



OAG®

# MEGAHUBS 2025

DISCOVER THE **MOST CONNECTED AIRPORTS** IN THE WORLD



WWW.OAG.COM

# CONTENTS

<b>About Megahubs 2025</b>	<b>3</b>
<b>Top 50 Global Airport Megahubs</b>	<b>4</b>
<b>Top 25 Low-Cost Carrier Airport Megahubs</b>	<b>8</b>
<b>Top 25 US Domestic Airport Megahubs</b>	<b>10</b>
<b>Top 10 Megahubs by Region</b>	<b>12</b>
– Europe, Middle East and Africa	12
– Asia Pacific	12
– North America	13
– Latin America	13
<b>Megahubs: 10 years on</b>	<b>14</b>
<b>Glossary of Codes</b>	<b>16</b>

# MEGAHUBS 2025

## 10TH ANNUAL SPECIAL EDITION

**The market's definitive ranking of the Top 50 internationally connected airports in the world.**

We are proud to present the 10th annual edition of Megahubs. This special anniversary edition continues to deliver the key statistics on the most connected airports in the world, and also includes a comparison to a decade earlier, highlighting both the growth of the aviation industry and the competitive options available to travelers from expanding Megahubs.

### About Megahubs

**OAG Megahubs 2025** reveals the **most internationally connected airports in the world** and the **most domestically connected airports in the U.S. including:**

- Top 50 Most Connected Airports
- Top 25 Most Connected Low-Cost Carrier (LCC) Airports
- Top 25 Most Connected US Domestic Airports
- Top 10 Most Connected Airports by Region: EMEA, North America, Latin America, Asia Pacific, Europe, and Middle East and Africa

OAG Megahubs 2025 ranks the connectivity of the world's leading international airport hubs – globally and regionally – as well as gateways into domestic markets and provides a platform for comparison. These unique rankings are generated by comparing the **number of scheduled connections** to and from international flights with the **number of destinations served** from the airport.

Using the most comprehensive and accurate network of airline schedules and global flight connections in the world, OAG Megahubs 2025 provides essential insights on how flight connectivity changes, develops and grows across the world's largest airports.

### Methodology

Using OAG flight data from the 100 largest airports and the 100 largest international airports in the world, based on total scheduled seats for an entire year (1 September 2024 to 31 August 2025).

Data is extracted from the busiest day for global aviation in the past year (Sep 2024 to Aug 2025), Friday 1 August 2025. The total number of all possible connections is calculated between inbound and outbound flights within a six-hour window, considering those where either the inbound, outbound, or both flights are international\*.

Plus, the following criteria were chosen for all operating flights:

- Single connections\* only to/from the chosen airports
- Maximum circuitry of 150
- Minimum Connection Time (MCT) varies by individual airport. OAG holds the MCT information for every commercial airport in operation
- Maximum connection window of six hours

**Top 25 Most Connected Low-Cost Carrier (LCC) Airports (International).** Uses the same methodology but the restriction rule is limited to low-cost flights only.

**Top 25 Most Connected US Airports (Domestic).** Uses the same methodology but is based on the busiest day for domestic capacity and flights in the US, which is the 18 July 2025, with the following criteria:

- Single domestic connections only to/from the chosen airports
- Maximum circuitry of 120
- Maximum connection window of three hours

\* A single connecting routing could include a domestic to international connection, an international to domestic connection or an international to international connection.

# TOP 50 GLOBAL AIRPORT MEGAHUBS

## Key Global Highlights:

**London Heathrow (LHR)** retains its title as the world's most connected airport for the third consecutive year, offering over 59,000 possible connections to 226 destinations\* on the busiest day. Heathrow remains the leading hub for global travelers and is also Europe's busiest airport by seat capacity.

Notably, Heathrow is the only airport in the Global Top 10 to retain the same ranking as last year. Every other airport in the Top 10 have seen shifts in position – some positive and some negative.

Key movements within the Top 10 include:

- ↗ **Istanbul Airport (IST)** has seen one of the greatest increases, surging from 8th position last year to 2nd place in this year's ranking, due to a 25% year-on-year increase in potential connections on the busiest day of the year.
- ↗ **Amsterdam Schiphol (AMS)** climbs to 3rd place, up from 4th place last year.
- ↗ **Kuala Lumpur (KUL)** is the highest-ranking Asian airport in the Top 10 in joint 4th place with **Frankfurt (FRA)**.
- ↗ **Frankfurt (FRA)** has seen a significant shift in rankings, climbing from 10th position last year to 4th, driven by a 21% increase in potential connections year-on-year.
- ↗ **Tokyo Haneda (HND)** has dropped down in this year's rankings from 3rd in 2024 to 9th in 2025, reflecting a 10% decline in connections.

↗ **Atlanta Hartsfield-Jackson (ATL)** – the world's largest airport by seat capacity – re-enters the Top 10 this year rising from 11th place last year to 8th position in 2025. ATL has added eight more destinations and seen a corresponding 14% increase in potential connections.

↗ **Chicago O'Hare (ORD)** also makes gains, climbing two spots to 7th, due to a 17% growth in connections and an expanded network of 15 additional destinations.

\* Based on scheduled services to destinations operating between September 24 - August 25

**#1 LHR**

Dominant Carrier  
**British Airways**

Share  
of Flights **51%**

**#2 IST**

Dominant Carrier  
**Turkish Airlines**

Share  
of Flights **79%**

**#3 AMS**

Dominant Carrier  
**KLM-Royal Dutch Airlines**

Share  
of Flights **55%**

**#4 KUL**

Dominant Carrier  
**AirAsia**

Share  
of Flights **36%**

**#4 FRA**

Dominant Carrier  
**Deutsche Lufthansa AG**

Share  
of Flights **56%**



Source: OAG

# TOP 50 GLOBAL AIRPORT MEGAHUBS

The Top 50 Global Megahubs are those airports with the highest ratio of possible scheduled international connections to the number of destinations served by the airport. Online and interline connections and low-cost carrier (LCC) connections are also included.

Rank	Airport	Country	Rank in 2024	Dominant Carrier	Share of Flights
1	LHR	United Kingdom	1	British Airways	51%
2	IST	Turkiye	8	Turkish Airlines	79%
3	AMS	Netherlands	4	KLM-Royal Dutch Airlines	55%
4	KUL	Malaysia	2	AirAsia	36%
4	FRA	Germany	10	Deutsche Lufthansa AG	56%
6	ICN	Korea Republic of	5	Korean Air	22%
7	ORD	USA	9	United Airlines	49%
8	ATL	USA	11	Delta Air Lines	79%
9	HND	Japan	3	All Nippon Airways	36%
10	CDG	France	7	Air France	56%
11	SIN	Singapore	13	Singapore Airlines	33%
12	BKK	Thailand	12	Thai Airways International	24%
13	DFW	USA	18	American Airlines	85%
14	JFK	USA	6	Delta Air Lines	35%
15	DXB	United Arab Emirates	16	Emirates	38%
16	BOG	Colombia	20	Avianca	53%
17	MUC	Germany	25	Deutsche Lufthansa AG	54%
18	IAH	USA	29	United Airlines	80%
19	PVG	China	17	China Eastern Airlines	30%
20	MIA	USA	30	American Airlines	66%
21	MNL	Philippines	14	Cebu Pacific Air	33%
22	HKG	Hong Kong (sar) China	23	Cathay Pacific Airways	36%
23	CGK	Indonesia	22	Garuda Indonesia	18%
24	LAX	USA	21	Delta Air Lines	20%
24	MAD	Spain	28	Iberia	48%

Source: OAG

# TOP 50 GLOBAL AIRPORT MEGAHUBS

Rank	Airport	Country	Rank in 2024	Dominant Carrier	Share of Flights
26	YYZ	Canada	19	Air Canada	51%
27	ATH	Greece	37	Aegean Airlines	39%
28	FUK	Japan	31	Japan Airlines	18%
28	SAW	Turkiye	45	Pegasus Airlines	63%
30	SYD	Australia	26	Qantas Airways	39%
31	EWR	USA	27	United Airlines	70%
31	RUH	Saudi Arabia	42	Saudi Arabian Airlines	41%
33	SFO	USA	41	United Airlines	51%
34	DOH	Qatar	36	Qatar Airways	77%
35	MEX	Mexico	32	Aeromexico	57%
35	CAN	China	33	China Southern Airlines	48%
37	TPE	Chinese Taipei	38	EVA Airways	22%
38	JNB	South Africa	40	Airlink	35%
39	DEL	India	24	IndiGo	39%
39	FCO	Italy	35	ITA Airways	29%
39	PTY	Panama	48	Copa Airlines	90%
39	SEA	USA	34	Alaska Airlines	54%
43	BOS	USA	39	Delta Air Lines	27%
44	BCN	Spain	43	Vueling Airlines	41%
45	SGN	Viet Nam	54	Vietnam Airlines	37%
46	YVR	Canada	47	Air Canada	43%
46	VIE	Austria	52	Austrian Airlines AG dba Austrian	52%
48	GRU	Brazil	46	LATAM Airlines Group	53%
49	ZRH	Switzerland	56	SWISS	54%
50	MEL	Australia	53	Qantas Airways	32%

Source: OAG

# TOP 25 LOW-COST CARRIER AIRPORT MEGAHUBS

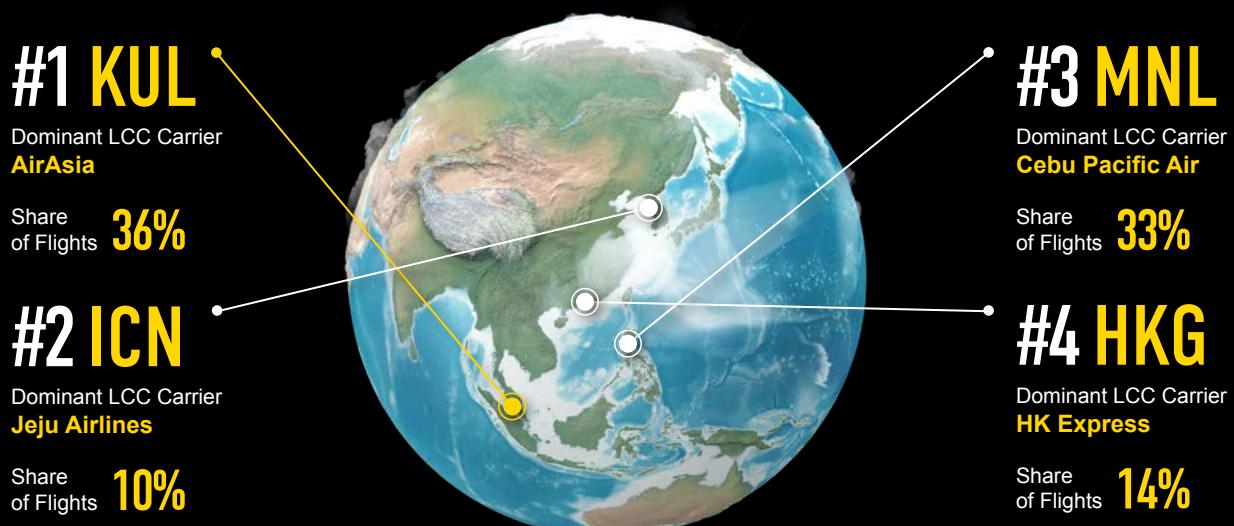
## Key Low-Cost Carrier Highlights:

The Low-Cost Carrier (LCC) Megahubs for 2025 highlights the growing strength of LCCs in shaping global connectivity.

- **Kuala Lumpur (KUL)** remains the world's most connected LCC Megahub, holding onto the top spot.
- **Incheon (ICN)** has risen from 3rd to 2nd place, swapping positions with **Manila (MNL)**, which now ranks 3rd.
- **Hong Kong (HKG)** has experienced the most impressive growth, moving up 20 places to 4th place this year. Potential LCC connections at HKG has almost tripled, driven by HK Express, which added 15 new destinations in the past year. Almost half of these operate to Japan, with others linking to China, Vietnam, and Malaysia.
- **Dubai (DXB)** in 5th place has the highest volume of potential LCC connections, an increase of 4%

year-on-year, with FlyDubai playing a central role operating 28% of flights at Dubai.

- **Sydney (SYD)** has seen one of the largest jumps moving up from 20th place in 2024 to 6th place this year. Australia's busiest airport nearly doubled its potential LCC connections – now approaching 7,000.
- **Tokyo Narita (NRT)** – Tokyo's second largest airport – has also almost doubled its potential connections compared to last year, consequently moving up from 19th to 7th place (equal with SAW). With 46% of flights at NRT operating on LCCs, it underscores the scale of LCC presence.
- Looking at the broader picture, **16 of the Top 25 LCC Megahubs are in Asia Pacific**, eight are in EMEA and just one, New York JFK, is in North America. Emphasising Asia Pacific's role as the dominant region for low-cost connectivity.



# TOP 25 LOW-COST CARRIER AIRPORT MEGAHUBS

Rank	Airport	Country	Rank in 2024	Dominant LCC Carrier	Share of All Flights
1	KUL	Malaysia	1	AirAsia	36%
2	ICN	Korea Republic of	3	Jeju Airlines	10%
3	MNL	Philippines	2	Cebu Pacific Air	33%
4	HKG	Hong Kong (sar) China	24	HK Express	14%
5	DXB	United Arab Emirates	7	Flydubai	28%
6	SYD	Australia	20	Virgin Australia International	21%
7	SAW	Turkiye	13	Pegasus Airlines	63%
8	NRT	Japan	19	Jetstar Japan	13%
9	BCN	Spain	8	Vueling Airlines	41%
10	SIN	Singapore	4	Scoot	17%
11	DEL	India	5	IndiGo	39%
12	JFK	USA	9	JetBlue Airways Corporation	27%
13	FUK	Japan	12	Skymark Airlines	7%
14	BOM	India	11	IndiGo	43%
15	RUH	Saudi Arabia	14	FLYNAS	22%
16	BKK	Thailand	10	Thai Vietjet Air	11%
17	AMS	Netherlands	16	easyJet	8%
18	AYT	Turkiye	54	SunExpress	29%
19	SGN	Viet Nam	21	Vietjet	33%
20	DPS	Indonesia	18	Indonesia AirAsia	11%
21	DUB	Ireland Republic of	60	Ryanair	42%
22	DMK	Thailand	15	Thai AirAsia	51%
23	PMI	Spain	22	Ryanair	23%
24	MEL	Australia	33	Virgin Australia International	27%
25	HAN	Viet Nam	34	Vietjet	32%

Source: OAG

# TOP 25 US DOMESTIC AIRPORT MEGAHUBS

## Key US Highlights:

The US Top 10 most connected domestic airports remain the same group as in 2024, although the order has shifted slightly.

- **Chicago O'Hare (ORD)** edges back into 1st place, just ahead of **Atlanta (ATL)**, after sharing the top spot last year. On the busiest day for US domestic travel in 2025 (July 18), ORD offered more potential connections than any other US airport. It also serves more domestic destinations than ATL, at 214, an increase of nine compared to last year.
- **Atlanta (ATL)** - the home to Delta Air Lines who consistently achieve high on-time performance (OTP) in OAG's monthly analysis - ranks 2nd, while **Dallas Fort Worth (DFW)** holds onto 3rd.
- **Denver (DEN)** climbs from 5th to 4th, overtaking **Charlotte (CLT)**, which drops to 5th place.



# TOP 25 US DOMESTIC AIRPORT MEGAHUBS

Rank	Airport	Airport Name	Rank in 2024	Dominant Carrier (Domestic Flights only)	Share of Flights
1	ORD	Chicago O'Hare International Apt	1	United Airlines	49%
2	ATL	Atlanta Hartsfield-Jackson Intl Apt	1	Delta Air Lines	79%
3	DFW	Dallas Dallas/Fort Worth Intl Apt	3	American Airlines	85%
4	DEN	Denver Intl Apt	5	United Airlines	54%
5	CLT	Charlotte	4	American Airlines	88%
6	SEA	Seattle-Tacoma International Apt	6	Alaska Airlines	54%
7	BOS	Boston Edward L Logan Intl Apt	10	Delta Air Lines	27%
8	DTW	Detroit Metropolitan Wayne County	8	Delta Air Lines	74%
9	IAH	Houston George Bush Intercont.	9	United Airlines	80%
10	LAX	Los Angeles International Apt	7	Delta Air Lines	20%
11	SLC	Salt Lake City	12	Delta Air Lines	71%
12	DCA	Washington Ronald Reagan National Apt	13	American Airlines	61%
13	PHX	Phoenix Sky Harbor Intl Apt	17	American Airlines	44%
14	LGA	New York LaGuardia Apt	11	Delta Air Lines	48%
15	MSP	Minneapolis/St Paul International Apt	14	Delta Air Lines	73%
16	LAS	Las Vegas Harry Reid Intl	16	Southwest Airlines	41%
17	SFO	San Francisco	20	United Airlines	51%
18	HNL	Honolulu	15	Hawaiian Airlines	43%
19	IAD	Washington Dulles International Apt	19	United Airlines	73%
20	PHL	Philadelphia International Apt	18	American Airlines	73%
21	JFK	New York J F Kennedy International Apt	21	Delta Air Lines	35%
22	MDW	Chicago Midway Intl	22	Southwest Airlines	88%
23	ANC	Anchorage Ted Stevens Intl Apt	29	Alaska Airlines	44%
24	DAL	Dallas Love Field	23	Southwest Airlines	94%
25	BWI	Baltimore Washington International Apt	24	Southwest Airlines	73%

Source: OAG

# TOP 10 MEGAHUBS BY REGION

## EUROPE, MIDDLE EAST AND AFRICA

Rank	Airport	Country	Dominant Carrier	Share of Flights
1	LHR	United Kingdom	British Airways	51%
2	IST	Turkiye	Turkish Airlines	79%
3	AMS	Netherlands	KLM-Royal Dutch Airlines	55%
4	FRA	Germany	Deutsche Lufthansa AG	56%
5	CDG	France	Air France	56%
6	DXB	United Arab Emirates	Emirates	38%
7	MUC	Germany	Deutsche Lufthansa AG	54%
8	MAD	Spain	Iberia	48%
9	ATH	Greece	Aegean Airlines	39%
10	SAW	Turkiye	Pegasus Airlines	63%

Source: OAG

## ASIA PACIFIC

Rank	Airport	Country	Dominant Carrier	Share of Flights
1	KUL	Malaysia	AirAsia	36%
2	ICN	Korea Republic of	Korean Air	22%
3	HND	Japan	All Nippon Airways	36%
4	SIN	Singapore	Singapore Airlines	33%
5	BKK	Thailand	Thai Airways International	24%
6	PVG	China	China Eastern Airlines	30%
7	MNL	Philippines	Cebu Pacific Air	33%
8	HKG	Hong Kong (sar) China	Cathay Pacific Airways	36%
9	CGK	Indonesia	Garuda Indonesia	18%
10	FUK	Japan	Japan Airlines	18%

Source: OAG

## NORTH AMERICA

Rank	Airport	Country	Dominant Carrier	Share of Flights
1	ORD	USA	United Airlines	49%
2	ATL	USA	Delta Air Lines	79%
3	DFW	USA	American Airlines	85%
4	JFK	USA	Delta Air Lines	35%
5	IAH	USA	United Airlines	80%
6	MIA	USA	American Airlines	66%
7	LAX	USA	Delta Air Lines	20%
8	YYZ	Canada	Air Canada	51%
9	EWR	USA	United Airlines	70%
10	SFO	USA	United Airlines	51%

Source: OAG

## LATIN AMERICA

Rank	Airport	Country	Dominant Carrier	Share of Flights
1	BOG	Colombia	Avianca	53%
2	MEX	Mexico	Aeromexico	57%
3	PTY	Panama	Copa Airlines	90%
4	GRU	Brazil	LATAM Airlines Group	53%
5	LIM	Peru	LATAM Airlines Group	61%
6	SCL	Chile	LATAM Airlines Group	61%
7	SJU	Puerto Rico	JetBlue Airways Corporation	22%
8	CUN	Mexico	Vivaerobus	16%
9	GDL	Mexico	Volaris	51%
10	PUJ	Dominican Republic	JetBlue Airways Corporation	12%

Source: OAG

## MIDDLE EAST AND AFRICA

Rank	Airport	Country	Dominant Carrier	Share of Flights
1	DXB	United Arab Emirates	Emirates	38%
2	RUH	Saudi Arabia	Saudi Arabian Airlines	41%
3	DOH	Qatar	Qatar Airways	77%
4	JNB	South Africa	Airlink	35%
5	ADD	Ethiopia	Ethiopian Airlines	95%
6	AUH	United Arab Emirates	Etihad Airways	57%
7	CAI	Egypt	Egyptair	40%
8	JED	Saudi Arabia	Saudi Arabian Airlines	38%
9	KWI	Kuwait	Jazeera Airways	33%
10	SHJ	United Arab Emirates	Air Arabia	75%

Source: OAG

## EUROPE

Rank	Airport	Country	Dominant Carrier	Share of Flights
1	LHR	United Kingdom	British Airways	51%
2	IST	Turkiye	Turkish Airlines	79%
3	AMS	Netherlands	KLM-Royal Dutch Airlines	55%
4	FRA	Germany	Deutsche Lufthansa AG	56%
5	CDG	France	Air France	56%
6	MUC	Germany	Deutsche Lufthansa AG	54%
7	MAD	Spain	Iberia	48%
8	ATH	Greece	Aegean Airlines	39%
9	SAW	Turkiye	Pegasus Airlines	63%
10	FCO	Italy	ITA Airways	29%

Source: OAG

# MEGAHUBS: 10 YEARS ON

## EXPERT COMMENTARY

John Grant, Chief Analyst



**From 2015 to today, these airports have shaped how the world connects. OAG's Chief Analyst, John Grant, takes a look at a decade of growth amongst the world's most internationally connected airports.**

Since launching ten years ago, OAG's annual Megahubs report has become the market's definitive ranking of the **most internationally connected airports in the world**.

Powered by the industry's most comprehensive and accurate airline schedules and global flight connections data, OAG's Megahubs analysis provides essential insights on how **flight connectivity evolves and grows across the world's largest airports**. Throughout the past decade, we have closely tracked how these Megahubs have developed, with their networks adapting alongside market trends, airline growth strategies, and the popularity of each destination as a stopover point.

To mark the 10th anniversary this year, we've examined the evolution of this year's Top 10 Global Megahubs over the last decade - set against a backdrop of a near one-third increase in global capacity, now just over six billion seats a year.

Relative to each other, the 2025 Top 10 would have ranked quite differently in 2015, with some of the rankings changing quite considerably for some airports. This reflects the shifting balance of power across the global aviation industry.

Despite the increasing levels of competition, a 24% increase in destinations served underpins **London Heathrow (LHR)**'s ranking as the best-connected airport over the last decade, and it retains its number one position this year. There are challengers though, and **Amsterdam (AMS)** has increased its position

from 7th up to 3rd most connected hub globally. The other major European hubs in **Frankfurt (FRA)** and **Paris (CDG)** have both seen their positions drop - in part as a consequence of reductions in domestic connectivity and a shift to alternate modes of transport. **Paris (CDG)** is now in 10th place, from 6th a decade ago and **Frankfurt (FRA)** is down from 3rd to 4th.

At the same time, Megahubs such as **Istanbul (IST)**, **Incheon (ICN)** and **Kuala Lumpur (KUL)** have also improved their rankings as their networks and connectivity continues to develop in line with the growth markets that they serve.

- **Istanbul (IST)** moves into 2nd place globally from 4th just 10 years ago, with a 24% increase in the destinations served.
- **Kuala Lumpur (KUL)** moves up to 4th from 5th, with a similar increase in destinations served (22%).
- **Incheon (ICN)** stands out as a big mover, moving up 6th from 10th, with a huge increase in potential connections of 58% on the busiest day of the year.

Amongst the US airports in the Top 10, **Atlanta (ATL)** has held its position, relative to the others, in 8th place. **Chicago O'Hare (ORD)**, meanwhile, has slipped from what would have been second place in 2015 to 7th in 2025, as others have seen a bigger increase in connections relative to the destinations served.

While many of the changes are subtle, a glance back just ten years shows us how the world is changing and perhaps point to how those Megahubs will evolve in the next decade.

“ A 24% increase in destinations served underpins London Heathrow’s ranking as the best-connected airport over the last decade. ”

## 10 YEARS OF MEGAHUBS

Airport	Airport Name	Rank in 2025	Rank in 2015	Connections	Destinations
LHR	London Heathrow	1 —	1	-35%	24%
IST	Istanbul	2 ▲	4	2%	24%
AMS	Amsterdam	3 ▲	7	-20%	-5%
KUL	Kuala Lumpur	4 ▲	5	-4%	22%
FRA	Frankfurt	4 ▼	3	-26%	-2%
ICN	Seoul Incheon	6 ▲	10	58%	7%
ORD	Chicago O'Hare	7 ▼	2	-32%	16%
ATL	Atlanta Hartsfield-Jackson	8 —	8	-6%	0%
HND	Tokyo (Haneda)	9 —	9	49%	32%
CDG	Paris Charles de Gaulle	10 ▼	6	-37%	-4%

Source: OAG

## Glossary of Codes



### Usage and attribution

This information can be reproduced either in whole or in part, online or in print, for non-commercial purposes only but must include attribution to OAG and a link to [www.oag.com](http://www.oag.com).

### Disclaimer

The intended recipient ("The Customer") acknowledges that all data provided by or available through OAG is owned either by OAG Aviation Worldwide Ltd or by a third party provider ("The Owners") and that the customer shall not acquire any ownership or interest in such data.

OAG data is solely for the benefit and purposes of the intended recipient and may not be disclosed to, used by or copied by anyone other than the intended recipient. OAG Aviation Worldwide Ltd has used reasonable efforts in collecting and preparing data in the report but cannot and does not warrant that the information contained in this report is complete or accurate. OAG Aviation Worldwide Ltd hereby disclaims liability to any person for any loss or damage caused by errors or omissions in this report.