

Datablast

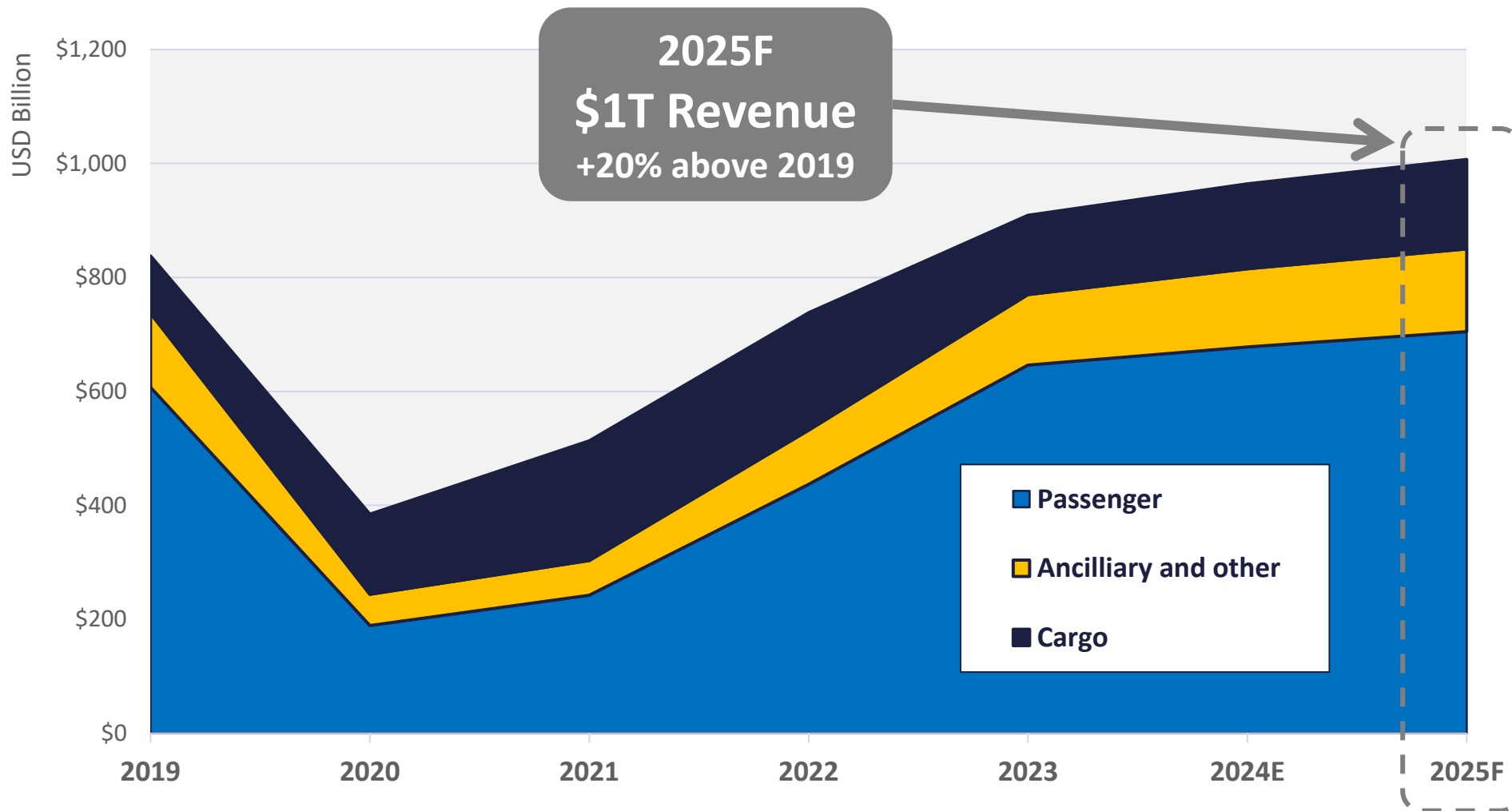
Airline Profits Under Pressure: What trends are impacting the bottom line?

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Intelligence & Data Services | Aviation Week Network

June 2025

Global Airline Revenues

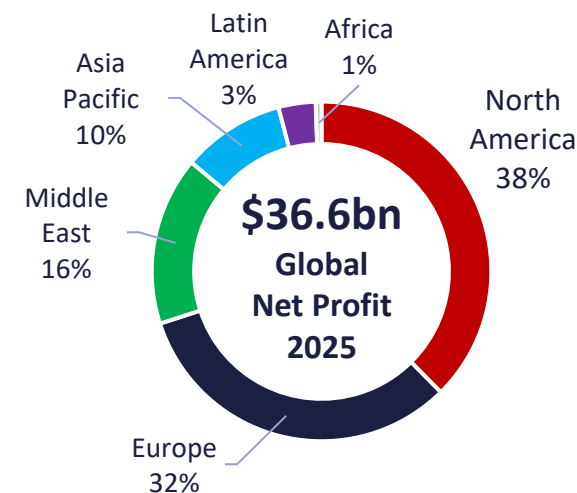
Revenue share, passenger, ancillary, and cargo 2019 - 2024; 2025 forecast



2025
\$157bn Cargo revenue
+56% v. 2019

2025
\$145bn Ancillary revenue
+12% v. 2019

2025
\$705bn Passenger revenue
+16% v. 2019

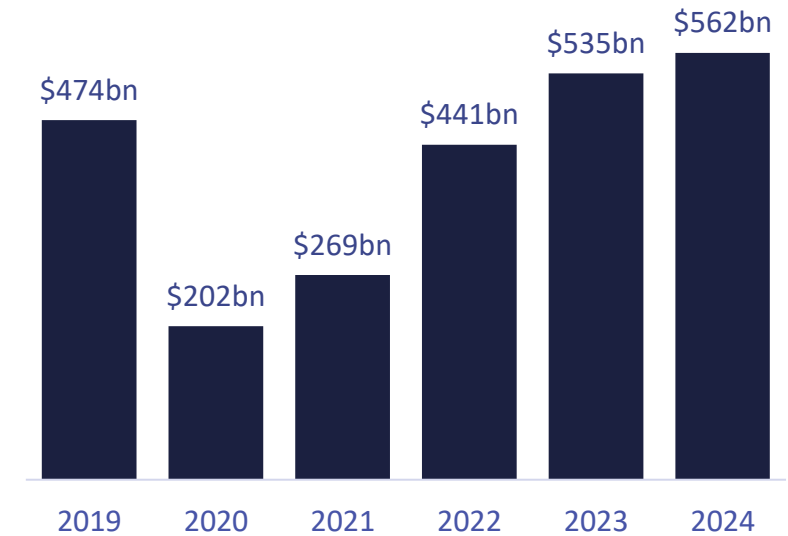


3.7%
Net Margin

Top 20 Airline Groups by Operational Revenue 2024

Rank 2024 (2023)	Airline Group	Country	Operating Revenue (m\$)			Net Income (m\$)	
			2024	2023	Change	2024	2023
1 (1)	 DELTA	USA	\$61,643	\$58,048	6.2%	\$3,457	\$4,609
2 (3)	 UNITED AIRLINES	USA	\$57,063	\$53,717	6.2%	\$3,149	\$2,618
3 (3)	 American Airlines	USA	\$54,211	\$52,788	2.7%	\$846	\$822
4 (4)	LUFTHANSA GROUP	Germany	\$38,896	\$39,121	-0.6%	\$1,428	\$1,847
5 (6)	 Emirates	UAE	\$34,863	\$33,008	5.6%	\$5,196	\$4,693
6 (7)	 IAG INTERNATIONAL AIRLINES GROUP	UK	\$33,224	\$32,510	2.2%	\$2,828	\$2,931
7 (5)	 AIR FRANCE KLM	France	\$32,560	\$33,135	-1.7%	\$506	\$1,031
8 (8)	 Southwest	USA	\$27,483	\$26,091	5.3%	\$465	\$465
9 (9)	 中国南方航空 CHINA SOUTHERN	China	\$23,873	\$22,592	5.7%	-\$232	-\$595
10 (10)	 QATAR AIRWAYS القطرية	Qatar	\$23,588	\$22,232	6.1%	\$2,153	\$1,678

Yearly Operating Revenues
for Leading 20 Airline Groups
(2019-2024)

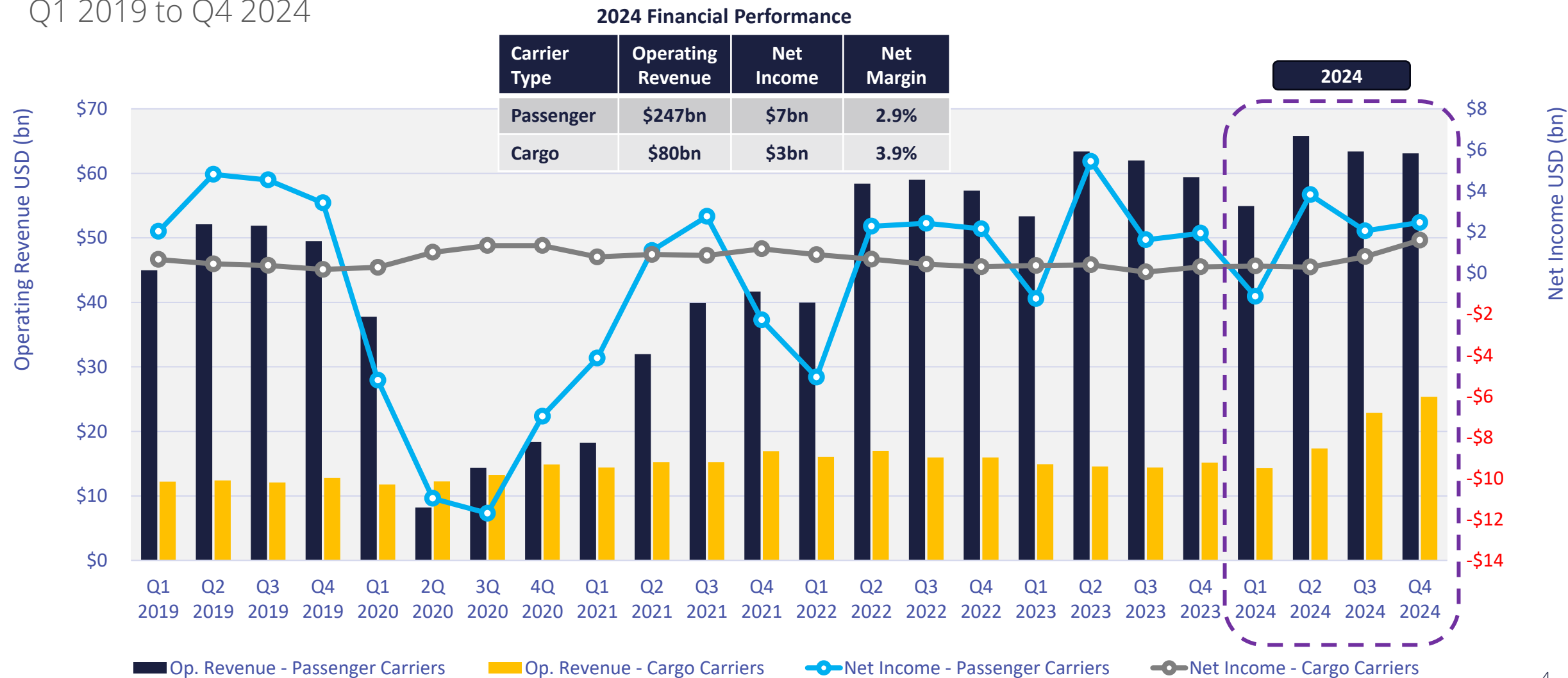


19%
increase
vs. 2019



Quarterly Financial Results for U.S. Passenger & Cargo Airlines

Q1 2019 to Q4 2024



Net Margin for Leading European Operators

Annual After-Tax Margin 2024 vs. 2019

Airline Group	2019	2024	Difference (pp)
LUFTHANSA GROUP	3.3%	3.7%	+0.3
AIR FRANCE KLM	4.2%	1.6%	-2.6
IAG INTERNATIONAL AIRLINES GROUP	10.2%	8.5%	-1.7
 TURKISH AIRLINES	6.0%	15.1%	+9.2
easyJet	5.5%	4.9%	-0.6

Net Margin for Leading U.S. Operators

Annual After-Tax Net Margin 2024 vs. 2019

Reduction in Net
Margin
2024 v. 2019



Airline Group	2019	2024	Difference (pp)
 DELTA	10.1%	5.6%	-4.5
 UNITED AIRLINES	7.0%	5.5%	-1.4
American Airlines 	3.7%	1.6%	-2.1
Southwest 	10.3%	1.7%	-8.6
<i>Alaska</i> 	8.8%	3.4%	-5.4
jetBlue	7.0%	-8.6%	-15.6
FRONTIER AIRLINES	10.0%	2.3%	-7.8
SkyWest AIRLINES	11.4%	9.2%	-2.3
 allegiant	12.6%	-9.6%	-22.2

Note: Hawaiian Airlines became a subsidiary of Alaska Air Group on September 18, 2024, following the completion of Alaska Airlines' \$1.9 billion acquisition of Hawaiian Holdings, Inc.
Source: AWIN, Aviation Week Network and company reports

Operating Revenues & MRO Expenses: 2024 vs. 2019

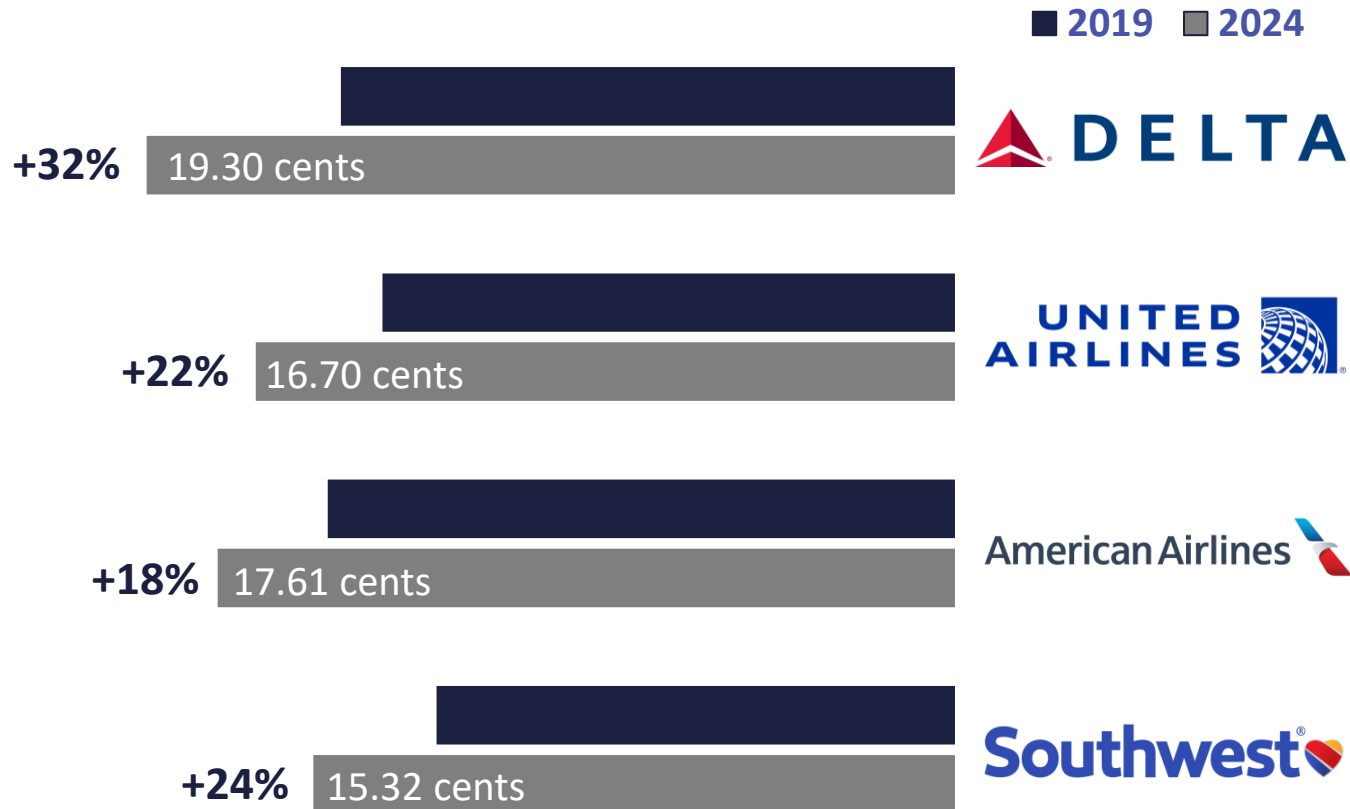
Large Increase in
MRO Expenses
in 2024 v. 2019

Operating Revenue			MRO Expense		
Airline Group	2024 (m)	vs. 2019	2024 (m)	vs. 2019	
LUFTHANSA GROUP	€37,581	+6%	€2,600	+36%	
AIR FRANCE KLM	€31,459	+5%	€3,320	+26%	
easyJet	£9,309	+14%	£390	+29%	
TURKISH AIRLINES	\$22,669	+19%	\$1,153	+46%	

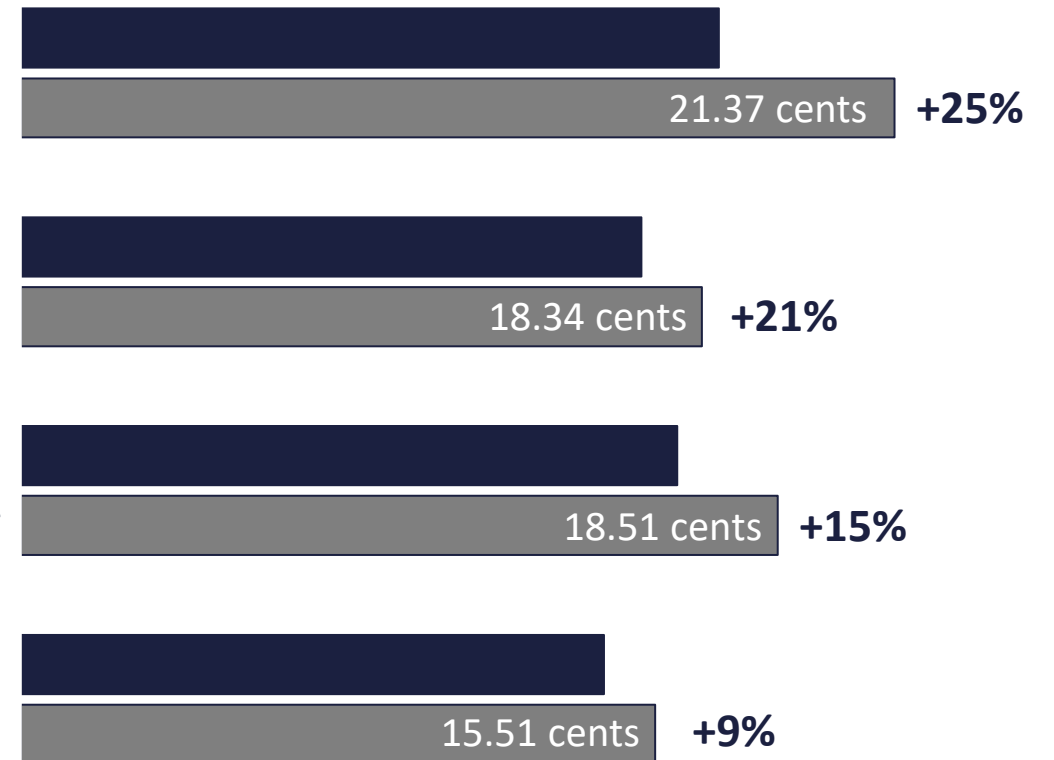
Operating Revenue			MRO Expense		
Airline Group	2024 (\$m)	vs. 2019	2024 (\$m)	vs. 2019	
DELTA	\$61,643	+31%	\$2,616	+66%	
UNITED AIRLINES	\$57,063	+32%	\$3,063	+71%	
American Airlines	\$54,211	+18%	\$3,794	+61%	
Southwest	\$27,483	+23%	\$1,353	+11%	

CASM & RASM: 2024 v. 2019

Cost per Available Seat Mile (CASM)



Revenue per Available Seat Mile (RASM)



MRO Demand Share & Comparisons, 2025 vs. 2019

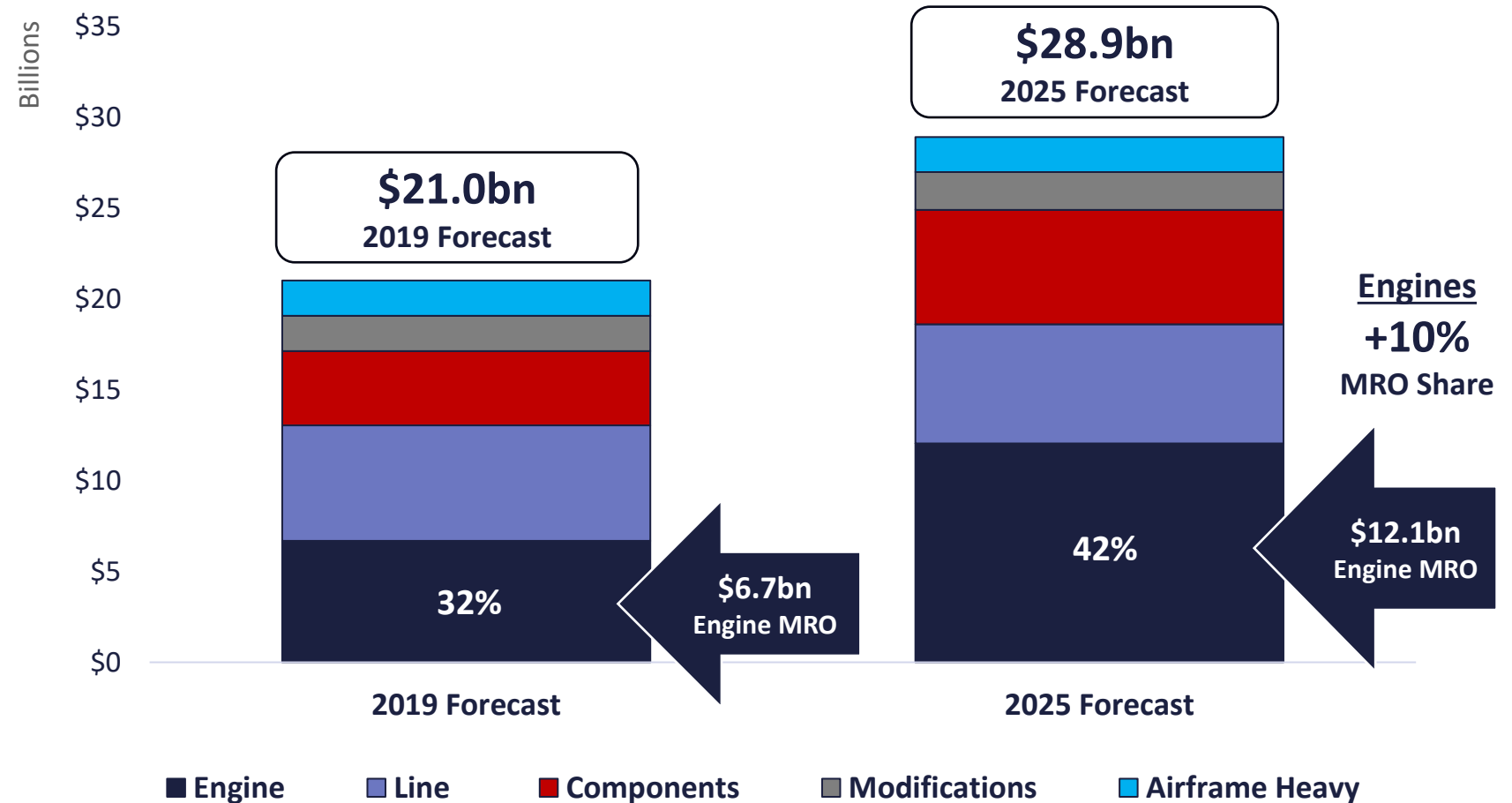
2025 v. 2019 Aviation Week Forecasts; MRO demand share for Europe

Engine MRO now 42% of MRO demand for 2025.

\$12.1 billion engine MRO expected in 2025 (LLPs + O/Hs) vs. \$6.7 billion in 2019.

Higher percentages in other regions

Drivers: old engines, new tech, CLP, shortages of USM, labor...



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