

# Air Cargo FOCUS

## Embracing the potential of artificial intelligence

**Gregg Schwendinger**  
President, American Airlines Cargo



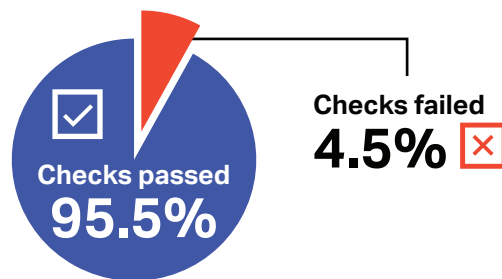
- Technology:** Unlocking the potential of AI
- Slots:** Is air cargo being treated fairly?
- Trade:** Maintaining agility amid constant volatility
- Data:** CASS-USA Market Monitor Q1 2026

# TOP REASONS WHY DANGEROUS GOODS SHIPMENTS GET REFUSED

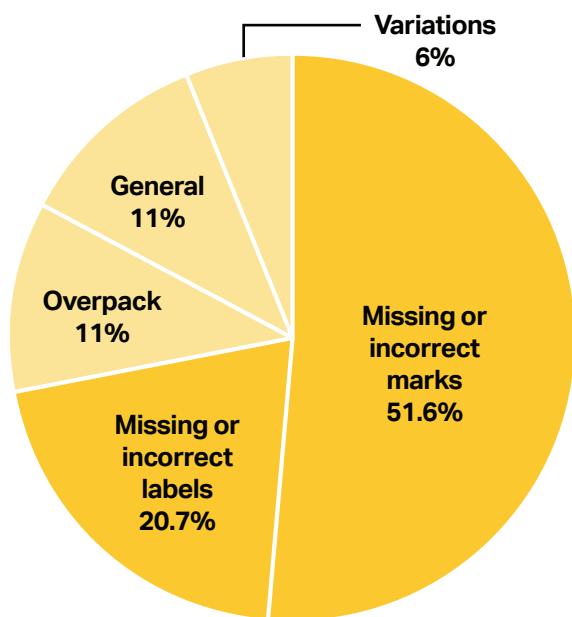
IATA's DG AutoCheck monitors and records all relevant data related to dangerous goods shipment checks.

Over the past two years, a total of 506,592 checks have been conducted using DG AutoCheck, with **only 22,886 (4.5%) resulting in failures.**

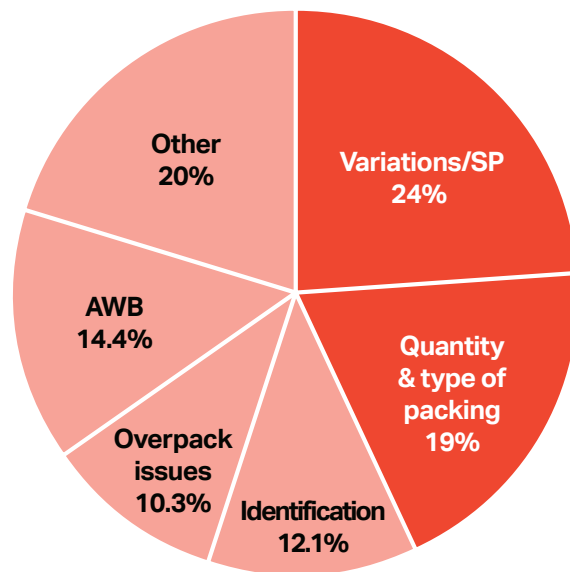
Why did these shipments get refused? **Explore the graph below for further insights.**



## Packaging issues (51%)



## Documentation issues (44%)



## Manual failure (4.3%)



**DG AutoCheck** is a cutting-edge digital solution designed for airlines, ground handlers, and freight forwarders. It streamlines the process of verifying the compliance of the Shipper's Dangerous Goods Declaration (DGD) with all pertinent regulations outlined in the IATA Dangerous Goods Regulations (DGR). By automating this compliance check, DG AutoCheck ensures accuracy, efficiency, and adherence to safety standards.

Get a free demo on [iata.org/dg-autocheck](https://iata.org/dg-autocheck)

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# Keeping trade moving

**Alicia Lines**, President of CNS, outlines the need for collaboration in air cargo.

**Welcome to the 2026 CNS Partnership Conference.** Our sincere gratitude to San Francisco International Airport and all partners whose contributions have made this event possible.

There are numerous reasons why this conference is so significant. Primarily, it reflects the culture that CNS is fostering across the sector, enabling industry leaders to collaborate on both common and emerging challenges—including geopolitical volatility, infrastructure concerns, evolving regulations, and ongoing digital transformation. These discussions drive progress in air cargo, which in turn advances global trade and overall prosperity.

Furthermore, air cargo plays a critical role in delivering life-saving medicines, humanitarian aid, and maintaining resilient supply chains. Since the COVID-19 pandemic, the criticality of air cargo to the modern world has been widely recognized, and the CNS Partnership Conference emphasizes this

development. Every shipment matters!

Open dialogue is now more crucial than ever. The recent onset of conflict in Iran complicates predictions regarding annual performance. Rising fuel costs, scarcity in certain regions, and disruptions to key cargo hubs in the Gulf pose major challenges. However, air cargo has repeatedly demonstrated resilience—most recently during the US tariff crisis—as trade lanes swiftly adjusted to changing conditions. This level of agility will continue to be necessary. Aviation is never far away from the next crisis!

But we are not robust if we have a backbone made of paper. We must move away from a reliance on manual processes. Digital transformation is no longer optional but a foundational element in new operating models.

The integration of artificial intelligence (AI) will undoubtedly play a transformative role. Several innovative projects and initiatives are underway. IATA is launching the AI Subject Matter

Expert (SME) platform and the Air Cargo AI Excellence Hub, for example. The AI SME is a mobile and web-based tool enabling operational teams to rapidly access information from IATA cargo and safety publications through natural language queries. This promotes faster decision-making, strengthens compliance, and enhances efficiency in time-sensitive environments.

The Air Cargo AI Excellence Hub, meanwhile, will unite stakeholders to facilitate the structured implementation of AI in the sector. The Hub will support collaboration on best practices in governance and compliance, the sharing of experiences, and the development of standards.

AI represents a positive advancement. However, its adoption must be consistent, interoperable, secure, and aligned with global aviation standards. Notably, agentic AI offers capabilities beyond passive recommendations, possessing the ability to perceive, decide, and act independently.

There is no doubt that digitalization and AI will help airlines and the supply chain work together more easily and more effectively, but we must also be mindful of the risks. Safety and security are everything.

Air cargo must be robust, agile, and safe. If we have those qualities, we can cope with any challenge that might come our way. Reliable air cargo connectivity underpins the global economy. It connects businesses to markets, supports jobs and keeps trade moving despite ongoing geopolitical turmoil.

Enjoy the conference.

**Alicia Lines**, President, CNS



# Embracing the potential of AI

**Greg Schwendinger**, President, American Airlines Cargo, tells Graham Newton that he is incredibly bullish about the potential of artificial intelligence.

INTERVIEW BY: GRAHAM NEWTON



To be successful going forward, we need to do everything we can to **set our people up to succeed**, no matter what role they are in.

**A**merican Airlines Cargo has delivered decades of innovation, operational excellence and outstanding service to customers around the world. It ships goods daily across the United States, Asia, Canada, the Caribbean, Europe, Latin America, and Mexico, handling everything from pharmaceuticals to e-commerce.

## **What are the key elements of your strategy that will allow American Airlines Cargo to enjoy another 100 years of business?**

We are incredibly proud of our rich history, one that started with a single flight flown by Charles Lindbergh moving mail from Chicago to St. Louis 100 years ago. It is the great people of American Airlines who have built something so incredible over these 100 years, and we stand on their shoulders today. And it is the current generation of great people of American who will take us forward for another 100 years.

To be successful going forward, we need to do everything we can to set our

people up to succeed, no matter what role they are in. That means continuing to innovate as we build the tools and training to support them, and fostering a collaborative, engaging environment that brings out the best in them every day so they, in turn, can take great care of our customers every day.

## **What are your biggest concerns right now?**

Without a doubt, the issue top of mind is global conflict, which is having a negative impact on many economies and industries, including the cargo business. Elevated fuel prices are placing financial strain on airlines' performance, while airspace closures and concerns about flying through or near certain geographies have disrupted the flow of goods, further impacting costs and transit times.

At American Airlines, we are working diligently to support our customers and provide solutions to meet their needs and the needs of their shippers during these challenging times. We'll continue to carefully balance the priorities of all our stakeholders as we navigate this environment.

**▶ What is your view of artificial intelligence (AI) and where do you think it will have the biggest influence?**

I am incredibly bullish about AI and its ability to transform our business. I feel this way because I'm already seeing it happen at American Airlines. The pace of learning, the vision for what is possible and the tools available to my team to dream, then build, and then deploy solutions is truly incredible.

In 2025, much of the focus was on large language models and how they could be leveraged to enhance customer support or create easy-to-access knowledge bases that allow teams to quickly query policies and procedures. However, in 2026, agentic AI is the frontier, and building agents on top of agents is in vogue and where we are most excited to focus our efforts.

The areas where you'll see the biggest influence are almost limitless, but I'm especially excited about our ability to better forecast demand and capacity, and to create tools that make our team members exponentially more efficient, more responsive, and more accurate. Ultimately, that allows them to deliver a better work product, whether their end customer is an internal partner at American Airlines or an external customer.

**▶ Are you able to attract the talent you need to implement and maintain AI and other digital solutions?**

Yes, we have been. We have a healthy



pipeline of young talent joining us every year from some of the best research universities in the world. They bring with them both a strong understanding of how AI can be leveraged and the ability to learn new things quickly.

At the same time, we're equipping our existing team of professionals with learning tools and training that set them up to evolve alongside these emerging

technologies. Within the American Airlines Cargo team, we encourage people to experiment with AI in a safe, insulated environment, and to share both their successes and failures with their peers to help bring everyone along the learning journey. We also have fun competing in internal hackathons hosted by American Airlines, where the cargo team has built a strong track record as a winning team and one to be reckoned with.

**▶ How important is sustainability and what are you doing in this regard?**

Sustainability is critically important to American and to the long-term resilience of our airline. Across our

Within the American Airlines Cargo team, we **encourage people to experiment with AI in a safe, insulated environment, and to share both their successes and failures.**



**Do you think governments understand the importance of aviation and air cargo?**

At a fundamental level, I do believe governments understand the importance of aviation and air cargo, although it is often during moments of crisis, such as the pandemic or major supply chain disruptions, when they are most reminded of just how essential these industries really are.

In the United States, the aviation and air cargo industries account for a significant portion of total employment, providing fulfilling and well-paying jobs. Beyond that, these industries connect people from different geographies and belief systems and help us to understand that we're really not that different after all. These industries also help fuel economies for growth and prosperity. It is a noble calling to work in aviation and air cargo, and I'm grateful to have built my career in this business.

**If you could change one thing about air cargo, what would it be and why?**

Air cargo is incredibly complex on many fronts, especially for a global carrier serving hundreds of international destinations, each with its own unique customs requirements and procedures.

If I could change one thing, therefore, it would be greater harmonization across customs authorities, ranging from the data they require to the messaging standards and platforms used to exchange that data. These challenges are exactly why the work of IATA is so critically important. Their efforts represent our best, and really only, path toward rationalization and harmonization, even if progress comes in incremental steps.

**38 million**

**Transitioning to biodegradable plastic wrap in 2022 has saved the equivalent of 38 million plastic water bottles.**

operations, we are focused on practical, scalable actions, from transitioning to biodegradable BioNatur plastic wrap, which has eliminated the equivalent of more than 38 million plastic water bottles since the partnership began in 2022, to supporting industry-wide advances in sustainable aviation fuel and next generation technologies.

We are taking a collaborative approach, partnering with energy innovators and technology leaders to help drive meaningful progress while recognizing that advancing a sustainable aviation future requires commitment across the entire global ecosystem.

IMAGES: ISTOCK/AMERICAN AIRLINES CARGO



Average applied  
**US tariffs** increased to  
approximately **17%**, a rate  
not seen **since the 1930s**.

# Enhancing air cargo agility in a volatile world environment

Rapidly evolving US trade policies and heightened levels of policy uncertainty are forcing notable shifts in traditional trade lanes.

WORDS: GRAHAM NEWTON

In 2025, there was exceptional volatility in global trade, largely driven by rapidly evolving US trade policies and heightened levels of policy uncertainty.

An IATA report has quantified exactly what went on in the US air cargo market. Average applied US tariffs increased to approximately 17%, a rate not seen since the 1930s. Tariff escalations were accompanied by additional restrictive measures, including the reduction of the de minimis exemption that previously permitted low-value shipments to enter the United States duty-free and had supported the growth of e-commerce.

Frequent shifts in trade policies, moreover, left market participants with minimal clarity regarding the timing and scope of new tariffs.

In response, businesses worldwide adopted two primary strategies:

1. Accelerating shipments to the United States ahead of tariff implementation.
2. Restructuring trade relationships to minimize exposure to trade barriers.

Air cargo proved instrumental in facilitating these adaptive strategies, contributing significantly to global trade growth of 2.4%—surpassing projections made by major international institutions in spring 2025.

## Frontloading and restructuring

Both foreign exporters and US importers expedited shipments to the United

IMAGES: ISTOCK

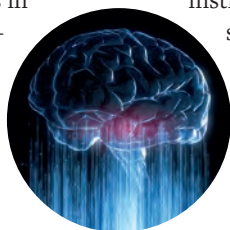
States to secure market access prior to the introduction of new tariffs. Consequently, US imports during the first quarter of 2025 exceeded 2024 figures by \$193 billion, marking a 21% year-on-year increase.

Beyond short-term frontloading responses, firms executed structural adjustments to mitigate trade policy risks. US importers diversified sourcing away from high-tariff partners, such as China, while global exporters began redirecting shipments to alternative markets, notably the European Union.

Data reflecting US and EU imports by transport mode demonstrate air cargo's pivotal role during this restructuring phase. When focusing on quarters two through four of 2025—thus excluding peak frontloading—US imports rose by \$213 billion across expanding trade lanes yet contracted by \$257 billion in shrinking lanes. But air cargo accounted for \$174 billion, or 82%, of gains on growing lanes, compared with only \$77 billion, or 30%, of losses on contracting lanes.

A comparable trend was observed in Europe: air cargo facilitated 48% of gains on expanding lanes but only 3% of losses on contracting lanes. Trade surges also varied significantly by transport mode. Air trade grew 81% year on year, demonstrating the agility and flexibility inherent in air cargo, whereas other modes saw just 6% growth.

These trends underscore air cargo's contribution to the swift geographical reallocation of trade. Although some of these shifts arose from changes in product mix and price effects—such as increased artificial intelligence (AI)-related trade and rising gold prices—air cargo's role as a facilitator of trade resilience amid policy disruptions and its



importance for high-value, time-sensitive goods remains clear.

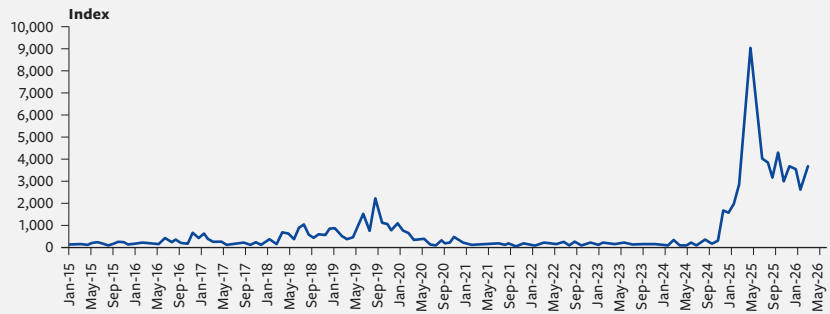
### Facilitating the AI boom

Air cargo's role in the AI sector should indeed be noted. It has been instrumental in facilitating the surge in AI investment by transporting a significant share of AI-related goods, thereby underpinning a major driver of global economic growth. Air cargo is responsible for

moving more than two-thirds of AI-associated products. And as investments in AI have substantially contributed to the expansion of the global economy—evidenced by a 3.2% increase in GDP despite prevailing challenges—air cargo has proven once again that it is a foundational element of global trade resilience.

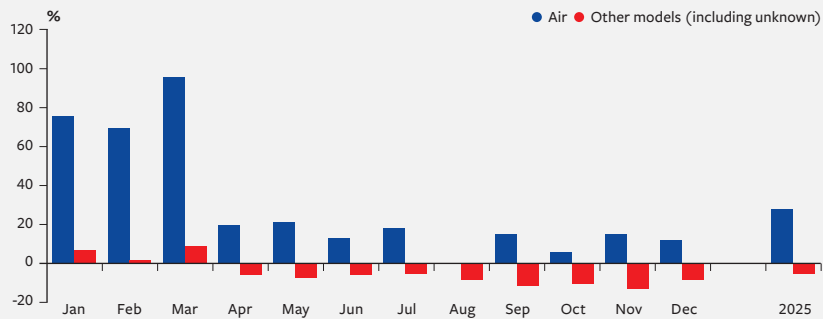
With ongoing uncertainty in trade policy and sustained demand, air cargo's capacity to enable swift adaptation and support structural change will remain essential through 2026 and beyond.

> **Chart 1: US trade policy uncertainty index, January 2015 = 100, January 2015–February 2026**



Source: IATA Sustainability and Economics, World Uncertainty Index

> **Chart 2: US value of imports from all partners by mode of transport, YoY, 2025**



Source: IATA Sustainability and Economics, Global Trade Tracker

Source: IATA Sustainability and Economics, Global Trade Tracker

# Overcoming challenges to unlock AI's potential

For air cargo to realize artificial intelligence's potential, multiple data challenges must first be overcome.

WORDS: GRAHAM NEWTON

**A**ir cargo is pivotal to the technology sector. In 2025, IATA reports air cargo carried more than two-thirds of artificial intelligence (AI)-associated products.

Even so, the use of AI within the sector remains limited. The principal challenge is a lack of available data, the foundation of any AI initiative. Air cargo remains largely paper-based and what

digital data there is, is of limited value due to formatting inconsistencies and quality issues.

Even if the data is made available and massaged into a usable format then it still needs to be pulled into a single system that is usable, where relevant, by wildly disparate sectors, such as airlines, freight forwarders, ground handlers, and other transportation modes. Terminology and definitions will be vital to alignment.

A mindset change needs to accompany these technical hurdles. Fully utilizing AI is not simply about better logistical planning but about ensuring better outcomes for the customer. Where a package is in transit, when that package will arrive, and the cost incurred are key performance indicators.

Skillsets will also need to be developed alongside the evolving workflows. Data scientists and analysts will need to work



with people who have domain expertise creating a different culture from a traditional air cargo set-up.

On the positive side, potentially there is a huge amount of data, suggesting that AI tools would be extremely effective. If the challenges of accessing data and improving the quality can be overcome, there is little doubt that AI will have an enormous impact and enable innovation at scale.

#### The benefits of AI

There are numerous areas where AI will strengthen or modify existing processes. Looking first at its predictive abilities, AI will transform forecasting. Its analytical ability—tapping into inputs ranging from weather patterns to geopolitical trends—will allow airlines and logistics providers to adjust flight schedules, manage capacity, and proactively resolve issues. Smarter allocation of staff and equipment will also enhance overall efficiency.

AI will even enable the delivery of personalized shipping options based on customer preferences, previous shipments, and specific industry needs.

**3/2**

**In 2025, IATA reports  
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intelligence-  
associated products.**

Predictive analytics anticipate future requirements and recommend carriers, expedited services, or special handling.

A consequence of this is greater agility and resilience. From the COVID pandemic onwards, air cargo has demonstrated extraordinary robustness, but this will only improve thanks to AI. Temporary disruptions, in particular, will be far better handled.

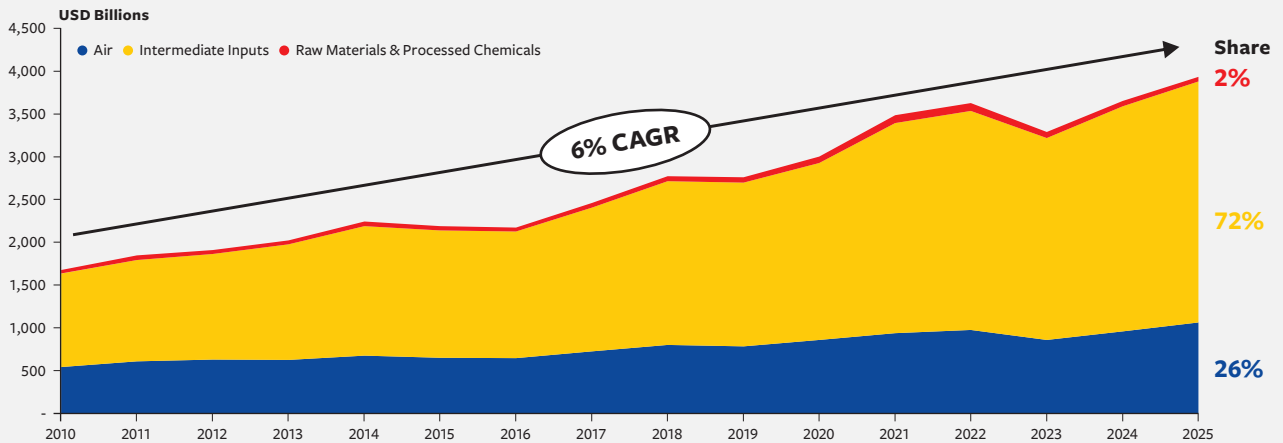
AI will also drive predictive maintenance tools and identify equipment issues before they become serious, allowing for quick repairs and less downtime.

Another key development is AI-powered dynamic routing, which will enable superior flight paths based on real-time factors, including weather, traffic, and fuel costs. The emissions reduction is an important bonus but the real driver here is punctuality. This keeps the network functioning and, equally important, means a shipment will arrive with the customer on schedule, boosting reputation and business alike.

AI is also an enabler of automation. Automated technologies will be involved in such areas as handling and

➤ **Chart 1: Trade in AI-related goods, USD billion, 2015-2025**

Source: IATA Sustainability and Economics, Global Trade Tracker



inspections, reducing manual effort, mistakes, and cost. Air cargo facilities of the future will be smart and operated almost exclusively by AI.

But if a true customer-centric approach is adopted then it is here that AI will arguably have its greatest impact. Virtual assistants and chatbots powered by AI can provide instant, around-the-clock support, making interactions seamless between providers and customers. Crucially, advanced tracking systems will give real-time visibility on a shipment, and the improved openness and communication will strengthen trust and foster lasting relationships.

#### Accelerating AI usage

The first steps in achieving these ideals have been taken. ONE Record, for example, has been the preferred messaging standard since January 2026.

ONE Record has been the **preferred messaging standard** since January 2026. As a standard, it opens the door to **AI implementation at scale**.

Essentially, this is structuring the data and improving quality. As a standard, it opens the door to AI implementation at scale.

IATA has also unveiled three initiatives to accelerate AI adoption. Its AI Subject Matter Expert (AI SME) tool, a mobile and web-based application, will help operational teams quickly find information in IATA cargo and safety publications. Initially available for the IATA Dangerous Goods Regulations and the IATA Cargo Handling Manual, AI SME will support faster decision-making, reinforce compliance, and improve efficiency in time-critical environments

Also being launched is the Air Cargo AI Excellence Hub. By bringing together airlines, ground handlers, freight forwarders, technology providers, and regulators, the hub will facilitate the implementation of AI in air cargo. Best practices and the development and

deployment of standards can be shared to enhance AI adoption.

Third, IATA and its Strategic Partners are exploring the potential for AI to achieve efficiencies in interline air cargo. The aim is to develop a use case to enable airlines using different IT systems to collaborate in real time on bookings, disruptions, and cancellations by using AI agents to achieve system interoperability.

“The scope for AI to accelerate air cargo’s digital transformation is enormous,” says Brendan Sullivan, IATA’s Global Head of Cargo. “Together, these initiatives will help to make the most of AI’s potential with an industry adoption that is consistent, interoperable, and aligned with global aviation standards. Importantly, we will learn from these initiatives to identify additional areas where standards, technological innovation, and collaborative development can enable safer, smarter, and more efficient operations.”

Ultimately, air cargo must move to a data-centric approach for IT rather than simply digitize existing processes. There are many steps to go through to achieve this aim but the path ahead is clear.

# Making slots work for cargo

It is vital that the Worldwide Airport Slot Guidelines are followed to maximize airport capacity for all users.

WORDS: GRAHAM NEWTON

**A**ir cargo matters more than ever to our modern way of life. But it is at the back of the queue when it comes to airport slot coordination.

Air cargo moves goods worth around \$8 trillion annually—an amount almost twice the GDP of Japan and roughly a third of the value of total traded goods. The rise of e-commerce has turbocharged the demand for air cargo, but many businesses rely on just-in-time air freight to minimize storage costs and ensure swift market entry. It has become increasingly important in technological components, for example, and has done much to spread the influence of artificial intelligence on businesses and consumers alike.

It takes extensive coordination to move shipments from origin to destination. And that means cargo flights need to know when they can take off and land.

Despite its importance, airport slot allocation favors passenger airlines, with many airports—such as Bogotá, Dubai,

and major UK hubs—restricting cargo flights to temporary or off-peak slots and shorter parking times. Regulations, committee procedures, curfews, and bans further limit cargo operations.

“Stakeholder influence is arguably the main reason cargo is sidelined in slot allocation decisions, rather than a lack of awareness about its economic value,” says Brendan Sullivan, IATA’s Global Head of Cargo. “Passenger airlines, with their frequent schedules and greater visibility, can exert more sway in coordination committees. Infrastructure limitations and local rules also play a role, creating a labyrinthine environment that cargo operators must navigate.”

The IATA Worldwide Airport Slot Guidelines (WASG) call for fair, non-discriminatory, and transparent slot allocation, regardless of the type of operation being flown. Ring-fencing slots for cargo is not the solution. The focus must be on maximizing airport capacity for all users so that inefficiencies and unintended consequences are minimized.

The WASG’s best-known directive is

IMAGES: SHUTTERSTOCK/GETTY



# 80-20

The WASG's best-known guideline is the **80-20 rule**. To keep a slot, an airline **must use it at least 80%** of the time.



the 80-20 rule. To keep a slot, an airline must use it at least 80% of the time. The 20% non-utilization provides flexibility for cancellations for such situations as weather events or mechanical issues.

There is also the Justified Non-Use of Slots (JNUS) exemption, which came into play during the pandemic. The utilization calculation is frozen until the extraordinary situation normalizes and airlines can reasonably be expected to operate their schedules.

The Iran conflict has also required the application of JNUS. Closed airspace, reduced operations at some airports, major re-routing, and fuel shortages have all disrupted carefully planned schedules.

And, of course, recovery from any crisis is never immediate. Some airlines make pre-emptive cancellations to give passengers time to plan around the disruptions, others will need time for aircraft and crews to re-position, schedules to be rebuilt, and fuel supplies replenished.

Implementing JNUS means airlines avoid unnecessary flying, saving scarce fuel, and keeping airport capacity available. Airlines that can operate would be allowed to step in.

At the same time, JNUS protects historic slot rights, so airlines and their customers benefit from long-term connectivity.

“Air cargo is a driver of opportunity, progress, and global connection,” says Sullivan. “As global commerce evolves and the demand for rapid delivery intensifies, the value of air cargo will only continue to grow. Ensuring that cargo operators have fair access to airport slots is not just about economic efficiency; it’s about meeting the needs of a changing world.”



# CASS-USA Market Monitor >

CASS-USA Market Monitor appears in every issue of CNS Air Cargo Focus Magazine. The Market Monitor is designed to highlight market trends till the most recent data month available. It provides both the rolling 12-months activity and

quarterly air cargo traffic trends originating from the United States to other regions based on CNS CASS-USA data. Additional detailed reports are available to CASS-USA Participating Carriers and CNS Endorsed Agents.

## Weight in Tons

● Apr 2024–Mar 2025 ● Apr 2025–Mar 2026



| Apr 2025–Mar 2026 Weight in Tons |                   |
|----------------------------------|-------------------|
| Region                           | Apr 2025–Mar 2026 |
| Asia Pacific (incl. North Asia)  | 1,042,849         |
| Europe                           | 951,714           |
| Latin America & The Caribbean    | 440,033           |
| Middle East & Africa             | 187,716           |
| <b>Total</b>                     | <b>2,622,312</b>  |

| Apr 2024–Mar 2025 Weight in Tons |                   |
|----------------------------------|-------------------|
| Region                           | Apr 2024–Mar 2025 |
| Asia Pacific (incl. North Asia)  | 1,045,640         |
| Europe                           | 851,828           |
| Latin America & The Caribbean    | 432,808           |
| Middle East & Africa             | 193,844           |
| <b>Total</b>                     | <b>2,524,120</b>  |

| % Change                        |             |
|---------------------------------|-------------|
| Region                          | % Change    |
| Asia Pacific (incl. North Asia) | -0.3%       |
| Europe                          | 11.7%       |
| Latin America & The Caribbean   | 1.7%        |
| Middle East & Africa            | -3.2%       |
| <b>Total</b>                    | <b>3.9%</b> |

| Apr 2025–Mar 2026 Shipment Count |                   |
|----------------------------------|-------------------|
| Region                           | Apr 2025–Mar 2026 |
| Asia Pacific (incl. North Asia)  | 1,023,843         |
| Europe                           | 829,335           |
| Latin America & The Caribbean    | 401,730           |
| Middle East & Africa             | 226,570           |
| <b>Total</b>                     | <b>2,481,478</b>  |

| Apr 2024–Mar 2025 Shipment Count |                   |
|----------------------------------|-------------------|
| Region                           | Apr 2024–Mar 2025 |
| Asia Pacific (incl. North Asia)  | 1,038,297         |
| Europe                           | 810,887           |
| Latin America & The Caribbean    | 393,305           |
| Middle East & Africa             | 234,575           |
| <b>Total</b>                     | <b>2,477,064</b>  |

| % Change                        |             |
|---------------------------------|-------------|
| Region                          | % Change    |
| Asia Pacific (incl. North Asia) | -1.4%       |
| Europe                          | 2.3%        |
| Latin America & The Caribbean   | 2.1%        |
| Middle East & Africa            | -3.4%       |
| <b>Total</b>                    | <b>0.2%</b> |



In Q1 2026, US export revenue decreased 1% and yields were reported to remain stable year over year (YoY). US tonnage to Asia Pacific and North Asia also remained stable YoY and export tonnage to Europe increased 3% YoY. Overall YoY results for Apr 2025–Mar 2026 statistics reflected a decrease in revenue of 1% and a decrease in yield of 4%.

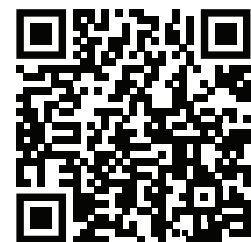




# Develop your workforce in line with your business priorities

- Meet regulatory requirements and aviation industry standards
- Enable efficient air transport service delivery and operations
- Ensure your sustainability as an aviation organization

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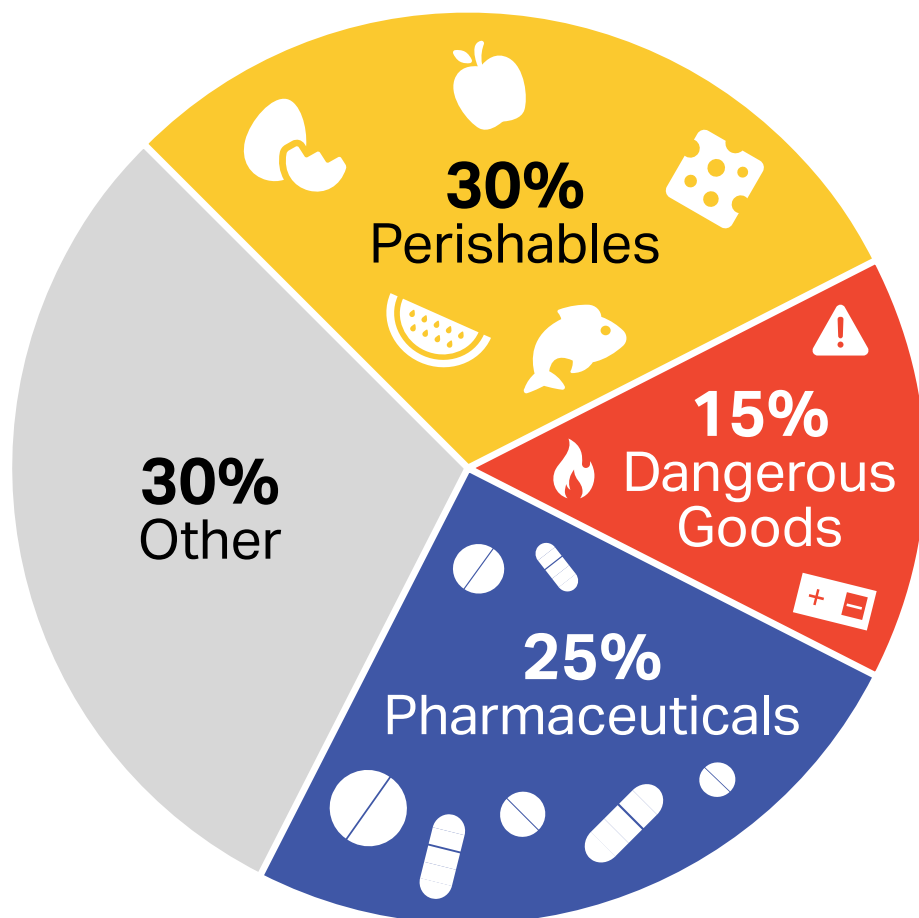
# Air cargo intelligence, down to the commodity level.

Including visibility into dangerous goods shipments.

CargoS gives you unmatched insight into what is moving in air cargo, with details by commodity, trade lane, and Dangerous Goods transported.

Based on real shipment records from airlines and freight forwarders, it provides the detail you need to analyze trends, understand market shifts, and support compliance.

## Example of Commodity Breakdown



### Use CargoS to:

- » Analyze air cargo flows by commodity type
- » Identify volumes of dangerous goods and the average market yield.
- » Benchmark performance by route, region, and partner

Discover CargoS

