



第十届统计专业会议

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议程项目 2：航空承运人业务量数据和业务流量统计

低成本承运人的定义和认定

（由秘书处提交）

摘要

由于低成本承运人（LCCs）在国际上日益普及，在国际民航组织的统计方案中，对之加以认定的必要性也越来越大。国际民航组织已在国际航空运输经济管理的范畴内，制定了低成本承运人的定义，各国和各国际组织也有对低成本承运人的其他定义和/或认定方法。本文件审查了认定低成本承运人的不同方法以及与之相关的问题，例如，在关于这类承运人数据的局限性和运用主观判断的某一要素来确定其分类之间进行权衡。为了将这一新的市场板块纳入国际民航组织的统计方案，本文件建议，国际民航组织将本工作文件附录中所列被认定为低成本承运人的承运人目录发送给各缔约国，目的在于获得各国的反馈，评述对目录中所载各种承运人进行分类的适当性，并报送未列在目录中的其他承运人，以便定期更新这一目录。

专业会议的行动在第 5 段。

1. 引言

1.1 低成本承运人（LCCs）的成长对航空公司的竞争、航空公司的业务模式和整个航空旅行都造成了巨大的影响。低成本承运人最初出现在美国的国内航空旅行市场，随着 1978 年航空公司放松管制法案应运而生，并继而向其他的国内和国际市场扩展。在上一世纪 90 年代初期，低成本承运人开始在欧洲发展，当时，航空运输市场由于实施了欧洲航空运输市场自由化第三揽子方案而放松了管制，随后则向世界其他地区大规模普及。

1.2 本文件提供了一些背景情况，以便说明在国际民航组织统计方案中，对低成本承运人加以认定的必要性，讨论了低成本承运人的定义和认定方法以及与之相关的问题。本文件的附录提供了秘书处所确定的低成本承运人的初步目录。

2. 认定低成本承运人的必要性

2.1 目前，国际民航组织的统计按照航空公司提供的营运类型对其加以区分，即国际或国内航空公司、定期或不定期航空公司，以及按照其业务类型来区分，即客运或全货运航空公司。但是，由于航空公司业最近所经历的结构变革，人们则越来越关注（因此也有必要）按照航空公司业务模式的特征进行另一层分类，即低成本承运人。

2.2 在国际民航组织的统计中，对低成本承运人加以认定越来越重要，因为低成本承运人不仅在国内外而且日益在国际上迅速发展。国际航空运输自由化的进展，已对低成本承运人在国际上的扩展起了推波助澜的作用。根据国际民航组织最新的业务量数字，定期航班（国际和国内）所承运的旅客在 1998 年至 2008 年期间增长了约 4.4%。在旅客业务量的这一增长中，国际航空运输协会（IATA）的成员航空公司和低成本承运人所占份额不均。低成本承运人的市场份额大幅增加，在国内定期业务量中达到了 30%，在世界总定期业务量中占约 20%。

3. 定义和认定方法

3.1 国际民航组织已在其战略目标 D.4（航空运输管理自由化和基础设施管理效率）的范畴内，制定了低成本承运人的定义。《国际航空运输管理手册》（Doc 9626 号文件）第 5.1 章将低成本承运人定义为“通常指与类似承运人相比具有相对低的成本结构，并且提供低票价或运价的航空承运人。这种承运人可以是独立的，一个主要承运人的分公司或子公司，或在某些情况下是一个航空公司集团的前包机分支公司。”低成本承运人也被称为低成本航空公司或简单服务的航空公司、折扣航空公司、低票价航空公司、预算或以价值为基础的航空公司或承运人。

3.2 国际民航组织关于低成本承运人的定义主要侧重于成本和运价的方面，其标准类似于美国运输部（DOT）所采用的标准。在其 1996 年名为《低成本航空公司服务的演变情况》¹中，运输部根据以下因素选择低成本承运人：

- a) 单位运营成本：客运航班每可用座位一英里的运营成本的估算方法，是用总运营开支减去与运输相关的开支，并通过使用收入抵消做法来估算非旅客开支（设想是非旅客开支与非旅客收入相等，总运营开支相应减少）；和
- b) 定价做法：按市场对每一新开业航空公司的平均价格进行审查，以确定该航空公司在进入城市对市场之前，是否始终保持与其他航空公司所收取价格相比较低的运价。

3.3 与之相反，联合王国民航局（CAA）在其题为《廉价承运人：革命或演变？民航局的研究（CAP 770，2006 年）》²的报告中则在质量上认定低成本承运人，主要依据是这些承运人是否只有单一舱位，不提供不必要的机上服务，且不与国际订座系统连接。该民航局指出，“与传统航空公司相比机上服务较少，一直（至少在过去）被视为此类航空公司的一个基本特点，而且这些航空公司提供的运价低廉。

¹ <http://ostpxweb.dot.gov/aviation/Data/lowcostrevo.pdf>

² <http://www.caa.co.uk/application.aspx?catid=33&pagetype=65&appid=11&mode=detail&id=2528>

英民航局使用了“简单服务的承运人”一词而非低成本承运人，以避免与包机承运人混为一谈，因为包机承运人总将自己视为进行低成本营运。

判断一家航空公司的成本是高还是低，均比评估其机上服务更复杂，而且有可能针对性不强（比如，一家航空公司正在力求进入高运价市场）。”

3.4 另一个区分低成本承运人的方法，是在质量上对航空公司的业务模式加以整体审查。业界、监管机构和媒体以及旅行公众，对于低成本业务模式和低成本承运人应提供什么样的服务有大致的理解。这就是，除某些变化情况外，提供点到点的服务并主要集中在短程航线上，班次多，运价结构简单，只有密集的单舱位而且没有或很少有机上服务，人员配置灵活因而行政管理费用处于最低水平，且大量使用电子商务手段进行营销和分销。为了维持低成本结构，这些航空公司经常使用单一机型，航空器利用率较高。它们使用拥挤程度较低的二级机场以确保过站时间短而正点率高，并节省与机场有关的费用。正是由于运营成本低，才使得低成本承运人能将其大部分座位用于低运价。

3.5 采用按业务模式对低成本承运人加以认定的方法，则见于除其他外《欧洲航空运输市场分析：航空公司业务模式》³（为欧洲委员会拟定）、欧洲空中航行安全组织（EUROCONTROL）每年两期的《低成本承运人市场最新情况》⁴，以及澳大利亚竞争和消费者委员会（ACCC）和新西兰商会在审查快达（Qantas）和新西兰航空公司（Air New Zealand）的拟议联盟⁵之时。例如，欧洲委员会的报告将航空公司分为四类：全面服务网络承运人、低成本承运人、地区承运人和假日/包机承运人。低成本承运人的类别包括“为大多数航班提供低运价和主要在中短程航线上运营，行政管理费低而业载较高的航空公司”。

4. 问题

4.1 在对上述方法进行适当选择时，应考虑在关于这类承运人数据的局限性和运用主观判断的某一因素来确定其分类之间进行权衡。

4.2 一方面，对成本和运价两者进行的量化评估可产生一份最精确的低成本承运人目录，给主观判断留出最小的余地。但是，由于缺少可用数据，很难按市场监测运价的变化情况，也很难了解有多少座位被用于低运价。另一方面，对机上服务或业务模式的质量上的评估则可能更为实际，因为有现成的信息，但可能涉及很强的主观判断。由于低成本承运人数量在不断增加，在它们中间会出现更多的不同情况，这会区分其服务的数量和质量，进而加强了主观判断对选择做法的影响。

4.3 还应铭记，就长期而言，将越来越难以按照所提供的服务和/或业务模式而明确地区分低成本承运人和其他航空公司。这是因为大的网络航空公司（老牌航空公司）已在将其重点转向实现削减成本和改变经营方式，以应对费用上涨和低成本承运人的竞争压力。服务和业务模式日益趋同可能最终会使低成本承运人这一品牌的独特性消失殆尽。

4.4 无论所选择的方法如何，都将需要进行一定的航线分析，因为有些航空公司的低成本航班仅在某些特定航线上运行。由于低成本承运人可以脱离或改变其业务模式，网络航空公司也可将自己蜕变为低成本承运人，因此，还有必要进行定期评估以更新低成本承运人目录。

³ http://ec.europa.eu/transport/air/doc/abm_report_2008.pdf

⁴ http://www.eurocontrol.int/statfor/public/subsite_homepage.html

⁵ <http://www.accc.gov.au/content/index.phtml/itemId/744584/fromItemId/729983>

<http://www.comcom.govt.nz/BusinessCompetition/Anti-competitivePractices/Applications/airnewzealandqantas.aspx>

4.5 在这方面应予处理的一个技术问题，是一个低成本承运人以何种方式将班期时刻、业务量和财务数据分割开来，而此种低成本承运人却是按照“航空公司中的航空公司”的方式组建的，即是一家主要网络航空公司或不定期航空公司的子公司或分公司，在短程航线上经营定期业务，以便与低成本承运人竞争，并避免新开业航空公司的潜在威胁。一家“航空公司中的航空公司”通常使用与其母公司相同的承运人代号（因此难以区分低成本承运人与其母公司的航班）。

4.6 虑及上述困难，在国际民航组织统计中认定低成本承运人的实际方法，可以是向缔约国发一份由秘书处汇编的低成本承运人目录，请其提出反馈，评述对目录中所载各承运人进行分类的适当性，并报送未列在目录中的其他承运人，以便定期更新这一目录。

4.7 统计专家组第十四次会议（STAP/14-1）建议，接受国际民航组织在《国际航空运输管理手册》（Doc 9626 号文件）中制定的低成本承运人的定义；和国际民航组织根据来自各国的反馈，定期更新 STAP/14 WP/11 号工作文件附录所载的低成本承运人目录，且这一目录应通过纳入国际民航组织的代号而不是国际航协的代号来进行修订。但是，建议保持两种代号，以便能与正式的航空公司指南（OAG）数据库等外部数据库进行必要的交叉检索。

5. 专业会议的行动

5.1 请专业会议：

- a) 同意接受国际民航组织在《国际航空运输管理手册》（Doc 9626 号文件）中制定的低成本承运人的定义；
 - b) 同意国际民航组织根据来自各国的反馈，每年更新本工作文件附录中所载的低成本承运人目录；和
 - c) 同意与每一低成本承运人相关的代号最好显示国际航协和国际民航组织两者的代号。
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APPENDIX A

LIST OF POSSIBLE LCCs (PRELIMINARY COMPILATION)

Area	Country	Airline	ICAO Code	Code	Formed	Ceased	Ownership relations with other airlines	Former names	Notes
AF	Morocco	Atlas Blue	BMM	8A	2004		100% Royal Air Maroc (2004-)		
AF	Morocco	Jet4You	JFU	8J	2006		100% TUI AG (min 40%, 2006-)		
AF	South Africa	1Time	RNX	1T	2003				
AF	South Africa	Kulula.com		MN	2001		100% Comair (2001-)		
AF	South Africa	Mango		JE	2006		100% South African Airways (2006-)		
AP	Australia	Compass Airlines		YM	1990	1993			Ceased operations in 1991; Resumed services under SCA in 1992
AP	Australia	Impulse Airlines		VQ	1992	2004	100% Qantas (2001-2003)		Integrated into the QantasLink group of subsidiary airlines in 2001; Impulse brand was replaced by Jetstar in 2004
AP	Australia	Jetstar	JST	JQ	2003		100% Qantas (2003-)		Replaced Impulse Airlines brand in 2004
AP	Australia	Tiger Airways Australia		TT	2007		100% Tiger Aviation (parent company of Tiger Airways)		
AP	Australia	V Australia	VAU	VA	2008		100% Virgin Blue Holdings (parent company of Virgin Blue Airlines)		
AP	Australia	Virgin Blue Airlines	VBH	DJ	1999		25% Virgin Group (max 100%, 1999-)		
AP	China	Spring Airlines	CQH	9S	2004				
AP	China [Hong Kong SAR]	Oasis Hong Kong Airlines		O8	2006	2008			
AP	China [Macao SAR]	Viva Macau	VVM	ZG	2004				
AP	India	Air India Express	AXB	IX	2004		100% Air India (2004-)		
AP	India	GoAir	GOW	G8	2004				
AP	India	IndiGo		6E	2005				
AP	India	Kingfisher Red		IT	1995		100% Kingfisher Airlines (min 26%, 2007-)	Deccan Aviation (1995-2002), Air Deccan (2002-2008)	
AP	India	Spicejet	SEJ	SG	2000			Royal Airways (2000-2005)	
AP	Indonesia	Adam Skyconnection	DHI	KI	2003				

Area	Country	Airline	ICAO Code	Code	Formed	Ceased	Ownership relations with other airlines	Former names	Notes
		Airlines							
AP	Indonesia	Citilink		GA	2001		100% Garuda Indonesia (2001-)		
AP	Indonesia	Indonesia AirAsia		QZ	1999		49% AirAsia (2004-)	Awair International (1999-2004)	Ceased operations in 2002; Resumed operations in 2004
AP	Indonesia	Lion Airlines	LNI	JT	2000				
AP	Japan	Air Do	ADO	HD	1996		14% All Nippon Airways (2002-)		Bankruptcy protection from 2002 to 2005
AP	Japan	Skymark Airlines	SKY	BC	1996				
AP	Japan	Skynet Asia Airways	SNJ	6J	1997		14.99% All Nippon Airways (2005-)	Pan Asia Airlines (1997-1999)	Operated under Industrial Revitalization Corporation of Japan (IRCJ) from 2004 to 2007
AP	Japan	Star Flyer	SFJ	7G	2002			Kobe Airlines (2002-2003)	
AP	Malaysia	AirAsia	AXM	AK	1993				Tune Air Sdn Bhd's control since 2001
AP	Malaysia	AirAsia X	XAX	D7	2006		16% AirAsia (over majority together with AirAsia related investors, 2007-), 16% Virgin Group (2007-)	FAX Fly Asian Express (2006-2007)	
AP	New Zealand	Freedom Air		SJ	1995	2008	100% Air New Zealand (previously through its subsidiary Mount Cook Airlines, 1995-2008)		
AP	New Zealand	Kiwi Travel International Airlines			1994	1996		Kiwi Travel Air Charters (1994-1995)	
AP	New Zealand	Pacific Blue Airlines	PBN	DJ	2003		100% Virgin Blue (2003-)		
AP	New Zealand	Tasman Express		NZ	2003		a division of Air New Zealand (2003-)		
AP	Pakistan	Aero Asia International	RSO	E4	1993				
AP	Pakistan	Air Blue	ABQ	ED	2003				
AP	Philippines	Air Philippines	GAP	2P	1995		70% Lucio Tan (majority owner of Philippine Airlines, 1999-)		
AP	Philippines	Cebu Pacific Air	CEB	5J	1988				
AP	Philippines	PAL Express		PR	2008		100% Philippine Airlines		
AP	Republic of Korea	Hansung Air	HAN	HS	2005	2008			
AP	Republic of Korea	Jeju Air	JJA	7C	2006				
AP	Republic of Korea	Jin Air	JNA	LJ	2008		100% Korean Air		Planned initial name was Air Korea
AP	Samoa	Polynesian Blue	PBL	DJ	2005		49% Virgin Blue (2005-)		Took over the jet operations of Polynesian Airlines

Area	Country	Airline	ICAO Code	Code	Formed	Ceased	Ownership relations with other airlines	Former names	Notes
AP	Singapore	Jetstar Asia	JSA	3K	2004		44.5% Qantas (in Orangestar, 2004-), 30.9% Temasek Holdings (Singapore Airlines' majority owner, ditto, 2004-)		Formed in 2004 (49% Qantas, 19% Temasek Holdings); Jetstar Asia and ValuAir was integrated under a holding company Orangestar in 2005
AP	Singapore	Tiger Airways	TGW	TR	2003		49% Singapore Airlines (2003-), 30.9% Temasek Holdings (Singapore Airlines' majority owner, 2003-), 16% family of Ryanair founder (2003-)		
AP	Singapore	ValuAir	VLU	VF	2003		44.5% Qantas (in Orangestar, 2004-), 30.9% Temasek Holdings (Singapore Airlines' majority owner, ditto, 2004-)		Jetstar Asia and ValuAir was integrated under a holding company Orangestar in 2005
AP	Thailand	Nok Air	NOK	DD	2004		39% Thai Airways International (2004-)		
AP	Thailand	One-Two-Go	OTG	OX	2003		100% Orient Thai Airlines (2003-)		
AP	Thailand	Thai AirAsia	AIQ	FD	2003		49% AirAsia (2003-)		
AP	Viet Nam	Jetstar Pacific		BL	1991		86.49% Vietnam Airlines (min 56.49%, 1991-2005), 30% U-Land Airlines (1998-2000), 18% Qantas (with option to increase to 30%, 2007-)	Pacific Airlines (1991-2008)	
EU	Albania	Belle Air	LBY	LZ	2005				
EU	Austria	InterSky	ISK	3L	2001				
EU	Austria	Niki	NLY	HG	2003		24% Air Berlin (2004-)		Formed from former Aero Lloyd Austria operation
EU	Belgium	Virgin Express	VEX	TV	1991	2007	51% Virgin Group (max 100%, min 51%, 1996-2007)	EuroBelgian (1990-1996)	Merged with SN Brussels Airlines under a holding company SN Airholding in 2005; Brussels Airlines was formed in 2006 and took over both SN Brussels Airlines and Virgin Express in 2007
EU	Bulgaria	Wizz Air Bulgaria	WVL	8Z	2005		100% Wizz Air (2005-)		
EU	Czech Republic	Smart Wings	TVS	QS	2004		100% Travel Service Airlines (2004-, Travel Service has been majority owned by Icelandair Group since 2007)		
EU	Denmark	Sterling	SNB	NB	1994	2008	100% Fons Eignarhaldsfelag hf (majority owner company of Iceland Express, 2005), FL Group (parent company of Icelandair, 2005-2008), 100% Cimber (2008-)	Sterling European Airways (1994-2005)	Bankrupted and Cimber acquired 100% in 2008
EU	Finland	Blue 1	BLF	KF	1987		SAS (1998-)	Air Botnia (1987-2004)	
EU	Finland	Flying Finn			2002	2004			
EU	France	Aeris		SH	1990	2003		Air Toulouse (1990-1999)	

Area	Country	Airline	ICAO Code	Code	Formed	Ceased	Ownership relations with other airlines	Former names	Notes
EU	France	Flywest			2004	2005			
EU	France	Virgin Express France			1995	1999	100% Virgin Express Holdings (1997-1998)	Air Provence Charter (1995-1997)	
EU	Germany	Air Berlin	BER	AB	1978				Merged with dba in 2007
EU	Germany	Condor Flugdienst	CFG	DE	1955		24.9% Lufthansa (max 100%, min 10%, 1959-), 75.1% Thomas Cook Group (max 90%, 2001-)	Deutsche Flugdienst (1955-1961)	All the flights started to fly under Thomas Cook Banner in 2003
EU	Germany	Dauair	DAU	D5	2005	2006			
EU	Germany	dba		DI	1978	2007	40% Crossair (1978-1992), 100% British Airways (min 49%, 1992-2003), 64% owner of Germania (2005), 100% Air Berlin (2006-2007)	Delta Air Regionalflugverkehr (1978-1992), Deutsche BA (1992-2003)	Merged with Germania Express in 2005; Merged into Air Berlin in 2007
EU	Germany	Germania Express (gexx)		ST	2003	2005	100% Germania (2003-2005), 100% dba (2005)		Merged into dba in 2005
EU	Germany	Germanwings	GWI	4U	2002		100% Eurowings (2002-2008), 100% Lufthansa (2009-)		
EU	Germany	TUIFly		X3	2002		100% TUI AG (2002-)	Hapag-Lloyd Express (HLX, 2002-2007)	Integrated with Hapagfly to become TUIFly in 2007 (Hapag-Lloyd Express became a marketing brand)
EU	Hungary	SkyEurope Hungary	TVL	5P	2003		100% SkyEurope Airlines (2003-)		
EU	Hungary	Wizz Air	WZZ	W6	2003				
EU	Iceland	Iceland Express		HW	2002				
EU	Ireland	Aer Arann	REA	RE	1970				
EU	Ireland	Eujet		VE	2003	2005			
EU	Ireland	JetMagic		GX	2002	2004			
EU	Ireland	Ryanair	RYR	FR	1985				Merged with Buzz in 2003
EU	Ireland	Virgin Express (Ireland)		TV	1998	2001	100% Virgin Express Holdings (1998-2001)		
EU	Italy	Air Europe		PE	1988	2008	27.5% Eurofly (1991-1998), 49.9% SAir Group (1998-2002), 100% Alitalia (2006-)		Merged with Volare Airlines in 2000 (became one brand of Volare)
EU	Italy	Air Service Plus			2003				Currently operated by Axis Airlines
EU	Italy	Blu-Express	BPA	BV	2005		100% Blue Panorama Airlines (2005-)		
EU	Italy	Ciao Fly			2002	2002			
EU	Italy	ItAli Airlines	ACL	9X	2003				
EU	Italy	Meridiana	ISS	IG	1963			Alisarda (1963-1991)	
EU	Italy	Myair (My Way Airlines)	MYW	8I	2004				
EU	Italy	Volare Airlines (volareweb.com)	PVL	VA	1997		49.9% SAir Group (min 34%, 1998-2002), 100% Alitalia (2006-)		Merged with Air Europe in 2000; Ceased operations in 2004; Resumed operations in 2005

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EU	Italy	Wind Jet	JET	IV	2003				
EU	Malta	Britishjet			2004	2008			Licensed by UK CAA
EU	Malta	Fare4U			2004	2006	a division of Air Malta (2004-2006)		Integrated into Air Malta in 2006
EU	Netherlands	Basiq Air			2000	2005	100% Transavia (owned 100% by KLM and then Air France-KLM, 2000-2005)		Merged into Transavia in 2005
EU	Netherlands	Dutchbird		5D	2000	2004			
EU	Netherlands	Transavia.com	TRA	HV	1966		100% KLM (min 40%, 1988-2004), 100% Air France-KLM (2004-)	Transavia Limburg (1965-1966), Transavia Holland (1966-1986), Transavia Airlines (1986-2005)	Merged with Basiq Air and re-branded as Transavia.com in 2005
EU	Netherlands	V Bird		VX	2003	2004			
EU	Norway	Color Air			1998	1999			
EU	Norway	Norwegian Air Shuttle	NAX	DY	1993		5% Finnair (2007-)		Formed in 1993 following collapse of Busy Bee Airlines
EU	Poland	Air Polonia		4P	2001	2004			
EU	Poland	Centralwings		C0	2004	2009	100% LOT Polish Airlines (2004-)		Became a charter-only operation in 2008
EU	Portugal	Hi Fly	HFY	LK	1988			Air Luxor (1988-2005)	Concentrated on charter operations as a result of sale of scheduled operations to Longstock Financial Group in 2006
EU	Romania	Blue Air	JOR	0B	2004				
EU	Russian Federation	SkyExpress	SXR	XW	2006		80% KrasAir-related investors		
EU	Slovak Republic	SkyEurope Airlines	ESK	NE	2001				SkyEurope Holding AG was established in Vienna in 2005
EU	Spain	Clickair	CLI	XG	2006	2009	20% Iberia (voting 80%, 2006-2009)		Merged into Vueling in 2009
EU	Spain	Vueling	VLG	VY	2004		3.7% JetBlue Airways' investors (max 7%, 2004-2009), 45% Iberia (2009-), 5% Nefinsa (parent company of Air Nostrum, 5%, 2009-)		Merged with Clickair in 2009
EU	Sweden	FlyMe		SH	2003	2007			
EU	Sweden	Flynordic		LF	2000	2008	100% Finnair (min 85%, 2003-), 100% Norwegian Air Shuttle (2007-2008)	Nordic AirlinK (2000-2004)	Integrated into Norwegian Air Shuttle in 2008
EU	Sweden	Snalskjutsen			2002	2005	a division of Malmo Aviation (2002-2005)		Integrated into Malmo Aviation in 2005
EU	Sweden	Snowflake			2002	2004	a division of SAS (2002-2004)		Integrated into SAS in 2005
EU	Sweden	Sverigeflyg			2001				Comprises of Blekingeflyg, Gotlandsflyg, Kalmarflyg, Kullaflyg and Sundsvallsflyg
EU	Switzerland	easyJet Switzerland	EZS	DS	1988		100% Trans European Airways (1988-1991), 49% easyJet (min	TEA Basel (1988-1998)	

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							40%, 1998-)		
EU	Switzerland	Flybaboo	BBO	F7	2003				
EU	Switzerland	Helvetic Airways	OAW	2L	2001			Odette Airways (2001-2003)	
EU	Turkey	Atlasjet Airlines	KKK	KK	2001				
EU	Turkey	Corendon Airlines	CAI	7H	2005				
EU	Turkey	Onur Air	OHY	8Q	1992				
EU	Turkey	Pegasus Airlines	PGT	H9	1989		a controlling stake by Aer Lingus (1989-1994)		
EU	Turkey	SunExpress	SXS	XQ	1990		50% THY Turkish Airlines (1990-), 50% Lufthansa (1990-1995, 2007-), 50% Condor (1995-2007)		
EU	United Kingdom	AB Airlines			1992	1999		Air Bristol (1992-1995)	Formed in 1992 by a group of former Brymon Airlines
EU	United Kingdom	Air Scotland			2002	2006			Formed in 2002 for Electra Airlines (Greece); Switched agreement to Air Holland in 2003; Ceased agreement with Air Holland and formed Greece Airways in 2004
EU	United Kingdom	Air Southwest	WOW	WO	2003				
EU	United Kingdom	BMIBaby	BMI	WW	2002		100% Airlines of Britain Group (parent company of BMI British Midland, 2002-)		
EU	United Kingdom	Buzz			1999	2003	100% KLM UK (1999-2003), Ryanair (2003)		Merged into Ryanair in 2003
EU	United Kingdom	Debonair		2G	1995	1999			
EU	United Kingdom	easyJet	EZY	U2	1995		16.9% FL Group (then parent company of Icelandair, min 8.4%, 2005-2006)		
EU	United Kingdom	Flybe	BEE	JY	1979		15% British Airways (2007-)	Jersey European Airways (1979-2000), British European Airways (2000-2002)	Merged with Spacegrand Aviation in 1985, Merged with BA Connect in 2007
EU	United Kingdom	FlyGlobespan	GSM	Y2	2002				
EU	United Kingdom	GO		GO	1997	2002	100% British Airways (1997-2001), 100% easyJet (2002)		Merged into easyJet in 2002
EU	United Kingdom	Jet Green			2004	2004			

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EU	United Kingdom	Jet2.com	EXS	LS	2002		a division of Channel Express (2002-2006)		Channel Express was rebranded and replaced by Jet2.com in 2006
EU	United Kingdom	Manx2		NM	2006				
EU	United Kingdom	Monarch Scheduled		ZB	2004		a division of Monarch Airlines (2004-)		
EU	United Kingdom	Mytravellite			2002	2005	100% Mytravel Airways (2002-2005)		Integrated into Mytravel Airways in 2003
EU	United Kingdom	Now Airlines			2002	2004			Never started
EU	United Kingdom	Thomson Airways	TOM	BY	2004		100% TUI AG (2004-2007), TUI Travel Plc (2007-)	Thomsonfly (2004-2008)	Merged with Britannia Airways in 2005, Merged with First Choice Airways to form Thomson Airlines in 2008
EU	United Kingdom	XL Airways		JN	1994	2008	100% Sky Airlines Cyprus (Libra Group, min 33%, 2000-2004), 100% Air Atlanta Icelandic (Avion Group, min 40.5%, 2004-2006)	Sabre Airways (1994-2002), Excel Airways (2002-2006)	
LA	Brazil	Azul Linhas Aereas Brasileiras SA	AZU	AD	2008				
LA	Brazil	BRA Transportes Aéreos	BRB	7R	1999	2007		Brasil Rodo Aéreo (1999-2006)	
LA	Brazil	GOL Transportes Aéreos	GLO	G3	2000				Acquired Varig in 2007 (but continue a separate operation)
LA	Brazil	OceanAir	ONE		2002				
LA	Brazil	Webjet Linhas Aéreas	WEB	WJ	2005				
LA	Columbia	Easy Fly	EFY	EF	2007				
LA	Mexico	AeroCalifornia	SER	JR	1982				
LA	Mexico	Alma de Mexico		C4	2006	2008			
LA	Mexico	Aviacsa	CHP	6A	1990		Aeroexo (1994-)		
LA	Mexico	Avolar	VLI	V5	2005	2008			
LA	Mexico	Azteca Airlines (Lineas Aereas Azteca)	LCD	ZE	2000				Formed in 2000 after TAESA closed down
LA	Mexico	Click Mexicana		QA	1975		100% Mexicana (parent company CINTRA and later Grupo Posada, 1990-)	Aerocaribe (1975-2005)	Re-branded as low-cost operator Click Mexicana in 2005
LA	Mexico	Interjet		4O	2005				
LA	Mexico	Viva Aerobus	VIV	VB	2006				
LA	Mexico	Volaris	VOI	Y4	2005				Formed from proposed low-cost carrier Vuelamex
ME	Kuwait	Jazeera Airways	JZR	J9	2004				

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ME	Saudi Arabia	NAS Air	KNE	XY	2005				
ME	Saudi Arabia	Sama	SMY	ZS	2006				
ME	United Arab Emirates	Air Arabia	ABY	G9	2003				Based in Sharjah
ME	United Arab Emirates	Fly Dubai	FDB		2008		100% Dubai Government (who owns Emirates)		
NA	Canada	Air Canada Tango			2001	2004	a division of Air Canada (2001-2004)		Dissolved in 2004 (but Air Canada still advertises "Tango" as a type of fare on its regular services)
NA	Canada	CanJet Airlines	CJA	C6	1999				Merged into Canada 3000 in 2001; Restarted in 2002; Became a charter-only operation in 2006
NA	Canada	Harmony Airways		HQ	2002	2007		HMY Airways (2002-2004)	Ceased scheduled operations in 2007
NA	Canada	Jetsgo		SG	2002	2005			
NA	Canada	Sunwing Airlines	SWG	WG	2005				
NA	Canada	Westjet Airlines	WJA	WS	1995				
NA	Canada	ZIP		3J	2002	2004	100% Air Canada (2002-2004)		
NA	Canada	Zoom Airlines	OOM	Z4	2002	2008			
NA	United States	Access Air	CYD	ZA	1996	2001			Chapter 11 bankruptcy protection in 1999
NA	United States	Air South	KKB	WV	1993	1997			
NA	United States	AirTran Airways	TRS	FL	1992		100% AirTran Corp (parent company of Mesaba Airlines, 1994-1995)	Conquest Sun (1992-1994)	AirWays Corporation (holding company) merged with ValuJet and became AirTran Holdings Inc in 1997 (ValuJet became AirTran Airlines)
NA	United States	Allegiant Air	AAY	G4	1997			WestJet Express (1997-1998)	Chapter 11 bankruptcy protection in 2000
NA	United States	ATA Airlines	AMT	TZ	1973	2008		American Trans Air (ATA, 1973-2003)	Chapter 11 bankruptcy protection from 2004 to 2006
NA	United States	Continental Lite		CO	1993	1995	a division of Continental Airlines (1993-1995)		Integrated into Continental Airlines in 1995
NA	United States	Delta Express		DL	1996	2003	100% Delta Air Lines (1996-2003)		Replaced by Song in 2003
NA	United States	Eastwind Airlines	SGR	W9	1993	1999			
NA	United States	Frontier Airlines	FFT	F9	1994		100% Republic Airways Holdings (2009-)		
NA	United States	Go!		YV	2006		100% Mesa Air Group (2006-)		
NA	United States	Independence Air	IDE	DH	1989	2006		Atlantic Coast Airlines (1989-2004)	Atlantic Coast Airlines had been operated as United Express and Delta Connection
NA	United States	JetBlue Airways	JBU	B6	1998		19% Lufthansa (2008-)		
NA	United States	Kiwi International Airlines	KIA	KP	1992	1999			Ceased operations in 1996 and 1999
NA	United States	Laker Airways	LBH		1995	1997			

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NA	United States	Metrojet		US	1998	2001	100% US Airways		Integrated into US Airways in 2001
NA	United States	Midway Airlines	MDW	ML	1976	1991			
NA	United States	Midwest Airlines	MEP	YX	1983		47% Northwest Airlines (through Midwest Air Partners, 2008-)	Midwest Express (1983-2003)	
NA	United States	Morris Air	MSS		1984	1994	100% Southwest Airlines (1993-1994)		Merged into Southwest Airlines in 1994
NA	United States	National Airlines	NAN	N7	1995	2002			
NA	United States	New York Air			1980	1987	100% Texas Air Corporation (1980-1987)		Merged into Continental Airlines in 1987
NA	United States	Pacific Southwest Airlines	PSX	PS	1949	1988	100% USAir (1986-1988)		Merged into USAir in 1988
NA	United States	People Express		PE	1981	1987	100% Texas Air Corporation (1986-1987)		Merged with Frontier Airlines in 1985 and Britt Airways and Provincetown-Boston Airways in 1986; Merged into Continental Airlines in 1987
NA	United States	Pro Air	PSZ	P9	1996	2000			
NA	United States	Reno Air	ROA	QQ	1990	1999			American Airline acquired 100% and absorbed in 1999
NA	United States	Shuttle by United		UA	1994	2001	100% United Airlines (1994-2001)		Dubbed as U-2; Integrated into United Airlines in 2001
NA	United States	Skybus Airlines	SKB	SX	2004	2008			
NA	United States	SkyValue USA		XP	2006	2007			
NA	United States	Song		DL	2002	2006	100% Delta Air Lines (2002-2006)		Integrated into Delta Air Lines in 2006
NA	United States	Southwest Airlines	SWA	WN	1967			Air Southwest (1967-1971)	Merged with Morris Air in 1994
NA	United States	Spirit Airlines	NKS	NK	1980			Charter One (1980-1992)	
NA	United States	Sun Country Airlines	SCX	SY	1982				
NA	United States	Ted		UA	2003	2009	a division of United Airlines (2003-2009)		Integrated into United Airlines in 2009
NA	United States	Tower Air	TOW	FF	1982	2000			
NA	United States	USA 3000	GWY	U5	2001				Brendan Airways d/b/a USA 3000 Airlines
NA	United States	ValuJet	VJA	J7	1993	1997			Merged into AirWays Corp (AirTran Airways) in 1997
NA	United States	Vanguard	VGD	NJ	1994	2002			
NA	United States	Virgin America	VRD	VX	2004		25% Virgin Group (2004-)		
NA	United States	Western Pacific	KMR	W7	1994	1998			