Quarterly Air Transport Chartbook

IATA Sustainability and Economics

Q3 2025

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Glossary

ACTK – Available Cargo Tonne-Kilometers

ASKs – Available Seat-Kilometers

ATJ – Alcohol-to-Jet

ATKs – Available Tonne-Kilometers

BBL – Barrel

BLF – Breakeven Load Factor

CLF – Cargo Load Factor

CORSIA – carbon offsetting and reduction scheme for international aviation

CTK – Cargo Tonne-Kilometers

EBIT – Earnings before interest and taxes

FT – Fischer-Tropsch

GDP – Gross Domestic Product

HEFA - Hydro-processed Esters and Fatty Acids

LF – Load Factor

MoM – Month-on-month

MoUs – Memoranda of understanding

OPEC – Organization of the Petroleum Exporting Countries

O-D – Origin-Destination

PLF – Passenger Load Factor

PMI – Purchasing Managers' Index

PtL – Power-to-Liquid

PPP – Purchasing power parity

RPK – Revenue Passenger-Kilometers

RTK – Revenue Tonne-Kilometers

SA – Seasonally adjusted

SAF – Sustainable Aviation Fuel

QoQ – Quarter-on-quarter

USD – United States Dollar

YoY – Year-on-year

Route areas abbreviations

AE – Africa - Europe

AF – Africa - Far East

AM – Africa - Middle East

CS - Central America / Caribbean - South America

EC - Europe - Central America / Caribbean

EF – Europe - Far East

EM – Europe - Middle East

EN - Europe - North America

ES - Europe - South America

FN – Far East - North America

FP – Far East - Southwest Pacific

MF – Middle East - Far East

MN – Middle East - North America

NC – North America - Central America / Caribbean

NS – North America - South America

PS – North / South America - Southwest Pacific

WC – Within Central America

WE – Within Europe

WF – With Far East

WS – Within South America

Notes:

North America: Bermuda, Canada, St. Pierre and Miquelon, United States including Alaska and Hawaii, but excluding Puerto Rico and United States Virgin Islands

Central America / Caribbean: Anguilla, Antigua and Barbuda, Aruba, Bahamas, Barbados, Belize, British Virgin Islands, Cayman Islands, Costa Rica, Cuba, Dominica, Dominican Republic, El Salvador, Granada, Guadeloupe, Guatemala, Haiti, Honduras, Jamaica, Martinique, Mexico, Monserrat, Netherlands Antilles, Nicaragua, Panama, Puerto Rico, St. Kitts-Nevis, Saint Lucia, Saint Vincent and the Grenadines, Trinidad & Tobago, Turks and Caicos Islands, United States Virgin Islands

South America: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, French Guiana, Guyana, Paraguay, Peru, Suriname, Uruguay, Venezuela

Europe: Albania, Andorra, Armenia, Austria, Azerbaijan, Belarus, Belgium, Bosnia Herzegovina, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Faeroe Islands, Finland, France, Georgia, Germany, Greece, Greenland, Hungary, Iceland, Ireland (Republic of), Italy, Latvia, Liechtenstein, Lithuania, Luxembourg, Macedonia (former Republic of Yugoslavia), Malta, Moldova, Monaco, Netherlands, Norway, Poland, Portugal, Romania, Russian Federation, San Marino, Serbia and Montenegro, Slovakia, Slovenia, Spain, Sweden, Switzerland, Türkiye, Ukraine, United Kingdom

Middle East: Bahrain, Iran, Iraq, Israel, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Syrian Arab Republic, United Arab Emirates, Yemen

Northern Africa: Algeria, Egypt, Libya, Morocco, Sudan, TunisiatSouthern Africa: Angola, Benin, Botswana, Burkina Faso, Burundi, Cameroon, Cape Verde, Central African Republic, Chad, Comoros, Congo, Cote d'Ivoire, Democratic Republic of the Congo, Djibouti, Eritrea, Equatorial Guinea, Ethiopia, Gabon, Gambia, Ghana, Guinea, Guinea-Bissau, Kenya, Lesotho, Liberia, Madagascar, Malawi, Mali, Mauritania, Mauritius, Mayotte, Mozambique, Namibia, Niger, Nigeria, Reunion, Rwanda, Sao Tome & Principe, Senegal, Sey

helles, Sierra Leone, Somalia, South Africa, South Sudan, Swaziland, Tanzania, Togo, Uganda, Zambia, ZimbabwelFar East: Afghanistan, Bangladesh, Bhutan, Brunei Darussalam, Cambodia, People's Republic of China, Hong Kong (SAR, China), India, Indonesia, Japan, Kazakhstan, Korea (Democratic People's Republic of), Korea (Republic of), Kyrgyzstan, Lao People's Democratic Republic, Macao (SAR, China), Malaysia, Maldives, Mongolia, Myanmar, Nepal, Pakistan, Philippines, Singapore, Sri Lanka, Chinese Taipei, Tajikistan, Thailand, Timor Leste, Turkmenistan, Uzbekistan, VietnamlSouthwest Pacific: American Samoa, Australia, Cook Islands, Fiji, French Polynesia, Guam, Kiribati, Marshall Islands, Micronesia, Nauru, New Caledonia, New Zealand, Niue, Northern Mariana Islands, Palau, Papua New Guinea, Samoa, Solomon Islands, Tonga, Tuvalu, United States Minor Outlying Islands, Vanuatu, Wallis & Futuna Islands

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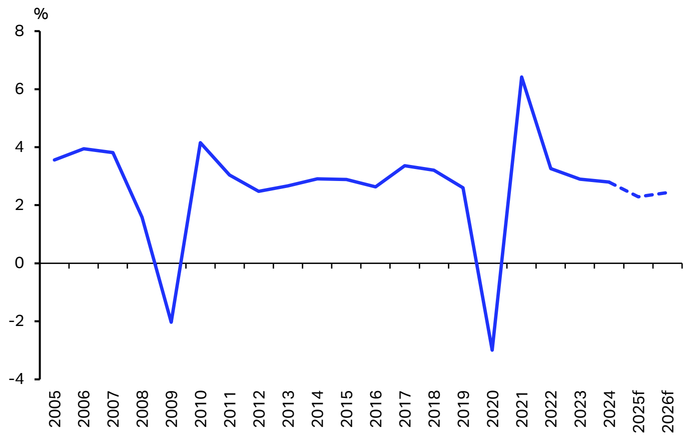
1. The business cycle

- The global economy has shown great resilience in the face of unhelpful trade policies and other impediments to growth and can maybe best be summed up as “not as bad as we feared but less strong than it could have been”. We expect a deceleration in the global rate of GDP growth from 3.6% in 2024 to a rate closer to 2.5% year-on-year (Q4 YoY) in 2025.[1] For some perspective, the long-term average global growth rate is 3%, and during the recessions in 2020 and in 2009, global GDP contracted by 3.0% and 2.0% respectively (Chart 1).
- One of the many factors that weigh on this rather resilient global business cycle is global credit creation. Structurally higher interest rates and very high debt levels have already had an impact, and this points to slower GDP growth going forward. Credit quality is deteriorating, if only among the most vulnerable firms and households (Chart 2). S&P Global reports September credit rating downgrades at a 14-month high among the lowest-rated issuers. Several US auto industry subprime lenders have filed for bankruptcy, and over 6% of subprime auto loans are now more than 60 days delinquent, the highest on record. However, the delinquency rate among prime borrowers is less than 0.5%.
- It is also worth noting that the price of gold has reached an all-time high at over USD 4’381.6 per ounce in October. The price of gold is highly correlated with the evolution of the US dollar and hence heavily influenced by the sentiment surrounding the greenback. Dollar sentiment has been affected by the US trade and interest rate policy this year, as well as by the government shutdown more recently. However, there is an element to the price of gold that signals general uncertainty regarding the global economy, and investors are increasingly turning to this asset as a safe haven (Chart 3).
- A related issue is the weak outlook for non-metal commodities prices, and of these, notably the decline in the price of crude oil. Brent crude oil traded at USD 64.2 per barrel on 31 October, a price that has nevertheless recently benefited from a more modest OPEC+ output hike. All specifics aside, weakness in commodity prices also tends to point to a troubled business cycle. Nevertheless, the lower oil prices are an advantage in the air transport industry, shrinking this outlay’s share of total costs. This share has now fallen to 27%, and labor costs are now the largest cost component with a 29% share of the total. However, the spread over crude oil that the airline industry pays for jet fuel is USD 23 per barrel, the highest since September 2024, showing that airlines do not reap the full benefit of the cheaper oil price (Chart 4).
- Turning to the major economies, US real GDP increased at an annualized rate (QoQ multiplied by 4) of 3.8% in the second quarter (Q2), the equivalent of 2.1% from Q2 2024 and 0.95% from Q1 2025 (QoQ). This rather healthy-looking number greatly benefited from a reduction in imports by the US, and it should not be mistaken for an acceleration in economic activity (Chart 5). Assessing the economy is a murky business currently, as the release of employment and other economic indicators is postponed until the US government shutdown ends. It is safe to assume that Q4 data will be weaker overall, impacted by the shutdown, but data for Q1 2026 is equally likely to stage an offsetting rebound (Chart 6). Regarding inflation, both the all-items September consumer price inflation (Chart 7) and the index excluding food and energy (Chart 8) rose by 3.0% YoY. While this is clearly above the price-stability target, the Fed unambiguously made the assessment at its October meeting that the risk of a sharper slowdown in the labor market dominates the need to combat inflation at this stage. After this October cut, the Fed could potentially move again at its next meeting on 9-10 December.
- In the euro area and in the EU, GDP was up 0.2% and 0.3% respectively in Q3 2025, QoQ, and rose by 1.3% and 1.5% YoY. Among the member states for which data are available for Q3 2025, Sweden (+1.1%) recorded the highest increase from Q2, followed by Portugal (+0.8%) and Czechia (+0.7%). Declines were recorded in Lithuania (-0.2%), Ireland and Finland (both -0.1%). The year-on-year growth rate was positive for 14 countries and negative for one country. We note that Ireland’s small decline in Q3 followed a 7.5% QoQ gain in Q1 and a 0.2% rise in Q2, QoQ. Ireland’s GDP is driven by multinational corporate activity of which some 12,600 have elected domicile there. The Irish Central Bank estimates a “modified domestic demand” to strip out the effect of such corporations, suggesting a still rather solid rate of growth of 2-3% in 2025.

[1] “World economic outlook”, International Monetary Fund, October 2025.

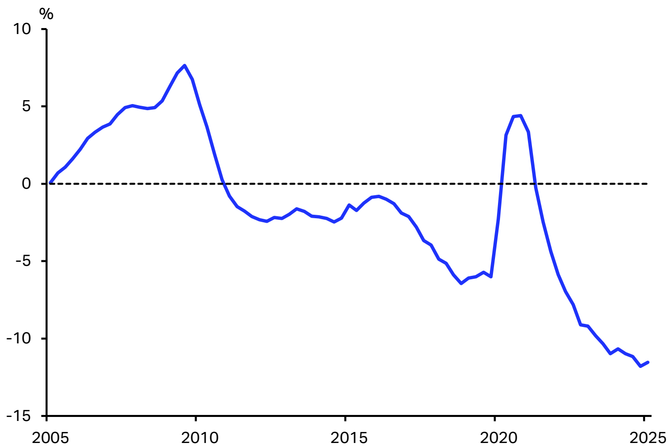
- China’s economy expanded by 4.8% YoY in Q3 2025, down from 5.2% in the second quarter. Quarter-on-quarter growth reached 1.1%. Robust exports and investment in high-tech manufacturing offset weakening retail sales and the still ongoing contraction in the real estate sector. The country’s trade surplus is on track to surpass USD 1 trillion for the year, a record high (Chart 9). Meanwhile, deflation is apparent in the producer price index, which contracted by 2.3% YoY in September 2025, and consumer prices fell by 0.3% on the same basis, both suggesting an over-supplied market. This strategy requires foreign demand to mop up the surplus supply, underlining how important trade policies are to the Chinese and global business cycles.
- Japan’s economy might be a bit of an exception to the general deceleration in Q2 as its GDP expanded by an upwardly revised 0.5% QoQ and 2.2% YoY. This outperformance can be explained mainly by net exports, which contributed 0.3 ppt to GDP, and which is quite remarkable given the global trade environment. Whether this performance is sustainable into the year-end remains to be seen. Providing stimulus to the economy is complicated by Japan's all-items consumer prices at 2.8% YoY in September, with the core (excluding food and energy) index at 3.1% YoY, keeping expectations of a near-term interest rate hike alive.
- India’s Ministry of Statistics published GDP growth at 7.8% in Q1 of FY 2025-26 (April-June 2025), up from 6.5% in Q1 of FY 2024-25, mostly on the back of buoyant services. This sustained growth rate is accompanied by decelerating inflation. The consumer price index for September 2025 pulled back to 1.5% YoY, the lowest rate since June 2017, and down 50 basis points from August 2025. The decline in inflation could signal a slowing economy, as the uptick in the unemployment rate might suggest, reaching 5.2% in September from 5.1% in August. These evolutions have allowed the central bank to cut its policy rate by 100 basis points this year, to 5.5%, and it has signaled more cuts could come.
- Brazil posted Q2 2025 GDP gaining 0.4% QoQ and 2.2% YoY, decelerating from 3.8% YoY in Q1. A moderating business cycle was expected because of the rise in the central bank’s policy interest rate since September last year. The tighter monetary policy has impacted construction and the production of capital goods, causing investments to fall. The YoY September inflation rate rose slightly to 5.17% from 5.13% in August, and the month-on-month increase was 0.48%. With the central bank’s inflation target at 3.0%, and a tolerance interval of ± 1.5 percentage points, this rate of inflation could still allow an easing cycle to begin at the end of this year. At 15% currently, the Selic rate has room to fall, but will likely remain above the estimated neutral level of around 10% for some time.

Chart 1: Global GDP growth, YoY, %



Source: IATA Sustainability and Economics, IMF

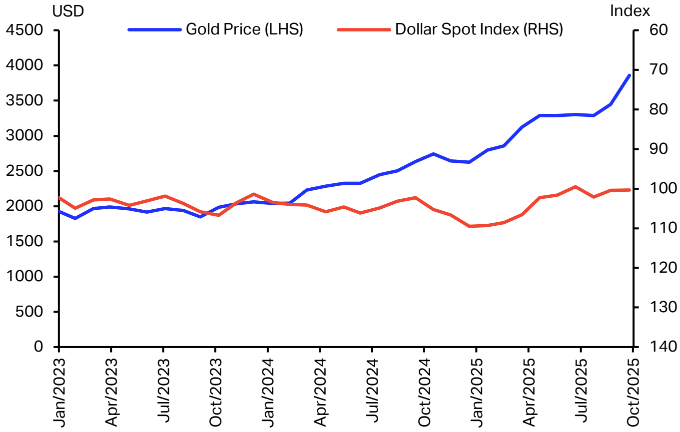
Chart 2: Global Credit-to-GDP, gap to the trend, %



Source: IATA Sustainability and Economics, BIS

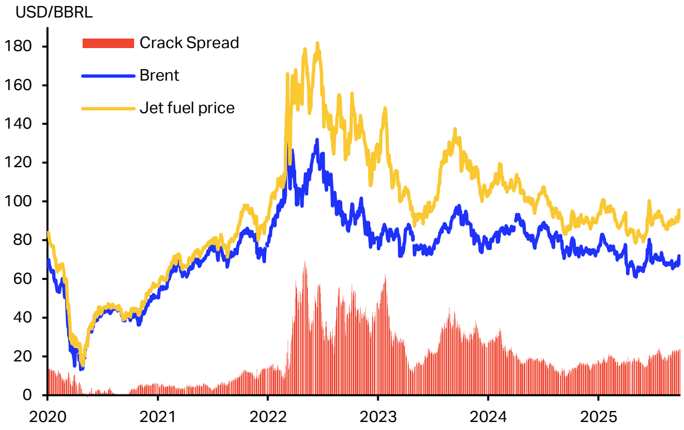
Note: GDP-weighted average of the credit-to-GDP gap relative to trend across 44 economies.

Chart 3: Gold and USD spot prices, USD per ounce and USD index, January 2020=100, inverted scale



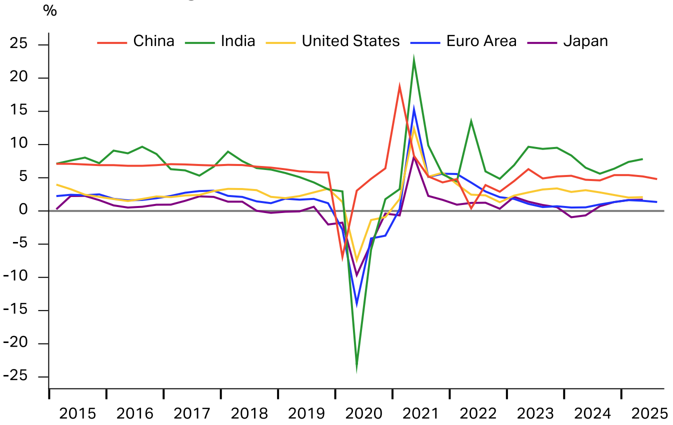
Source: IATA Sustainability and Economics, Bloomberg

Chart 4: Brent crude oil, jet fuel, and crack spread, USD per barrel



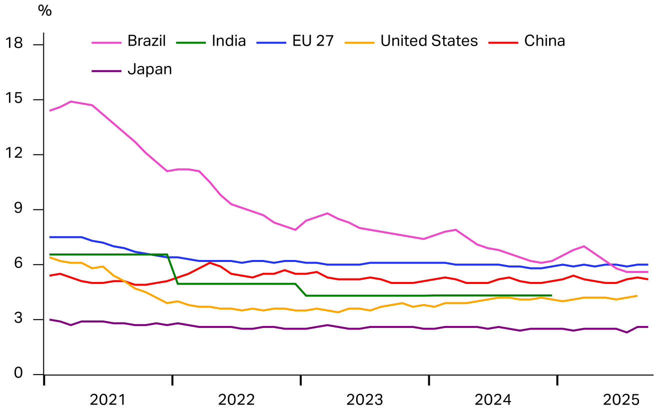
Source: IATA Sustainability and Economics, S&P Global Commodity Insight

Chart 5: Real GDP growth rate, YoY, %



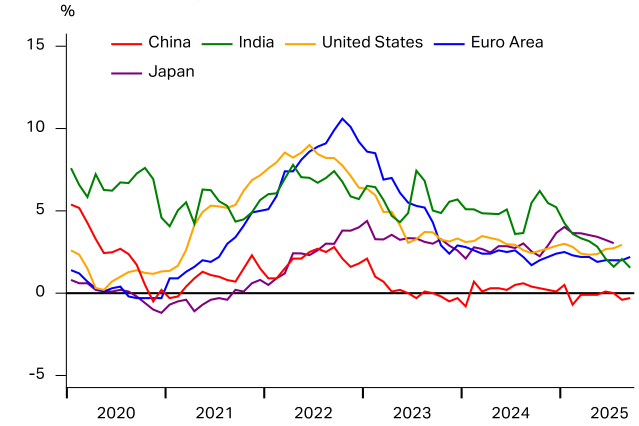
Source: IATA Sustainability and Economics, Macrobond

Chart 6: Unemployment rate, major economies, %



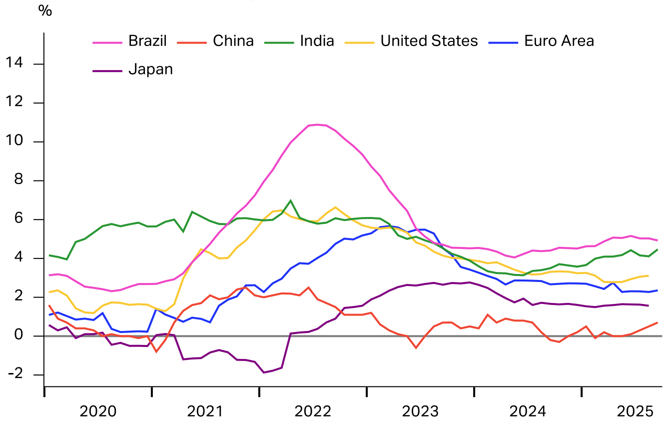
Source: IATA Sustainability and Economics, Macrobond

Chart 7: Consumer price inflation, major economies, YoY, %



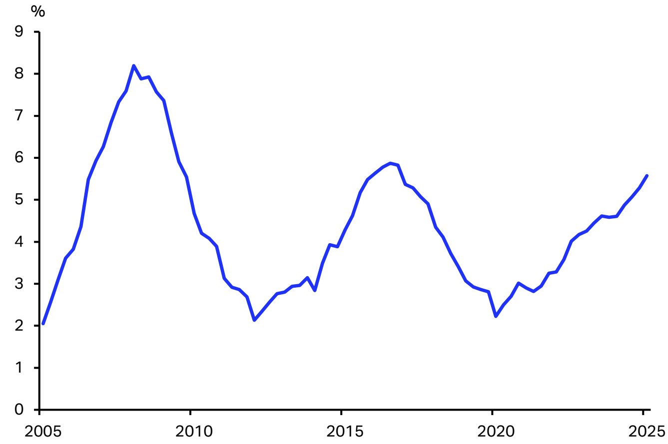
Source: IATA Sustainability and Economics, Macrobond

Chart 8: Core consumer price index, major economies, YoY, %



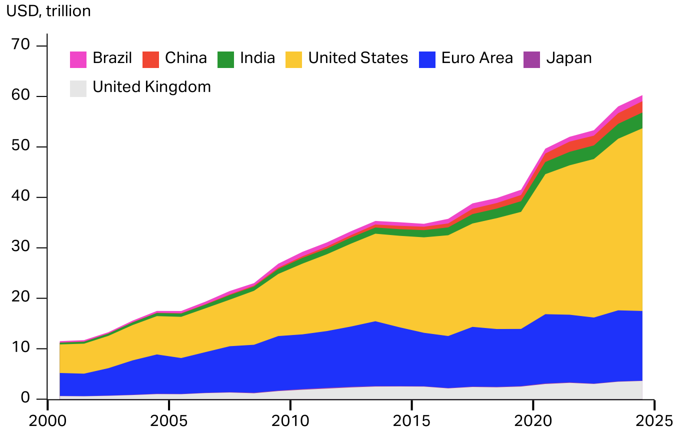
Source: IATA Sustainability and Economics, Macrobond

Chart 9: China's trade surplus, seasonally adjusted, % of GDP



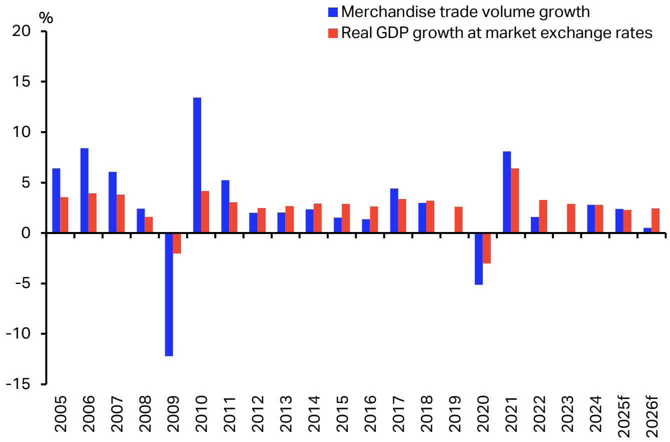
Source: IATA Sustainability and Economics, GTT and Macrobond

Chart 10: Public debt, selected economies, USD trillion



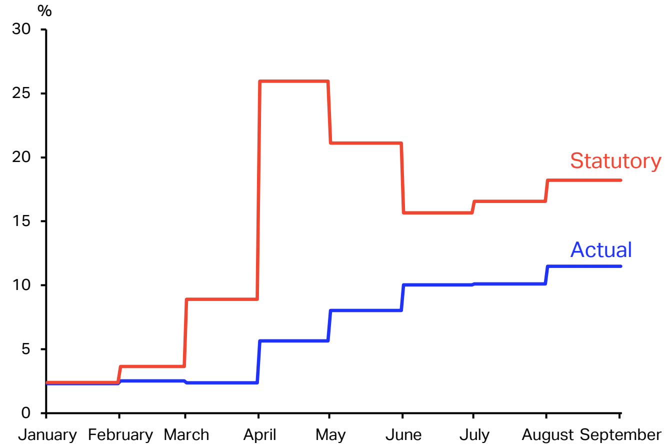
Source: IATA Sustainability and Economics, MacroBond

Chart 11: World merchandise trade volume and GDP growth, YoY, %



Source: IATA Sustainability and Economics, WTO, and IMF

Chart 12: US effective tariff rate in 2025, % of imports

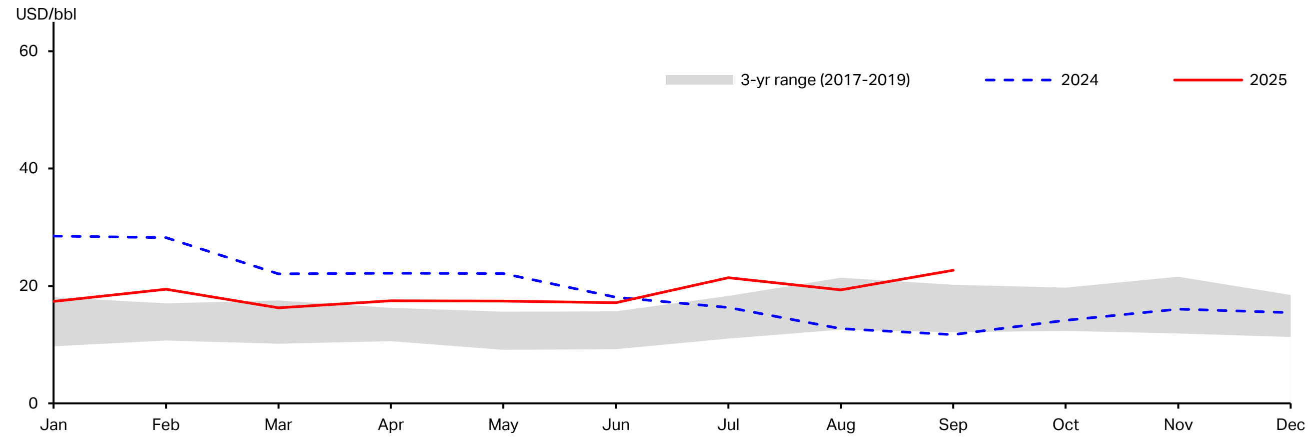


Source: IATA Sustainability and Economics, The Budget Lab at Yale
Note: The statutory rate refers to the announced effective tariffs, while the actual rate accounts for all listed exceptions.

2. Aviation fuel

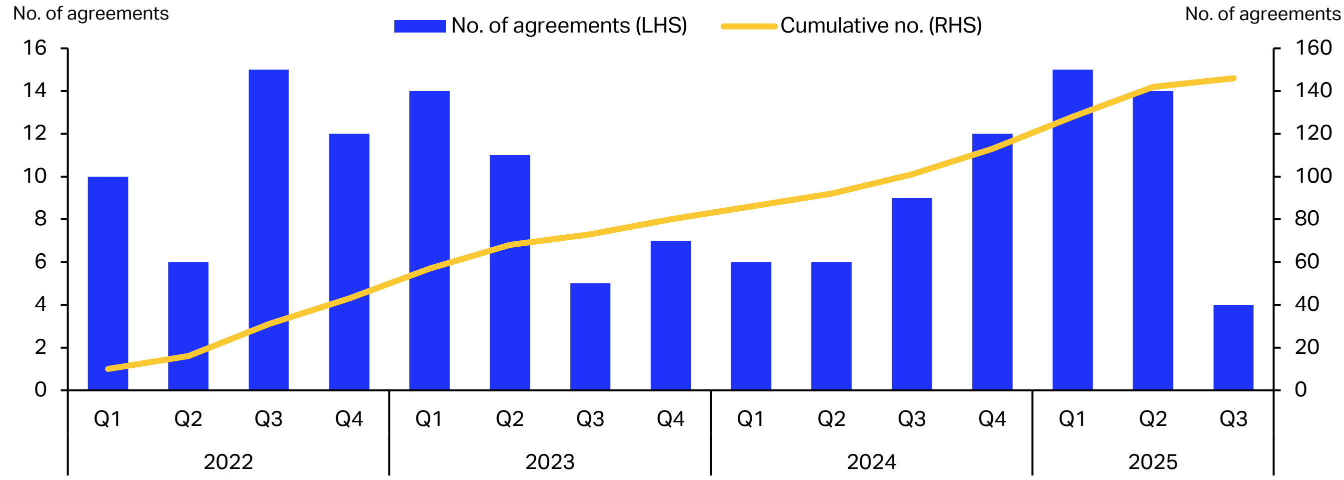
- Crude oil prices averaged USD 69 per barrel in Q3 2025, marking a modest 2% increase from the previous quarter (Chart 4). This rise was primarily driven by mounting concerns over global supply disruptions following new sanctions imposed by the US, the EU, and the UK targeting Russian oil exports. In addition, Ukrainian drone strikes on Russian oil infrastructure further constrained Russia's production and export capacity. These bullish factors were partially offset by increased supplies from OPEC+ member countries, which reportedly added 1.1 million barrels per day to the market after unwinding production cuts that had been in place since April 2023.
- Jet fuel prices averaged USD 90 per barrel in Q3 2025, rising 6% from the previous quarter. The increase outpaced crude oil gains, resulting in a widening jet fuel crack (Chart 13). A tight diesel market that prompted refineries to prioritize diesel production over jet fuel, combined with healthy summer travel demand, constrained jet fuel availability. This supply-demand imbalance was further exacerbated by refinery closures in the US and Europe, while newly commissioned facilities in Africa and the Americas have yet to reach full operational capacity.
- SAF production in 2025 is expected to remain near IATA's earlier forecast of approximately 2 Mt, equivalent to 0.7% of total jet fuel demand. Despite output roughly doubling compared to 2024, actual production lags existing installed capacity. Key constraints are that SAF competes with renewable diesel for production time at the refineries, as well as the price differential between SAF and fossil jet fuel, underscoring the need for targeted policy measures to incentivize SAF production and reach economies of scale. In Q3 2025, Europe's SAF sector drew attention following the cancellation of two major biofuel projects in Rotterdam, both involving proposed HEFA refineries deemed not commercially viable. In contrast, progress was reported on a new HEFA refinery project in Italy, expected to start producing SAF by 2028 with a processing capacity of approximately 550,000 tonnes of feedstock annually. On the funding front, the UK announced GBP 63 million through its Advanced Fuels Fund to support 17 SAF developers working on innovative technologies, aiming to advance projects to the design and construction stages. Meanwhile, Australia announced plans for an AUD 1.1 billion Cleaner Fuels Program to boost domestic SAF and other low-carbon fuel production, with initial output expected by 2029 as part of broader energy security goals.
- SAF purchase agreement activity slowed in Q3, with only 4 deals publicly announced. Nevertheless, the first three quarters of 2025 still marked a record number with 33 new deals, more than in any previous year-to-date period (Chart 14). Most deals continue to focus on HEFA-based fuels, which account for over 75% of the agreements signed in 2025, followed by co-processing at 9%. Among novel SAF technologies, Power-to-liquid (PtL) agreements account for 6% of the deals.

Chart 13: Jet fuel crack spread between global jet fuel price and dated Brent, USD per barrel



Source: IATA Sustainability and Economics using data from S&P Global Commodity Insight

Chart 14: SAF purchase agreements since January 2022



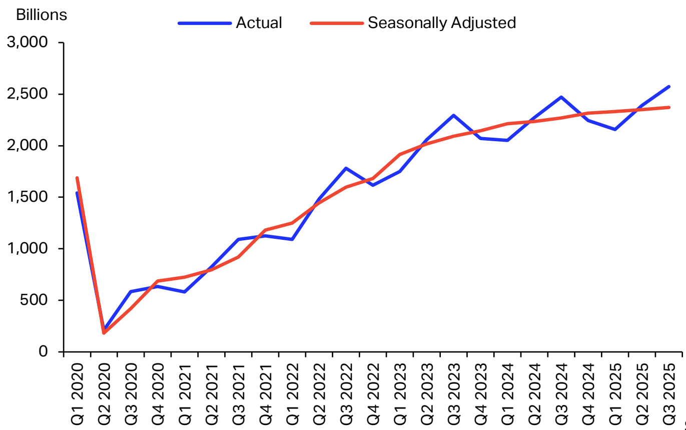
Source: IATA Sustainability and Economics

3. Passenger and cargo traffic

3.1. Passenger traffic

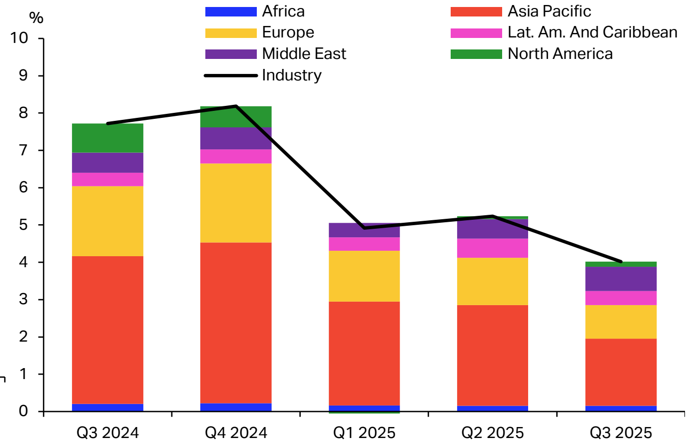
- Industry-wide passenger traffic rose by 4.1% YoY in Q3 2025, totaling 2.6 trillion Revenue Passenger Kilometers (RPK), a slowdown from 5.3% in Q2 (Chart 15). Seasonally adjusted RPK increased by just 0.9% QoQ, continuing the trend of modest quarterly growth so far in 2025. International traffic expanded by 5.8% YoY, with premium cabins gaining 4.9% YoY, slightly behind the 5.9% YoY increase in the economy classes. Domestic traffic rose by only 1.3% YoY, contributing 12% to the net total RPK increase. Capacity was up 4.2% YoY, marginally outpacing demand and resulting in a 0.1 percentage point (ppt) decline in the Passenger Load Factor (PLF) to 85.0%. Scheduled global seat capacity is projected to grow by 4.2% YoY in Q4, up from 2.3% in Q3.
- Carriers in the Asia Pacific region were the largest contributors to global traffic growth in Q3, accounting for nearly half of the global increase (Chart 16). Passenger traffic rose by 5.8% YoY, while capacity grew more slowly at 4.9% YoY (Chart 17), lifting the PLF by 0.7 ppt to 84.5%. International traffic was particularly strong at 8.8% YoY, the highest among regions, with the premium and economy classes growing by 7.2% and 9.0%, respectively (Chart 18). Domestic performance was mixed, with China, Japan, and Australia performing above the global average, while India contracted 0.7% YoY (Chart 19). Seat capacity from the region is expected to increase by 5.0% YoY in Q4 (Chart 20).
- Passenger traffic carried by European airlines accounted for nearly a quarter of global traffic gains, with a 3.3% YoY increase. Capacity rose slightly faster at 3.6% YoY, reducing the PLF by 0.2 ppt to 87.3%. International traffic grew by 4.4% YoY, driven by the economy classes, while premium cabins declined. In Q4, scheduled seats are projected to grow by 4.4% YoY.
- Traffic carried by airlines from the Middle East rose by 7.2% YoY, the highest among regions alongside African carriers. They also contributed to 16% of the global net RPK growth in Q3. The slightly lower 6.8% YoY increase in capacity raised the PLF by 0.3 ppt YoY to 83.3%. International traffic grew by 7.1% YoY, supported by the 9.0% surge in the premium classes. Seat capacity in Q4 is expected to add 10.0% YoY, the highest among regions.
- African airlines also posted 7.2% YoY growth in total traffic in Q3. As capacity expanded at a slower rate of 6.4%, the PLF gained 0.6 ppt to 77.1%. International traffic rose by 6.1% YoY, thanks to the economy classes gaining 6.2% while the premium classes added a more modest 3.4%. Scheduled seats are projected to grow by 6.6% YoY in Q4.
- Traffic carried by Latin American and Caribbean carriers performed strongly and grew by 6.7% YoY, with capacity up 6.2% and the PLF rising to 84.8%. International traffic performance was robust at 7.8% YoY, thanks to the premium cabins gaining10.5%. Brazil's domestic markets registered another double-digit growth, standing at 11.3% YoY. Scheduled seats look set to expand by 4.2% YoY in Q4.
- The 0.6% YoY traffic growth across the North American carriers was the weakest performance among the regions. Domestic traffic has suffered in 2025, declining for three consecutive quarters and down 0.5% YoY in Q3. International traffic has fared better, adding 2.2% YoY in Q3, with premium cabins outperforming economy. Overall, the PLF of North American carriers declined by 1.4 points YoY to 84.6%, the third quarterly drop in a row. Scheduled seats from the region are projected to increase marginally by 1.5% YoY in Q4.

Chart 15: Industry total RPK, billion



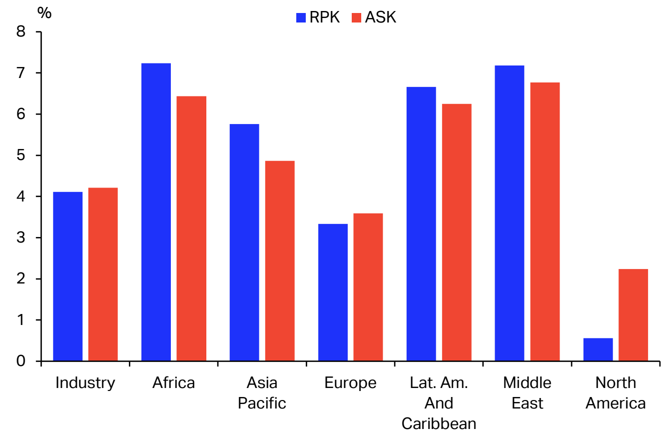
Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

Chart 16: Regional contribution to industry annual RPK growth



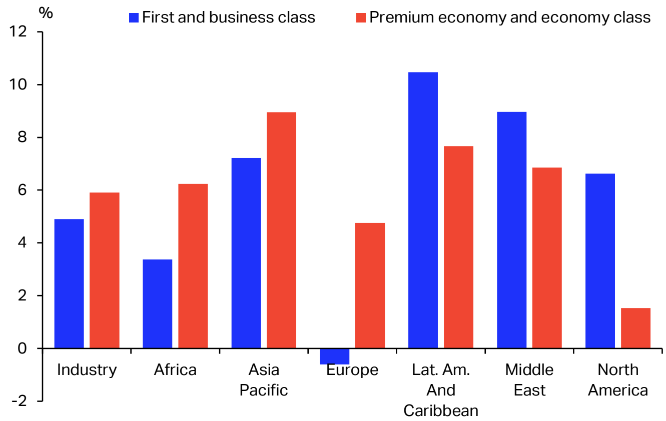
Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

Chart 17: Total RPK and ASK by airline region of registration, YoY, %



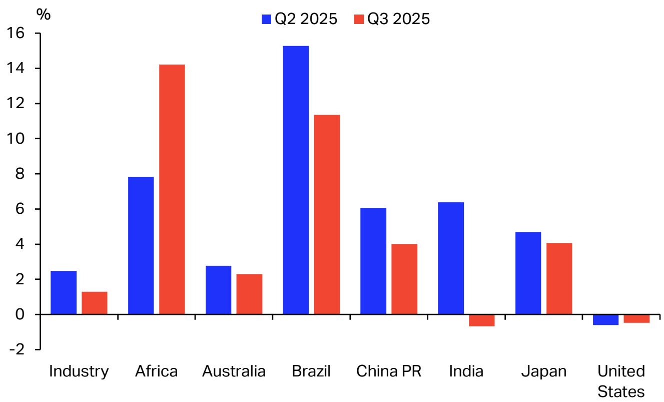
Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

Chart 18: International RPK by cabin class and airline region of registration, YoY, %



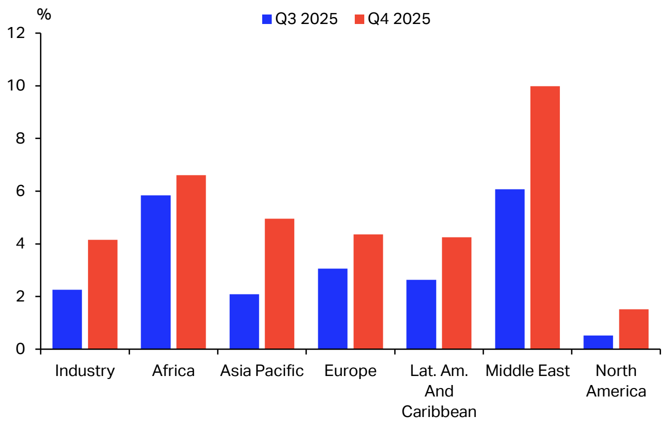
Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

Chart 19: Domestic RPK growth by country market, YoY, %



Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

Chart 20: Scheduled seats by region of departure, YoY, %

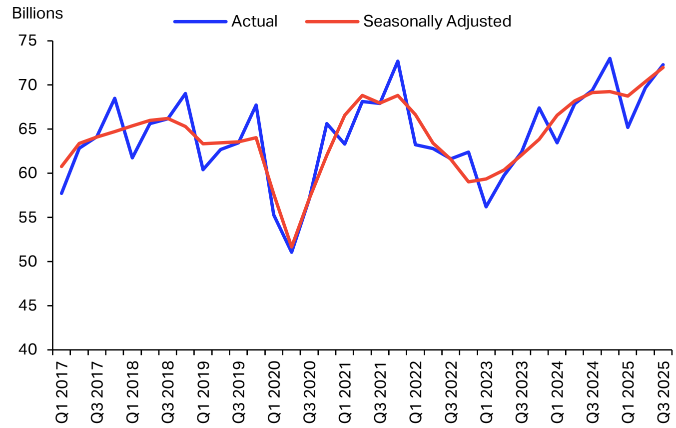


Source: IATA Sustainability and Economics using data from OAG

3.2. Cargo traffic

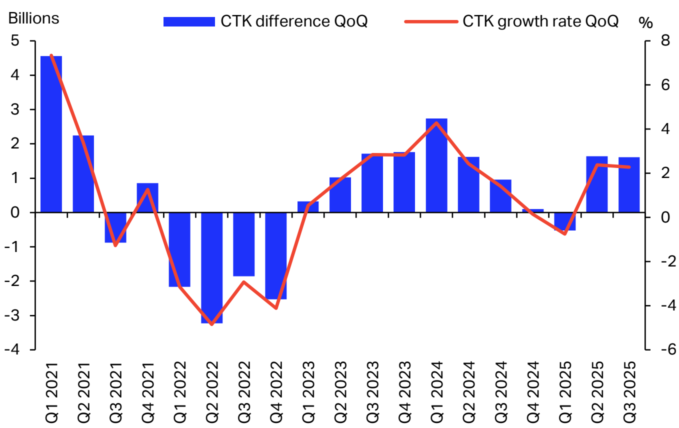
- Industry demand for air cargo expanded 4.2% YoY in Q3 2025, significantly higher than the previous quarter's growth (Chart 21). In seasonally adjusted terms, CTK increased 4.1% YoY and now stands at the highest level ever registered since the start of the series. This quarter's results benefited from continued front-loading that began earlier this year, as well as from recent modal changes caused by tariff uncertainty.
- The international segment of the air cargo market rose 4.8% YoY in the quarter, accelerating from 3.4% in Q2 and extending the streak of consecutive growth. Across the regions, African carriers posted a 12.5% YoY growth, though they still represent only about 2% of total demand (Chart 23). Asia Pacific maintained the momentum from the previous quarter and registered a 9.5% YoY increase in demand, while European carriers saw an acceleration from 1.1% YoY to 3.4% YoY in Q3 2025. The Middle East showed a mild recovery compared to previous quarters, as restrictions on the airspace of countries were eased. The region gained 2% YoY in Q3, up from 0.9% YoY in Q2. Latin America and the Caribbean was the only region to decelerate to 1.7% YoY in Q3 from 6.6% YoY in the previous quarter. North American carriers continued to face unfavorable conditions and registered a contraction in demand for the second consecutive period, decreasing by 0.2% YoY versus a drop of 2% YoY seen in Q2.
- Capacity across the industry increased by 3.5% in terms of available cargo tonne-kilometers (ACTK) in Q3, in line with the evolution in Q2 (Chart 24). Carriers in North America reduced capacity by 1% YoY, following the 1.8% YoY contraction seen in the previous quarter. Africa and Asia Pacific benefited from the highest growth in ACTK, expanding 6.6% YoY and 6.3% YoY, respectively. Airlines in the Middle East registered a 4.7% YoY expansion in capacity in Q3, up by one percentage point from Q2, followed by Latin America and the Caribbean, which added 4% YoY in the quarter.
- Actual utilization of capacity measured by the cargo load factor (CLF) reached 46.2% in seasonally adjusted terms (Chart 25). This is the highest CLF registered since the beginning of 2022, and it has maintained the positive trend observed since then. International operation of dedicated freighters filled 63.5% of their capacity in Q3, on average. This is down 1.7 ppt from the same period last year, due to capacity outpacing demand on the Europe-Asia corridor. Passenger aircraft belly holds remained stable in terms of load factor at 39.2% in Q3 and Q2. Amid persistent uncertainty regarding US and other countries' trade policies, Q3 too showed signs of cargo rerouting. Within-Asia routes had another strong quarter, with the CLF gaining almost 2ppt for the second quarter in a row, while routes between Asia and North America stagnated (Chart 26). The Europe-Middle East corridor actually contracted by as much as 2.9 ppt in Q3, to 50.9%.

Chart 21: Industry CTK, billion



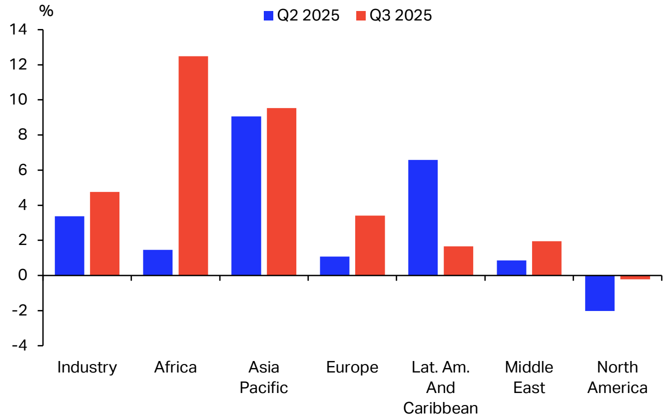
Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

Chart 22: Industry CTK, seasonally adjusted, QoQ



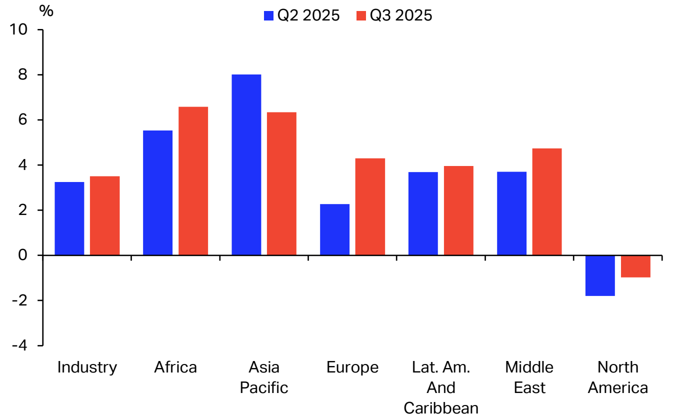
Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

Chart 23: International CTK by airline region of registration, YoY, %



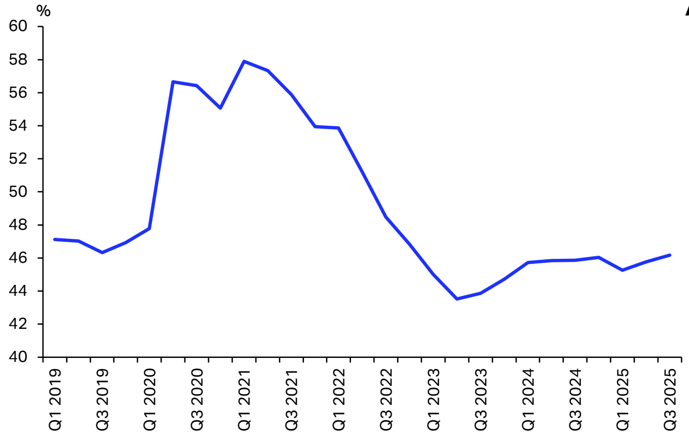
Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

Chart 24: Industry ACTK by airline region of registration, YoY, %



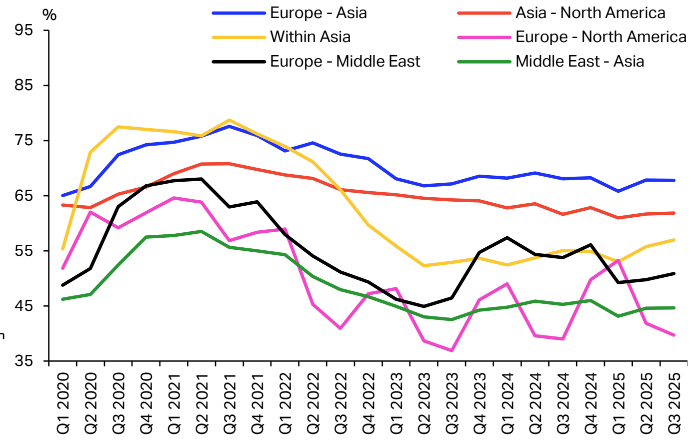
Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

Chart 25: Industry cargo load factor, seasonally adjusted, %



Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

Chart 26: International cargo load factor by major route area, % of ACTK



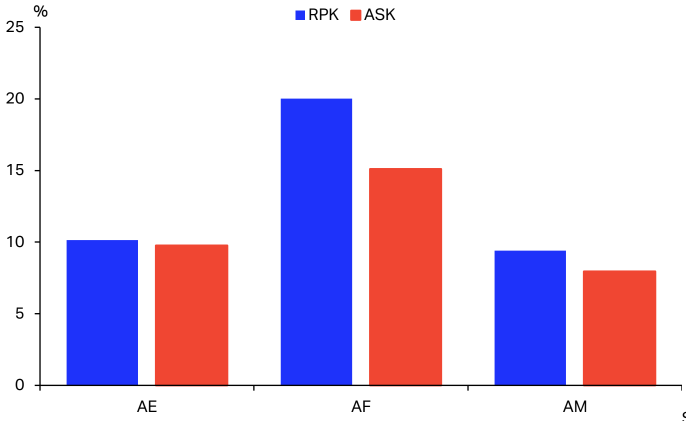
Source: IATA Sustainability and Economics using data from IATA Information and Data

4. Regional performance

4.1. Africa

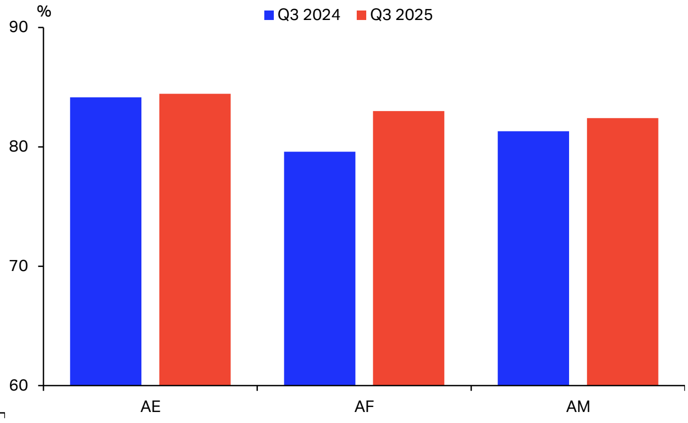
- African carriers saw a 7.2% YoY increase in demand in Q3 of this year. Coupled with a 6.4% YoY increase in capacity for the quarter, the passenger load factor (PLF) reached 77.1%, 0.6 ppt higher than in the same quarter of 2024. Although still below industry averages, the region registered the highest PLF since the series began.
- Africa-Asia routes kept the momentum from the previous quarter, gaining 20% YoY in Q3 2025 (Chart 27). Capacity rose by 15.1% YoY, driving the PLF up by 3.4 ppt to 83% (Chart 28). Africa-Europe routes maintained their PLF level in Q3 2025, standing at 84.4%, as demand and capacity grew apace (10% YoY). The Africa-Middle East corridor also showed good performance, with demand increasing by 9.4% YoY and capacity by 8% YoY in the quarter ending in September. All routes reached record-high PLF levels.
- Cargo demand for African airlines picked up significantly in Q3 2025 compared to the previous quarter. International cargo demand for the region expanded by 12.5% YoY, while cargo capacity increased by 6.6% YoY in Q3 2025. With that, the cargo load factor (CLF) for the region rose by 2.3 ppt, reaching 43.7% in the quarter. Africa-Asia and Africa-Middle East routes were the primary contributors to this outcome. While the former posted a 10.4% YoY increase in international cargo demand, reversing the 9.3% YoY decrease registered in Q2 2025, the latter registered a 14.3% YoY expansion, marginally below the previous quarter. The Africa-Europe corridor, on the other hand, registered a 4.5% YoY fall in international cargo demand, despite capacity increasing by 3.6% YoY in the quarter (Chart 29).
- Most major destinations from the region experienced growth in passenger flows in this quarter, except for France and Belgium, which stagnated and decreased by 1.6% YoY, respectively (Chart 30). Travel to Saudi Arabia increased by 9.2% YoY in Q3 2025, recovering from the contraction seen in the previous quarter. Passenger traffic to the UK and UAE rose by 13.8% YoY and 10.1% YoY, respectively, accelerating from the previous quarter. The other top destination from the region saw slower but still positive growth in passenger traffic.
- The main market for Africa's airlines remains Egypt-Saudi Arabia, with demand growing by 5.8% YoY in Q3 2025 (Chart 31), up from the previous quarter. France-Morocco and Algeria-France grew more slowly in Q3, at 0.3% YoY and 4.2% YoY growth, respectively. France-Tunisia posted another mild expansion in passenger traffic during Q3 2025. The country-pair registered a 0.3% YoY increase following the equally slow growth seen in Q2. Egypt-Italy and Morocco-UK were the markets with the strongest growth in the quarter, expanding by 27.7% YoY and 16.5% YoY, respectively.
- Schedules for the next quarter are in line with what was planned for Q3 (Chart 32). For Q4 2025, Tanzania is projected to lead seat capacity growth, with a robust 21% YoY increase. The biggest markets in Africa, Egypt and South Africa, are expected to grow by 8.6% YoY and 11.8% YoY, respectively. Scheduled capacity in Nigeria looks set to decrease by double digits for the second consecutive quarter, while Algeria could see growth of 11.8% YoY. Tunisia and Ghana are also likely to expand in Q4 2025, following a relative stability in Q3.

Chart 27: Africa, international air passenger traffic and seat capacity by route area, YoY, %



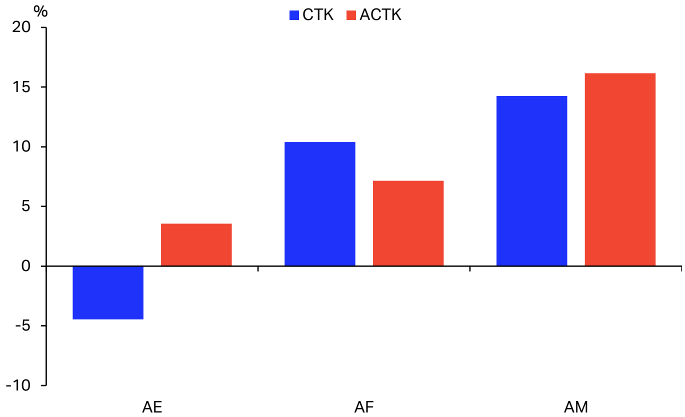
Source: IATA Sustainability and Economics using data from IATA Information and Data[1]

Chart 28: Africa, air passenger load factor by route area, % of ASK



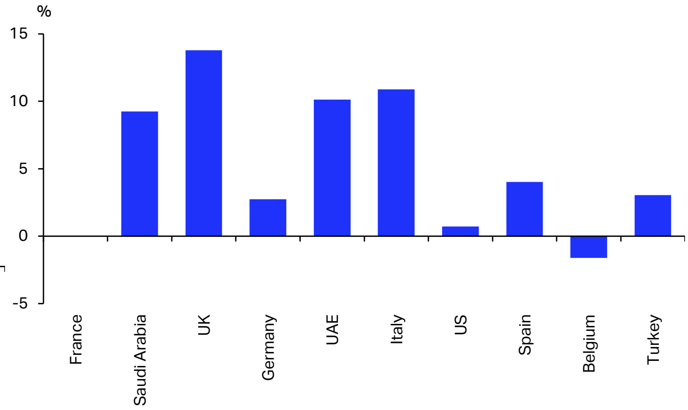
Source: IATA Sustainability and Economics using data from IATA Information and Data[1]

Chart 29: Africa, international air cargo traffic and capacity by route area, YoY, %



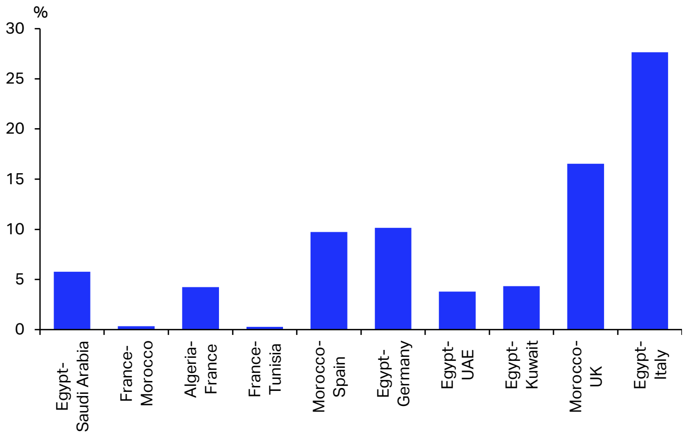
Source: IATA Sustainability and Economics using data from IATA Information and Data[1]

Chart 30: Traffic from Africa to its top 10 destinations by market size, YoY, %



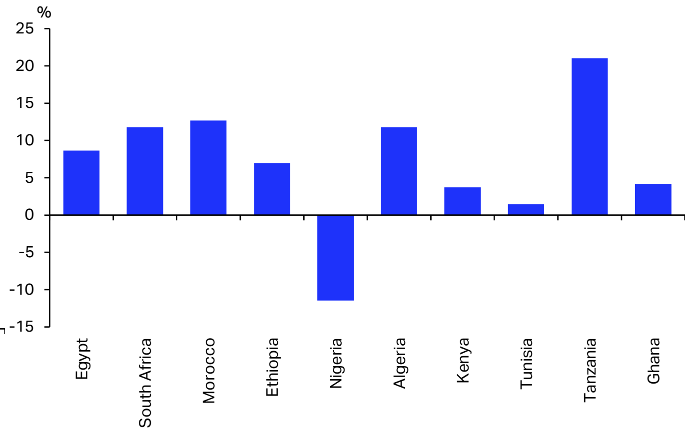
Source: IATA Sustainability and Economics using data from DDS. Markets are ordered by size, from larger to smaller

Chart 31: Number of passengers travelling to and from major country pairs serving Africa, YoY, %



Source: IATA Sustainability and Economics using data from DDS. Markets are ordered by size, from larger to smaller

Chart 32: Africa, air passenger seats capacity scheduled for Q4 2025, YoY, %



Source: IATA Sustainability and Economics using Data from OAG. Markets are ordered by size, from larger to smaller

	Share of Industry RPKs in 2024	Q3 2025, % YoY					
		RPK	ASK	CTK	ACTK	PLF	CLF
TOTAL MARKET	**100**	**4.1**	**4.2**	**4.2**	**3.5**	**85.0**	**45.0**
Africa[2]	2.2	7.2	6.4	12.5	6.6	77.1	43.7

Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

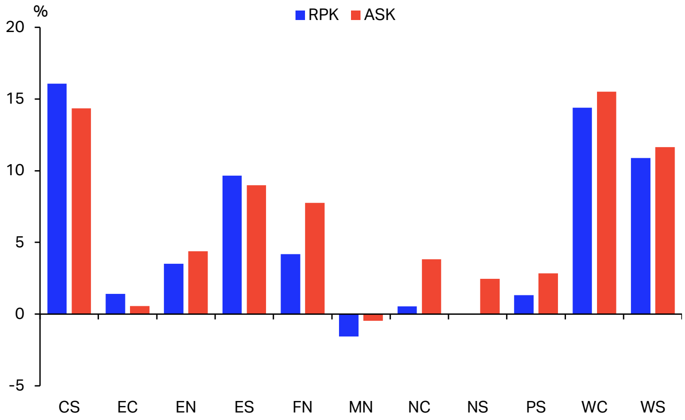
Notes:

1. AE = Africa and Europe; AF = Africa and Far East; AM = Africa and Middle East.
2. The total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered regional traffic.

4.2. Americas

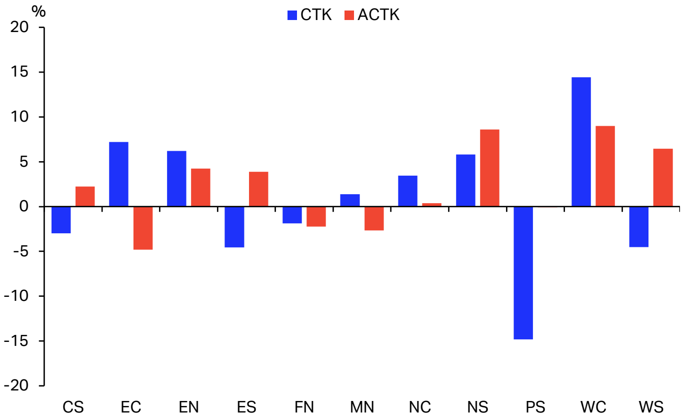
- Latin American and Caribbean airlines outperformed the global industry in Q3 2025. Passenger traffic rose 6.7% YoY, while capacity grew by 6.2%, resulting in an 84.8% PLF–slightly below the global average of 85%. In contrast, North American carriers continue to face a challenging situation with demand barely increasing at 0.6% YoY and seat capacity outpacing passenger growth by 1.6 ppt. Nevertheless, the PLF stood at 84.6.
- Both passenger traffic and capacity expanded on most international routes. The best-performing routes in Q3 2025 were between Central America and South America, followed by within Central America, where passenger demand surged by 16.1% YoY and 14.4% YoY, respectively. Capacity on these same routes increased by 14.4% YoY and 15.5% YoY, respectively (Chart 33). It is worth noting that Guayana and, on a smaller scale, Suriname have seen an acceleration in their traffic growth toward Central America, while the traffic from Paraguay, Colombia, and Peru has been feeding the growing routes to the Caribbean.
- Passenger traffic between South America and Europe grew by 9.7% YoY, and capacity rose 9% YoY, partly explained by Argentina's strong performance, fueling the routes to Portugal, the United Kingdom, and Italy. However, Brazil's recovery in 2025 has been crucial to achieving such growth, considering that passengers originating in the country represent nearly 40% of the total traffic on this corridor. The transatlantic corridor, the busiest international pathway serving the Americas, added 3.5% YoY in Q3 2025, accompanied by a capacity expansion of 4.4% YoY. On the other hand, routes between North America and the Middle East were the only routes to decelerate, contracting by 1.6% YoY, although capacity had a modest 0.5% YoY contraction.
- Cargo flows showed mixed outcomes. CTKs contracted on routes from South America to Europe and within the subregion, dropping 4.6% YoY and 4.5% YoY, respectively (Chart 34). However, in the same period, capacity allocated to these corridors increased by 3.9% YoY and 6.4% YoY. On the other hand, CTKs from North America to Europe gained 6.2% YoY, surpassing ACTK growth by two percentage points. In contrast, the North America-Asia line continues to shrink, losing 1.9% YoY in Q3, as well as reducing capacity by 2.2% YoY.
- Passenger traffic on routes from North America all expanded with the exception of routes to Germany, which fell by 7.6% YoY (Chart 35). Puerto Rico, France, the United Kingdom, and India all benefited from growing traffic from North America, but at a slower pace of close to 3% YoY. Colombia delivered a surprising 5.2% YoY growth in Q3, despite political tensions with the US. The number of passengers flying to the Dominican Republic, Spain, and Italy rose more markedly at 6.0%, 6.5% and 10.6% YoY, respectively.
- Traffic from Latin America to Canada and the US grew by 1.3% YoY and 2% YoY, respectively (Chart 36). The connection between Latin America and Europe remained strong, evidenced by the double-digit increase in passengers traveling from Latin America to Portugal and Italy. Traffic to Spain increased by 7.2% YoY, and Switzerland reported a significant 6.5% rise. On the opposite side, the UK and Germany received fewer incoming visitors from Latin America in Q3, down by numbers ranging from 0.9% to 3% YoY.
- The busiest city pairs in Latin America were all domestic routes within Brazil, Mexico, and Colombia. The three largest lanes saw less traffic in Q3 2025 (Chart 37). The Cancún-Mexico City route was significantly impacted, declining by 10.1% YoY. Traffic on the Bogotá-Medellín route decreased by 8.5% YoY, and the biggest corridor in the region, between Rio de Janeiro and São Paulo, declined by a more modest 2.5% YoY. In contrast, the Cusco-Lima route, the most important domestic line in Peru, added 8% YoY, in part thanks to Lima's new airport that allowed operations to expand.
- The biggest routes in North America were operated to and from New York, with the lane between Chicago and New York registering a mild 0.9% YoY growth, while the international route to London has decreased by 2.2% YoY.
- Seat capacity in Q4 2025 looks set to grow across the region, with Chile being the only exception, predicted to contract by 5.6% YoY (Chart 38). Argentina continues to benefit from the implementation of the "Open Skies" policy, resulting in a 9.1% YoY increase in scheduled seat capacity. Brazil and Mexico, the largest markets in Latin America, are expected to boost capacity by 7% YoY and 6% YoY, respectively. In North America, little additional seat capacity is planned in the US in Q4, while Canada is expected to add 2% YoY.

Chart 33: Americas, international air passenger traffic and seat capacity by route area, YoY, %



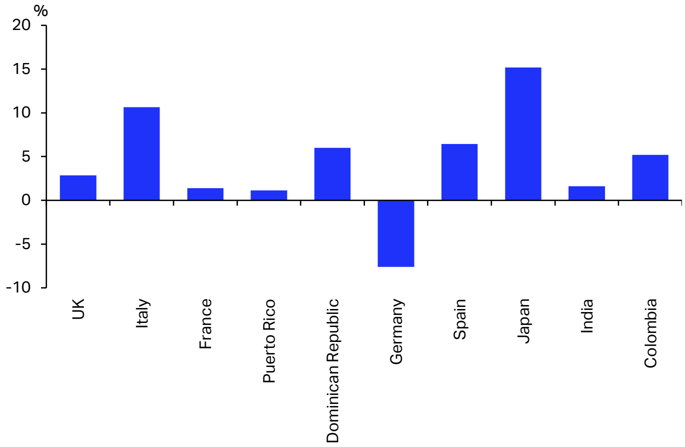
Source: IATA Sustainability and Economics using data from IATA Information and Data[1]

Chart 34: Americas, international air cargo traffic and capacity by route area, YoY, %



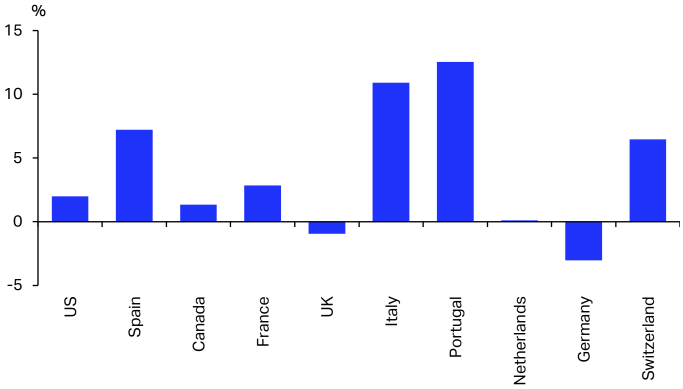
Source: IATA Sustainability and Economics using data from IATA Information and Data[1]

Chart 35: Traffic from North America to its top 10 destinations by market size, YoY, %



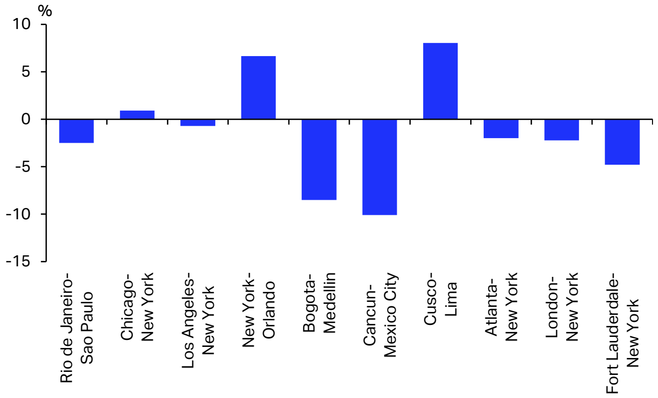
Source: IATA Sustainability and Economics using data from DDS. Markets are ordered by size, from larger to smaller

Chart 36: Traffic from Latin America to its top 10 destinations by market size, YoY, %



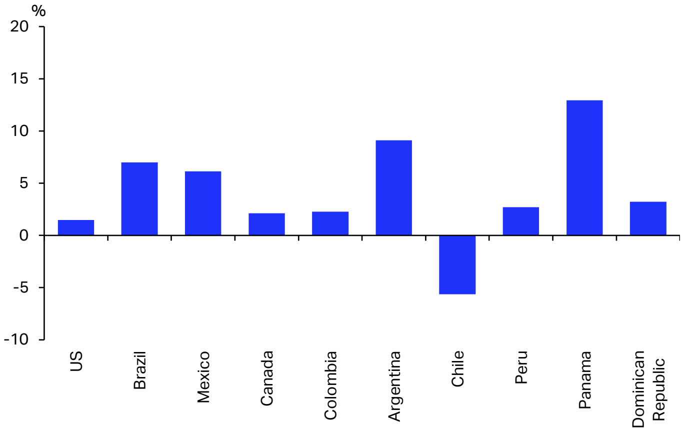
Source: IATA Sustainability and Economics using data from DDS. Markets are ordered by size, from larger to smaller

Chart 37: The number of passengers travelling to and from major city pairs serving Americas, YoY, %



Source: IATA Sustainability and Economics using data from DDS. Markets are ordered by size, from larger to smaller

Chart 38: Americas, air passenger seats capacity scheduled for Q4 2025, YoY, %



Source: IATA Sustainability and Economics using Data from OAG. Markets are ordered by size, from larger to smaller

	Share of Industry RPKs in 2024	Q3 2025, %					
		YoY				PLF	CLF
		RPK	ASK	CTK	ACTK		
TOTAL MARKET	**100**	**4.1**	**4.2**	**4.2**	**3.5**	**85.0**	**45.0**
North America[2]	22.9	0.6	2.2	-1.0	-1.0	84.6	38.9
Latin America[2]	5.3	6.7	6.2	0.8	4.0	84.8	34.7

Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

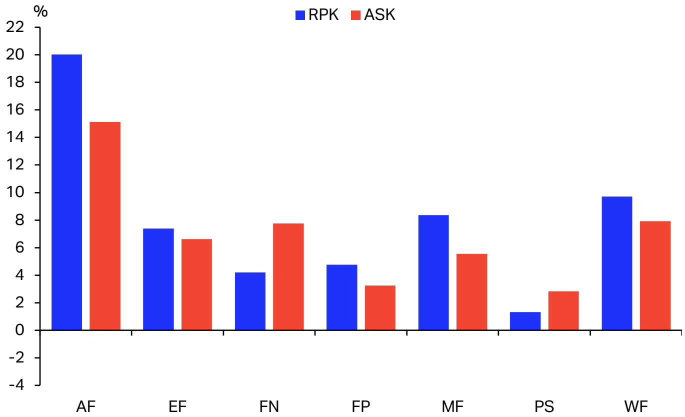
Notes:

1. CS = Central America / Caribbean and South America; EC = Europe and Central America / Caribbean; EN = Europe and North America; ES = Europe and South America; FN = Far East and North America; MN = Middle East and North America; NC = North America and Central America / Caribbean; NS = North America and South America; PS = North / South America and Southwest Pacific; WC = Within Central America; WS = Within South America.
2. The total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered regional traffic.

4.3. Asia Pacific

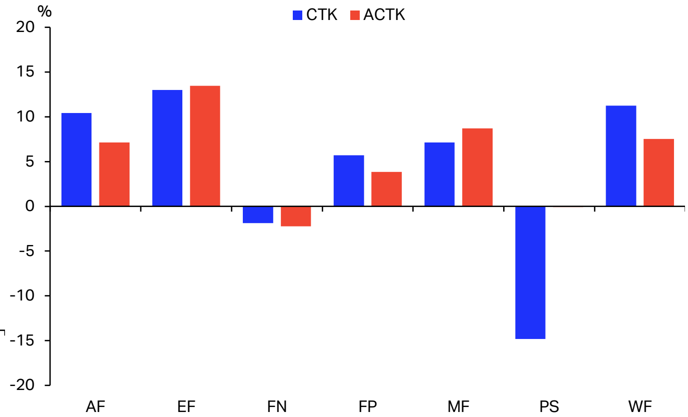
- Passenger demand for carriers in the Asia Pacific region continued to grow in the third quarter of 2025, although the pace moderated from earlier in the year. These carriers accounted for roughly one-third of global RPKs in 2024 and continued to outpace the industry average, with demand increasing 5.8% YoY. Capacity expanded by 4.9% YoY, keeping the passenger load factor at 84.5%, up 0.7 ppt versus the same period in 2024.
- Demand on international routes within the region grew by 9.7% YoY (Chart 39), while routes to Europe increased by 7.4% after even stronger gains in Q2. Traffic growth to Africa accelerated to 20% YoY, making it the fastest-growing corridor, albeit still accounting for less than 2% of the passenger traffic of the region. Flows to the Middle East also strengthened. By contrast, growth on routes to North America eased compared to the moderate increase in Q2. Passenger load factors were generally higher than a year earlier, with gains of around two to three ppt on routes to Africa, the Middle East, and within Asia, where demand growth outpaced capacity expansion.
- Cargo performance of Asia Pacific carriers improved further in Q3, with CTK up by 9.4% YoY compared to 9.3% in Q2 and 7.5% in Q1. Available capacity rose by 6.3% YoY, and the regional cargo load factor averaged 48.8%, which is well above the industry's average of 45.0%. Traffic to Africa returned to growth after two quarters of contraction (Chart 40). Intra-region volumes continued to expand at a double-digit rate, and services to the Middle East and Southwest Pacific maintained steady gains.
- Outbound travel from Asia Pacific continued to expand in Q3 2025 (Chart 41). Among major destinations, Spain led growth with traffic up by 16.6% YoY, followed by Italy and France, which also recorded strong double-digit increases of 12.3% and 10.5%, respectively. Traffic to Germany rose steadily by 8.5% YoY, while flows to the United Kingdom added a more moderate 4.3%. In the Middle East, travel to Oman grew by 6.9% YoY, while demand to Saudi Arabia rose by 3.4%. Traffic to Qatar was largely unchanged compared to the same quarter last year. Passenger volumes to the United States and Canada increased modestly by 2.4% and 3.4%, respectively, indicating a more gradual recovery in trans-Pacific travel compared with Europe and the Middle East.
- International travel from mainland China maintained its upward momentum in Q3 2025 (Chart 42). Passenger flows to the Middle East and Africa exceeded pre-pandemic levels, reflecting expanded connectivity and stronger tourism. Traffic to Latin America and the Caribbean also surpassed pre-crisis benchmarks. Asia Pacific remained the dominant destination region, reaching nearly 90% of its 2018 level, while Europe followed at above 80%. Traffic to North America continued to recover more slowly, with volumes still below 60% of 2018 levels.
- The busiest city pairs worldwide are concentrated in the Asia Pacific, and particularly Northeast Asia, with eight out of ten routes located within South Korea, Japan, and mainland China (Chart 43). Jeju–Seoul ranked first, with passenger volumes up by 4.8% YoY. Sapporo–Tokyo followed with a 10.3% YoY increase, and the Fukuoka–Tokyo corridor posted a modest gain of 0.9% YoY. Traffic on the Shanghai–Shenzhen route rose sharply by 13.3% YoY, while passenger numbers between Hanoi and Ho Chi Minh City also increased. In contrast, the Melbourne–Sydney, Beijing–Chengdu, and Osaka–Tokyo routes softened slightly, while demand on the Okinawa–Tokyo route recorded a marked decline of 6.0% YoY.
- Seat capacity across the region is expected to rise further in Q4 2025 (Chart 44). Malaysia is projected to lead with growth of 16.1% YoY, followed by Vietnam and China with increases of 8.8% and 7.2%, respectively. Capacity in India, South Korea, Australia, and Thailand is expected to rise moderately, while the Philippines is likely to show a smaller gain. Japan's scheduled seats will probably remain stable, and Indonesia is forecast to see a decline of 7.1% YoY. Overall, airline scheduling indicates sustained expansion in emerging Southeast Asian markets, while capacity growth in the mature Northeast Asian economies remains subdued.

Chart 39: Asia Pacific, international air passenger traffic and seat capacity by route area, YoY, %



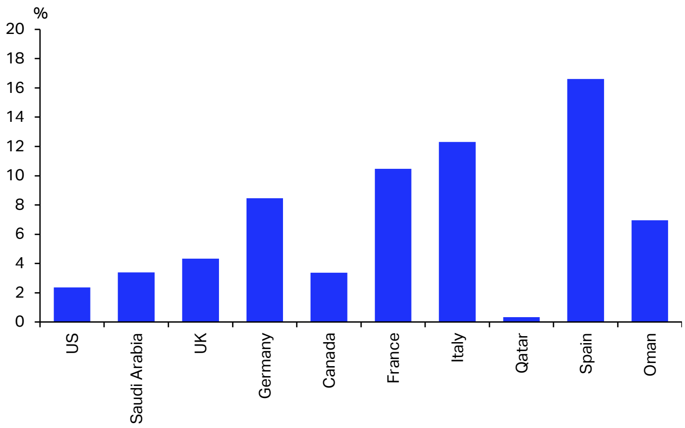
Source: IATA Sustainability and Economics using data from IATA Information and Data[1]

Chart 40: Asia Pacific, international air cargo traffic and capacity by route area, YoY, %



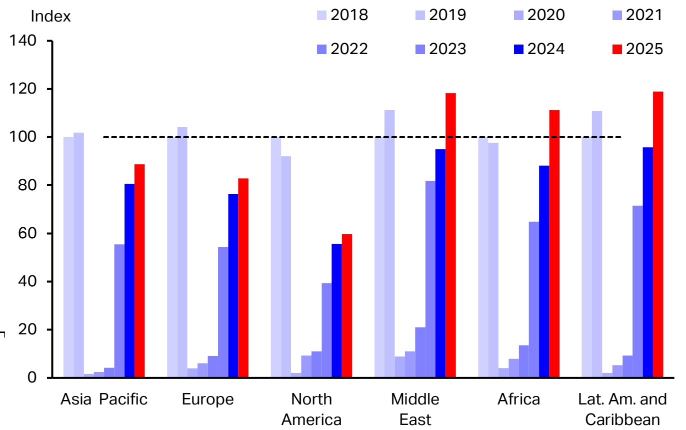
Source: IATA Sustainability and Economics using data from IATA Information and Data[1]

Chart 41: Traffic from Asia Pacific to its top 10 destinations by market size, YoY, %



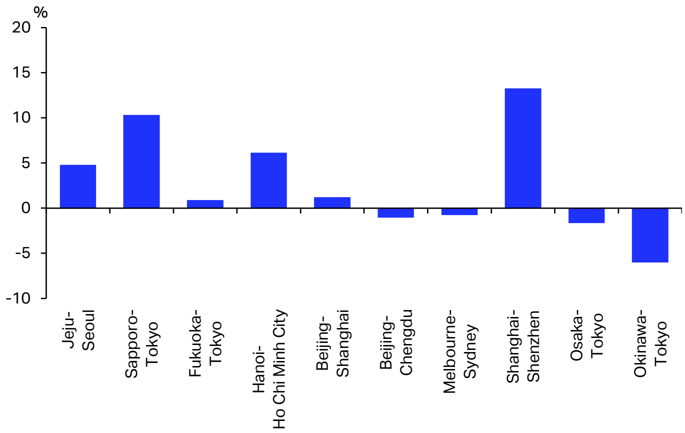
Source: IATA Sustainability and Economics using data from DDS. Markets are ordered by size, from larger to smaller

Chart 42: International air passengers from China by destination region, Q2 each year, index, 2018=100



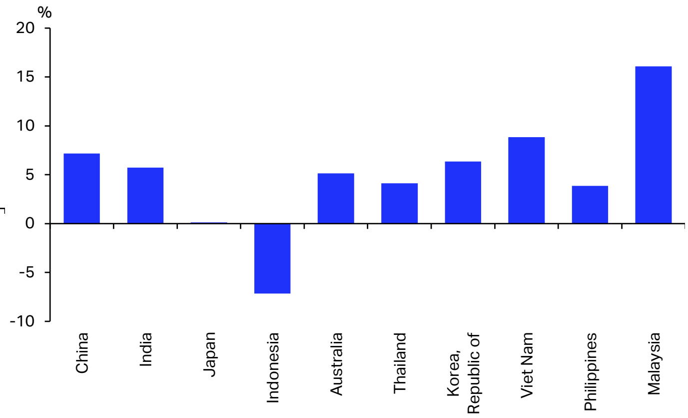
Source: IATA Sustainability and Economics using data from DDS

Chart 43: The number of passengers travelling to and from major city pairs serving Asia Pacific, YoY, %



Source: IATA Sustainability and Economics using data from DDS. Markets are ordered by size, from larger to smaller

Chart 44: Asia Pacific, air passenger seats capacity scheduled for Q4 2025, YoY, %



Source: IATA Sustainability and Economics using Data from OAG. Markets are ordered by size, from larger to smaller

	Share of Industry RPKs in 2024	Q3 2025, %					
		YoY				PLF	CLF
		RPK	ASK	CTK	ACTK		
TOTAL MARKET	**100**	**4.1**	**4.2**	**4.2**	**3.5**	**85.0**	**45.0**
Asia Pacific[2]	33.6	5.8	4.9	9.4	6.3	84.5	48.8

Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

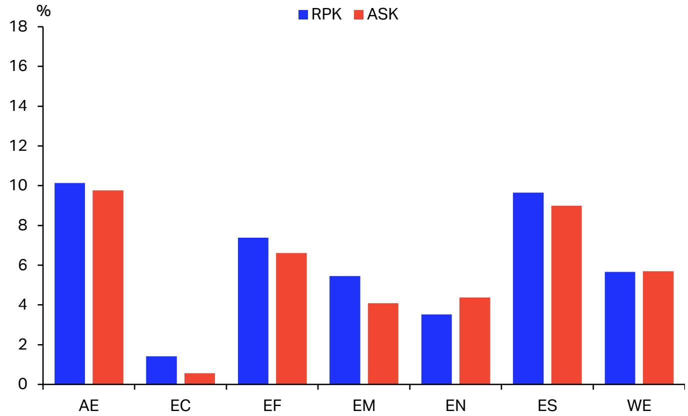
Notes:

1. AF = Africa and Far East; EF = Europe and Far East; FN = Far East and North America; FP = Far East and Southwest Pacific; MF = Middle East and Far East; PS = North / South America and Southwest Pacific; WF = Within Far East.
2. The total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered regional traffic.

4.4. Europe

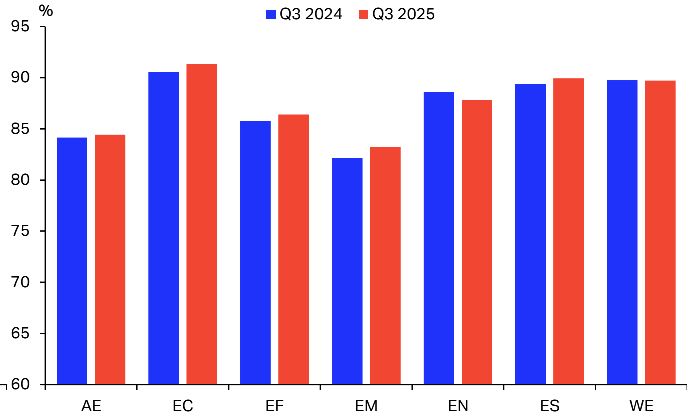
- Europe’s airlines saw an increase in demand of 3.3% YoY in Q3 2025, and capacity gained 3.6% YoY. The PLF decreased marginally by 0.2ppt, to 87.3%.
- Within Europe, the market that accounted for nearly a third of the total demand for these carriers in 2024, posted a growth rate of 5.7% YoY, in line with the previous quarters of the year (Chart 45). Capacity has expanded apace, which helped maintain a steady PLF on an annual comparison at around 89.8% (Chart 46). Demand on the Transatlantic corridor added 3.5% YoY this quarter, capacity expanded by 4.4% YoY, and the PLF contracted by 0.7ppt to 87.8%. Europe-Asia routes saw a 7.4% YoY increase in demand, with capacity growing 6.6% YoY. The PLF for these routes added 0.6ppt YoY to 86.4%, just 0.1ppt below the historical high registered in Q3 2018. The highest growth rates were recorded on routes serving South America, where demand rose by 9.7% YoY and capacity increased by 9% YoY. Demand on Europe-Central America routes expanded the least, rising just 1.4% YoY. As growth in capacity was limited to 0.6% YoY, the PLF reached new historical highs and is now at 91.3%, 0.7ppt above the same quarter of 2024.
- Cargo demand for the region was resilient during Q3 2025, growing by 3.1% YoY. This, however, is slightly below the 4.3% YoY capacity increase in the region, which drove the CLF down by 0.6ppt to 49.9%. European carriers nevertheless maintained the highest CLF of all regions. The Europe-Asia corridor remained strong in Q3, and cargo demand grew by 13% YoY, slightly outpaced by capacity at 13.5% (Chart 47). Cargo flown on transatlantic routes added 6.2% YoY, outpacing capacity growth of 4.2% YoY, and pushing the CLF up to 39.7%. Routes between Europe and the Middle East saw a decline in cargo demand, falling by 1.8% YoY in the quarter. Capacity, however, expanded by 3.8% YoY, causing the CLF to drop by almost three percentage points to 50.9%.
- The United States, as a destination from Europe, saw an increase in passenger traffic of 2.8% YoY, down from the increase seen in the previous quarter (Chart 48). Canada was the second largest destination in North America for European travelers, up 4.8% YoY. Morocco once again emerged as the leading destination in Africa, adding 4.6% YoY to their visitors from Europe. Passengers flying to Israel surged for the second consecutive quarter, up as much as 20.6% as carriers adjusted their capacity following the military conflicts in the region. Regarding destinations in Asia, China grew by 11.9% YoY and India by 4.8% YoY.
- Country-pair-wise, most of the main markets are short-haul, with Spain-UK being the largest market. Passenger traffic between the two countries rose by 4.2% YoY in Q3 2025 and accounted for over 15 million passengers transported (Chart 49). The Germany-Spain markets contracted mildly in the quarter, down 0.4% YoY, while the Italy-Spain and Germany-Türkiye markets added 4.9% YoY and 10.1% YoY, respectively. The US-UK market expanded marginally, by 0.9% YoY, while the France-Italy market contracted the most among country pairs, down 5.5% YoY.
- In Q4, the seat schedule for Spain is expected to grow in line with Q3 2025, adding 2.7% YoY (Chart 50). The UK will likely follow closely at 2.4% YoY growth in seat capacity, while Germany looks set to gain 3.6% YoY in Q4 2025. The Turkish market should expand capacity by 9.5% YoY in Q4, while Norway is the only market anticipated to contract by 0.5% YoY in Q4. The remaining markets are predicted to grow between 2.7% YoY (France) and 5.2% YoY (Switzerland).

Chart 45: Europe, international air passenger traffic and seat capacity by route area, YoY, %



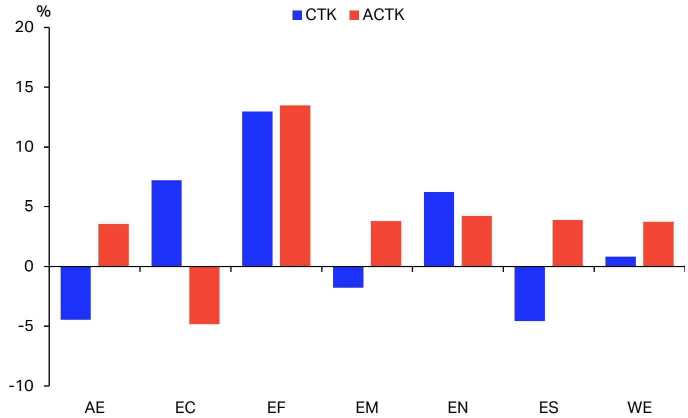
Source: IATA Sustainability and Economics using data from IATA Information and Data[1]

Chart 46: Europe, air passenger load factor by route area, % of ASK



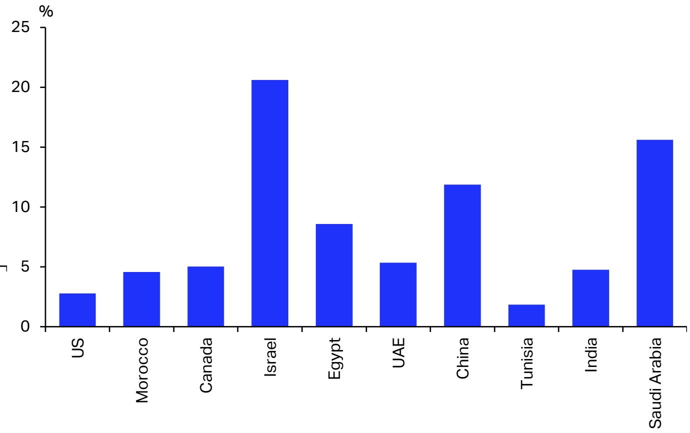
Source: IATA Sustainability and Economics using data from IATA Information and Data[1]

Chart 47: Europe, international air cargo traffic and capacity by route area, YoY, %



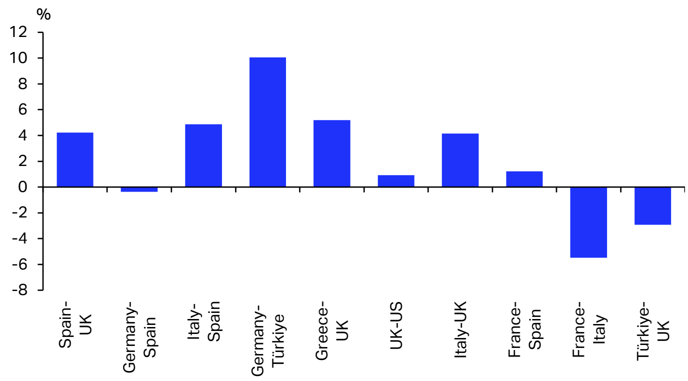
Source: IATA Sustainability and Economics using data from IATA Information and Data[1]

Chart 48: Traffic from Europe to its top 10 destinations by market size, YoY, %



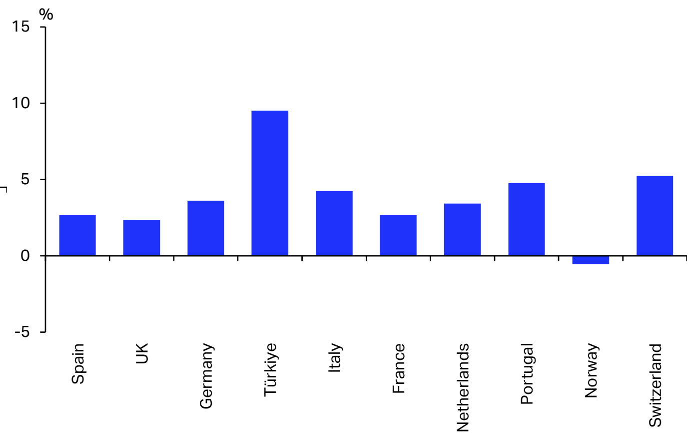
Source: IATA Sustainability and Economics using data from DDS. Markets are ordered by size, from larger to smaller

Chart 49: The number of passengers travelling to and from major country pairs serving Europe, YoY, %



Source: IATA Sustainability and Economics using data from DDS. Markets are ordered by size, from larger to smaller

Chart 50: Europe, air passenger seats capacity scheduled for Q4 2025, YoY, %



Source: IATA Sustainability and Economics using Data from OAG. Markets are ordered by size, from larger to smaller

	Share of Industry RPKs in 2024	Q3 2025, % YoY					
		RPK	ASK	CTK	ACTK	PLF	CLF
TOTAL MARKET	**100**	**4.1**	**4.2**	**4.2**	**3.5**	**85.0**	**45.0**
Europe[2]	26.7	3.3	3.6	3.1	4.3	87.3	49.9

Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

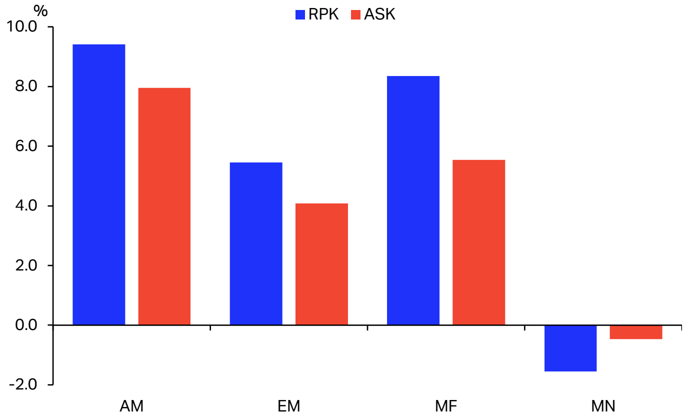
Notes:

1. AE = Africa and Europe; EC = Europe and Central America / Caribbean; EF = Europe and Far East; EM = Europe and Middle East; EN = Europe and North America; ES = Europe and South America; WE = Within Europe.
2. The total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered regional traffic.

4.5. Middle East

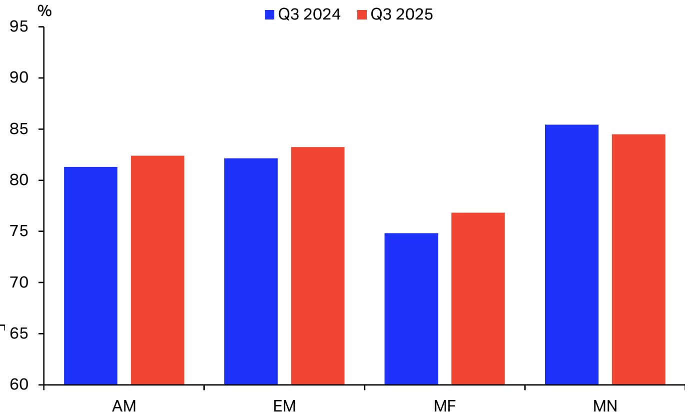
- Carriers in the Middle East sustained significant growth in Q3 2025, picking up the pace from the previous quarter. Passenger demand rose by 7.2% YoY, while capacity expanded by 6.8% YoY and the PLF increased to 83.3% (+0.3ppt), a historical high for the region.
- Passenger demand for the Asia-Middle East corridor, the main market for carriers in the region, expanded by 8.4% YoY in the quarter (Chart 51). Capacity on these routes saw an increase of 5.5% YoY, driving the PLF up two percentage points to 76.8% YoY (Chart 52). Demand for travel between Europe and the Middle East grew by 5.5% YoY, and capacity added 4.1% YoY, pushing the PLF up by one percentage point. The Middle East-North America routes were the only ones to contract, with demand falling 1.6% YoY in Q3 2025 and capacity shrinking 0.5% YoY. The PLF still added 0.9ppt and is now at 85.4%. The Africa-Middle East markets expanded by 9.4% YoY and 8% YoY regarding demand and capacity, respectively. The PLF on these routes climbed by 1.1ppt to 82.4%.
- Air cargo demand for carriers in the region saw a mild acceleration compared to the previous quarter. In Q3 2025, demand increased by 1.9% YoY, while capacity grew by more than twice that, at 4.7% YoY. This drove the CLF down by 1.3ppt to 44.9%. The Asia-Middle East corridor remained buoyant this quarter, and cargo demand grew by 7.1% YoY, outpaced by capacity growth of 8.7% YoY (Chart 53). This shows the ongoing diversification of cargo routes away from North America and into new regions. Cargo demand in the Europe-Middle East market nevertheless extended its streak of declines over the recent quarters, contracting 1.8% YoY, though capacity was up by 3.8% YoY. This drove the CLF down by 2.9ppt to 50.9%. The Middle East-North America market recovered somewhat after a sequence of quarterly contractions. Cargo demand grew by 1.4% YoY as capacity decreased by 2.7% YoY. The CLF for these routes was up 1.6 ppt to 39.6% in Q3. The Africa-Middle-East corridor performed well, with demand gaining as much as 14.3% YoY and capacity expanding 16.2% YoY.
- India and Pakistan are the main destinations of travelers from the Middle East into Asia. Visitors to India were up 0.3% YoY (Chart 54), thanks to the India-UAE market contributing 5.2% YoY, partially offset by the India-Saudi Arabia route falling by 4.4% YoY in Q3 2025 (Chart 55). Pakistan, on the other hand, received 5.3% YoY fewer passengers from the region, and a drop of 15% from the United Arab Emirates (UAE). Egypt, the main destination in the African continent, grew by 2.8% YoY, benefiting from an increase in passenger flow between the country and Saudi Arabia of 5.8% YoY, and the UAE of 3.8% YoY.
- Türkiye was the main destination in Europe, though it decelerated by 1.7% YoY in Q3, slightly outperforming the result seen in the previous quarter, mostly thanks to the Saudi Arabia-Türkiye market growing 11% YoY. Greece and Germany registered the highest growth rate as destinations for travelers from the Middle East, up 31.7% YoY and 11.3% YoY, respectively. The US too performed well for the second quarter in a row, posting an increase of 8% YoY in the number of passengers visiting the country from the Middle East.
- Looking to Q4 2025, capacity is expected to increase across all the main markets in the region (Chart 56). The UAE could add capacity at a pace of 6% YoY and Saudi Arabia 7% YoY, as new airlines enter the market. Israel will most likely see a surge as airlines allocate capacity to the country. Jordan should see an increase of 32.5% in its capacity, and Iraq might gain 3.4% YoY, reversing the fall seen in the previous quarter.

Chart 51: Middle East, international air passenger traffic and seat capacity by route area, YoY, %



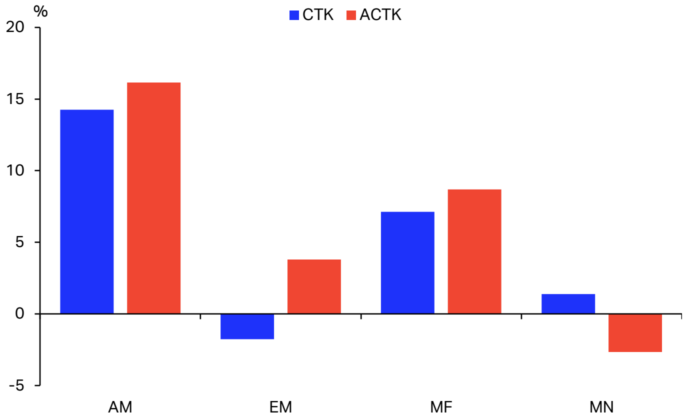
Source: IATA Sustainability and Economics using data from IATA Information and Data[1]

Chart 52: Middle East, air passenger load factor by route area, % of ASK



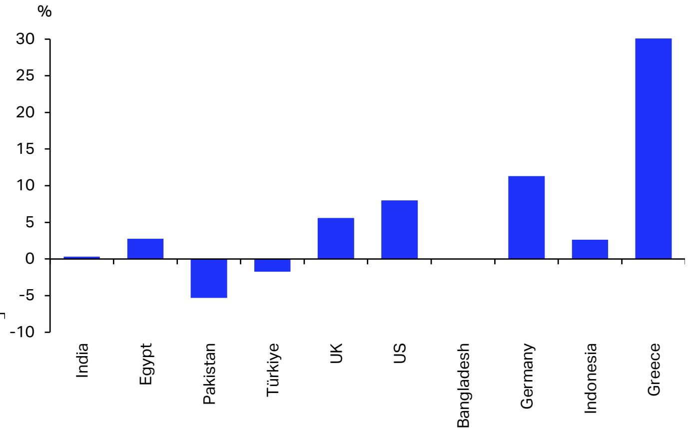
Source: IATA Sustainability and Economics using data from IATA Information and Data[1]

Chart 53: Middle East, international air cargo traffic and capacity by route area, YoY, %



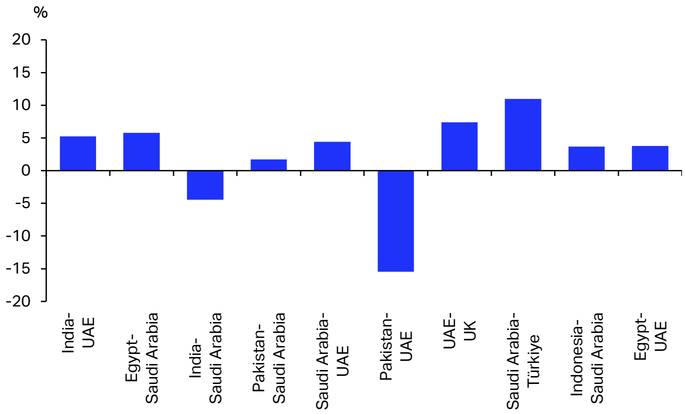
Source: IATA Sustainability and Economics using data from IATA Information and Data[1]

Chart 54: Traffic from the Middle East to its top destinations by market size, YoY, %



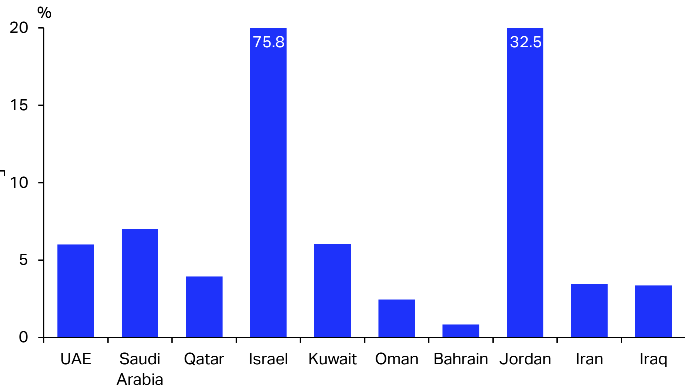
Source: IATA Sustainability and Economics using data from DDS. Markets are ordered by size, from larger to smaller

Chart 55: The number of passengers travelling to and from major country pairs serving Middle East, YoY, %



Source: IATA Sustainability and Economics using data from DDS. Markets are ordered by size, from larger to smaller

Chart 56: Middle East, air passenger seats capacity scheduled for Q4 2025, YoY, %



Source: IATA Sustainability and Economics using data from OAG. Markets are ordered by size, from larger to smaller

	Share of Industry RPKs in 2024	Q3 2025, %					
		YoY				PLF	CLF
		RPK	ASK	CTK	ACTK		
TOTAL MARKET	**100**	**4.1**	**4.2**	**4.2**	**3.5**	**85.0**	**45.0**
Middle East[2]	9.4	7.2	6.8	1.9	4.7	83.3	44.9

Source: IATA Sustainability and Economics using data from IATA Information and Data - Monthly Statistics

Notes:

1. AM = Africa and Middle East; EM = Europe and Middle East; MF = Middle East and Far East; MN = Middle East and North America.
2. The total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered regional traffic.

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