both regions, thereby creating ambiguity.

The Asia Pacific region assessed here includes China, South Korea, Japan and all of South-East Asia from Myanmar (Burma) eastwards. This analysis, therefore, does not include India, Sri Lanka, Bangladesh, Pakistan or any Central Asian countries. This analysis also excludes Australasian destinations, since none have direct services from Europe, and so Australasia can be considered a different market.

In terms of capacity on a one-way basis, the direct Europe-Asia Pacific market has experienced growth of 40.3% over the 11-year period, which is equal to an average annual increase of about 3.1%. The number of flights operated has increased by 54.3% *(see table, page 14)*, resulting in a lowering of the average aircraft size by 31 seats. This was mainly due to a change from the 747-400 to smaller types with higher service frequencies. The growth in operations for the whole of the market is an increase of about 24,000 flights from 80,000 in 2000, to 124,000 in 2011 *(see table, page 14)*.

Seat capacity increased from 27.5 million direct one-way seats flown in the Europe-Asia Pacific market in 2000 to about 38.6 million in 2011 *(see table, page 14)*.

51% of the total growth on the market was caused by growth on routes and city-pairs that already existed in 2000. The remaining 49%, however, came from the addition of new routes to the market.

Europe

In Europe, this growth has been centred on newly established long-haul hubs such as Munich (MUC), as well as hubs being established for operations to the Asia Pacific region. In particular, this refers to Helsinki (HEL) and Istanbul (IST), which Finnair (AY) and Turkish Airlines (TK) use respectively.

Established European hubs such as London Heathrow (LHR), Frankfurt (FRA), Paris Charles de Gaulle (CDG) and Amsterdam (AMS) experienced lower levels of growth in seat capacity ranging from 33.8% (CDG) to 11.3% (LHR) *(see table, page 14)*.

Asia Pacific

In the Asia Pacific region, Phuket (HKT), Shanghai (PVG), Seoul (ICN), Nagoya (NGO) and Beijing (PEK) all at least doubled seat capacity over the period, and account for the most growth from the region.

HKT is a holiday destination, and despite the large growth rate of 1,000% in flight operations, HKT was not a major hub for Europe to Asia Pacific capacity.

Shanghai had the highest growth rate

TOP 30 EUROPE-ASIA PACIFIC HUBS BY ONE-WAY PASSENGER CAPACITY 2000-2011

Hub	Hub region	2000 Ops	2000 Seat capacity	2000 Average aircraft size	2011 Ops	2011 Seat capacity	2011 Average aircraft size	2000-2011 % change Ops	2000-2011 % change seat capacity	2000-2011 change aircraft size
LHR	Europe	10,063	3,679,002	366	12,141	4,096,294	337	20.6%	11.3%	-28
BKK	Asia Pacific	7,963	2,659,232	334	10,069	3,321,172	330	26.4%	24.9%	-4
FRA	Europe	7,606	2,755,355	362	9,731	3,239,670	333	27.9%	17.6%	-29
CDG	Europe	5,905	2,243,433	380	9,587	3,002,621	313	62.4%	33.8%	-67
SIN	Asia Pacific	6,730	2,293,815	341	8,150	2,820,434	346	21.1%	23.0%	5
HKG	Asia Pacific	4,812	1,592,825	331	7,896	2,567,573	325	64.1%	61.2%	-6
NRT	Asia Pacific	7,075	2,956,916	418	7,461	2,223,854	298	5.5%	-24.8%	-120
PEK	Asia Pacific	3,551	1,011,109	285	7,465	2,105,048	282	110.2%	108.2%	-3
AMS	Europe	4,855	1,585,129	326	6,581	2,093,019	318	35.6%	32.0%	-8
SHA/PVG	Asia Pacific	1,115	344,269	309	5,780	1,636,778	283	418.4%	375.4%	-26
SEL/ICN	Asia Pacific	1,845	557,455	302	4,872	1,543,624	317	164.1%	176.9%	15
IST	Europe	841	228,009	271	3,777	1,112,761	295	349.1%	388.0%	23
MUC	Europe	490	137,450	281	3,387	1,026,547	303	591.2%	646.9%	23
KUL	Asia Pacific	2,945	956,791	325	2,882	944,649	328	-2.1%	-1.3%	3
HEL	Europe	460	129,720	282	3,297	902,211	274	616.7%	595.5%	-8
FCO	Europe	1,201	406,212	338	2,335	677,730	290	94.4%	66.8%	-48
ZRH	Europe	3,010	841,116	279	2,426	672,367	277	-19.4%	-20.1%	-2
KIX	Asia Pacific	2,751	1,022,341	372	1,879	561,870	299	-31.7%	-45.0%	-73
CPH	Europe	1,457	400,325	275	1,646	468,857	285	13.0%	17.1%	10
MXP	Europe	1,252	488,372	390	1,400	421,028	301	11.8%	-13.8%	-89
VIE	Europe	1,493	438,701	294	1,299	343,084	264	-13.0%	-21.8%	-30
ARN	Europe	270	95,514	354	801	276,202	345	196.7%	189.2%	-9
CAN	Asia Pacific	0	0	N/A	895	233,462	261	N/A	N/A	N/A
TPE	Asia Pacific	0	0	N/A	690	198,208	287	N/A	N/A	N/A
HAN	Asia Pacific	0	0	N/A	654	193,311	296	N/A	N/A	N/A
HND	Asia Pacific	0	0	N/A	548	191,254	349	N/A	N/A	N/A
NGO	Asia Pacific	279	69,875	250	651	173,913	267	133.3%	148.9%	17
SGN	Asia Pacific	0	0	N/A	510	159,262	312	N/A	N/A	N/A
MAD	Europe	0	0	N/A	417	123,935	297	N/A	N/A	N/A
MNL	Asia Pacific	237	82,950	350	356	123,762	348	50.2%	49.2%	-2
All others	N/A	1,987	556,655	280	4,148	1,184,321	286	108.8%	112.8%	5
TOTAL MARKET:		80,193	27,532,571	343	123,731	38,638,821	312	54.3%	40.3%	-31

TOP 20 FASTEST GROWING HUBS BY ONE-WAY PASSENGER CAPACITY 2000-2011

Hub	Hub region	2000 Ops	2000 Seat capacity	2000 Average aircraft size	2011 Ops	2011 Seat capacity	2011 Average aircraft size	2000-2011 % change Ops	2000-2011 % change seat capacity	2000-2011 change aircraft size
KBP	Europe	13	3,523	271	507	116,610	230	3,800.0%	3,210.0%	-41
HKT	Asia Pacific	30	7,263	242	330	97,181	294	1,000.0%	1,238.0%	52
MUC	Europe	490	137,450	281	3,387	1,026,547	303	591.2%	646.9%	23
DUS	Europe	52	13,624	262	337	100,756	299	548.1%	639.5%	37
HEL	Europe	460	129,720	282	3,297	902,211	274	616.7%	595.5%	-8
IST	Europe	841	228,009	271	3,777	1,112,761	295	349.1%	388.0%	23
SHA/PVG	Asia Pacific	1,115	344,269	309	5,780	1,636,778	283	418.4%	375.4%	-26
WAW	Europe	48	9,778	204	148	35,877	242	208.3%	266.9%	39
ARN	Europe	270	95,514	354	801	276,202	345	196.7%	189.2%	-9
SEL/ICN	Asia Pacific	1,845	557,455	302	4,872	1,543,624	317	164.1%	176.9%	15
NGO	Asia Pacific	279	69,875	250	651	173,913	267	133.3%	148.9%	17
PEK	Asia Pacific	3,551	1,011,109	285	7,465	2,105,048	282	110.2%	108.2%	-3
FCO	Europe	1,201	406,212	338	2,335	677,730	290	94.4%	66.8%	-48
HKG	Asia Pacific	4,812	1,592,825	331	7,896	2,567,573	325	64.1%	61.2%	-6
MNL	Asia Pacific	237	82,950	350	356	123,762	348	50.2%	49.2%	-2
CDG	Europe	5,905	2,243,433	380	9,587	3,002,621	313	62.4%	33.8%	-67
AMS	Europe	4,855	1,585,129	326	6,581	2,093,019	318	35.6%	32.0%	-8
BKK	Asia Pacific	7,963	2,659,232	334	10,069	3,321,172	330	26.4%	24.9%	-4
SIN	Asia Pacific	6,730	2,293,815	341	8,150	2,820,434	346	21.1%	23.0%	5
FRA	Europe	7,606	2,755,355	362	9,731	3,239,670	333	27.9%	17.6%	-29

of any Asia Pacific hub, with a growth of 375% in seats and 418% in operations *(see table, this page)*.

ICN, NGO and PEK experienced seat increases of 177%, 149% and 108% respectively *(see table, this page)*.

The Asia Pacific region also accounted for the five largest new hubs in the Europe-Asia Pacific market. These were Guangzhou (CAN), Taipei (TPE), Hanoi (HAN), Tokyo Haneda (HND) and Ho Chi Minh City (SGN). These collectively accounted for about one million new seats to the market.

Airlines

These figures are similarly reflected in the growth rates of the airlines present in the Europe-Asia Pacific market. AY and TK had the highest growth rates of any European airlines, and ranked first and

Bangkok is the second busiest hub in the Europe-Asia Pacific market, and the busiest Asia Pacific hub. Thai International is also the largest Asia Pacific airline in the market, and overall second largest airline. It experienced a 62% increase in seat capacity on its Europe-Asia Pacific routes between 2000 and 2011.

third in terms of rises in seat numbers.

The remaining four of the top six carriers are all Chinese. China Southern (CZ) is ranked second (558% growth), Air China (CA) fourth (197%), China Eastern (MU) fifth (144%), and China Airlines (CI) sixth (122%).

Apart from AY and TK, KLM (KL) and Lufthansa (LH) had the highest growth rates of European airlines with 83% and 61% capacity rises.

In 2011, the market was almost evenly split between airlines based in Europe (48% of the market), and airlines from the Asia Pacific (52%).

Major Hubs

Of the top 10 hubs in terms of one-way seat capacity offered in 2011, six were in the Asia Pacific, while four were in Europe *(see table, page 14)*.

LHR ranked first, while FRA and CDG ranked third and fourth.

AMS was the only other European hub in the top 10, and ranked ninth.

Bangkok (BKK) offered the most direct one-way seat capacity to Europe from the Asia Pacific, and ranked second overall.

Singapore (SIN), Hong Kong (HKG), Tokyo Narita (NRT), and PEK ranked fifth to eighth, while Shanghai Pudong (PVG) completed the top 10 in tenth place *(see table, page 14)*. Most of the large hubs serving the market are mature and have experienced lower than average growth rates since 2000. The hubs that have had the highest growths are Shanghai, Seoul, Istanbul, Munich, Kuala Lumpur and Helsinki *(see table, page 14)*.

LHR

LHR offered the highest amount of capacity between Europe and the Asia Pacific in both 2000 and 2011. Seat capacity grew by 11.3% to 2011; with about 420,000 seats added *(see table, page 14)*.

The number of Europe-Asia Pacific services operated from LHR increased by about 2,100 from 10,000 in 2000, to 12,100 in 2011 *(see table, page 14)*; an increase of 21%. This means that in 2011, LHR accounted for 10.6% of the one-way seat capacity offered in the Europe-Asia Pacific market.

LHR maintained the same number of routes served to Asia Pacific destinations in both 2000 and 2011. Ten routes were offered in 2000, but routes to Kansai (KIX) (operated by Japan Airlines (JL) and All Nippon Airways (NH)), and a route to NGO (operated by JL) were dropped. Two routes were added, however, to: TPE, by CI; and to HND, by British Airways (BA).

These new routes, however, were not the main reason for the significant growth at LHR, since they only accounted for 15.9% of LHR's increase.

Large amounts of capacity were added to the existing trunk routes to large cities in the Asia Pacific, and this accounted for 84.1% of LHR's growth. Four of the market's six busiest routes were from LHR, including the top three *(see table, page 18)*.

The busiest of these was LHR-HKG, with 1 million seats offered in 2011, compared to 610,000 in 2000. This is a growth of 78.4% *(see table, page 18)*.

Cathay Pacific (CX), based in Hong Kong, added the most capacity on this route, operating over 700 more flights in 2011 compared to 2000. This amounts to about 260,000 extra seats.

BA and Virgin Atlantic (VS) maintained about the same number of flights and capacity. Qantas (QF), and Air New Zealand (NZ) also began flying the route in the period, and operate about once daily. OneWorld alliance consequently dominate this route. CX, BA and QF collectively have a 81.5% share of seat capacity.

LHR-SIN was the second busiest route in 2011, and was also the busiest in 2000. About 830,000 seats were offered in 2000, and this increased to 970,000 in 2011. This is a growth rate of 17.3% *(see table, page 18)*.

About 200 extra flights were operated on this route by 2011. QF added the most capacity, operating about 750 flights in 2011, compared to 500 in 2000. BA did not change its frequencies, but dropped capacity by switching to the smaller 777-200ER on half its services.

SQ's capacity on LHR-SIN is little changed, with just 8% more seats in 2011 than in 2000, and an identical number of flights. It substituted three daily 747-400 services with a mix of A380 and 777-300ER operations. Its capacity represents half of the route total.

BKK was the third busiest route from LHR and increased seats by 16.7% to 625,000 *(see table, page 18)*. In 2000 BA, QF, Eva Air (BR), and Thai Airways (TG) all used 747-400s. BR increased frequency on the route from about three per week to daily, while BA reduced frequencies to once daily in 2011.

The fastest growing route from LHR was to PVG. Only 142 flights were operated on this route in 2000, all by VS. This had increased to 874 flights in 2011; a 451.5% increase from 2000 *(see table, page 18)*.

VS operates the route daily, BA operates about 300 flights annually, and MU operates about 200.

A similar story can be seen on LHR's remaining routes to Asia Pacific, including those to PEK, KUL, ICN and NRT.

Unsurprisingly, BA is the dominant carrier at LHR. LHR is BA's only hub for the Asia Pacific. BA offered about

TOP 30 BUSIEST EUROPE-ASIA PACIFIC ROUTES BY PAX TRAFFIC 2000-2011

Route	2000 Ops	2000 Seat cap.	2000 Av. a/c size	2011 Ops	2011 Seat cap.	2011 Av. a/c size	2000-2011 % Change ops	2000-2011 % Change cap.	2000-2011 Change a/c size
LHR-HKG	1,829	613,831	336	3,195	1,095,169	343	74.7%	78.4%	7
LHR-SIN	2,353	828,835	352	2,532	972,245	384	7.6%	17.3%	32
LHR-BKK	1,525	536,403	352	1,764	625,953	355	15.7%	16.7%	3
FRA-SIN	1,346	472,620	351	1,445	513,262	355	7.4%	8.6%	4
CDG-NRT	1,464	701,321	479	1,449	453,157	313	-1.0%	-35.4%	-166
LHR-NRT	1,912	784,943	411	1,425	407,263	286	-25.5%	-48.1%	-125
FRA-BKK	1,286	470,728	366	1,090	398,148	365	-15.2%	-15.4%	-1
FRA-NRT	1,200	560,502	467	1,081	386,836	358	-9.9%	-31.0%	-109
FRA-PEK	630	207,901	330	1,076	378,050	351	70.8%	81.8%	21
FRA-PVG	408	137,597	337	1,279	370,672	290	213.5%	169.4%	-47
CDG-HKG	732	283,284	387	1,171	366,733	313	60.0%	29.5%	-74
FRA-ICN	654	185,547	284	1,038	351,471	339	58.7%	89.4%	55
AMS-BKK	876	299,418	342	848	305,452	360	-3.2%	2.0%	18
CDG-PVG	357	105,426	295	1,070	301,876	282	199.7%	186.3%	-13
CDG-BKK	732	259,657	355	885	299,144	338	20.9%	15.2%	-17
CDG-ICN	484	149,538	309	915	295,664	323	89.0%	97.7%	14
CDG-SIN	834	295,066	354	730	284,973	390	-12.5%	-3.4%	37
CDG-PEK	603	189,603	314	976	281,080	288	61.9%	48.2%	-26
FRA-HKG	882	301,041	341	723	262,869	364	-18.0%	-12.7%	22
LHR-KUL	1,009	349,025	346	730	262,070	359	-27.7%	-24.9%	13
AMS-KUL	600	168,264	280	730	259,938	356	21.7%	54.5%	76
LHR-PVG	142	43,736	308	874	241,216	276	515.5%	451.5%	-32
AMS-HKG	549	176,352	321	728	237,801	327	32.6%	34.8%	5
AMS-SIN	1,039	343,576	331	730	232,413	318	-29.7%	-32.4%	-12
CPH-BKK	579	177,021	306	692	221,956	321	19.5%	25.4%	15
LHR-ICN	262	87,770	335	625	214,952	344	138.5%	144.9%	9
MUC-NRT	0	0	N/A	708	201,824	285	N/A	N/A	N/A
IST-ICN	54	14,634	271	679	200,419	295	1,157.4%	1,269.5%	24
LHR-PEK	345	93,311	270	705	198,383	281	104.3%	112.6%	11
AMS-PEK	248	70,400	284	726	193,820	267	192.7%	175.3%	-17

890,000 one-way seats from LHR to eight of the 10 Asia Pacific destinations in 2011. KUL and TPE were the only Asia Pacific routes not served by BA in 2011.

This means that BA had a 21.7% capacity share at LHR in 2011; down from the 27.5% share it had in 2000. This is because BA reduced capacity and operations to the Asia Pacific by about 30,000 seats and 150 flights to 2011.

In 2000, BA operated to BKK, HKG, KUL, NRT, PEK and SIN; whereas in 2011, BA had added HND, ICN and PVG to its route network. BA reduced frequencies on LHR-BKK, and reduced capacity on LHR-SIN. These two account for the small reduction in BA's Asia Pacific capacity. BA utilises a mixture of 747-400s, 777-200ERs, and newly acquired 777-300ERs on these routes.

Despite BA being the dominant carrier at LHR, which is the largest hub for the Europe-Asia Pacific market, BA ranked just tenth in terms of overall capacity offered on the entire market. This gave BA just a 4.5% capacity share of the whole market in 2011, equivalent to a decrease of 1.9 percentage points from the 6.4% it had in 2000 *(see table, page 20)*.

QF was the second largest carrier at LHR for Asia Pacific destinations, and it accounted for about 14.4% of one-way capacity. It operates fifth-freedom services between Australia and Europe via three Asia Pacific hubs, and this increases its rankings. This is a large increase from the 334,000 seats offered in 2000 by QF, when it had 10% of the capacity. In 2000, QF operated routes via BKK and SIN, while in 2011 it added HKG as a fifth-freedom hub.

CX was the third largest carrier at LHR, operating multiple daily frequencies to its home base at HKG. This gave it a 12.9% capacity share in 2011; up from 8.1% in 2000. OneWorld Alliance carriers dominate LHR's services to the Asia Pacific. The total of BA's, CX's and QF's capacity is 49% of all seats serving the market from LHR.

Singapore Airlines (SQ) shows a similar picture, operating multiple daily frequencies to its home base in SIN. SQ suffered a reduction in one-way capacity share from 12.3% to 10.9% by 2011.

VS, as the other resident carrier at LHR (alongside BA), is the fifth largest airline. In 2000, it served three routes, to HKG, NRT and PVG. The HKG and NRT routes were served daily, while PVG was served about 150 times per year. By 2011, however, VS still served the same three destinations, but PVG was served daily. This amounts to capacity growth of 21.5% for VS from 2000 to 2011.

VS's capacity share at LHR for Asia Pacific services decreased from 8.1% in 2000 to 7.9% in 2011. Its capacity share on the overall market had decreased from 1.9% in 2000 to 1.7% by 2011 *(see table, page 20)*.

FRA

FRA was the second largest hub in Europe, and the third largest overall on the market.

FRA experienced a slightly higher growth rate than LHR, with seat numbers growing by 17.6% to 2011. This is an additional 484,000 seats to the 2.75 million provided in 2000 *(see table, page 14)*. This gave FRA an 8.6% share of one-way seat capacity of the overall market in 2011.

About 2,100 more flights were operated from FRA in 2011, compared to 2000, and this equals an increase of 27.9% *(see table, page 14)*.

In total, five new routes were added to the Asia Pacific from FRA between 2000 and 2011, while one was dropped by LH (to Manila (MNL)). This is a total of 16 routes for FRA.

New routes were added to CAN and Nanjing (NKG) by LH; to HAN and SGN by Vietnam Airlines (VN); and to TPE by CI. These new routes accounted for 39.9% of the growth at FRA.

Additional frequencies and airlines serving existing routes to BKK, HKT, HKG, ICN, KIX, KUL, NGO, NRT, PEK, PVG and SIN account for the rest of the growth at FRA: 60.1%.

FRA accounted for five of the top 10 busiest routes in the market in 2011 *(see table, this page)*. FRA-SIN ranked fourth, while routes to BKK, NRT, PEK and PVG ranked seventh to tenth respectively. FRA-SIN seat capacity grew by 8.6%, which amounts to about 41,000 additional seats. In both years, LH, QF, and SQ operated the route.

LH is the dominant airline at FRA, and is also the largest provider of capacity on the entire market *(see table, page 20)*. LH operates to the Asia Pacific from two hubs, FRA with 69.4% of its Asia Pacific operations in 2011, and MUC with the remaining 30.6%.

LH has expanded operations at MUC. In 2000 it did not operate any services to the Asia Pacific from MUC. LH has expanded its overall market capacity by about 740,000 seats; a growth of 61.2%. This saw LH increasing its capacity share from 8.4% to 10.0% *(see table, page 20)*.

FRA remains LH's largest hub, however. In 2011, LH provided 41.8% of all capacity from FRA to Asia Pacific cities.

To illustrate LH's dominance at FRA, Air China (CA) was the second largest carrier at FRA in 2011 with 9.1% capacity share. TG at 8.4%, SQ at 7.2% and QF at 4.4% were the next largest airlines at FRA.

In 2011, LH served 11 Asia Pacific routes, compared to 10 in 2000. New routes to CAN and NKG were added to existing routes to BKK, HKG, ICN, KIX,

Despite being based outside the core Asia Pacific region, and only operating services in the Europe-Asia Pacific market with the use of fifth freedom traffic rights, Qantas is the 12th largest airline in the market, and one of the few to operate with A380s. It is also a dominant carrier on routes to and from Singapore, Bangkok and Hong Kong.

NGO, NRT, PEK, PVG and SIN. The route to MNL was dropped.

MUC, as LH's secondary hub, was the third fastest growing hub. Capacity from MUC grew from about 137,000 seats to over one million seats in 2011; an increase of 647% *(see table, page 14)*.

In 2000, MUC offered five routes to the Asia Pacific, but all were served infrequently. By 2011, MUC served eight Asia Pacific destinations, with most served at least once daily.

New routes to HKG, HKT, ICN, NRT, PVG and SIN were responsible for 79.9% of this growth, while 20.1% was due to additional services on existing routes.

LH was the main airline responsible for this growth; adding about 596,000 seats as it established MUC as a hub. In 2011, it served HKG, ICN, NRT, PEK, PVG and SIN from MUC. In total, LH accounted for 58.1% of all Asia Pacific seat capacity at MUC.

Other airlines to operate to Asia Pacific destinations from MUC in smaller numbers are TG, All Nippon Airways (NH), SQ, CA, and Air Berlin (AB).

CDG

CDG was the fourth largest hub, and third largest in Europe. About 750,000 seats were added; an increase of 34%. CDG, therefore, had a one-way capacity share of 7.8% *(see table, page 14)*. The number of operations from CDG grew by 62.4%; about 2,100 additional flights *(see table, page 14)*.

Growth on existing services accounted for 31.2% of CDG's growth, with the remaining 68.8% of growth a result of new routes.

In 2000, 10 routes to the Asia Pacific were operated. Since then, new routes were opened to CAN, HAN, HKT, HND, TPE, plus a seasonal route to Urumqi (URC). This raised CDG's Asia Pacific routes to 16 in 2011.

CZ and Air France (AF) opened the CAN route, while CZ operates to URC and BR operates to TPE. JL opened the HND route, while holiday operator, XL Airways France flies seasonally to HKT.

AF is the dominant carrier for Asia Pacific services at CDG, AF's only hub to the region. AF's capacity was 44.4% of all Asia Pacific capacity at CDG in 2011.

Overall, AF ranked fifth in overall capacity on the whole Europe-Asia Pacific market, although its capacity share had slid from 6.9% to 6.8% by 2011 *(see table, page 20)*.

AF increased its capacity by 35.4%; about 350,000 seats. AF added two new routes to CAN and SGN, giving it 10 destinations.

All other airlines serving Asia Pacific destinations from CDG are Asian airlines flying to their home bases. This includes: JL (8.3% capacity share); TG (6.7%); CX (5.9%); and Korean Air (KE) (4.8%).

Other European hubs

There are several other hubs in Europe with significant amounts of capacity and operations to the Asia Pacific.

AMS is the fourth largest in Europe, and ranked ninth overall. AMS had a one-way capacity share of 5.4%. Capacity at AMS grew by 32%; which amounts to about 508,000 seats *(see table, page 14)*.

AMS added five new routes to CAN, Chengdu (CTU), Hangzhou (HGH), MNL and Xiamen (XMN). These complement the nine existing routes. New routes accounted for 45% of the growth at AMS, while additional services and frequencies on existing routes accounted for the other 55%.

KL is the dominant carrier at AMS, and accounted for 66% of all capacity in 2011. This is a large increase from its 48% share in 2000. Overall, KL increased its Asia Pacific network capacity by 82%, amounting to more than 620,000 seats.

This ranked KL fourth in the overall airline rankings, and gave KL a 7.0% share of the overall capacity; a significant increase on the 5.3% it had in 2000 *(see table, page 20)*.

IST was the next largest European hub in this market in 2011, and ranked 12th. IST experienced one of the highest growth rates in the top 20. It grew seat capacity by about 880,000 seats to 2011; a growth rate of 388% *(see table, page 14)*.

TK was the dominant airline at IST in 2000, and served BKK, Seoul (SEL), KIX, NRT and PEK. By 2011 IST served 11 destinations, maintaining its dominance at IST.

TK added CAN, HKG, KUL, PVG, SIN and URC to its route network. TK served all destinations from IST except for KUL (served by MH) and URC (served by CZ and Hainan Airlines (HU)). New routes accounted for 37% of growth at IST, while growth on existing routes accounted for 63% of growth.

TK was the dominant carrier at IST in both 2000 and 2011, and accounted for most Asia Pacific services in 2000.

By 2011, TK accounted for 80% of Asia Pacific capacity at IST; with SQ, KE, Malaysia Airlines (MH), CZ, HU, and Asiana Airlines (OZ) also serving IST from their relevant home bases.

TK expanded at the third fastest rate of any airline in the top 20 in terms of seat capacity *(see table, page 20)*, and ranked eighth in one-way seat capacity. TK added about 700,000 seats up to 2011, giving it a growth rate of 373%. This gave TK a 4.6% share of the total market, a rapid expansion from the 1.3% it had in 2000 *(see table, page 20)*. If TK continues to grow at this speed, it will soon become one of the largest carriers and establish IST as one of the dominant

TOP 30 AIRLINES BY ONE-WAY PASSENGER CAPACITY 2000-2011

Airline	Airline origin region	Airline alliance	2000 Ops	2000 Seat capacity	2000 % Capacity share	2011 Ops	2011 Seat capacity	2011 % Capacity share	2000-2011 % change ops	2000-2011 % change seat capacity
LH	Europe	Star Alliance	3,760	1,211,338	8.4%	5,701	1,952,130	10.0%	51.6%	61.2%
TG	Asia Pacific	Star Alliance	2,742	994,981	6.9%	4,437	1,631,893	8.3%	61.8%	64.0%
SQ	Asia Pacific	Star Alliance	3,258	1,159,772	8.1%	4,361	1,538,350	7.8%	33.9%	32.6%
KL	Europe	SkyTeam	2,714	755,666	5.3%	4,393	1,379,078	7.0%	61.9%	82.5%
AF	Europe	SkyTeam	2,926	984,810	6.9%	4,433	1,333,159	6.8%	51.5%	35.4%
CX	Asia Pacific	Oneworld	2,080	749,120	5.2%	3,349	1,177,883	6.0%	61.0%	57.2%
CA	Asia Pacific	Star Alliance	1,014	309,842	2.2%	3,471	919,989	4.7%	242.3%	196.9%
TK	Europe	Star Alliance	703	188,947	1.3%	3,023	893,188	4.6%	330.0%	372.7%
AY	Europe	Oneworld	460	129,720	0.9%	3,245	887,271	4.5%	605.4%	584.0%
BA	Europe	Oneworld	3,147	918,999	6.4%	2,999	887,028	4.5%	-4.7%	-3.5%
QF	Asia Pacific	Oneworld	1,563	611,192	4.3%	1,774	734,348	3.7%	13.5%	20.2%
MH	Asia Pacific	Oneworld	2,229	754,746	5.3%	2,034	657,749	3.4%	-8.7%	-12.9%
KE	Asia Pacific	SkyTeam	950	317,944	2.2%	1,961	654,671	3.3%	106.4%	105.9%
JL	Asia Pacific	Oneworld	2,873	1,467,798	10.2%	1,460	461,725	2.4%	-49.2%	-68.5%
NH	Asia Pacific	Star Alliance	1,353	768,467	5.3%	1,460	399,650	2.0%	7.9%	-48.0%
SR/LX	Europe	Star Alliance	1,642	407,476	2.8%	1,459	332,427	1.7%	-11.1%	-18.4%
VS	Europe	Independent	873	268,884	1.9%	1,061	326,788	1.7%	21.5%	21.5%
OZ	Asia Pacific	Star Alliance	0	0	N/A	896	298,065	1.5%	N/A	N/A
AZ	Europe	SkyTeam	973	336,038	2.3%	1,000	293,628	1.5%	2.8%	-12.6%
MU	Asia Pacific	SkyTeam	404	116,756	0.8%	1,138	284,451	1.5%	181.7%	143.6%
CI	Asia Pacific	SkyTeam	318	126,246	0.9%	860	279,710	1.4%	170.4%	121.6%
VN	Asia Pacific	SkyTeam	0	0	N/A	842	261,861	1.3%	N/A	N/A
OS	Europe	Star Alliance	607	166,880	1.2%	992	260,240	1.3%	63.4%	55.9%
SK	Europe	Star Alliance	1,034	259,534	1.8%	1,026	251,370	1.3%	-0.8%	-3.1%
BR	Asia Pacific	Independent	504	172,356	1.2%	810	247,832	1.3%	60.7%	43.8%
CZ	Asia Pacific	SkyTeam	104	30,368	0.2%	801	199,896	1.0%	670.2%	558.2%
AB	Europe	Independent	0	0	N/A	531	160,893	0.8%	N/A	N/A
D7	Asia Pacific	Independent	0	0	N/A	487	159,249	0.8%	N/A	N/A
HU	Asia Pacific	Independent	0	0	N/A	675	150,103	0.8%	N/A	N/A
VV	Europe	Independent	0	0	N/A	507	116,610	0.6%	N/A	N/A
All others	N/A	N/A	1,971	581,290	4.2%	845	237,900	1.2%	-57.1%	-59.1%

European hubs.

HEL and AY showed similar growth and development to IST and TK. Since HEL is under the great circle route from West Europe to many Asia Pacific destinations, AY has sought to establish HEL as an important transit hub for interlining services between the two regions over the past decade. AY is able to offer connecting services with the shortest possible connection times.

HEL had the fifth highest growth rate of any hub from 2000 to 2011; with only Kiev (KBP), HKT, MUC and DUS showing higher levels of growth. About 770,000 seats were added to services from HEL, a growth rate of 595% *(see table, page 14)*. Growth on existing routes accounted for about 40% of this increase, while new routes accounted for the other 60%. This ranked HEL 15th in 2011 in terms of overall seat capacity in this market.

In 2000 AY was the only carrier to offer direct services from HEL to the Asia Pacific; serving BKK, KIX, NRT, and PEK. In 2011, only two airlines served Asia Pacific destinations from HEL. AY was still dominant in 2011, and accounted for 98% of Asia Pacific capacity. AY added routes to HKG, ICN, NGO, PVG and SIN, as well as increasing frequencies on existing routes.

This meant that AY had established a 4.5% capacity share of the Europe-Asia Pacific market by 2011; up from 0.9% in 2000 *(see table, this page)*. This is a result of a 584% growth in capacity. The only other Asia Pacific routes from HEL are operated seasonally by holiday operator, TUIfly Nordic, to HKT and Krabi (KBV).

Asia Pacific hubs

In general, hubs in the Asia Pacific have had similar growth characteristics to European hubs. The largest hubs in the Asia Pacific in 2011 were BKK (ranked second overall); SIN (fifth); HKG (sixth); NRT (seventh); PEK (eighth); and PVG (tenth). The fastest growing hubs in the Asia Pacific were HKT, PVG, ICN, and PEK, with all of these at least doubling seat capacity *(see table, page 14)*.

BKK

BKK was the second largest hub for the Europe-Asia Pacific market, behind LHR, and was the largest Asia Pacific hub.

BKK accounted for 8.6% of the one-way seat capacity in the Europe-Asia Pacific market. Overall seat capacity increased by 25%, equal to about 660,000 seats *(see table, page 14)*. 40% of this growth was the result of additional frequencies to the existing 14 European routes, while the other 60% came from the addition of new routes up to 2011.

TG was the main supplier of this growth, being the main carrier on four of the six new routes. These were to Brussels (BRU), Madrid (MAD), Milan Malpensa (MXP), and Oslo (OSL). Blue Panorama Airlines was also present on the MXP route, while JetAirFly was also present on the BRU route. AB opened a new route at BKK, to Berlin Tegel (TXL), while TK opened IST-BKK.

TG is the dominant carrier at BKK, accounting for 49% of all capacity in 2011. This is an increase from the 37% it had in 2000.

BKK is also served by most of the major European carriers from their home bases. BR (EVA Air) also serves LHR, AMS and Vienna (VIE), with fifth-freedom rights, en route from its base at TPE. QF also serves LHR en route from Sydney (SYD).

To illustrate TG's dominance at BKK, BR is the second largest carrier to serve Europe from BKK, with a 5.8% capacity share. This is followed by TK (5.1%), AY (4.6%) and QF (3.9%), as well as several other European operators.

TG was also the second largest carrier

Finnair, located at Helsinki, has been able to expand its interlining services between Europe and the Asia Pacific because of Helsinki's position on the great circle path between the two continents.

overall in terms of seat capacity in the Europe-Asia Pacific market. In 2011, TG provided about 1.6 million seats of capacity in 2011, a 64% increase from the 995,000 seats of capacity it provided in 2000. This also allowed TG to increase its capacity share of the overall market from 6.9% to 8.3% by 2011 *(see table, page 20)*.

SIN

SIN was the second largest Asia Pacific hub, and the fifth largest overall in the Europe-Asia Pacific market in 2011. SIN experienced a similar growth rate to BKK; with seat capacity increasing by 23% to 2011, or about 525,000 seats *(see table, page 14)*. 82% of this growth was attributable to four new routes being opened, while the other 18% was for the nine existing routes.

SQ, the dominant airline at SIN, was present on three of the four new routes, to Barcelona (BCN), IST, and MUC.

LH also flies between SIN and MUC, while TK also operates on SIN-IST. The new HEL route was opened by AY.

SQ accounted for 55% of capacity on services to Europe from SIN in 2011, which represents a slight increase from the 51% it had in 2000. Other airlines to operate to Europe from SIN were QF (16.5% capacity share); LH (7.7%); and BA (7.3%); among other major European carriers.

Overall, SQ was the third largest airline in the Europe-Asia Pacific market, and added about 379,000 seats to 2011; a growth rate of 32.6%. SQ's capacity share dropped, however, from 8.1% to 7.8% in 2011 *(see table, page 20)*.

HKG

In 2011, HKG was the third largest Asia Pacific hub and the sixth largest overall in the Europe-Asia Pacific market. From 2000 to 2011, HKG experienced a growth of 61% in capacity. In actual terms, seat capacity to Europe from HKG increased by about 975,000 seats *(see table, page 14)*. 66% of this was attributable to growth on the seven existing routes, and the other 34% was for three new services. AY opened the largest new route from HEL. TK opened a service to IST, while LH opened a route to MUC.

CX provided 46% of capacity to Europe at HKG in 2011, virtually the same as its 47% share in 2000. Other airlines serving Europe in 2011 from HKG include LH (9.3% capacity share); BA (8.9%); AF (7.4%); and QF (5.2%).

CX was the sixth largest airline in terms of seat capacity between Europe and Asia Pacific in 2011. CX added about 428,000 seats to the market; an increase of 57.2%. This increased CX's share from 5.2% in 2000, to 6.0% in 2011 *(see table, page 20)*.

Other Asian hubs

Following HKG, the next four largest Asian hubs were NRT, PEK, PVG and ICN. NRT lost seat capacity in the market to 2011, losing about 730,000 seats; a decline of 25% *(see table, page 14)*. Most of this loss came from existing routes, however, because only one route was dropped from NRT from 2000 to 2011 (to BRU), which only had about 50,000 seats.

Two new routes were added from NRT in the period (to IST and MUC), but these were not enough to show overall positive growth at NRT.

Unlike other hubs analysed, no single carrier dominates NRT. NH and JL are the resident airlines, but neither dominates. NH is the largest, and had 18% of capacity in 2011, down from the 20% it had in 2000.

NH reduced capacity on its services to Europe by about 300,000 seats *(see table, page 20)*. In 2000, NH also operated to Europe from another hub at KIX, where it served LHR, FRA and VIE. By 2011, NH had dropped all services from KIX. As a consequence, NH experienced a capacity drop of 48%. This reduced NH's overall capacity share in the market from 5.3% to 2.0% in 2011 *(see table, page 20)*.

This is despite, however, NH actually increasing its service frequencies. NH operated 107 more flights to Europe in 2011 than in 2000, yet seat capacity was 48% lower. This is reflected by a large decrease in average aircraft size over the period. NH switched from high-seat density 747-400s to lower-density, smaller 777-200ERs, and some 777-300ERs.

JL, as the other resident airline at NRT, saw its capacity share at NRT decline from 38% to 14% over the period. JL suffered the largest loss of seat capacity of any airline in this analysis, with a decline of 68%; which is about one million fewer seats in 2011 than in 2000.

This reduced JL's capacity share of the overall market from 10.2% in 2000, to just 2.4% in 2011 *(see table, page 20)*. This was due to JL's well-publicised financial problems, and the large reductions in its fleet. In particular, the 747-400 fleet was retired quickly from 2009 to 2011.

Another factor that affected NRT during this period was the re-opening of HND to international services in 2010. Routes were opened from HND to LHR and CDG, at the expense of 190,000 seats from NRT.

If HND proves popular with passengers and airlines alike, it is possible NRT will lose further traffic and capacity. In 2011, however, other airlines serving Europe from NRT include LH (12.6%

MIDDLE EAST HUBS TO ASIA PACIFIC BY PASSENGER TRAFFIC 2000-2011

Hub	2000 Ops	2000 Seat cap.	2000 Av. a/c size	2011 Ops	2011 Seat cap.	2011 Av. a/c size	2000-2011 % change ops	2000-2011 % change cap.	2000-2011 change a/c size
DXB	3,139	986,004	314	12,062	4,391,483	364	284.3%	345.4%	50
DOH	234	53,744	230	5,771	1,707,091	296	2,366.2%	3,076.3%	66
AUH	935	240,871	258	3,682	1,091,361	296	293.8%	353.1%	39
BAH	588	186,221	317	1,502	372,494	248	155.4%	100.0%	-69
MCT	160	46,560	291	797	174,168	219	398.1%	274.1%	-72
KWI	364	96,096	264	501	133,862	267	37.6%	39.3%	3
Total	5,420	1,609,496	297	24,315	7,870,459	324	348.6%	389.0%	27

MIDDLE EAST HUBS TO EUROPE BY PASSENGER TRAFFIC 2000-2011

Hub	2000 Ops	2000 Seat cap.	2000 Av. a/c size	2011 Ops	2011 Seat cap.	2011 Av. a/c size	2000-2011 % change ops	2000-2011 % change cap.	2000-2011 change a/c size
DXB	8,447	1,977,143	234	22,280	7,259,549	326	163.8%	267.2%	92
DOH	707	153,427	217	10,893	2,564,590	235	1440.7%	1571.5%	18
AUH	1,770	389,282	220	7,594	1,725,663	227	329.0%	343.3%	7
BAH	2,498	486,566	195	3,772	684,365	181	51.0%	40.7%	-13
KWI	1,898	429,380	226	2,256	517,999	230	18.9%	20.6%	3
MCT	26	5,590	215	1,452	307,174	212	5484.6%	5395.1%	-3
Total	15,346	3,441,388	224	48,247	13,059,340	271	214.4%	279.5%	46

capacity share); AF (10.9%); and Alitalia (AZ); as well as most of the other European majors.

PEK and PVG were the largest hubs in mainland China for European services. Capacity at PEK increased by over one million seats; an increase of 108% *(see table, page 14)*. At PEK, 81% of this growth came from additional frequencies on existing services. The remaining 19% was through the addition of new routes. New routes were added at PEK to DUS, IST, MAD and TXL, giving PEK a total of 19 European routes served directly in 2011.

CA was the largest carrier at PEK in 2011, accounting for 36% of seat capacity on European services. This was followed by LH (13.1% capacity share), AF (8.9%), HU (5.7%), TK (5.4%), and several other European carriers.

CA, therefore, ranked seventh in terms of seat capacity in the overall Europe-Asia Pacific market, with its overall capacity share rising from 2.2% to 4.7% in 2011 *(see table, page 20)*.

In 2000, international flights were being moved from Shanghai Hongqiao airport (SHA) to Shanghai Pudong (PVG). Since many airlines simply transferred their services between airports during the period, the traffic for 2000 is combined for this analysis.

Capacity at Shanghai, therefore, increased by about 1.3 million seats at a growth rate of 375% *(see table, page 14)*. 60% of this growth was caused by additional services on existing routes, while the other 40% was due to new routes. New routes were opened from PVG to BRU, Rome (FCO), HEL, IST, MUC, MXP and Zurich (ZRH), giving PVG 11 European services in 2011.

MU operates a hub at PVG, but is not the dominant carrier to Europe. There is no one dominant airline at PVG, with the market shared between MU, CA and the European majors. LH, in fact, had the highest capacity share with 19.2%. MU ranked second with 17.4%, followed by AF (12%), KL (11%), and CA (9.7%) amongst others.

Seoul is similar to Shanghai in that international operations were transferred in the period from Seoul Gimpo (SEL) to Seoul Incheon (ICN). Traffic for the two airports is combined for this analysis.

Seoul saw about 985,000 seats added to 2011. This was a growth of 177% *(see table, page 14)*. 42% of this growth was for additional frequencies on existing routes, while 58% was for new services. A total of seven new European routes were from Seoul to HEL, IST, MAD, MUC, MXP, Prague (PRG) and VIE.

KE was the dominant airline at ICN, and accounted for 42% of European seat capacity. KE increased its seat capacity to Europe by 106%, resulting in an overall capacity rise from 2.2% to 3.3% in 2011 *(see table, page 20)*. This ranked KE at 13th of all airlines in the market.

Middle East

Middle Eastern airlines have also contributed to the overall growth of the Europe-Asia Pacific market. Middle Eastern carriers have added significant capacity to almost every market they serve, with both Europe and Asia Pacific being no exceptions. DXB, DOH and AUH are the main Middle Eastern hubs, but others such as Bahrain (BAH), Muscat (MCT) and Kuwait (KWI) also play a role.

DXB is the largest Middle East hub for operations to Europe and the Asia Pacific. DXB provides more capacity on services to the Asia Pacific than any of the European hubs analysed so far.

In 2011, DXB provided about 300,000 more seats than LHR. In contrast, in 2000 it provided about 2.7 million fewer seats than LHR to the Asia Pacific. This means that DXB experienced growth of 345% up to 2011 *(see table, this page)*. 57% of this growth was caused by additional frequencies on the seven existing routes to the Asia Pacific. The remaining 43% was caused by the addition of new routes. New routes were added from DXB to CAN, Jakarta (CGK), KIX, Kunming (KMG), NRT, PEK, PVG and URC.

The bulk of capacity on all routes was provided by EK; DXB being its home base. EK accounted for 74% of all seat capacity to the Asia Pacific in 2011. The next highest carrier at DXB for the Asia Pacific was CX, with 5.2%. These were followed by most other major Asia Pacific carriers.

If EK is considered against all other airlines for one-way seat capacity to the Asia Pacific, then it is the largest carrier in the market, superseding LH by about 1.2 million seats. This is due to both frequency and aircraft size. EK operates a large widebodied fleet on all routes, with A380-800s and 777-300ERs common on most Asia Pacific routes.

DXB exhibits similar characteristics to European cities. DXB's capacity to Europe is larger than those from any Asia Pacific hub. DXB provided almost four million more seats to Europe than the next highest Asia Pacific hub in 2011 - BKK. It must be remembered, however, that this capacity to Europe does not just serve traffic coming in from Asia Pacific destinations, but from all cities serving DXB.

Capacity growth to Europe from DXB totalled about 5.3 million seats over the period; a growth rate of 267% *(see table, this page)*. 86% of this growth was due to additional frequencies on existing routes, while 14% was due to 13 new ones.

In 2011, EK accounted for 76% of all seats from DXB to Europe, mostly with 777-300ERs and A380-800s on all routes, complemented with 777-200ERs, A330-200s and A340-300s.

Both DOH and AUH exhibit similar growth patterns to DXB, but on a smaller scale. In 2011, DOH provided about 1.7 million seats of capacity to Asia Pacific destinations, an increase of 3,076% from 2000 *(see table, this page)*. QR was responsible for almost all of this growth. From DOH to Europe, capacity also grew at a high rate; increasing by 1,571% *(see*

EUROPE-ASIA PACIFIC CAPACITY BY AIRCRAFT MODEL 2000-2011

Aircraft	2000 Ops	2000 Seat capacity	2000 % Capacity share	2011 Ops	2011 Seat capacity	2011 % Capacity share	2000-2011 % change ops	2000-2011 % change seat capacity
747-400	21,517	8,476,072	61.3%	12,997	4,772,481	24.6%	-39.6%	-43.7%
777-300ER	0	0	N/A	11,954	3,752,323	19.4%	N/A	N/A
777-200ER	2,737	801,241	5.8%	10,038	2,914,623	15.0%	266.8%	263.8%
A340-300	5,335	1,463,292	10.6%	9,166	2,363,887	12.2%	71.8%	61.5%
A380-800	0	0	N/A	2,965	1,431,237	7.4%	N/A	N/A
A330-200	183	48,399	0.4%	4,784	1,200,936	6.2%	2,514.2%	2,381.3%
A340-600	0	0	N/A	3,483	1,132,847	5.8%	N/A	N/A
A330-300	0	0	N/A	2,717	752,325	3.9%	N/A	N/A
747-400 Combi	3,604	1,085,875	7.9%	2,504	702,274	3.6%	-30.5%	-35.3%
767-300ER	1,608	402,392	2.9%	1,376	336,416	1.7%	-14.4%	-16.4%
MD-11	3,689	982,070	7.1%	0	0	N/A	N/A	N/A
Other types	1,667	568,891	4.1%	47	9,786	0.1%	-97.2%	-98.3%

table, page 24), with QR again most prominent.

At AUH, capacity to the Asia Pacific grew by 353%, while to Europe this was 343% *(see table, page 24)*. EY was the dominant carrier at AUH and accounted for most of this growth.

Aircraft types

Large, high-capacity widebodied aircraft types dominate the Europe-Asia Pacific market. Despite this, average aircraft size has decreased from 343 seats to 312 seats in 2011; a decrease of 31 seats *(see table, page 14)*.

This illustrates the increased use of smaller aircraft types on services. In particular, 777s, A330s, and A340s are used more widely in 2011 than they were in 2000, mostly at the expense of the larger 747. Few airlines operated smaller types than the A330.

The 747-400 is the dominant aircraft type in both 2000 and 2011, but its capacity share had diminished by 2011. In 2000, the 747-400 accounted for 61% of all capacity *(see table, this page)* and was used extensively by almost all of the major airlines in the market. It formed the backbone of the long-haul fleets of BA, AF, LH, KL, TG, SQ, JL, CX and QF, among several others.

By 2011, however, the 747-400's capacity share fell to 25%. This is because the number of 747-400 services decreased by 40% over the period *(see table, this page)*. This is due to many 747-400 operators phasing out their fleets and this share will drop to zero over the coming years.

Replacements for 747-400s in many airlines' fleets have been the 777-300ER and A380-800. These aircraft types are the highest-ranked entrants to the market since 2000.

The 777-300ER ranked second in 2011, with 19.4% capacity share *(see table, this page)*. The main operators of the 777-300ER in the Europe-Asia Pacific market are SQ, TK, AF, JL, NH, KL and BR. This capacity share is set to steadily increase when more aircraft are delivered.

The A380-800 ranked fifth in 2011, and accounted for 7.4% capacity share *(see table, this page)*. The A380 has been ordered by several of the major airlines in the market, and it is often first used on Europe-Asia Pacific routes.

In 2011, SQ, QF, LH, AF and KE all operated the A380 on Europe-Asia Pacific routes. All these airlines still have A380 orders to be delivered, while others such as TG, BA and VS are yet to receive their first aircraft. The A380's capacity share is therefore set to rise.

Ranked third in terms of capacity share was the 777-200ER, which accounted for 15% of seat capacity in 2011, compared to 5.8% in 2000 *(see table, this page)*.

Operations with the 777-200ER grew by 267%, with BA, AF, KL, SQ, KE and MH having the largest fleets. Growth for the 777-200ER may not be as high in the future, however, because there is only a small backlog of deliveries left.

The A340, with both the -300, and -600 prominent in the Europe-Asia Pacific market, also accounts for a significant market share. A340-300 operations grew by 72%, and accounted for 12% of seat capacity in 2011; similar to the 11% share in 2000 *(see table, this page)*.

This growth rate is set to stabilise, however, since all A340-300s have been delivered. LH, AY, CX and TK were the main operators of this type in 2011.

A340-600s were a new entrant from 2000 to 2011, and by 2011 accounted for 5.8% of capacity *(see table, this page)*. LH, TG and VS are the main A340-600 operators.

The A330-200 was the fastest grower in the market, with operations increasing by 2,514% to 2011 *(see table, this page)*. Chinese carriers dominate A330-200 operations in the Europe-Asia Pacific market, with CZ, MU and HU being the main operators. The A330-300 has also found a place in the market since 2000, with a 3.9% capacity share in 2011 *(see table, this page)*, compared to no operations in 2000. AY and TK are the largest A330-300 operators.

In the future, it is expected that A380-800s and 777-300ERs will dominate the market as 747-400 retirements continue. A330s, 777-200ERs and 777-300ERs will continue to be prominent. When the 787 and A350 are delivered, it is likely these aircraft will first replace A340s, as well as older A330s and 777s.

Summary

The Europe-Asia Pacific market has grown at a moderate rate over the past decade. With China in particular, as well as other areas of the Asia Pacific still experiencing high economic growth rates, it is likely this growth will continue in the short term. This will be supplemented by further deliveries of large aircraft, such as the A380 and 777-300ER, to many of the major airlines serving the market.

787 Dreamliners and A350s will also enter the market. These are smaller aircraft than the aforementioned A380s and 777s, but they will have the range to serve any city-pair in the Europe-Asia Pacific market. These aircraft are set to make lower-demand, long-haul, point-to-point routes economically feasible, and this will stimulate the market.

Similarly to all markets though, this growth will eventually plateau and level out when the market becomes more mature. This is only likely to occur in the medium to long term, however, once economic growth rates in Asia also slow down. AC