Excellence in Flight
Together, we will spread the wings of hope towards our 100-year milestone
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Excellence in Flight, KOREAN AIR

Korean Air 50 Years, 50 Historical Moments

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Composition

The "Korean Air 50 Years" pictorial is a compilation of Korean Air’s history, current status, corporate social responsibility activities and various infographics. 50 historical events were selected for the illustrated history, which have been organized as "Korean Air 50 Years, 50 Historical Moments." The illustration of our current status displays a 24-hour cycle in Korean Air’s operations, showing our engagement with customers anytime and anywhere. Korean Air’s key corporate social responsibility activities are organized in five categories. Infographics have been created to illustrate major changes over the past 50 years.

The company’s name and title appear as they were used at each corresponding time. Statistics are as of December 2018 or August 2019.
Excellence in Flight, KOREAN AIR
It’s hard to see during daytime,
but the sky is filled with stars, day and night.

Korean Air travels around the world, connecting the stars from country to country, people to people, and culture to culture.
The pride and the wings of the people, connecting 124 cities in 44 countries worldwide with a fleet of 166 aircraft,

We are Korean Air.
1969. Establishes Korean Air after acquisition of state-owned Korean Air Lines

On March 1, 1969, Korean Air was established as Korea’s privatized airline. President Choong Hoon Cho was encouraged to acquire government-owned Korean Air Lines, which was suffering from deficits. After much thought, he decided to acquire the company to serve national and public interest under the spirit of “Patriotism through Transportation.” After the management transfer issue was resolved at the Korean Air Lines general shareholders’ meeting, the government held a ceremony regarding the acquisition of Korean Air Lines at Gimpo Airport on March 6, 1969, and a new management system was launched with President Choong Hoon Cho at the helm.
1969. Begins services to Southeast Asia

We introduced 8720 jets and launched our Seoul-Osaka-Taipei-Hong Kong-Saigon-Bangkok route on October 2, 1969. In order to send soldiers and engineers to Saigon for the Vietnam War, we created the longest route in Southeast Asia at the time. In December of the same year, we began the Seoul-Hong Kong direct flight. We gradually expanded routes to Southeast Asia as traffic and trade between Korea and Southeast Asia increased.

1971. Launches trans-Pacific route

We made great efforts to advance to North America, the world’s largest aviation market, since the beginning of our privatization and finally launched a trans-Pacific cargo route connecting Seoul-Tokyo-Los Angeles on April 26, 1971. A year later, on April 19, 1972, we began operating passenger flights two times a week on the Seoul-Tokyo-Honolulu-Los Angeles route. We entered the North American market earlier than all other Asian airlines, proving that our 3-year achievement was an achievement for a three-year startup, which attracted much attention at home and abroad.
1973. Introduces B747 jumbo jet, “Queen of the Skies”

We started to work on the introduction of the B747 jumbo jet, which was spotlighted as a next generation aircraft. Screening was underway in May 1970, and the first jet was introduced to begin services to the U.S. in May 1973. The bold decision of introducing the B747, which leading global carriers scrambled to incorporate into their fleet, laid the groundwork for us to become a globally competitive premier airline.

1973. Begins services to Paris, a gateway to Europe

Following the launch of our services to the U.S., we turned to Europe. On October 6, 1973, we launched a cargo service between Seoul and Paris, and on March 14, 1975, our DC-10 passenger aircraft landed at Paris Orly Airport. Paris was the gateway to Europe as well as the world’s center of art and culture; it was a convenient route for customers traveling to Europe and helped to boost trade and cultural exchange between Korea and Europe.
In October 1975, we were designated by the government as a military logistics company for the maintenance, assembly and manufacturing of military aircraft. Our first aircraft manufacturing project was the assembling and manufacturing of military helicopters. After much deliberation, we chose the Hughes 500MD helicopter from the U.S. and started domestic production. We delivered 28 helicopters in 1977 and a total of 390 during the project duration, which ended in 1988. Since then, the company has expanded its aircraft manufacturing scope to also produce fighter jets, aircraft parts, satellites and unmanned aerial vehicles.

After the first oil shock, the Middle East became a land full of new opportunities. As Korean companies scrambled to enter the region, the demand for air transportation skyrocketed. It came as a perfect opportunity for Korean Air, which had been looking for a new market. Building on our experience operating charter flights from 1975, we officially launched passenger flights from Seoul to Bahrain on May 21, 1976. On April 1, 1977, we added a new route to Jeddah, Saudi Arabia, which contributed significantly to Korea’s economic growth.
1979. Launches services to New York

The KE88 freighter, which departed from Gimpo Airport on March 23, 1979, landed at John F. Kennedy Airport in New York via Anchorage after a 16 hour flight. One week later, on March 29, we successfully operated a passenger flight between Seoul and New York, the first time for a Korean commercial carrier. Expanding services to New York, a center of the aviation industry, boosted our confidence and enabled us to take steps into the global aviation market.

1980. Second oil shock and risk management

Before the scars of the first oil shock were healed, the global aviation industry suffered a devastating blow due to the United States’ open skies policy, fierce market competition and rising fuel prices resulting from the second oil crisis. Korean Air responded by scaling down unprofitable routes and increasing capacity of profitable routes. Furthermore, the entire company, from management to frontline employees, put our heads together to reduce costs and tackle the crisis early in order to lay the foundation for surplus management.
1980. Pursues customer-centered service innovation

As a growing number of foreign carriers launched services to Korea due to the open skies policy, an airline's level of service emerged as a key factor for customers when choosing an airline. Korean Air carried out its service innovation campaign with international service quality and customer satisfaction as its core missions. In 1980, we held the "Service Innovation Campaign 80" under the slogan of "Bring joy to our customers," and in order to support the successful hosting of the Seoul 1986 Asian Games and the Seoul 1988 Olympic Games, we ran the "Service Improvement Campaign" for seven years from 1982.

1981. Opens exclusive Korean Air cargo terminals

To satisfy the increasing demand for international cargo and attain future growth, Korean Air secured dedicated cargo terminals around the world. We established an exclusive cargo terminal at Los Angeles International Airport in December 1981 as our first step. The dedicated Los Angeles cargo terminal was the largest facility on the Pacific Coast and served as the foundation for dramatic improvement of cargo services as well as growth of the cargo business. In 1983, Korean Air also secured a dedicated terminal capable of handling 110,000 tons at John F. Kennedy International Airport in New York.
1982. **Produces Korea’s first fighter jet, F-5F Jegong-ho**

In September 1982, F-5F Jegong-ho, Korea’s first fighter jet, was unveiled at the Gimhae Plant. The release of the F-5F Jegong-ho brought Korea closer to possess self-defense capabilities. It also raised our aviation industry’s capacity to manufacture aircraft in addition to simple aircraft maintenance. With the production of the F-5F Jegong-ho, Korea became the third country in Asia to produce a fighter jet after Japan and Taiwan. From 1982 to 1986, we manufactured and delivered 68 F-5F Jegong-ho fighter jets to the Republic of Korea Air Force.

1983. **Introduces Total Passenger Service System**

Computerization, which began in 1970, dramatically improved work productivity and led to the fruition of the Korean system called the Total Passenger Service System (TOPAS). In line with the boom of computer reservation systems (CRS) development among leading carriers in the early 1980s, we developed the TOPAS in 1983, a reservation system optimized for Korean Air. At that time, only seven airlines in the world had built their own CRS.
1984. Introduces Korean Air’s new symbol, Taegeuk

To cope with the changing corporate environment and enhance our corporate image, we changed Korean Air’s symbol from a red swan to Taegeuk, a red and blue circle that symbolizes Korea. The Taegeuk mark embodies both Korean Air’s dynamic power and the national flag by harmonizing red and blue. Chairman Choong Hoon Cho was inspired to use the Taegeuk mark after noticing similarities in aircraft propellers rotating at high speeds. The new symbol, logo and aircraft exterior of Korean Air were revealed for the first time at the inaugural ceremony of our service to Frankfurt on June 20, 1984.
1986. Establishes Gimhae maintenance base

After privatization, we continuously improved our self-maintenance capabilities through bold investment. The increasing number of aircraft and flights in the mid-1980s made it difficult for us to perform maintenance with the existing facilities and equipment. As a result, we established a new maintenance base in Gimhae in August 1986. Korean Air secured a modernized maintenance system by constructing a 2-bay hangar, avionics and mechanical component maintenance building, and a comprehensive equipment warehouse.

1988. Expands services to North America and Europe

Growth in flight demand and liberalization of overseas travel led to the growing number of foreign carrier flights to Seoul and increased competition. Korean Air desperately worked to expand its presence in the US and European markets. In March 1986, we operated daily direct flights to New York, the world’s longest non-stop route at the time. The increase of flights to Los Angeles and New York as well as the launching of routes to Chicago and San Francisco soon followed. In September 1988, we also commenced services to London, allowing for the operation of daily flights between Seoul and Europe. We then launched the Seoul-Vancouver-Toronto route, our first service to Canada, in November 1988, laying the foundation for an extensive global network.
1988. The World to Seoul, Seoul to the World

The success of the Seoul 1988 Olympic Games enabled the Korean people to show their national pride to the world. Korean Air actively supported the Olympic Games as the official airline. In particular, our transportation capability, which was recognized through the torch relay and transferring of Olympians, marked the culmination of our air transportation business’ 20-year history.
1989. **Opens Korean Air Flying School**

We opened the "Korean Air Flying School", our first commercial pilot training center, at the Jedong training airfield in Jeju in January 1989. With the shortage of pilots due to the launch of the second flag carrier in Korea, we realized that we needed to secure a sustainable number of pilots. Since the flying school's opening in 1989, it has trained outstanding commercial pilots every year and has produced a total of 1,463 pilots as of March 2019.
1990. Beyond ideological barriers, towards the world

We launched services to the Soviet Union and China after the Seoul 1988 Olympic Games and moved forward despite ideological barriers. On April 1, 1990, we commenced flights to Moscow, and in September 1990, we offered charter flights to China for the Beijing 1990 Asian Games. In August 1992, Korean Air made efforts to establish routes and diplomatic ties between Korea and China. As a result, we commenced services to four cities in China, Beijing, Tianjin, Qingdao and Shenyang, in December 1994.

1993. Expands to Oceania, Latin America and Africa, completing our round-the-world network

Korean Air, commemorating its 20th anniversary in 1989, pursued an ambitious plan to develop into a world-class airline in the 2000s by strengthening its network competitiveness through the completion of its global route network. In April 1990, we began a direct service between Seoul and Sydney to expand to Oceania, and in October 1992, we launched services to Sao Paulo in order to enter South America. In October 1993, we opened a route to Cairo to reach Africa, completing our round-the-world network of flights across the five oceans and six continents.
1991. Expands aerospace business, from depot maintenance to aircraft component development

Korean Air, which entered the business with the localization of military helicopters and fighter jets, widened its spectrum with the planned depot maintenance of Korean and US military aircraft. We were selected as the main contractor for the production of UH-60 medium-sized helicopters, and we started production in 1991. In November, we independently developed “Chang-Gong 91,” Korea’s first light multipurpose aircraft, opening the era of fully-fledged aircraft design and development in Korea. In April 1991, we signed a contract with Boeing to co-design and develop B777 aircraft components.
In-flight meals, called the “Highlight of Air Travel,” add another pleasure to the customers’ journey. Korean Air expanded the Gimpo Catering Center to strengthen its in-flight catering business, which has since become a core in-flight service, laying the groundwork for mass production and quality enhancement. In 1992, we introduced Korean food into in-flight meals and in February 1998, we won the “MERCURY” award for the best in-flight meal with our signature Bibimbap. It was the first time an Asian carrier won this award.
1995. **Acquires 100th aircraft**

With the delivery of a B747-400 to the fleet on March 24, 1995, Korean Air procured its 100th aircraft in the 26th year of its establishment. We became the 20th airline in the world and the third in Asia, after Japan Airlines (JAL) and All Nippon Airways (ANA), to own 100 aircraft. Korean Air continued to introduce new aircraft to reduce its average fleet age to 8 years, younger than the world average of 11 years.

1996. **Rapid growth of cargo business**

In 1996, Korean Air ranked second in the world after Lufthansa Airlines in the international air cargo transportation sector. Beginning with one B707 freighter in the early 1970s, Korean Air’s cargo business grew at an unprecedented rate to be ranked second in the world in only 25 years of its founding. Cargo sales continued to grow by 30% during the nation’s economic crisis in 1997, helping us to overcome financial difficulties and move forward.
Establishes new headquarters in Gimpo

Construction of the new headquarters had been underway since 1987 to maximize efficiency by concentrating all functions of the company in one place. It installed an on-site management system by organically connecting the on-site support function of the former headquarters in Seosomun with operations, cabin and support facilities scattered throughout Gimpo Airport. The new headquarters, which was completed in May 1997, was an unprecedented complex in the world, with a huge hangar at the center of the building. The headquarters is located southwest of Gimpo Airport and connects to the airport’s ramp and runway.

May 28, 1997  Korean Air’s Gimpo Headquarters’ completion ceremony

View of the hangar inside the Gimpo Headquarters
1999. **Appoints Yang Ho Cho as chairman and reinforces safety system**

We faced its biggest crisis since its inception due to the occurrence of several accidents. To overcome this crisis, it reorganized itself with Chairman Yang Ho Cho and President Yi Taek Shim at the helm in April 1999, and set “scientific management for impeccable safety” as its management philosophy. We established comprehensive safety measures that reinforced those of Delta Consulting in order to install a company-wide safety system. All employees agreed that safety was crucial to the future of the company.
2000. Launches SkyTeam, the first global “customer-centric” airline alliance

SkyTeam, a multinational aviation alliance, was officially launched in New York on June 22, 2000 with four founding member airlines: Korean Air, Delta Air Lines (US), Air France (France) and Aeromexico (Mexico). Chairman Yang Ho Cho led the creation of SkyTeam, and under his leadership, Korean Air expanded its global network through the alliance and became a major global airline with improved customer service.
2000. Launches operation control center for flight safety

After refining internal safety standards with Delta Consulting to be aligned with global requirements, we heavily invested to upgrade our safety management system, reflecting our mission of putting safety first. In particular, the operation control center, which opened in August 2000, has continued to serve as an operation management center for Korean Air to date, with 24-hour flight support and flight monitoring. The control center brought about a drastic change in flight safety by reducing the burden on pilots and increasing operational safety.

2001. Opens Incheon International Airport, hub of Northeast Asian logistics

Incheon International Airport, the construction of which lasted for eight years and six months and cost KRW 3.6 trillion, opened on March 29, 2001, ushering the era of Incheon as a hub of Northeast Asian logistics. Korean Air played a leading role in helping Incheon International Airport take root as a foothold in Asia by completing the cargo terminal, where 12 planes could be parked, the Incheon catering center in March 2001 as well as the maintenance hangar in July 2002.
Korean Air, which celebrated its 35th anniversary in March 2004, announced its vision of becoming one of the world's top 10 airlines. Under our mission, “Excellence in Flight,” we worked to become a world-class airline by practicing “operational excellence,” “service excellence” and “innovative excellence.”
In 2004, we were ranked the No. 1 international air cargo transportation carrier in the world for the first time. This feat was made possible through our state-of-the-art freighters, excellent transportation services and our efforts to expand our global network through the launching of the world’s first air cargo alliance SkyTeam Cargo in 2001. Korean Air kept its title as the No. 1 performer in the international air cargo transportation sector for six consecutive years until 2009, setting new milestones in Korean logistics history.
In 2004, we introduced a new CI to build an enterprising and dynamic image as a global airline. Based on the celadon green of traditional Korean clothes (hanbok) and pottery, we aimed to convey a youthful and future-oriented image while maintaining Korean pride. In March 2005, our 11th new cabin crew uniform was released. Our new CI and uniform has since been helping Korean Air to showcase our commitment to excellence in all aspects of our business.
In addition to declaring our vision to take off as a global airline, we differentiated our customer service with a luxurious cabin. Following the introduction of new cabin interiors in August 2005, we spent the next six years installing next-generation luxury seats as well as audio and video on-demand (AVOD) services on all medium- and large-sized aircraft. The makeover significantly changed customers’ perceptions of cabin space and made Korean Air a game changer in air travel.

2008. Launches Jin Air, a premium and practical airline

Low-cost carriers’ rapid growth in the 2000s drove change in the air transportation industry. Korean Air established Jin Air in January 2008 after analyzing the successes and failures of low-cost carriers to create a safe and reliable low-cost airline model. Jin Air, which began its first flight from Gimpo to Jeju with its B737-800 on July 17, was perceived by its customers as a low-cost but premium, safe and sophisticated airline.
In 2007, we participated in the Navoi Airport Development Project in Uzbekistan. It was a project to create a logistics hub in Central Asia by building a cargo network connecting Europe and Asia centered around Navoi International Airport. In August 2008, we kicked off the Navoi Project by launching a cargo flight on the Incheon-Navoi-Milan route. We further elevated our position on the global stage, especially around Navoi, through consignment management of Navoi Airport in January 2009.

2008. Establishes the Navoi Project, a Central Asian logistics hub

In February 2008, the Louvre (France) commenced offering Korean language on its audio guide under the auspices of Korean Air. Korean was the seventh language to be offered. Since then, Korean language services have been expanded to the British Museum (UK), the Hermitage Museum (Russia) and the Orsay Museum (France). Through its Korean language service sponsorship, Korean Air elevated Korea’s international presence and increased the pride of Korean nationals. In recognition of this achievement, we received a plaque of appreciation from Korea’s Minister of Culture, Sports and Tourism.

2008. Sponsors global culture

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2010. Delivers “service excellence”

We have strived to create customer value and grow with its customers as a global leading airline. Since the 2010s, we have practiced “Service Excellence” through customer-centric services, including our KAL Premium Arrival Shower Service, Korean dining service, free rental service for baby seats and harnesses, Skypets service for pets, and coatroom service for winter coats. These efforts have allowed us to be selected as the “world’s best airline,” “Northeast Asian No. 1 carrier” and the “foreign airline loved by the Chinese people.”
2011. **Introduces next generation aircraft A380, accelerating fleet innovation**

In June 2011, we became the 6th carrier in the world to introduce an A380 aircraft, known as the “hotel in the sky.” It has since become Korean Air’s archetype aircraft for providing high quality service. We upgraded our status to a global company leading the world’s aviation industry with the timely and early introduction of next-generation aircraft. We later introduced B747-8i and B787-9 (“Dreamliner”) aircraft in 2015 and 2017, respectively, for the first time in Korea.
2012. Establishes first integrated “ERP” system in airline industry
In March 2012, we successfully built an integrated enterprise resource planning (ERP) system for the first time in global aviation industry. The system incorporates overall aviation operations, including finance, accounting, in-flight meals and maintenance. Taking 10 years, 900 people and KRW 100 billion to complete, the integrated ERP was a huge-scale mission, which changed all of our business standards and processes. The successful construction of the integrated ERP was made possible due to the strong will and support of Chairman Yang Ho Cho.

Aug. 1, 2013. Korean Air establishes Hanjin KAL, the holding company
We pursued a transition to a holding company system as part of its efforts to construct a global network and operation system under the clear goal of becoming the world’s No. 1 airline. In August 2013, we secured a stable and autonomous management system focused on the aviation business by establishing Hanjin KAL, the holding company. Hanjin KAL has since managed the investment and provided its subsidiaries with management advice and consultation to consolidate its competitive edge in each business sector, and develop autonomous and responsible management of subsidiaries.
2013. Develops unmanned aerial vehicles (UAV), core of future aviation industry

In 2004, we earnestly pursued the development of unmanned aerial vehicles under Chairman Yang Ho Cho’s direction. He had said, “Unmanned Aerial Vehicles are the core of the future aviation industry and we have to develop them with our own hands.” We successfully developed a divisional surveillance UAV (KUS-DUAS) in November 2014, a medium altitude UAV (MUAV) in December 2015, and a tilt rotor UAV (KUS-TR) in July 2017. We also conducted the successful flight test of 500MD unmanned helicopters in August 2019. Including Korean Air is now a leader in the development of UAVs.
Becomes one of the world’s safest airlines

Korean Air, which has put safety first since its establishment, created the Safety Management System (SMS) in 2008 and SafeNet in October 2009 to further reinforce the prevention of aviation accidents. In addition, we continue to invest more than KRW 100 billion in the safety sector every year to ensure safe flights. As a result, we have transformed ourselves from a carrier that once had difficulty renewing its insurance due to several accidents in the late 1990s, to the safest airline in the world with the lowest insurance premium.

2015.

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2017, Opens Wilshire Grand Center, a new LA landmark

Wilshire Grand Center, which opened in June 2017, has been transformed into a large, state-of-the-art complex that includes hotels, offices and commercial facilities. This change came 28 years after being acquired by Hanjin Group in 1989. The 73-story building is in the heart of downtown Los Angeles and innovatively changed the downtown skyline and has become a landmark. Its grand opening provided an opportunity to further enhance the status of Hanjin Group and Korean Air, and has become a symbol of pride for Koreans in America.
2018. Relocates to Incheon Airport Passenger Terminal 2

We determined that a dedicated terminal was needed to provide seamless services among SkyTeam airlines and to prepare for the upcoming joint venture with Delta Air Lines. Korean Air moved to Incheon Airport Passenger Terminal 2 in January 2018 soon after its construction in order to differentiate its customer services, such as through premium check-in services and lounges.
Korean Air was committed to helping PyeongChang win its bid to host the 23rd Olympic Winter Games in order to serve the country and fulfill its calling. PyeongChang 2018 was the first Olympic Winter Games and the second Olympic Games held in Korea, 30 years after the Seoul 1988 Olympic Games. After winning the bid, we signed an official sponsorship agreement in 2015 and provided full-fledged support worth KRW 100 billion. We contributed to raising national pride by taking part in every moment from the winning of the bid to the hosting of the Games. We worked to support the successful hosting through generous support in various fields such as international cooperation, marketing and computerization through a task force team.
2018. Launches joint venture agreement with Delta Air Lines

In March 2017, we signed an MOU with Delta Air Lines to operate a joint venture for the trans-Pacific route, and in June 2017, we signed a formal agreement. On May 1, 2018, the two companies’ joint venture became official after the final approval of the US Department of Transportation in November 2017 and the conditional approval of the Korean government in March 2018. We have not only expanded our network substantially through the joint venture, but have also begun collaborating with Delta Air Lines to deliver joint sales and marketing activities as “a single united carrier.”
2019. Smart Korean Air engages with Fourth Industrial Revolution

We continue to strengthen the competitiveness of our air transportation business through constant IT innovation such as the establishing of an integrated ERP in 2012, a new passenger system in September 2014 and a new cargo system in April 2019. In November 2018, we announced our decision to transition to a cloud-based system and began a 3-year journey to migrate all systems and data to the Amazon Web Services (AWS) cloud. Being the first big global carrier to make such a move, we expect this transition to accelerate innovation and build a global operating system for the future age of digital transformation.
Korean Air’s 50th Anniversary

We have grown hand in hand with the history of Korean civil aviation. We have continued to grow under the founding spirit of “Patriotism through Transportation” contributing to the development of the nation, society and humanity through transportation. Through proactive route creation, service innovation, constant change and investment, we have become a global premier airline that offers flights to 124 cities in 44 countries around the world as of 2019. Korean Air will surpass its role as the wings of the nation and world and become the “wings of our customers” for the next 100 years.
2019. Hosts IATA Annual General Meeting

We successfully hosted the 75th International Air Transport Association (IATA) Annual General Meeting in Seoul from June 1–3, 2019. We hosted this conference in honor of the 30th anniversary of our IATA membership and the 50th anniversary of our establishment. The event was joined by around 1,000 delegates from 290 carriers in 120 countries and 300 journalists. The IATA Annual General Meeting, which was successfully chaired and hosted by Chairman Walter Cho, brought Korea to the center of the aviation industry and upgraded Korea's global status.
Excellence in Flight, KOREAN AIR
Excellence in Flight    Excellence in Community                          I and We                          Korean Air, Wings of Love
Sharing
· Korean Air, Wings of Love ·
Korean Air, Wings of Love

Talent Nurturing

Sharing
Environment

Korean Air, Wings of Love
Korean Air, Wings of Love

Sports Sponsorship

Excellence Program

Kim Yeon-ah, Park Tae-hwan athlete support agreement ceremony
2013. 5. 22


Korean Air Passenger ticket and baggage check

Sports Sponsorship
Korean Air, Wings of Love
Korean Air 50 Years in Numbers
Korean Air, which began with one jet and seven propellers at the bottom of Asia’s 11 carriers in March 1969 has transformed into a leading global airline, owning 166 aircraft including 42 B777s, 10 B787-9s, 10 B747-8is, 10 A380s and etc.

Number of Aircraft

166

Korean Air only had three international routes Seoul-Tokyo, Seoul-Osaka and Busan-Fukuoka. Today, 50 years later, this number has reached 124 cities in 44 countries, including Korean domestic flights.

Number of Destination Cities and Countries

124 Cities in 44 Countries

Operating Revenue

KRW 12,655.5 Billion

Our annual operating revenue grew 3,500 times from KRW 3.6 billion in 1969 to KRW 12,655.5 billion in 2018, and our assets increased 4,280 times from KRW 5.7 billion to KRW 24,373.3 billion.
In 2018, Korean Air carried a total of 26.8 million passengers, which is 38 times more than in its first year of privatization (0.7 million). The total number of passengers Korean Air carried over the past 50 years is 716.2 million. This amounts to the entire Korean population, based on 2019 statistics, flying more than 13 times.

Korean Air has transported a total of 42.9 million tons of cargo over the past 50 years. This is equivalent to the capacity of 5.4 million 8-ton trucks or 1.7 million 20-foot containers (24 tons per container).

Korean Air has flown 10,033.8 million km over the past half-century. This is comparable to 250,000 laps around the Earth (approximately 40,000 km) or 13,200 round trips to the moon, which is located about 380,000 km from the Earth.

Annual flight hours have increased 33 times from 19,874 in 1969 to 648,111 as of the end of 2018.