

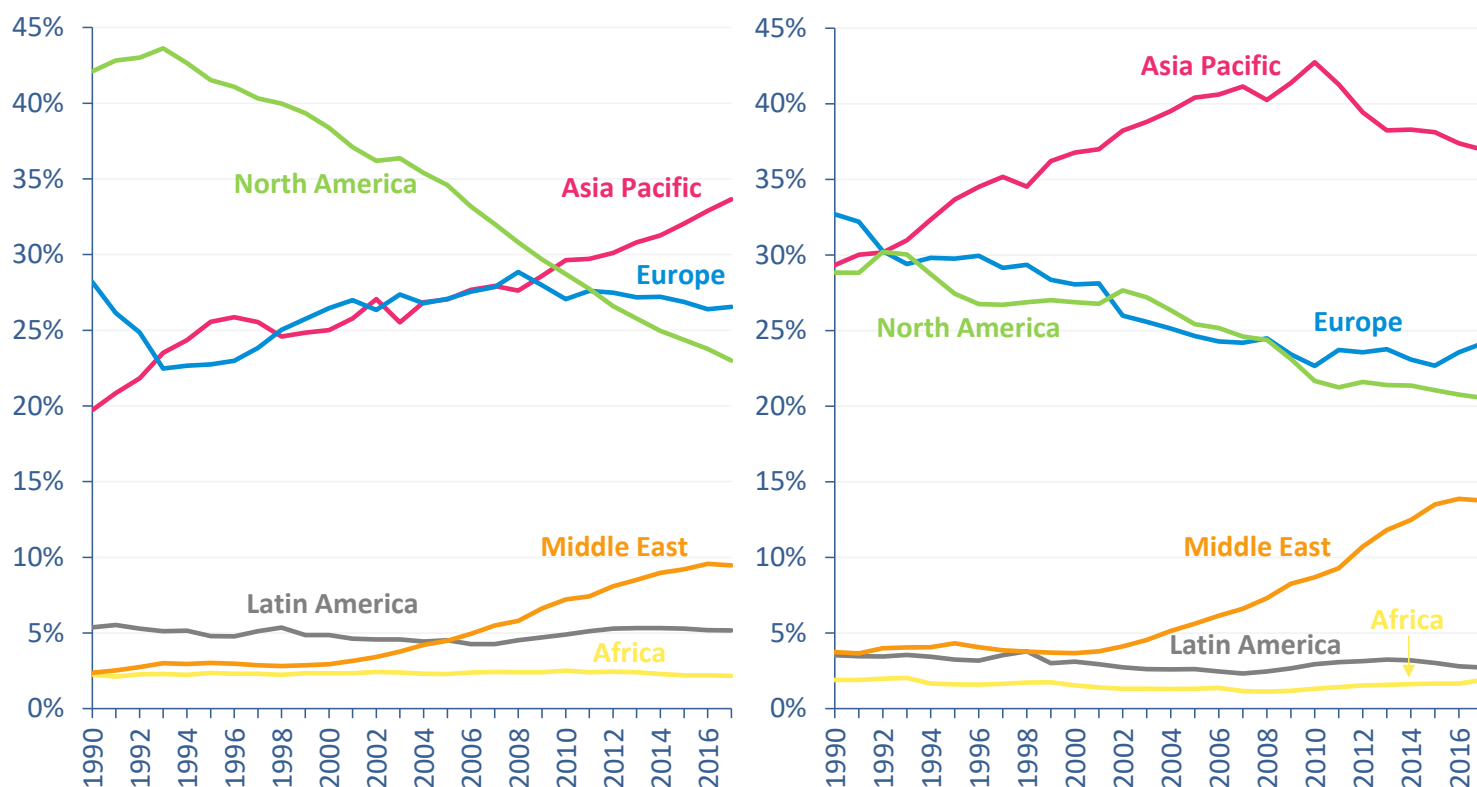


# IATA ECONOMICS' CHART OF THE WEEK

2 FEBRUARY 2018

## THE CHANGING FACE OF GLOBAL AVIATION

Regional share\* of global revenue passenger kilometres... ...and global freight tonne kilometres



Source: IATA Monthly Statistics

\*Region of registration basis

- We recently released our analysis of the performance of the air [freight](#) and [passenger](#) markets in 2017. This week's chart looks at how last year's performance fits in with the wider shifts seen in global aviation over time. A few points stand out:
- Asia Pacific extended its position as the largest region in terms of overall revenue passenger kilometres (RPKs) flown; airlines based there now fly more than one-third of total RPKs, up from one-fifth in the early-1990s. (Note that European airlines fly the most *international* RPKs of any region, but the large domestic markets in Asia put the region ahead on an overall basis.) It remains by far the largest freight-flying region too, despite losing some share to European airlines in 2017.
- The long-standing downward trend in North American airlines' share of passenger and freight traffic continued in 2017. This trend is a clear illustration of the extent that the industry's centre of gravity has already shifted eastwards. Note that it's not that traffic hasn't increased over time – airlines based in North America currently fly more than twice the number of RPKs than they did in 1990, for example. It's just that industry-wide passenger volumes *quadrupled* over the same period.
- Meanwhile, following a challenging year for carriers based in the Middle East, 2017 was notable as being the first year this century in which the region's market share of either passenger or freight volumes declined.
- Finally, while it's not easily visible given the scale of the chart, African airlines saw the biggest increase in their freight market share since our series began in 1990, helped by a surge in traffic to and from Asia. If the trend seen in 2017 were to continue, African airlines would overtake Latin American airlines in terms of FTKs flown during 2020.

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[economics@iata.org](mailto:economics@iata.org)