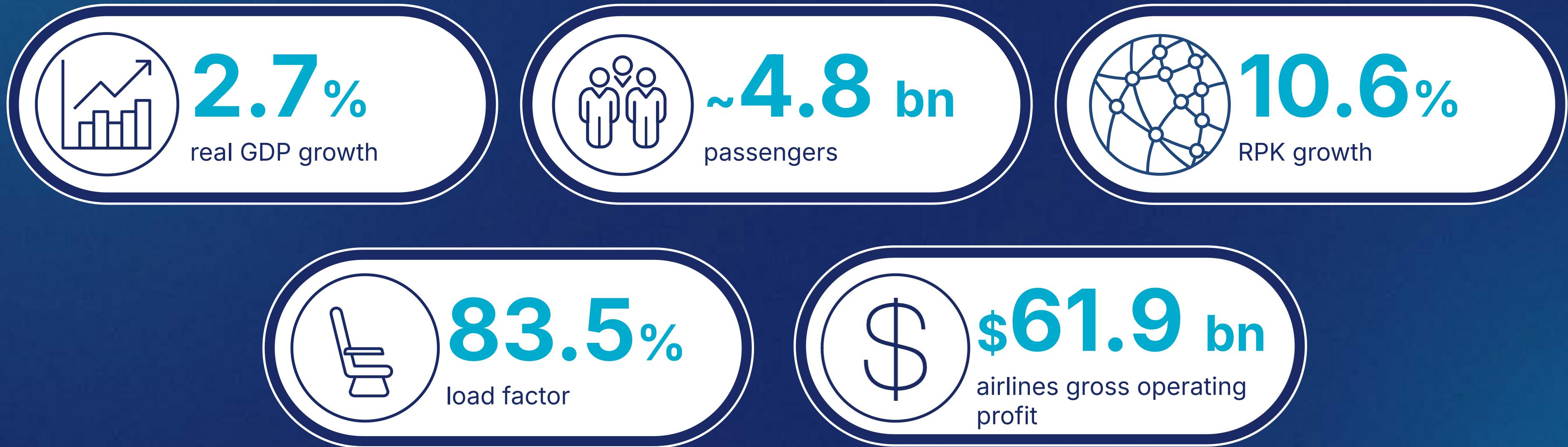




GLOBAL MARKET FORECAST 2025

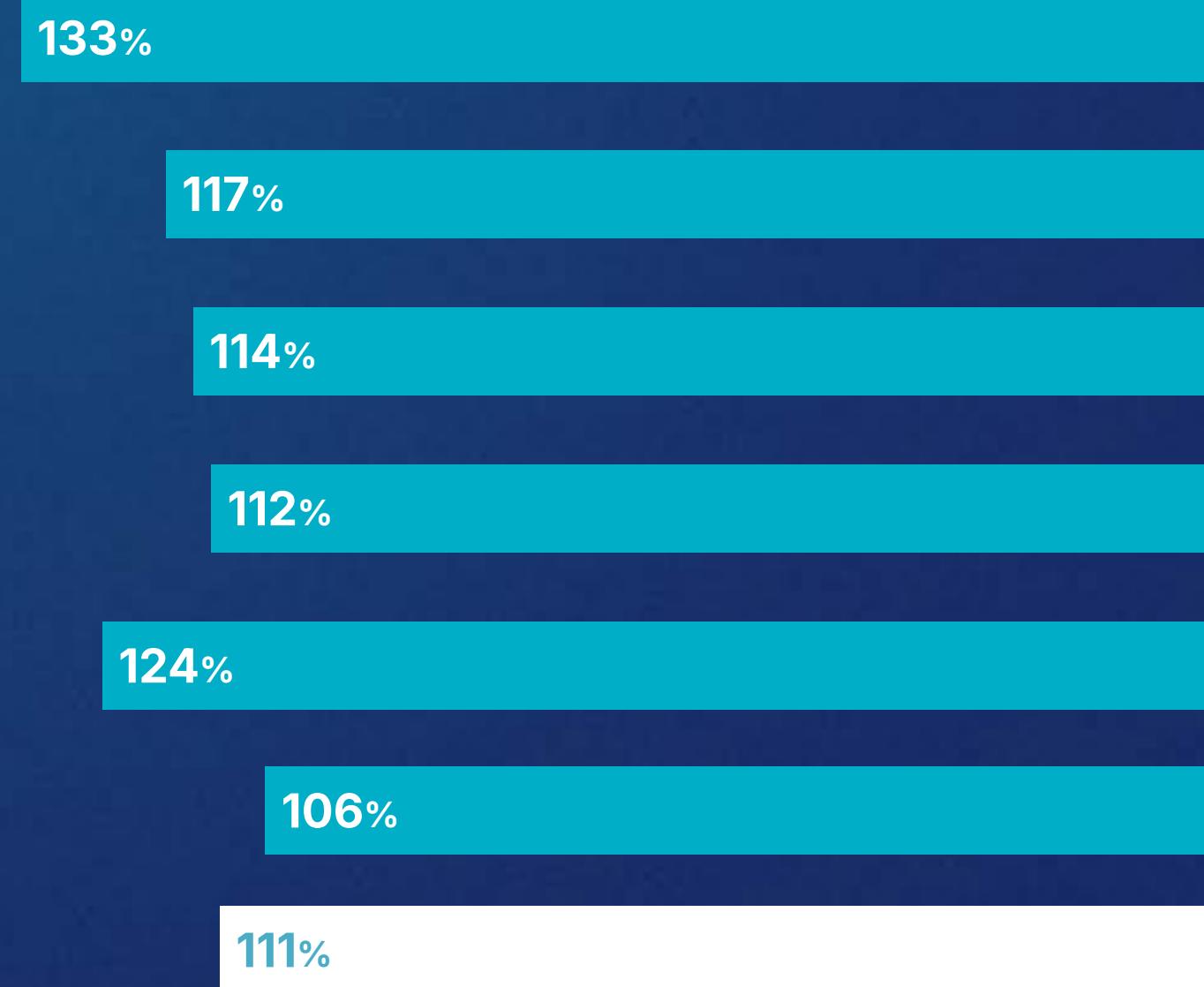
AIRBUS

2024: A strong year for air transport

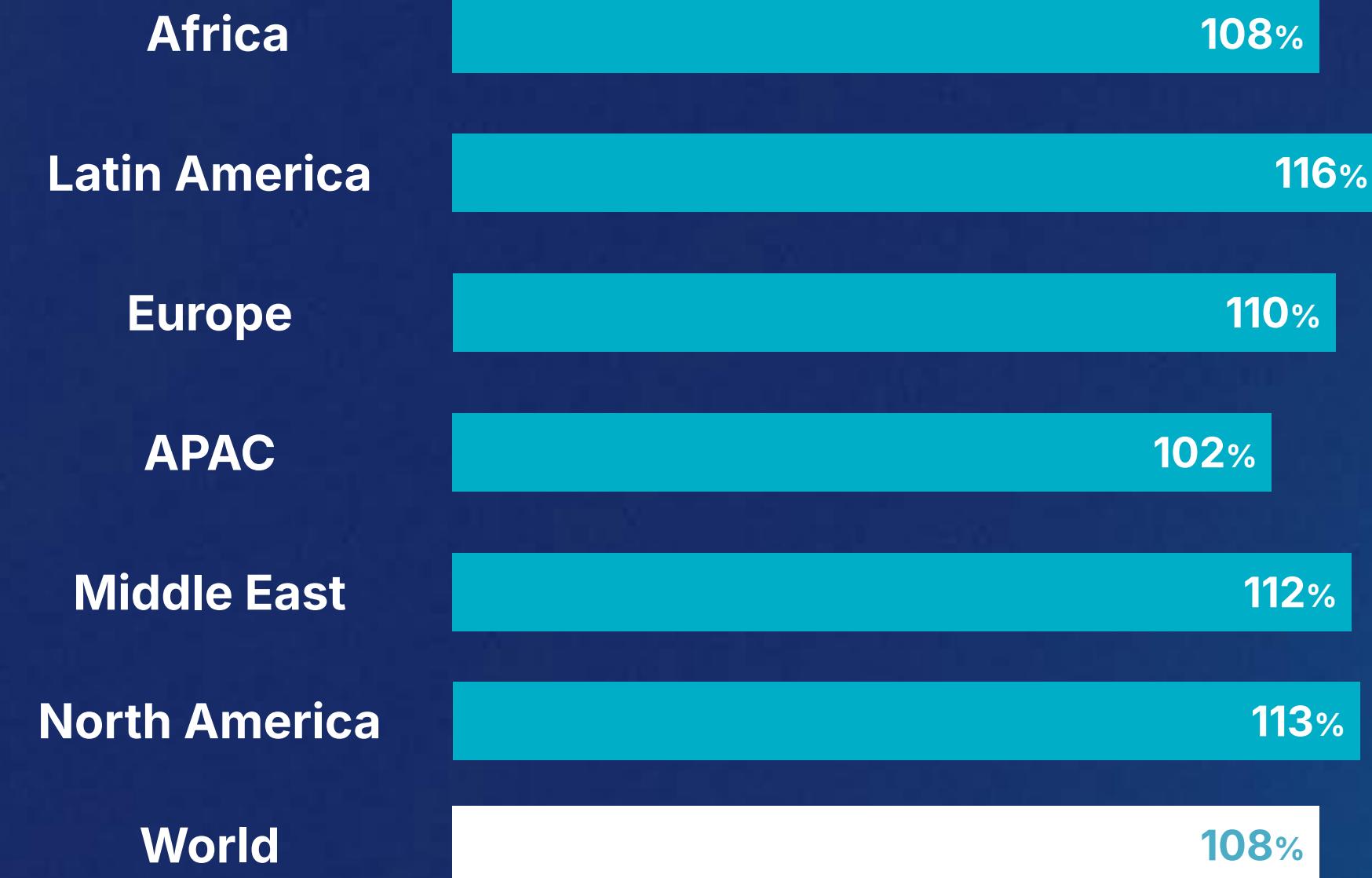


Airlines in all regions are at or above 2019 levels

Domestic recovery RPKs



International recovery RPKs



April 2025 **vs** April 2019

Air transport is an essential contributor to the economy

Economic role



86.5 mn jobs

of which 11.6 mn direct jobs



\$4.1 tr

total economic impact

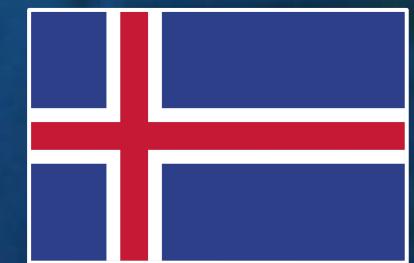


3.9%

of World GDP

Total economic impact of aviation

Iceland



25.1%

of GDP

Dominican Republic



10.6%

of GDP

Morocco



7.9%

of GDP

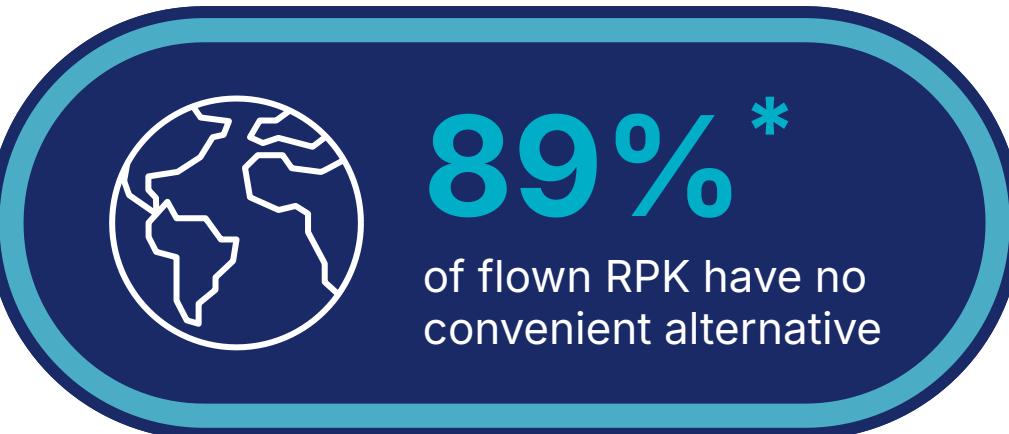
Thailand



6.8%

of GDP

Air transport is an essential contributor to society



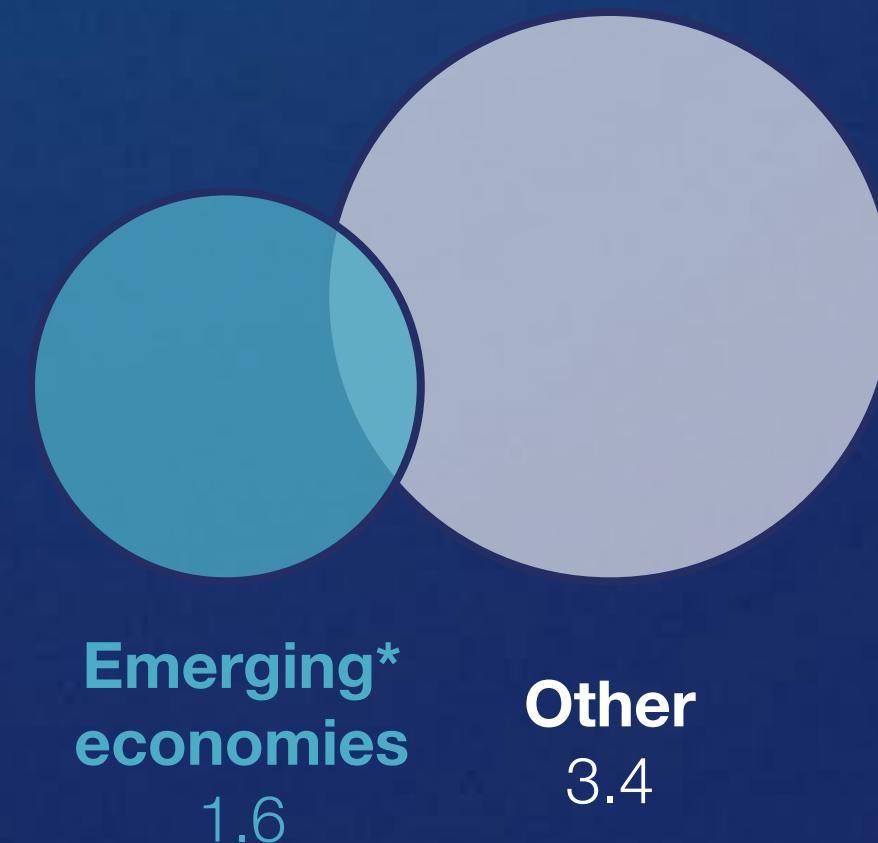
Offering safe and
convenient connectivity
for all

Critical for **islands**
and landlocked nations
and remote area

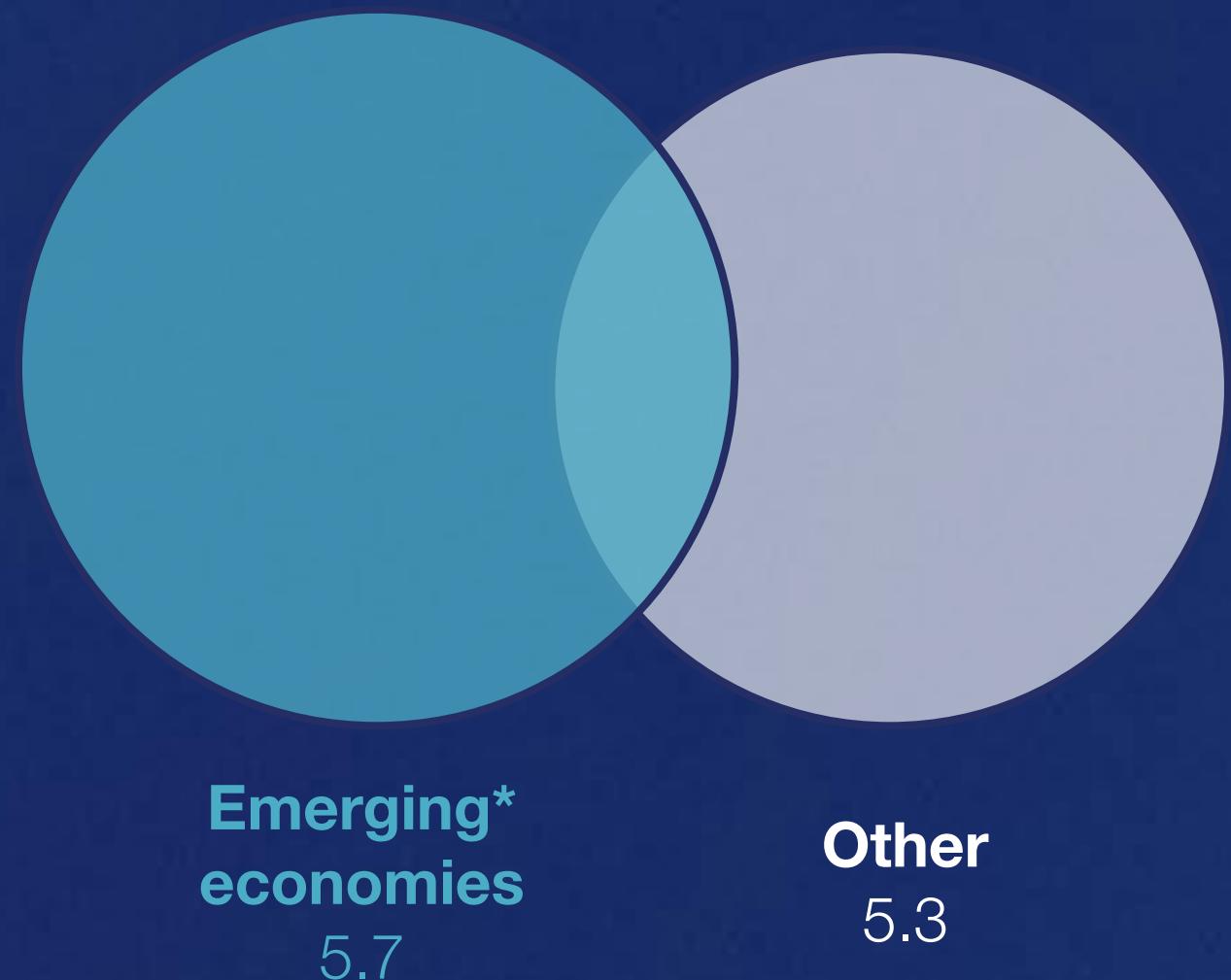
Air travel continues to become more accessible

Worldwide capacity

2004 (Tr ASK)



2024 (Tr ASK)



Growing GDP per capita and improving air transport

affordability have democratised air transport

Vietnamese traffic 7.5x in 20 years



Source: IATA, OAG, Airbus GMF



Network densification in fast-growing markets



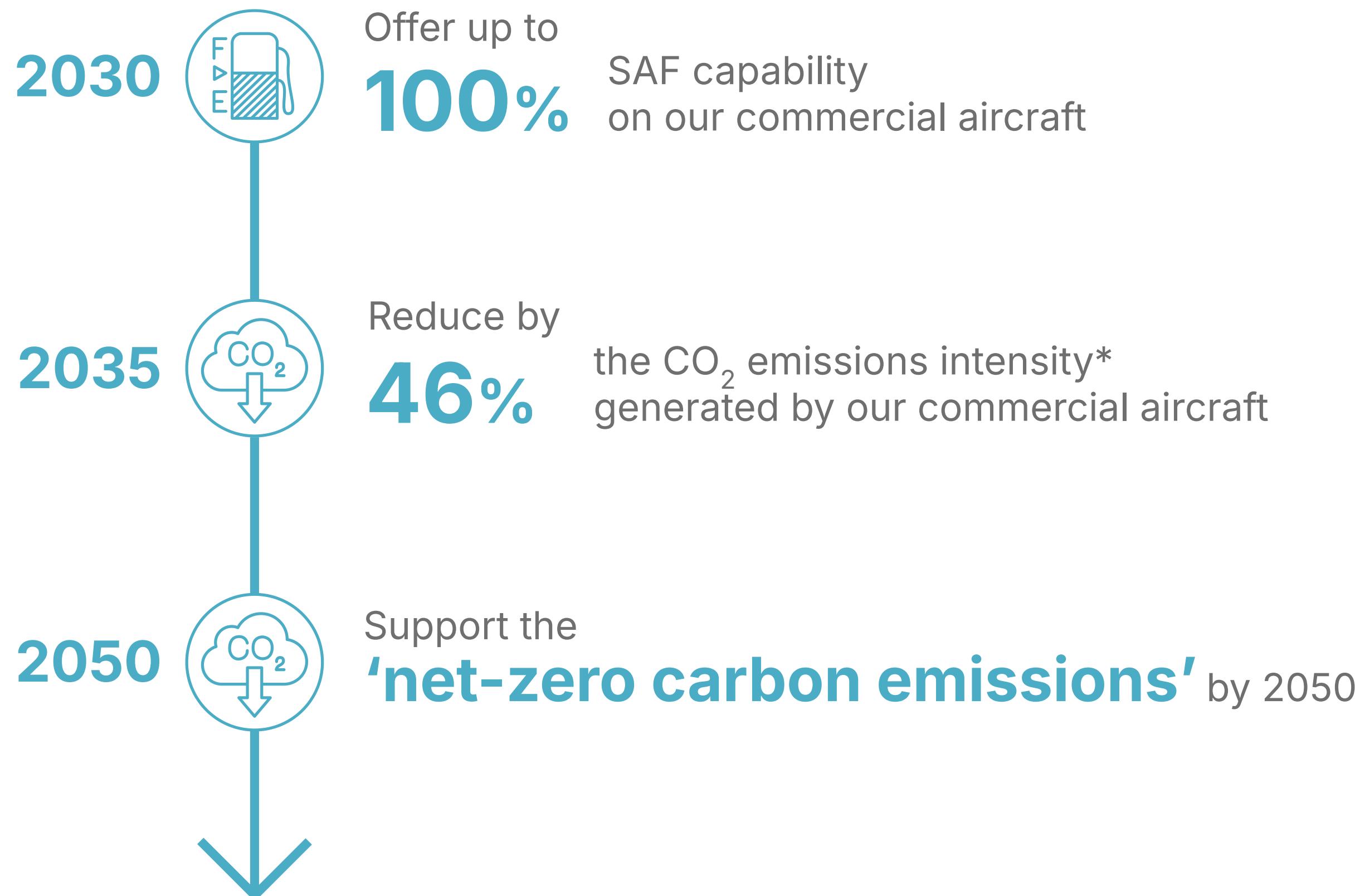
2014

2024

3X
more routes



Airbus commitments to sustainable aviation growth



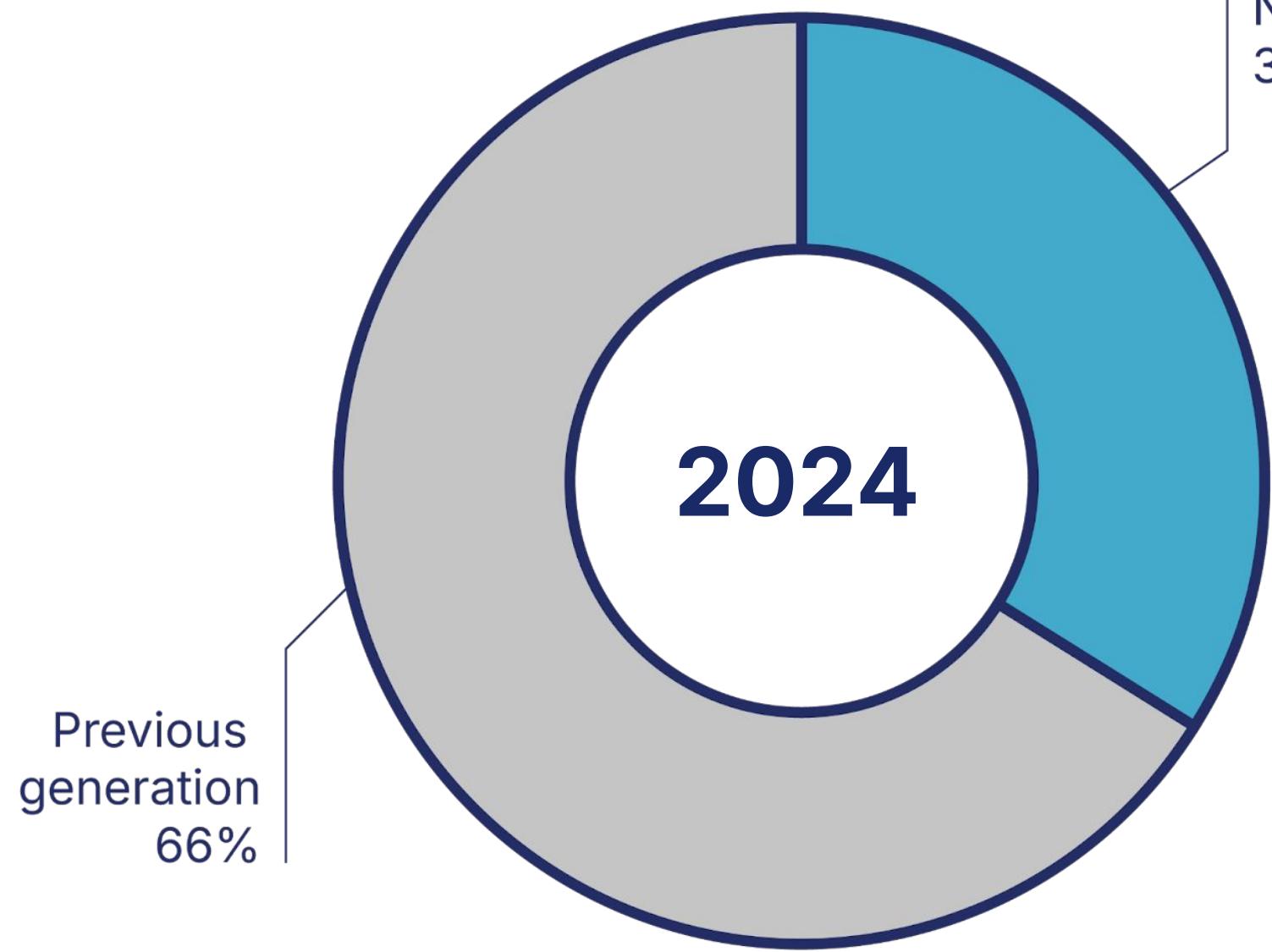
Source: IATA, Airbus GMF 2025

*vs 2015 levels



We invest in **pioneering technologies**, to drive down emissions, enhance efficiency and build for the long-term

Latest generation aircraft



Latest generation aircraft are delivering up to **25% better fuel** efficiency and lower CO₂ emissions than previous generation aircraft

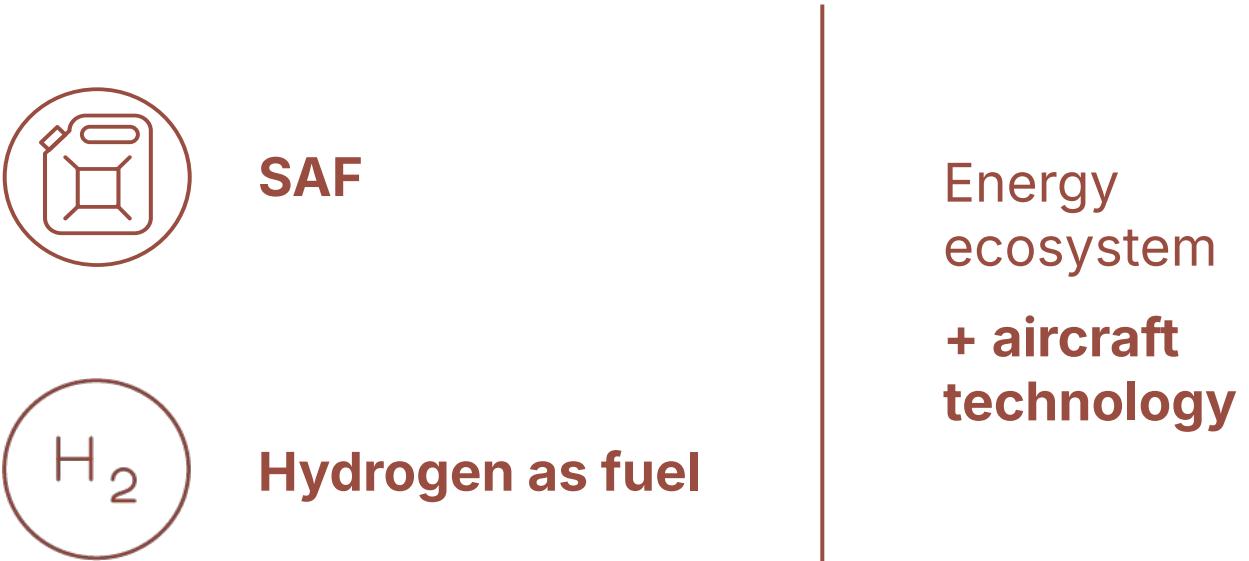
Source: Cirium, Airbus GMF. Passenger aircraft (≥ 100 seats)
*Western built passenger aircraft above 100 seats – pax aircraft only – as of end 2024
New generation: A220, A320neo Fam., A330neo, A350, 737Max, 777X, 787

Decarbonisation levers for aviation

Use less energy



Use decarbonised energy



Energy ecosystem
+ aircraft technology



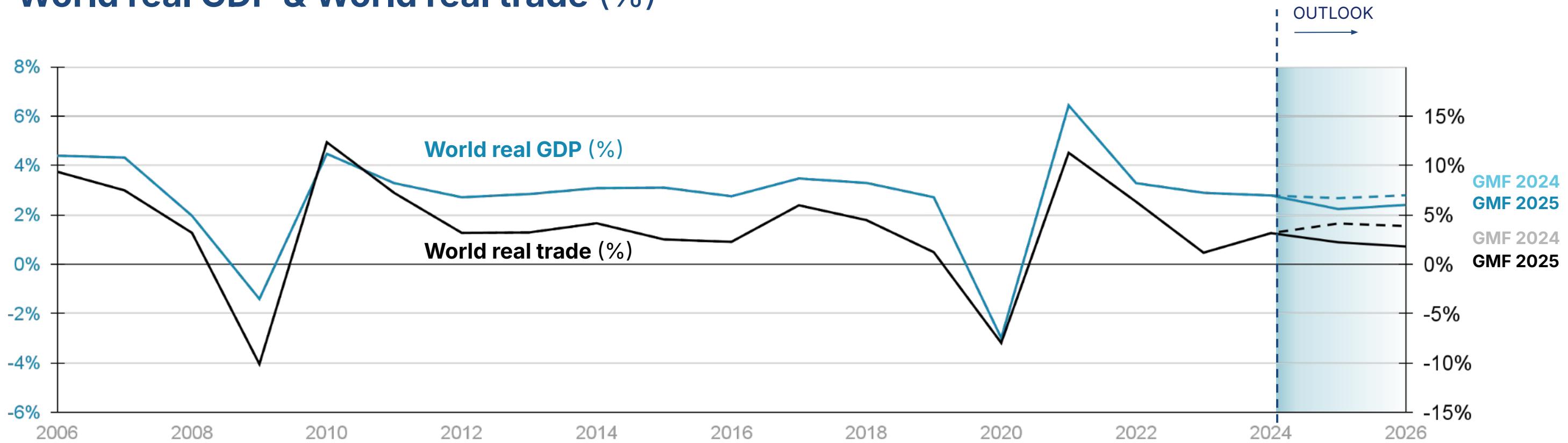
-54% of fuel per RPK
since 1990

Looking forward

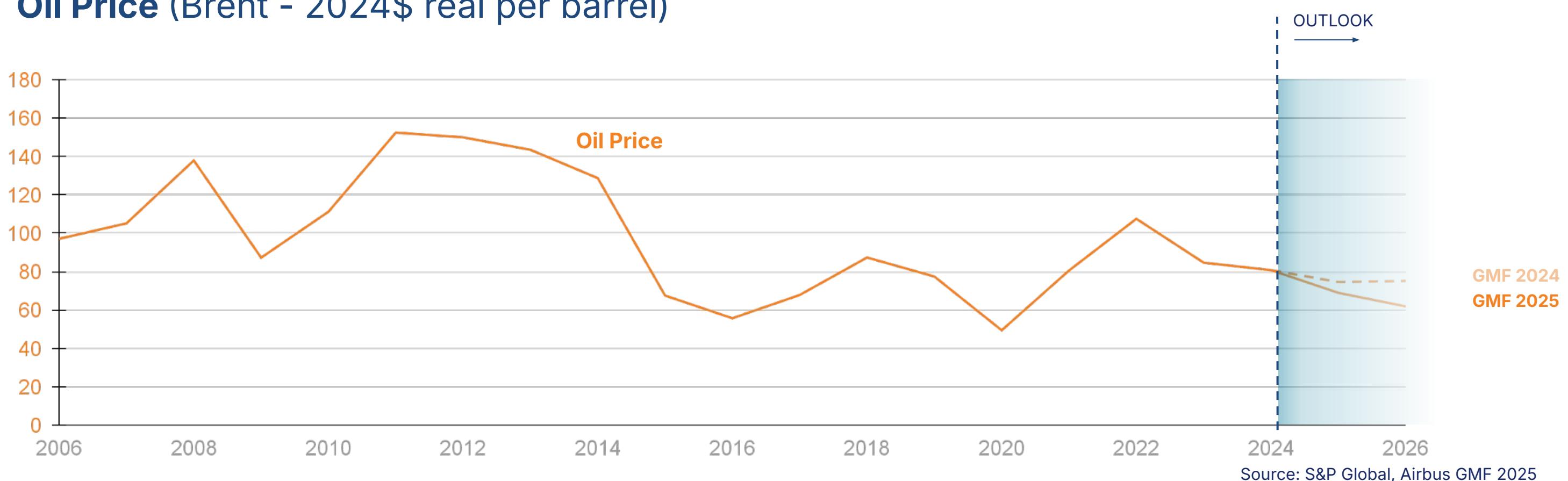


Short term in perspective

World real GDP & World real trade (%)



Oil Price (Brent - 2024\$ real per barrel)



Material but **limited** short-term impact on the global economy

Lower oil prices **positively** impacting airlines' costs

Early signs show limited impact on air transport traffic

GDP, trade and population are the main drivers of air traffic growth



World GDP
+2.5%
CAGR 2024-2044



World population
+1.2 bn
from 2024 to 2044



Urban population
+1.3 bn
from 2024 to 2044



World trade
+2.6%
CAGR 2024-2044



Middle Class*
+1.5 bn
from 2024 to 2044

In 2024 an aircraft was 50% more productive than in 2004

2004


12,800
pax a/c above 100 seats



8.2
hours/day⁽¹⁾



162
seats/flight



73%
load factor

2024

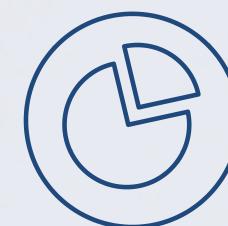

22,380
pax a/c above 100 seats



10.2
hours/day⁽¹⁾



185
seats/flight



83%
load factor

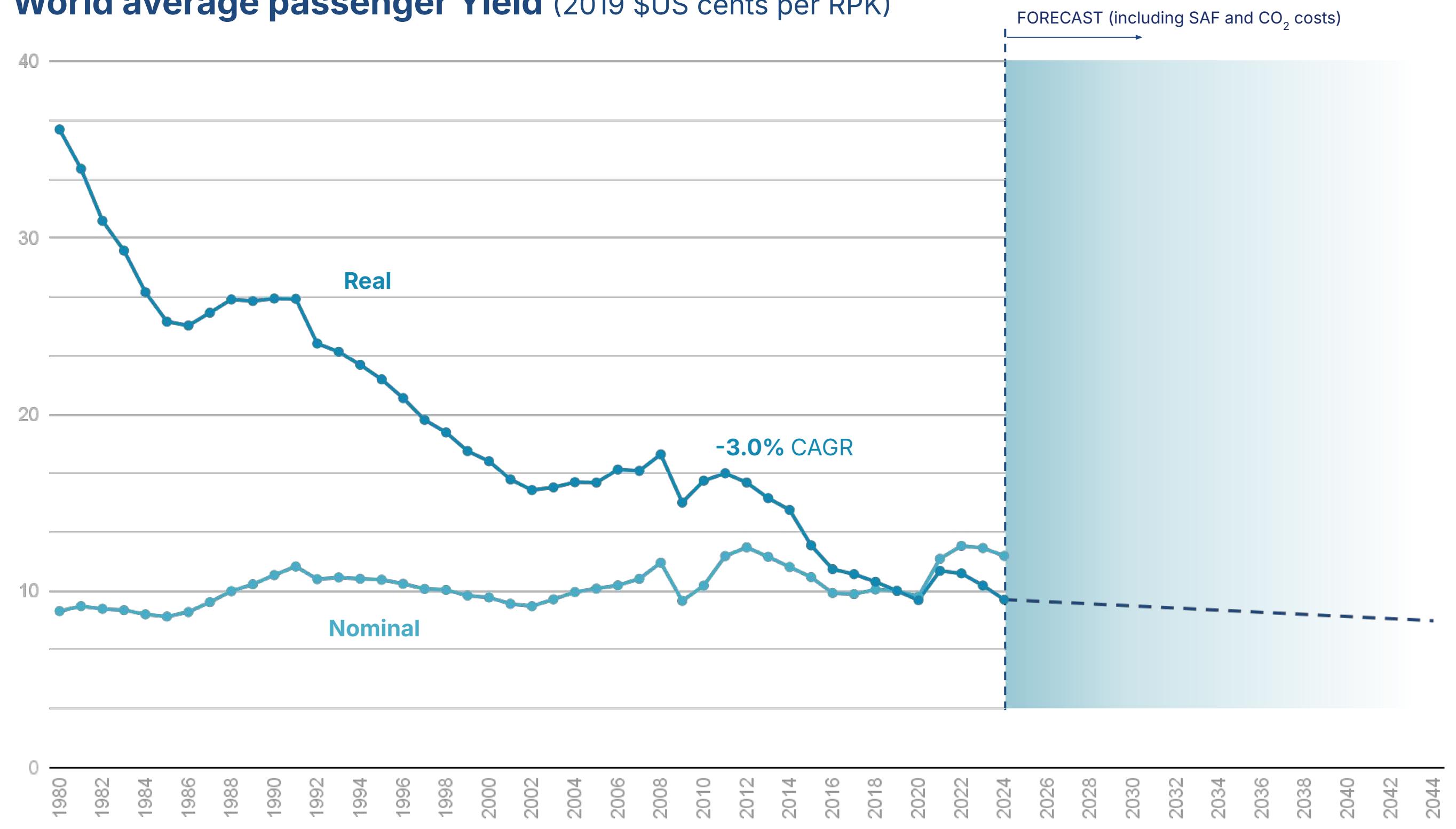


annual RPK per a/c
= 1.5x



Air transport is increasingly affordable

World average passenger Yield (2019 \$US cents per RPK)

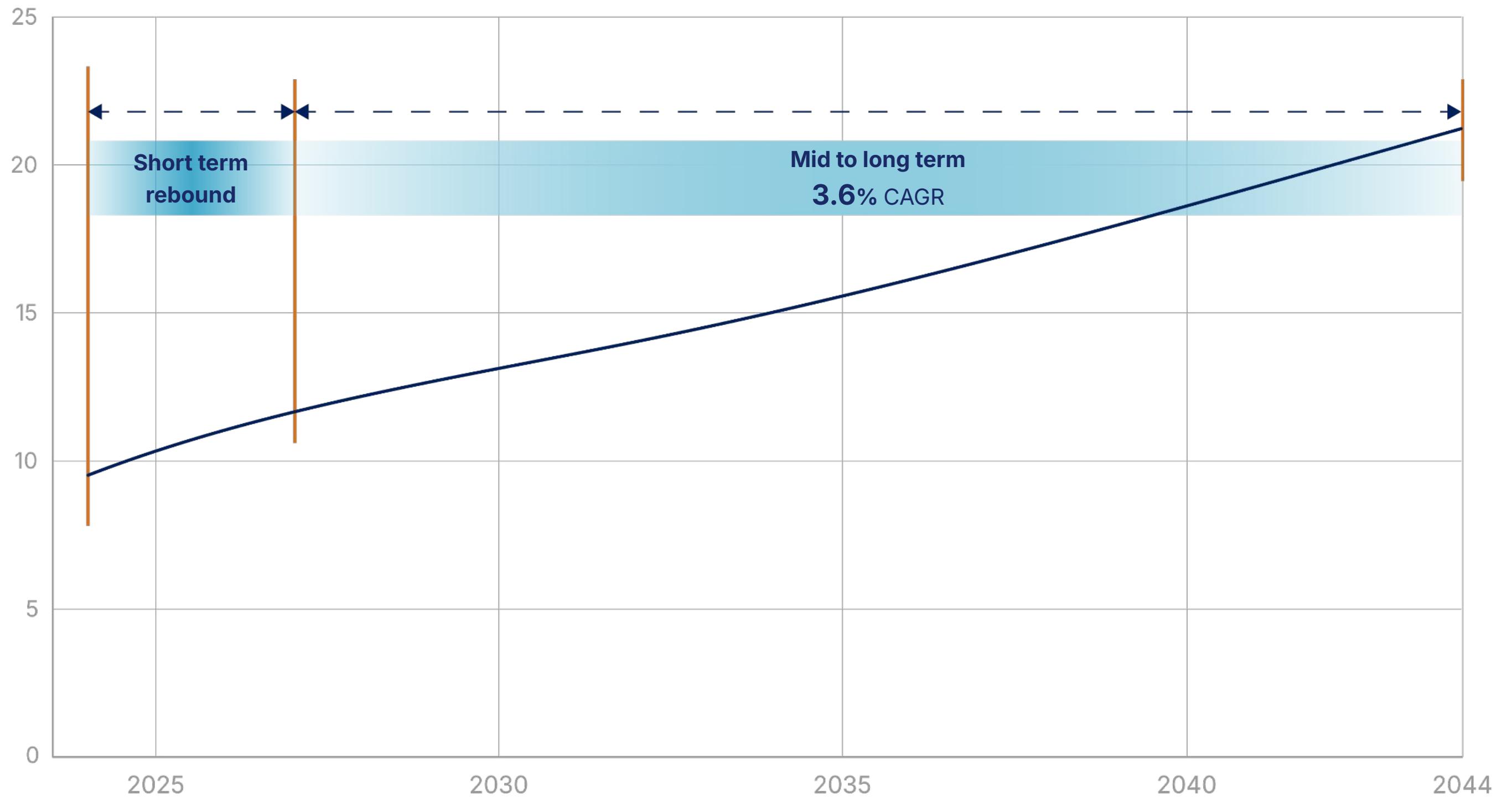


Improved aircraft **productivity** and technology enable **unit cost reduction**

Air transport **affordability** is expected to continue to improve

Passenger traffic forecast

World air traffic (trillion RPK)*



Source: IATA, Airbus GMF 2025

* Revenue Passenger Kilometers, includes scheduled and non-scheduled flights

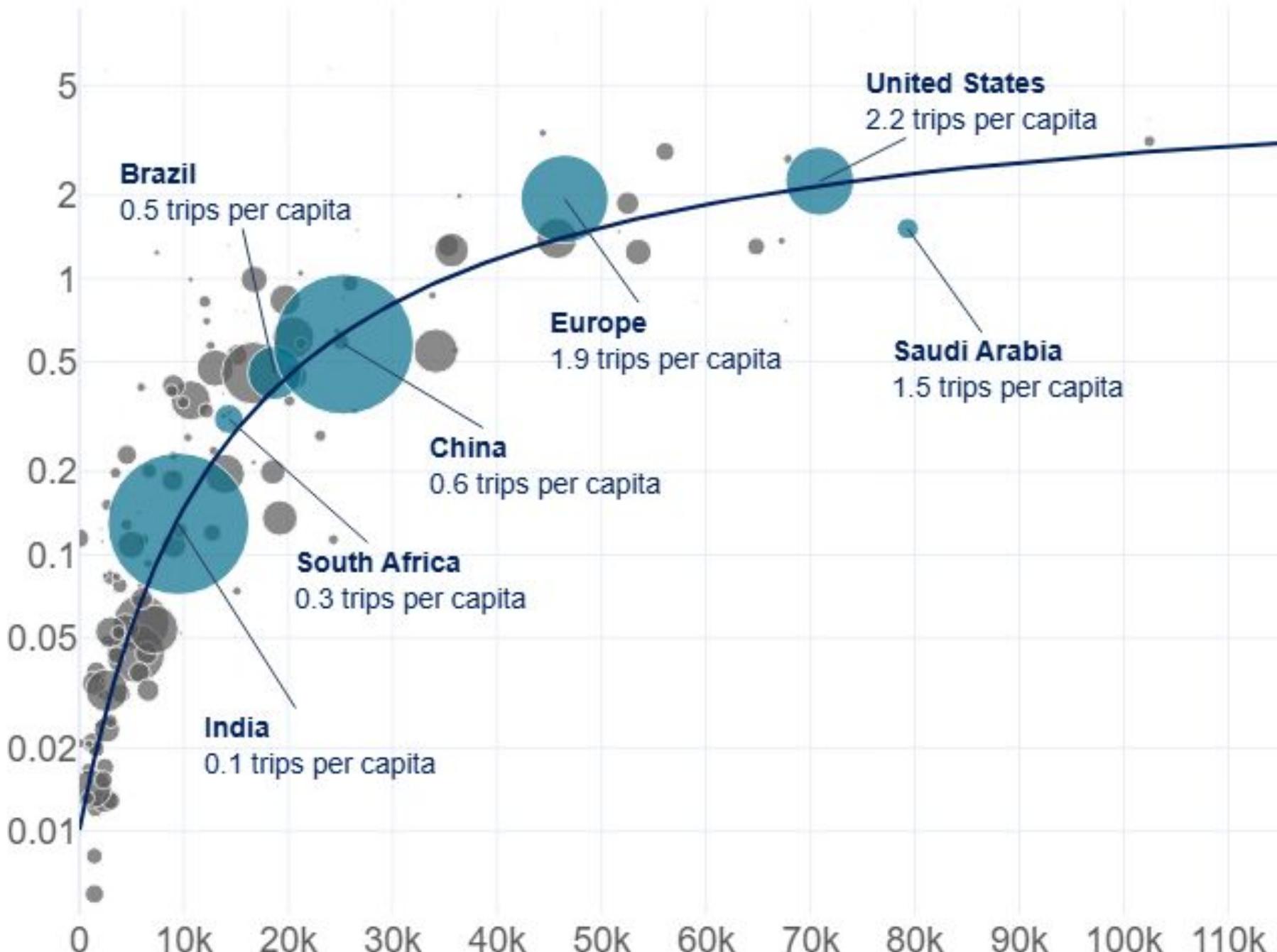


Continuing rebound
over next 2-3 years
trending towards
long-term growth rate
of **~3.6% CAGR**

Propensity to travel linked to development and geography

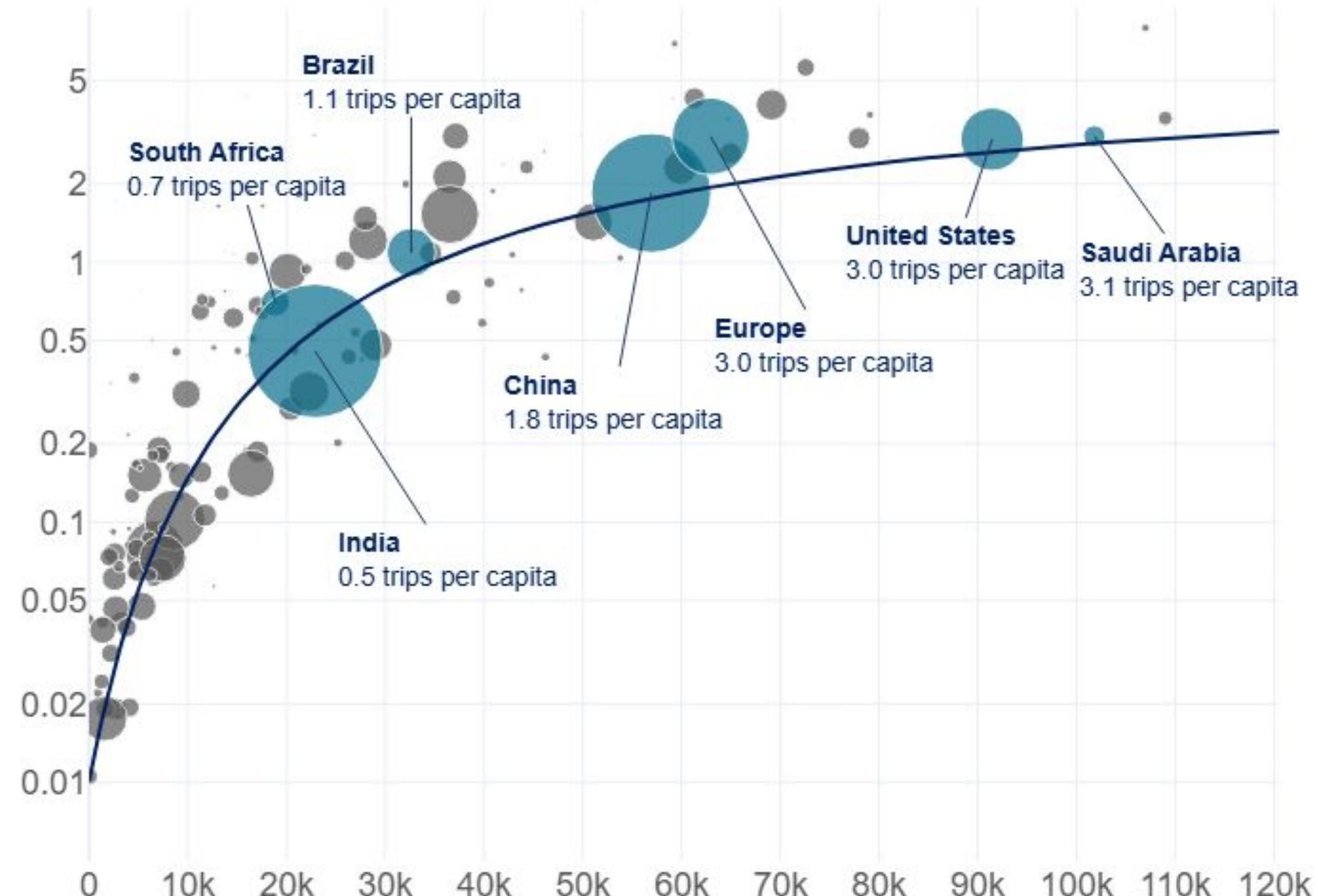
2024 yearly trips per capita

(bubble size proportional to country population)



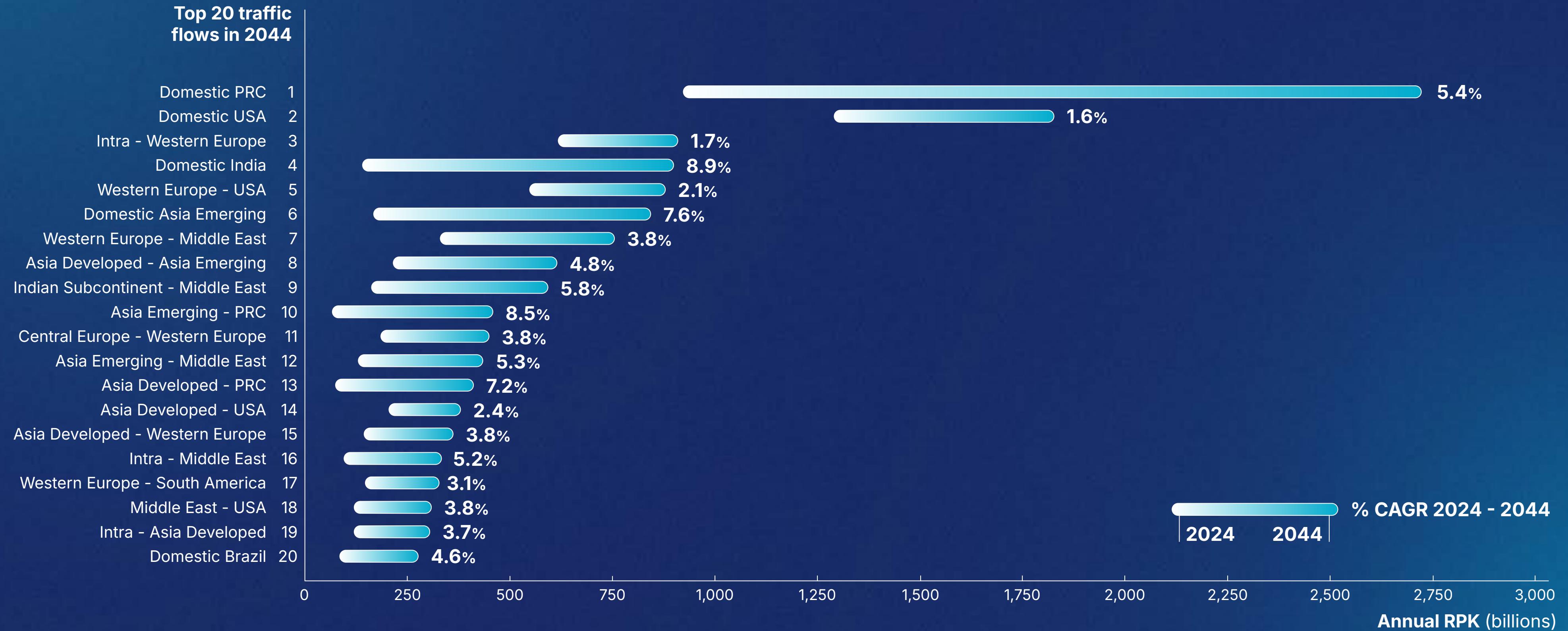
2044 yearly trips per capita

(bubble size proportional to country population)

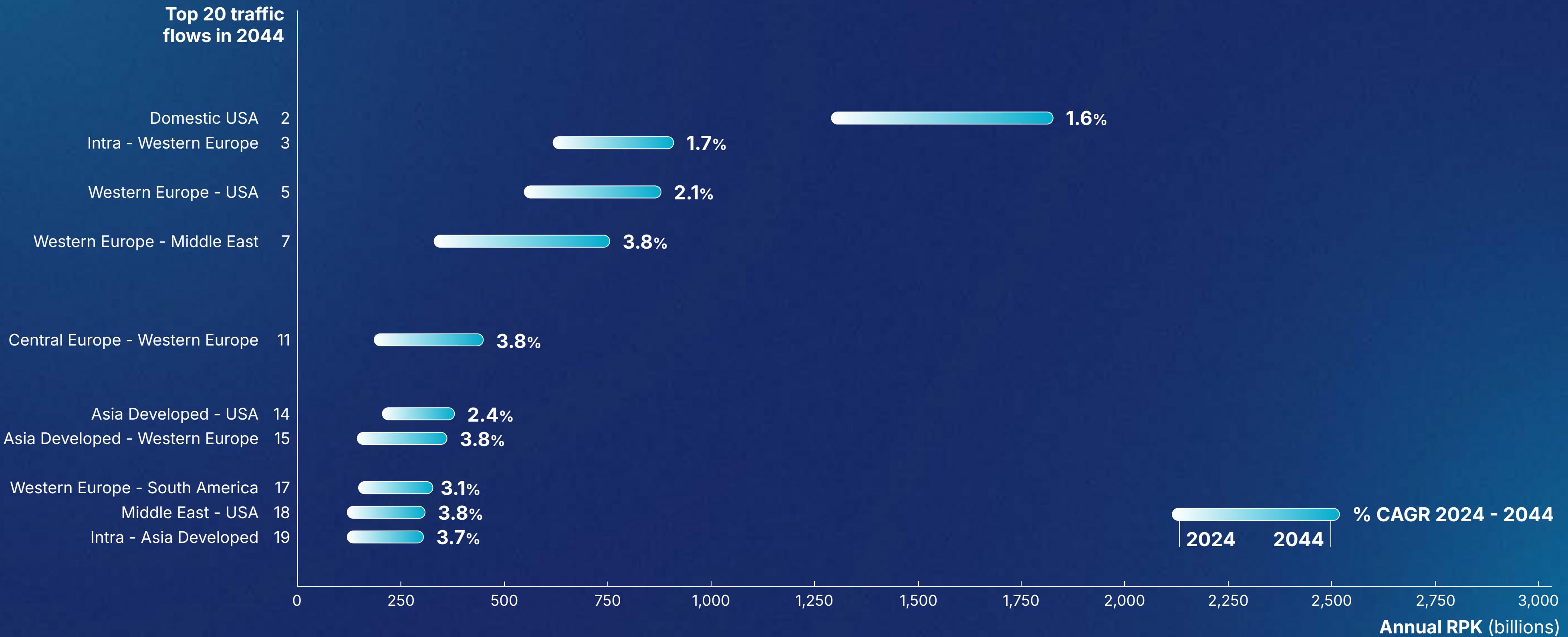


GDP per capita (purchasing power parity \$ - 2019)

Top 20 traffic flows in 2044



Modest traffic growth in mature flows...



A220 makes new long thin routes viable



More than **250**
new routes created
thanks to the A220.

A220 capable of US
transcon, Europe-Middle
East/Central Asia,
Trans-Asia operations

Proving its versatility
operating from regional
to long range missions

A321XLR In service since October 2024



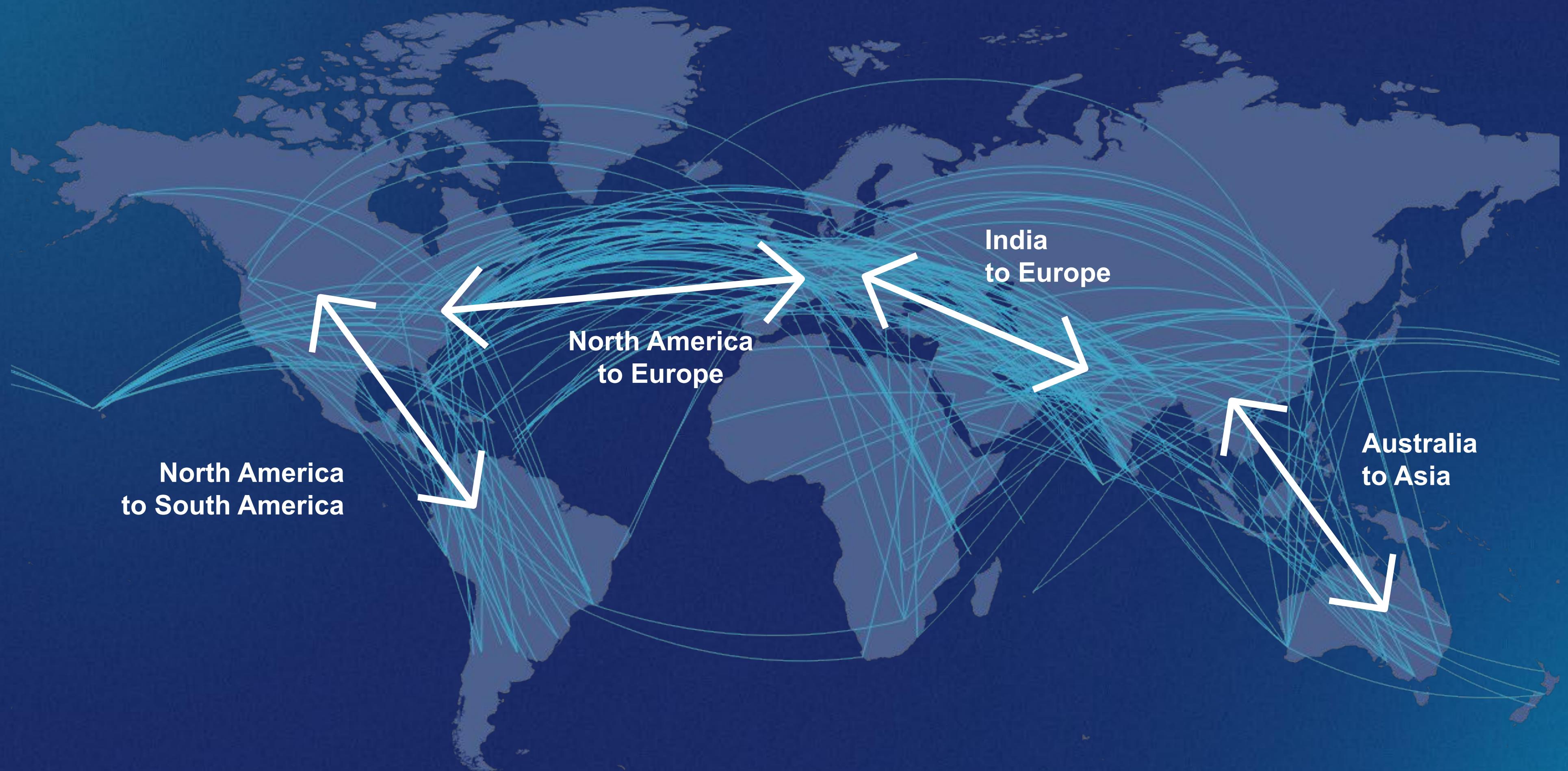
7 XLRs in service flying long range with Iberia, Aer Lingus and Wizz Air

1,361 Flight Cycles

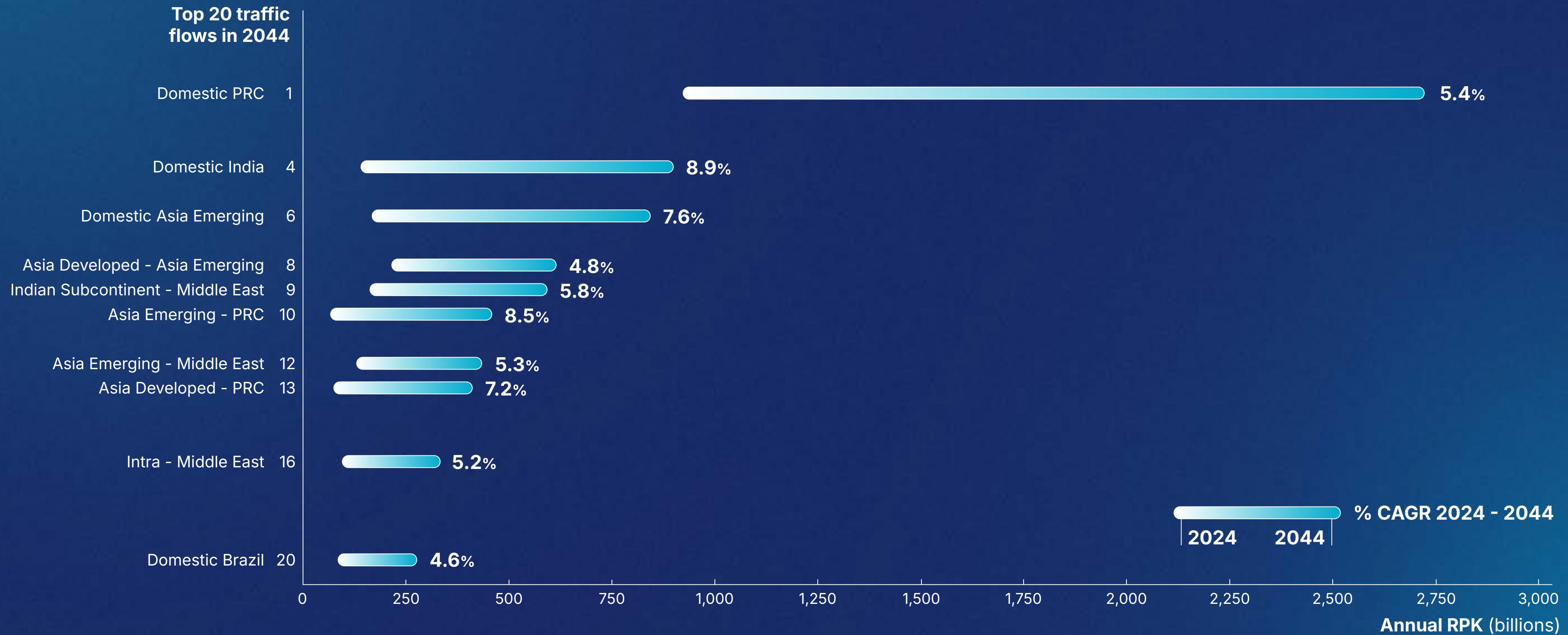
8,077 Flight Hours

4th of June 2025

Network opportunities for A321XLR



...and stronger traffic growth in Asia and Middle East, led by India and PRC

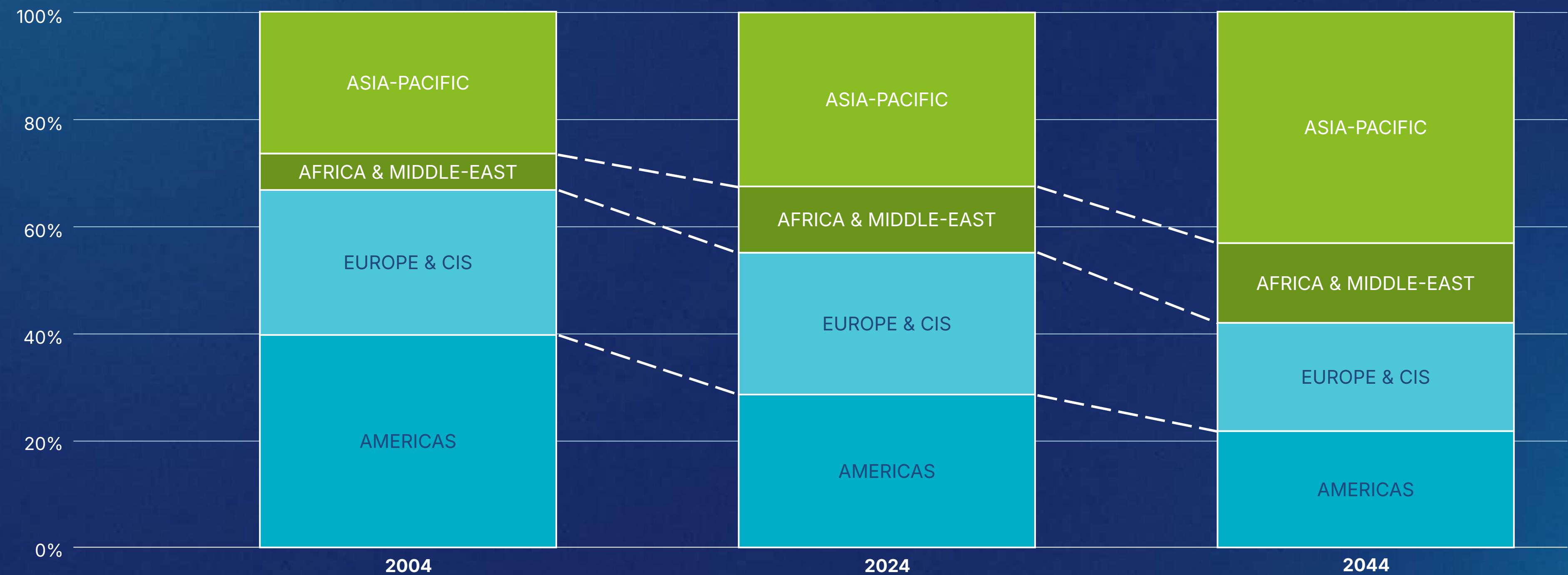


A330neo playing a key role in rapidly developing aviation markets



Continuous market shift toward Asia and Middle East

Regional share of ASKs

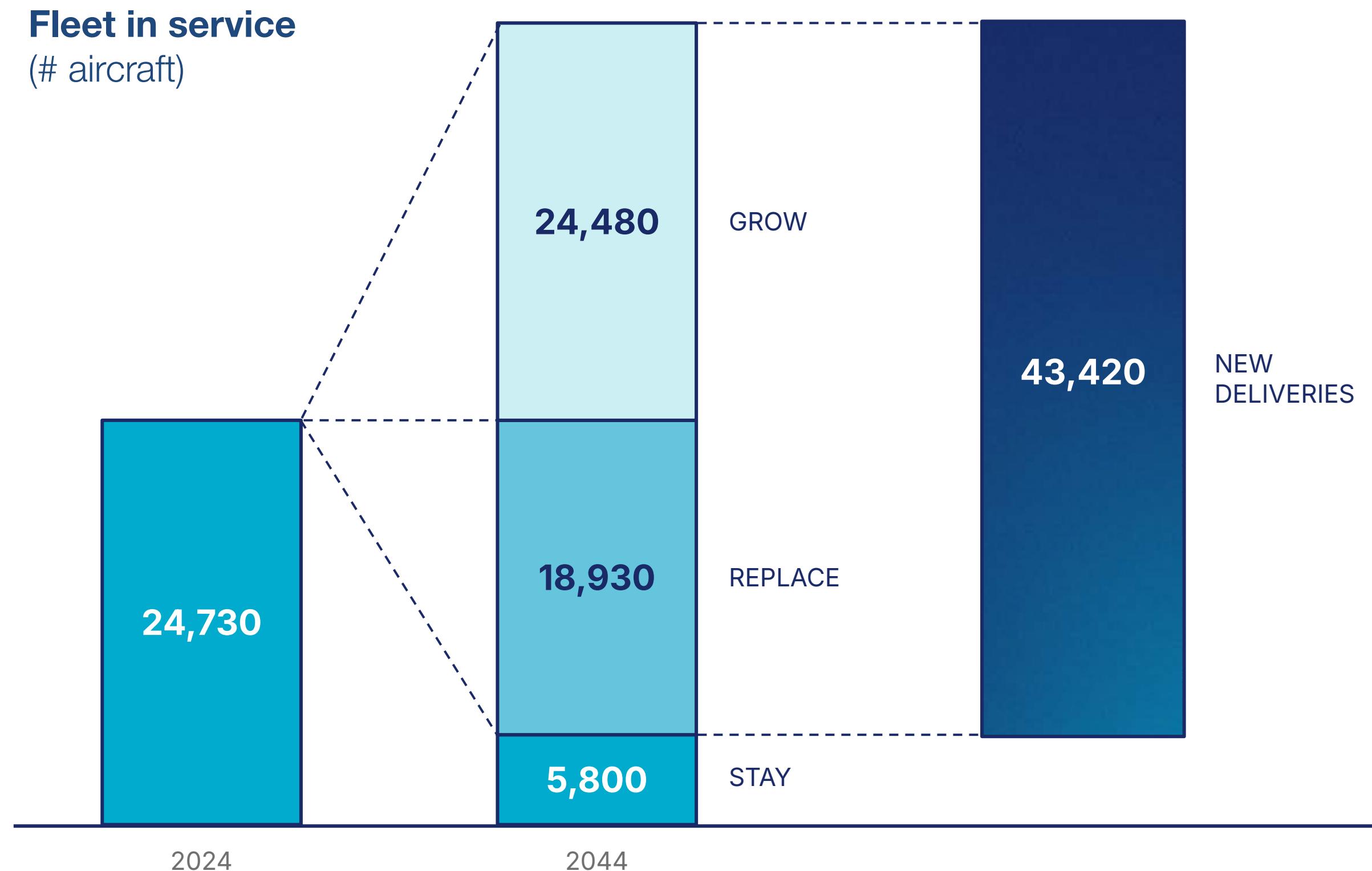


OAG, Airbus GMF 2025

A350 Unrivalled range capability, unique flexibility



Demand for 43,420 passenger and freighter aircraft

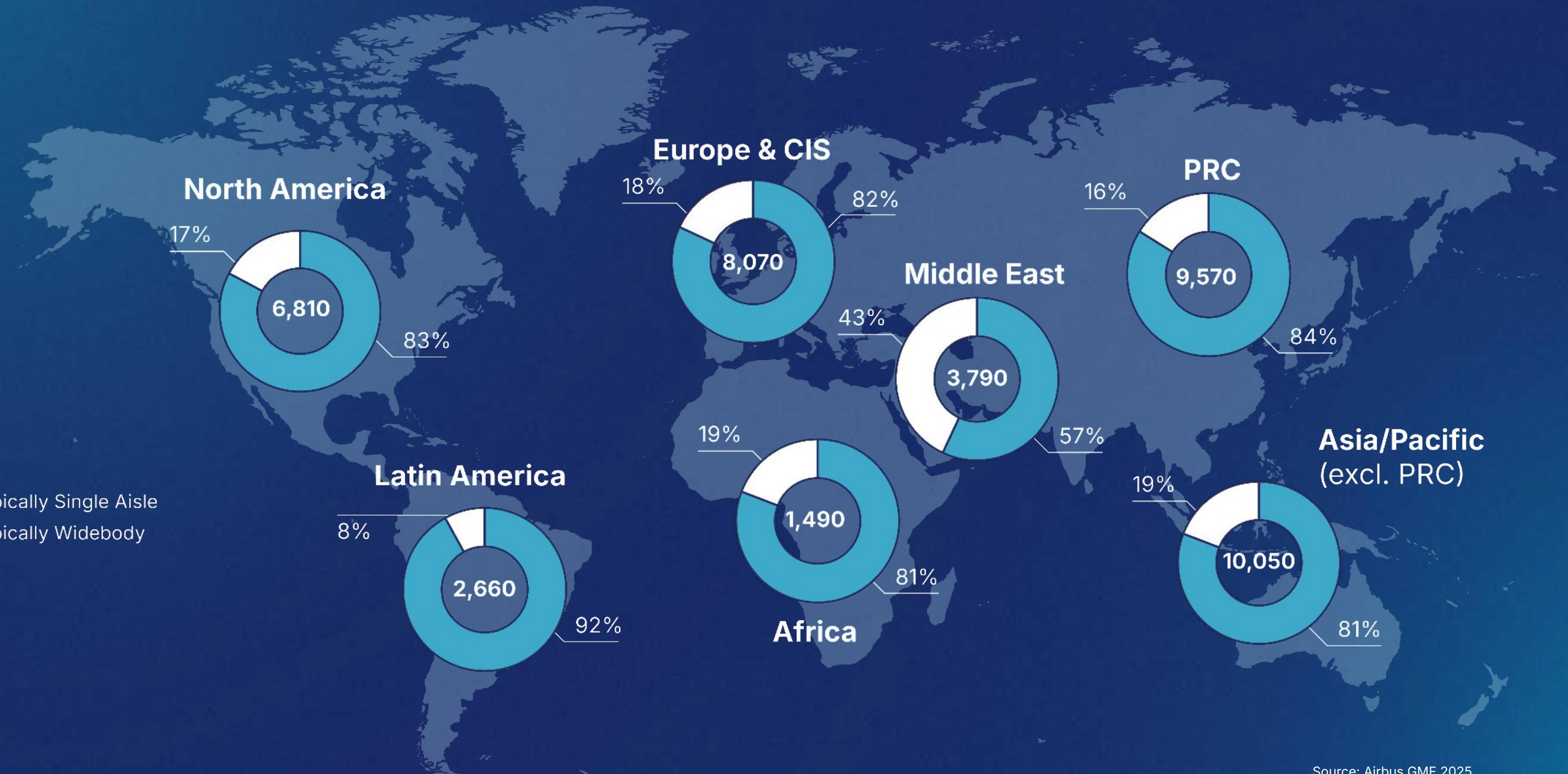


Fleet will **almost double** in the next 20 years

Higher proportion of new deliveries (~44%) will **replace** older, less fuel-efficient aircraft

Source: Airbus GMF 2025, Cirium May 25
Notes: Passenger aircraft (≥ 100 seats), Freighters with a payload above 10t
Figures rounded to nearest 10 | totals rounded separately

Demand for 42,450 new passenger aircraft between 2025 and 2044

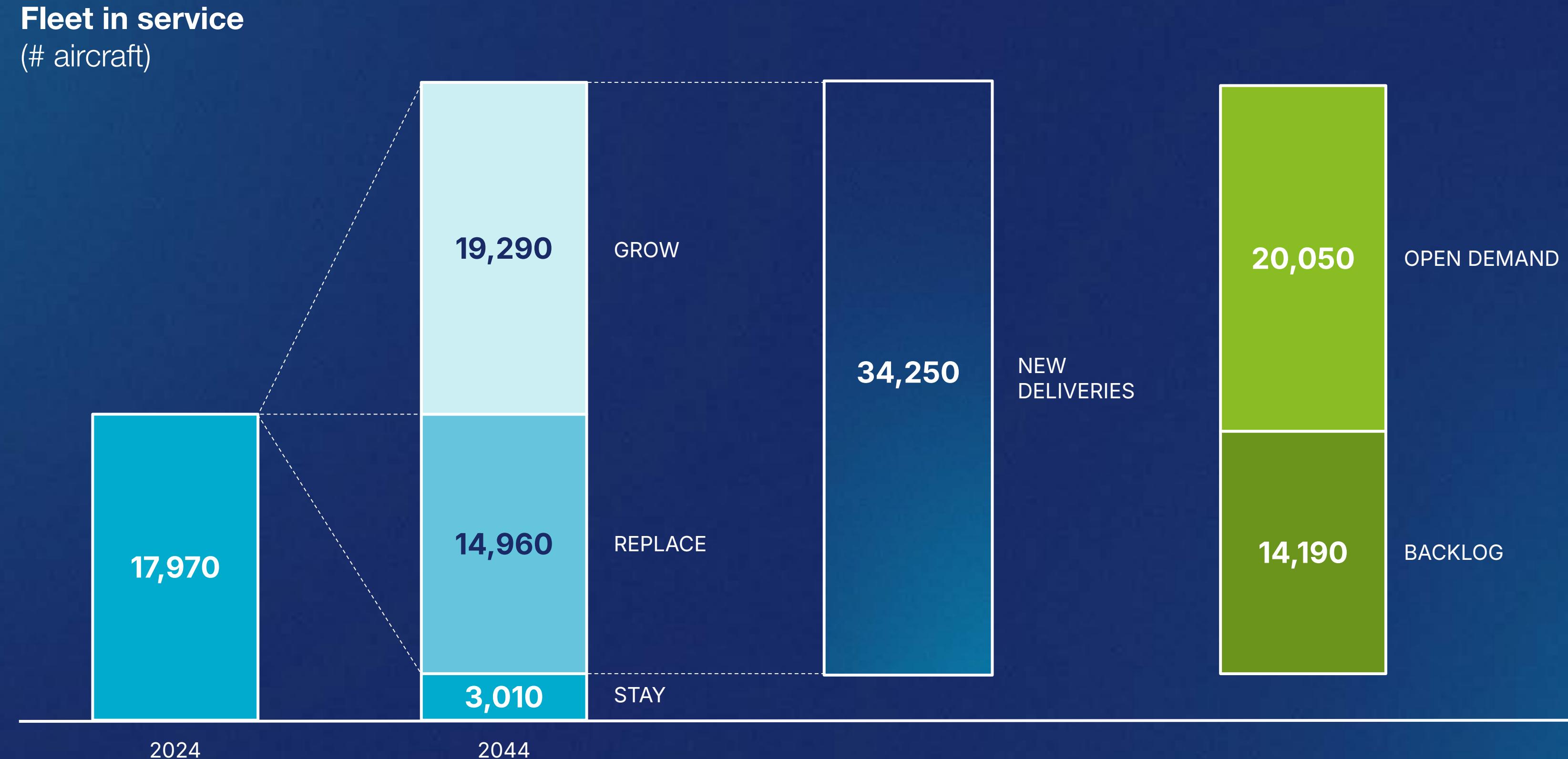


Source: Airbus GMF 2025

Notes: Passenger aircraft only (≥ 100 seats)

Figures rounded to nearest 10 | totals rounded separately

Demand for ~34,250 new passenger Single Aisle aircraft



Source: Cirium May 2025, Airbus GMF 2025

Notes: Passenger aircraft (≥ 100 seats)

Figures rounded to nearest 10 | totals rounded separately

Demand for ~8,200 new passenger widebody aircraft



Source: Cirium May 2025, Airbus GMF 2025

Notes: Passenger aircraft (≥ 100 seats)

Figures rounded to nearest 10 | totals rounded separately

Demand for 43,420 new passenger and freighter aircraft

| Typically Single Aisle



34,250 aircraft

~79% share of total new deliveries

| Typically Widebody



9,170 aircraft (inc. 970 new-build freighters)

~21% share of total new deliveries

Takeaways

“ “

**Air transport driven
by people and business**

Passenger Traffic
Long Term CAGR

3.6%

Fleet in service
end-2024

24,730
aircraft

Fleet in service
end-2044

49,210
aircraft

New Deliveries
2025-2044

43,420
aircraft



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