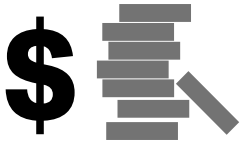
THE VALUE OF AVIATION PAPUA NEW GUINEA

The economic impact of aviation in Papua New Guinea

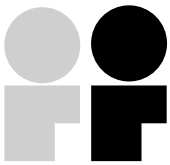
The aviation sector and its quantifiable economic effects made up 2.2% of Papua New Guinea's GDP and 1.5% of the country's employment in 2025. This covers the sector itself, its supply chain, employee spending, and international air transport-enabled tourism to Papua New Guinea.

GDP and employment created by aviation in Papua New Guinea in 2025



703.1
USD million

2.2%
of GDP



56.5
thousand jobs

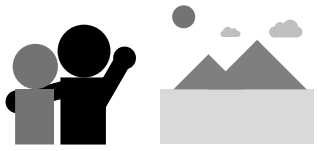
1.5%
of employment

Included economic impacts:
***Direct** – within aviation sector, **Indirect** – aviation supply chain,*
Induced** – employee spending, **International tourists arriving by air

Breakdown of GDP and employment created







Airlines	Airports, ANSPs, civil manufacturing	International tourists arriving by air
USD 236.7 million	USD 286.2 million	USD 180.2 million
15.7 thousand jobs	18.1 thousand jobs	22.7 thousand jobs

Source: Air Transport Action Group, 2026. Aviation Benefits Beyond Borders report based on data from Oxford Economics.
Note: Economic impacts are calculated using Oxford Economics' Aviation: Benefits Beyond Borders methodology with inputs sourced from publicly available statistics and recognized industry datasets wherever possible, with modelling-based estimates applied where direct data are not available. Estimates do not include domestic tourism spending, nor the wider catalytic benefits of aviation on trade, investment, productivity gains, and enhanced connectivity, among others.
Note: Average 2025 exchange rate: USD 1 = PGK 4.12

Air transport brings millions of people safely to global destinations

Around 2 million air passengers departed from Papua New Guinea in 2025, based on Origin-Destination(O-D) traffic, making Papua New Guinea the 105th largest air passenger market globally.

Air travel from Papua New Guinea in 2025, Origin-Destination (O-D)

2
million
passenger departures

GROWTH

-5.3%
10-year growth

-5.2%
year-on-year growth

RANK

105th
Global
No change since 2015

3rd
in Southwest Pacific
No change since 2015

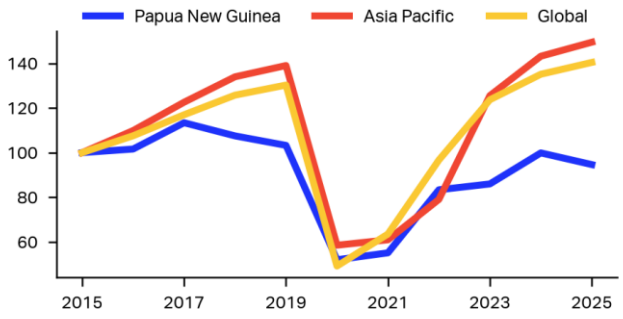
SHARE

0.05%
of global departures

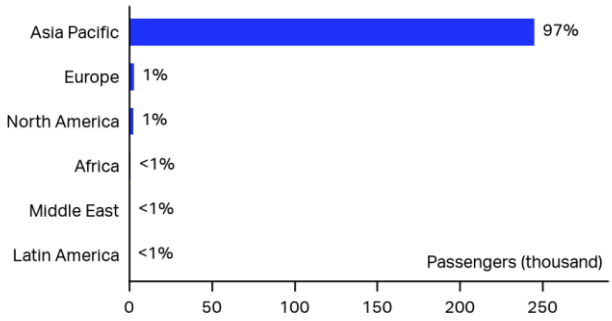
1.8%
of Southwest Pacific departures

International: 252.1 thousand passenger departures, -6.8% 10Y growth, 5.4% YoY growth
Domestic: 1.7 million passenger departures, -5.1% 10Y growth, -6.6% YoY growth, % share of total market: 87.3%

Total passenger departures, O-D, 2015-2025, index 2015=100



International passenger departures by destination region, O-D, 2025



Top air travel markets Inbound & outbound	Top origin cities Inbound	Top destination cities Outbound
1. Australia	1. Brisbane	1. Brisbane
2. Philippines	2. Singapore	2. Manila
3. Singapore	3. Cairns	3. Singapore
4. Hong Kong (SAR)	4. Sydney	4. Cairns
5. China	5. Manila	5. Sydney

Source: IATA Sustainability & Economics using IATA DDS data.
Note: O-D (origin-destination) departures measures passengers beginning their journey in Papua New Guinea, to their final destination, excluding transfer and transit passengers.
Top air travel markets based on total O-D passenger traffic between Papua New Guinea and other markets in 2025. Top outbound and inbound cities are based on round-trip passenger journeys.
IATA DDS data are derived from ticketing and sales transactions using IATA methodologies and estimates; therefore, results may not exactly match officially reported traffic statistics.

Air transport directly connects Papua New Guinea to 9 different countries

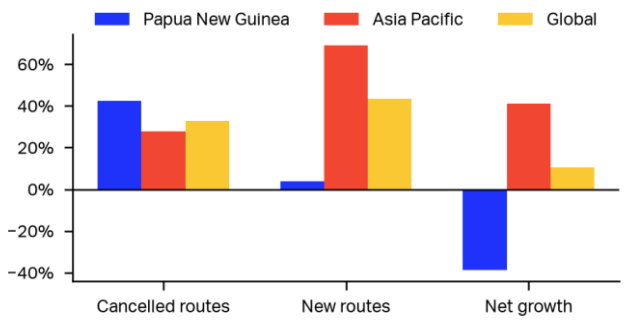
In 2025, there were 23 airports and 5 operating airlines in Papua New Guinea, providing a total of 97 regularly scheduled commercial passenger routes for Papua New Guinea, connecting to 9 countries with about 7 daily international departures.

Air Connectivity in Papua New Guinea

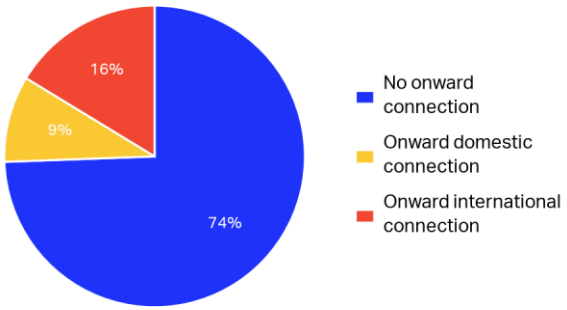


		Total		
		Available routes	Connected countries	Daily int. departures
2025	Total	97	9	7
	Global rank	87th	171st	177th
	SW Pacific rank	4th	6th	4th
2015	Total	158	10	9
	Global rank	59th	156th	170th
	SW Pacific rank	4th	4th	5th

Route network change, 2015 to 2025, % of 2015



Onward connections of international arrivals, 2025

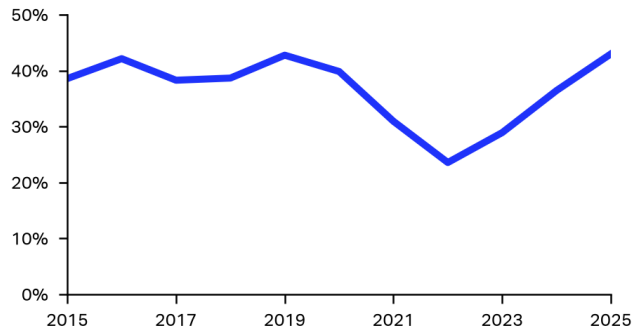


Source: IATA Sustainability & Economics using OAG & IATA DDS data.
Note: Airport, airline, and route counts include only those with regularly scheduled passenger services from Papua New Guinea. Airports with fewer than 1,000 regularly scheduled seats in 2025 are excluded.

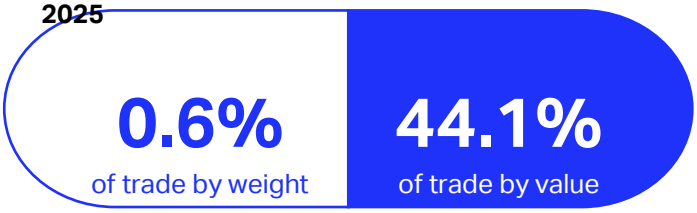
Air Cargo provides Papua New Guinea timely and safe access to global markets

Although air transport accounted for an estimated 0.6% of Papua New Guinea's traded goods by weight, it carried 44.1% of their total value.
Papua New Guinea's airports handled around tonnes of air cargo in 2025, ranking Papua New Guinea as the world's largest air cargo handler market and the largest in Southwest Pacific.

Papua New Guinean air cargo, value, % of total, 2015-2025



Papua New Guinean air cargo, share of trade, 2025



Air cargo handled in Papua New Guinea, 2025

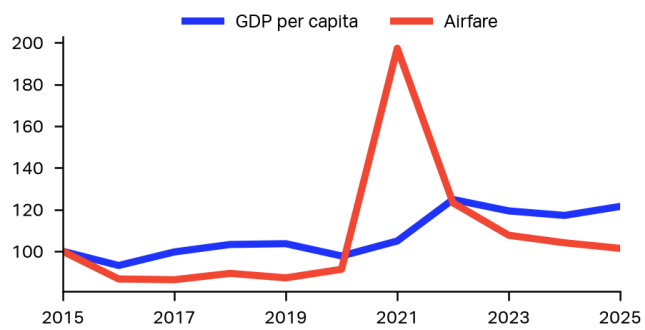


Source: Airports Council International (ACI) for air cargo handled, Global Trade Tracker (GTT) for imports and exports by air.
Note: Papua New Guinea's trade by air includes imports and exports. It is based on a sample of 50 countries that report their trade by means of transport in 2025, which represents around 40% of the total global goods trade.

International air travel from Papua New Guinea has become more affordable over the past decade

Papua New Guinea's nominal GDP per capita increased by 21.5%, while the average nominal airfare for an international ticket from Papua New Guinea increased by 1.4%, over the past decade. Therefore, international air travel has become more affordable for local residents over this time period.

Nominal GDP per capita & average international fare, Papua New Guinea, 2015-2025, index 2015=100



Source: IATA DDS, World Bank. Nominal GDP per capita and fare developments measured in USD terms.