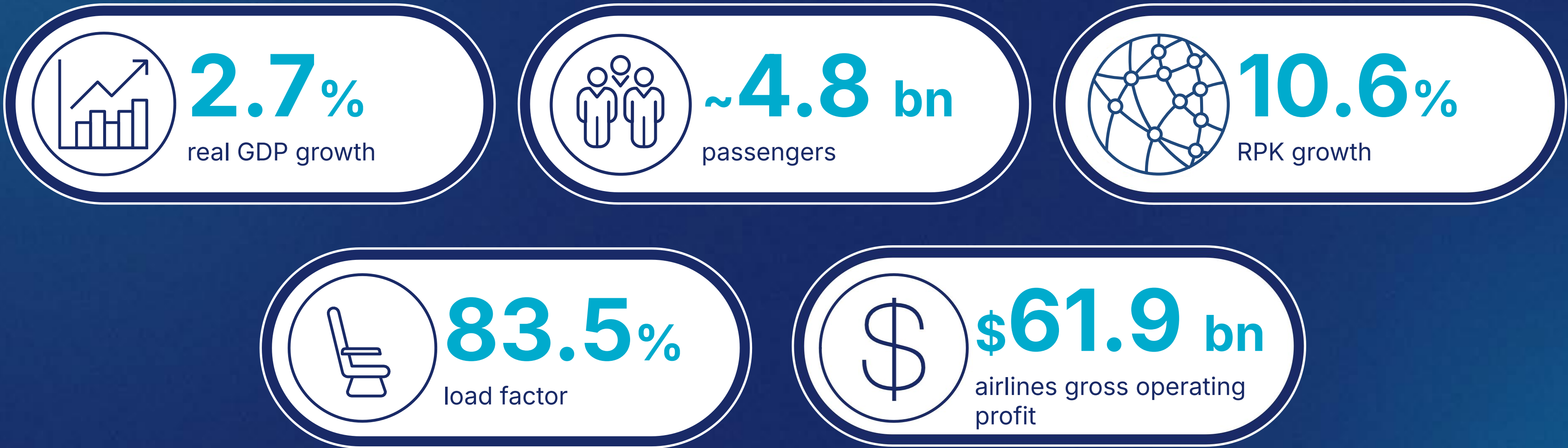


A person stands in silhouette, looking out a large airport window at a plane in flight. The scene is dimly lit, with the window providing the main light source. The person is standing in the center, with a suitcase on the floor next to them. The window is divided into a grid of panes. The plane is flying towards the right side of the frame. The overall mood is contemplative and futuristic.

GLOBAL MARKET FORECAST 2025

AIRBUS

2024: A strong year for air transport



Airlines in all regions are at or above 2019 levels



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

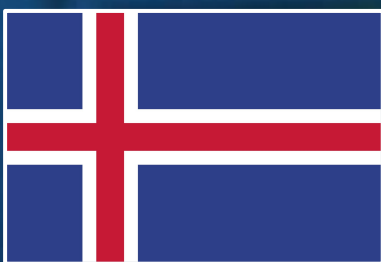


3.9%

of World GDP

Total economic impact of aviation

Iceland



25.1%

of GDP

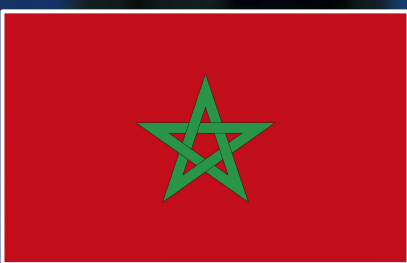
Dominican Republic



10.6%

of GDP

Morocco



7.9%

of GDP

Thailand



6.8%

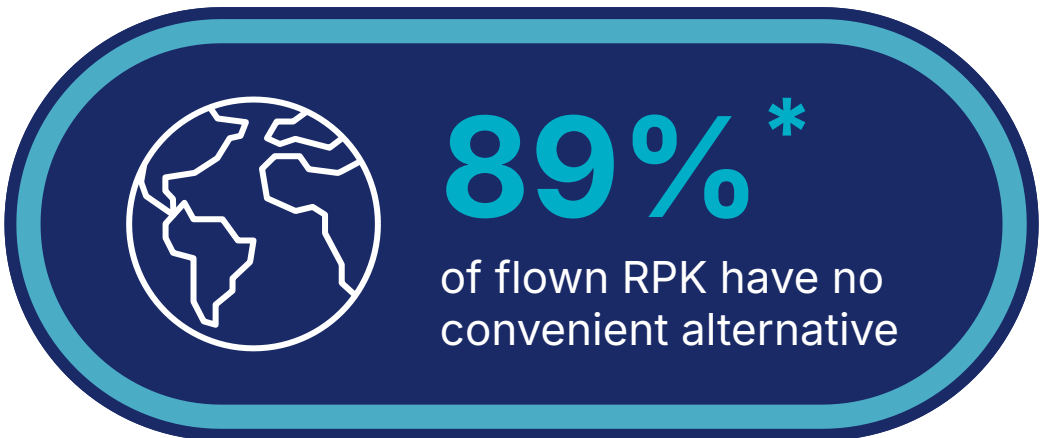
of GDP

Air transport is an essential contributor to society



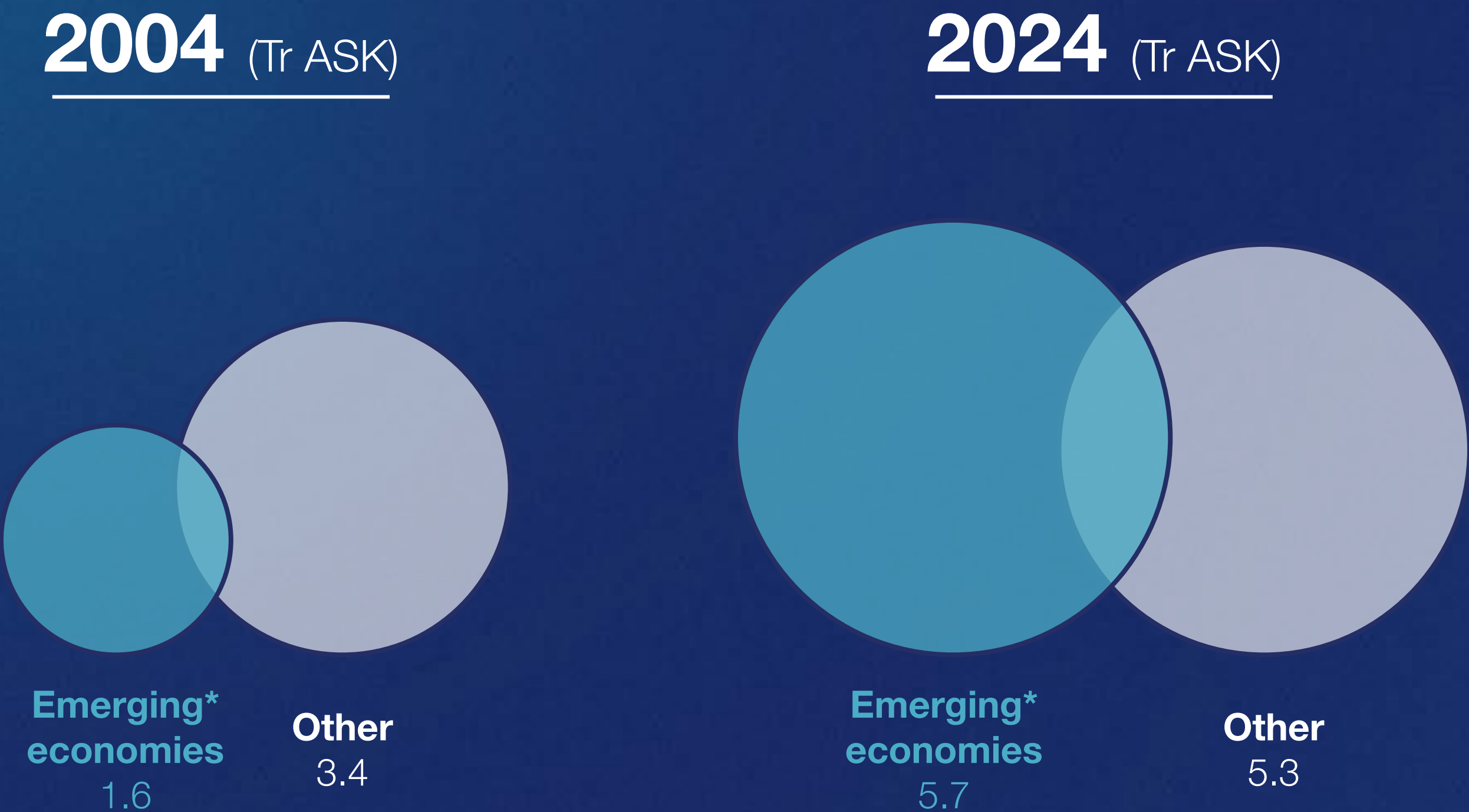
Offering safe and convenient connectivity **for all**

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



Air travel continues to become more accessible

Worldwide capacity



Growing GDP per capita and improving air transport **affordability** have democratised air transport

Vietnamese traffic 7.5x in 20 years



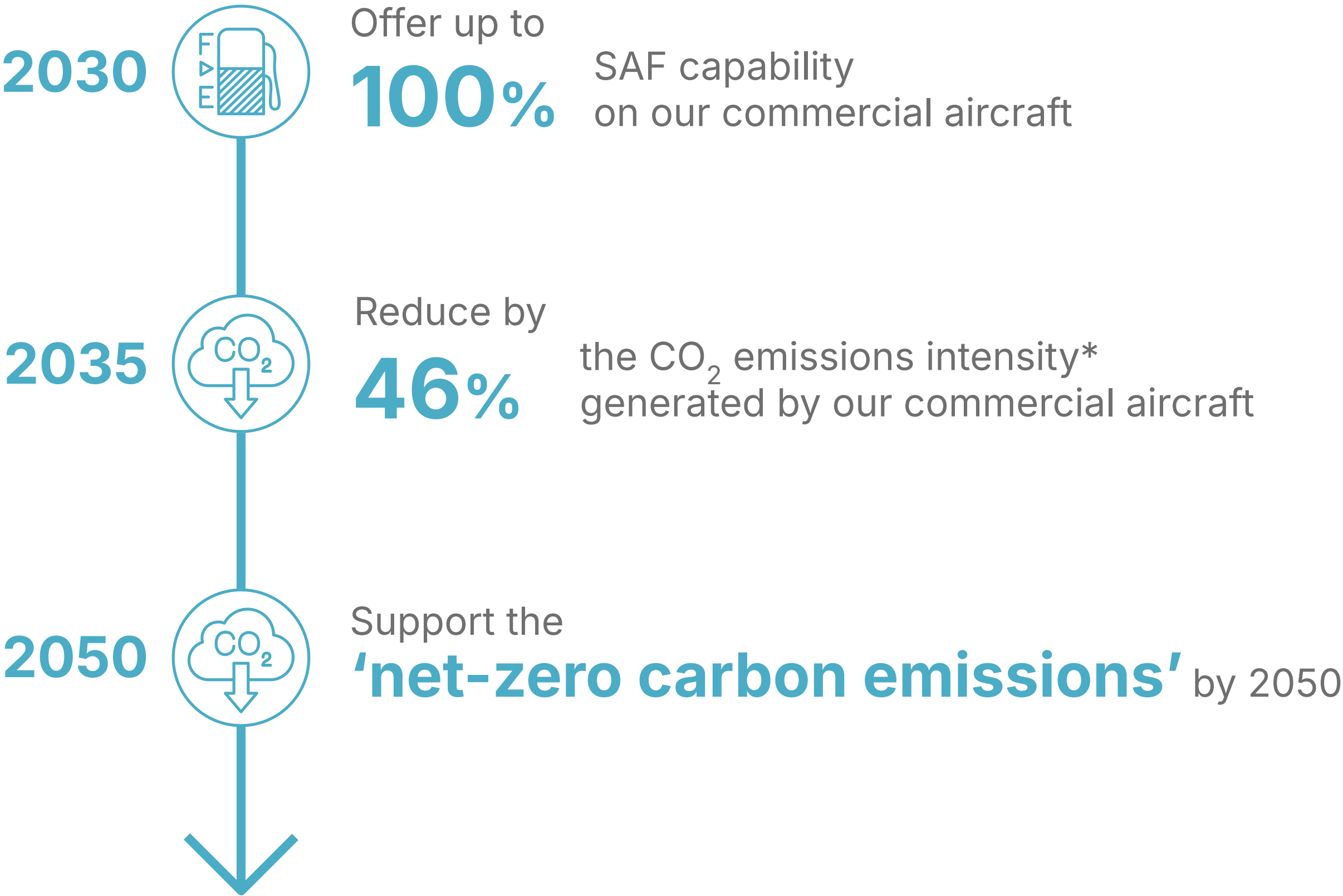
Source: IATA, OAG, Airbus GMF



Network densification in fast-growing markets

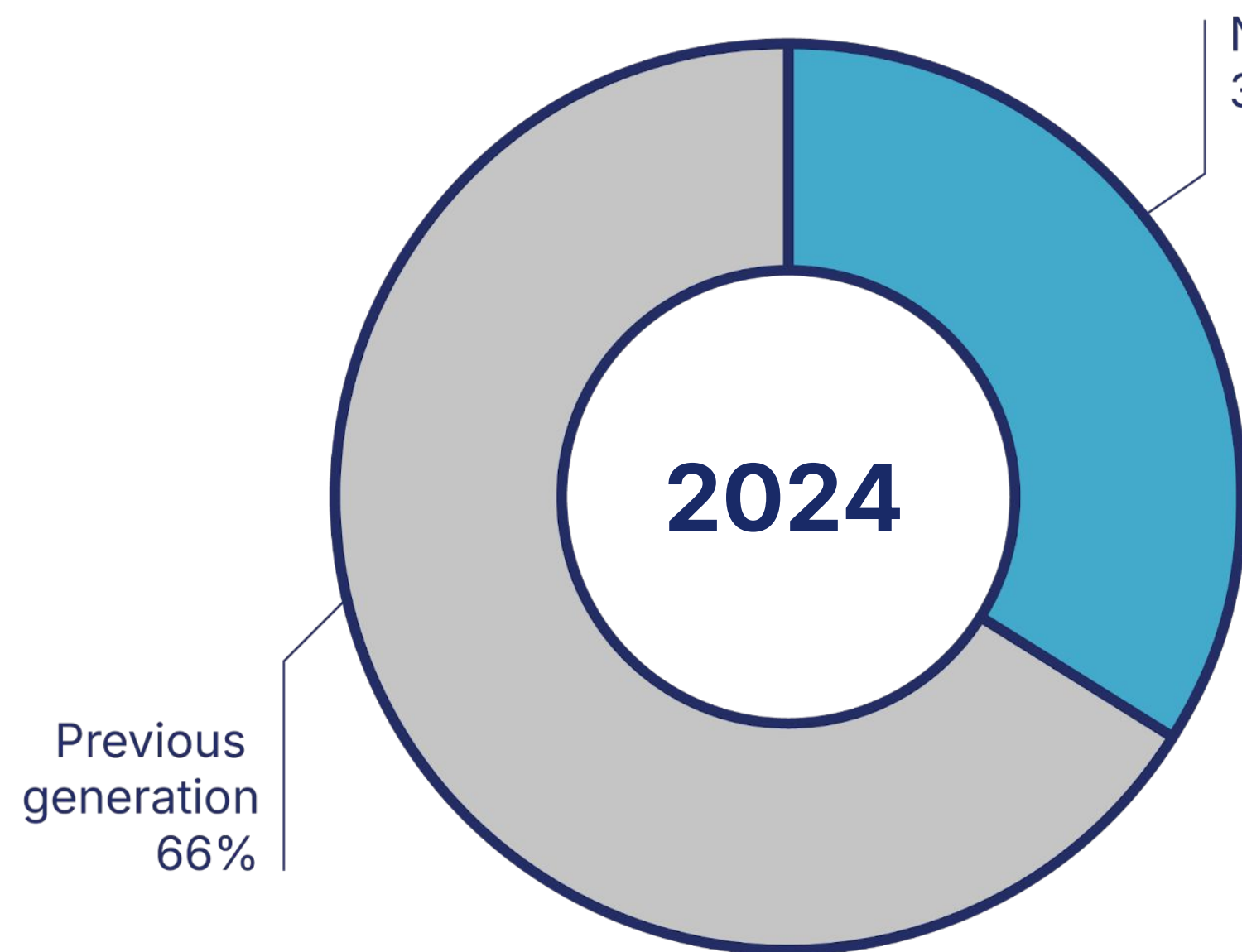


Airbus commitments to sustainable aviation growth



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



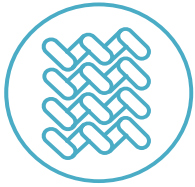
Source: Cirium, Airbus GMF. Passenger aircraft (≥ 100 seats)
*Western built passenger aircraft above 100 seats – pax aircraft only - as of end 2024
New generation: A220, A320neo Fam., A330neo, A350, 737Max, 777X, 787

Decarbonisation levers for aviation

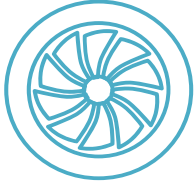
Use less energy



Aerodynamics



Structures



Propulsion


Aircraft
technology




Infrastructure /
Operations

Aviation ecosystem
and best practices
+ aircraft
technology

Use decarbonised energy



SAF



H₂
Hydrogen as fuel

Energy
ecosystem
+ aircraft
technology



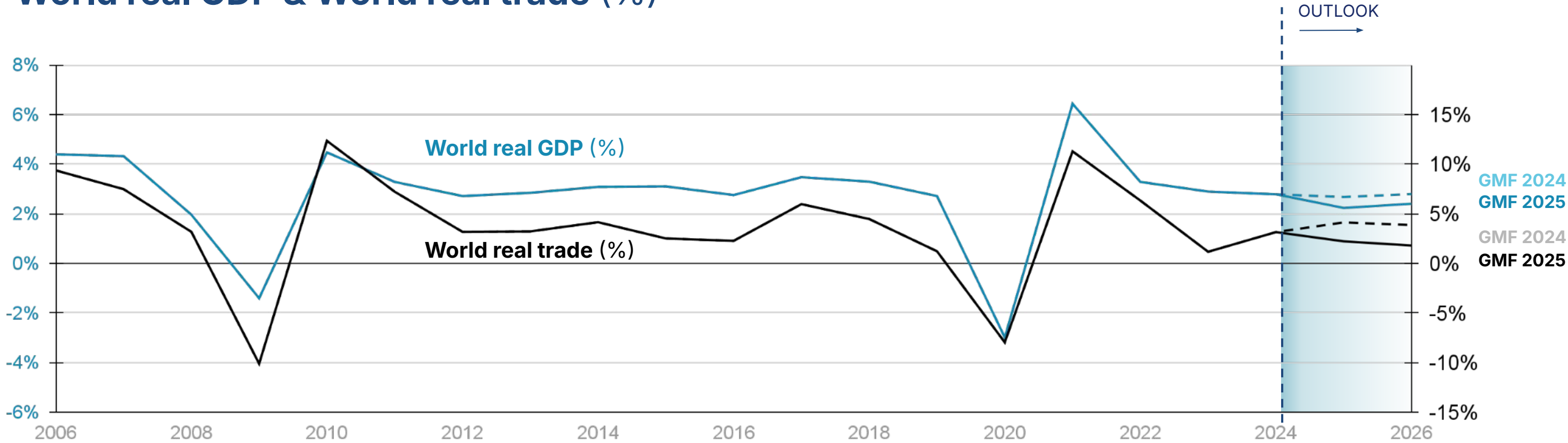
-54% of fuel per RPK
since 1990

Looking forward

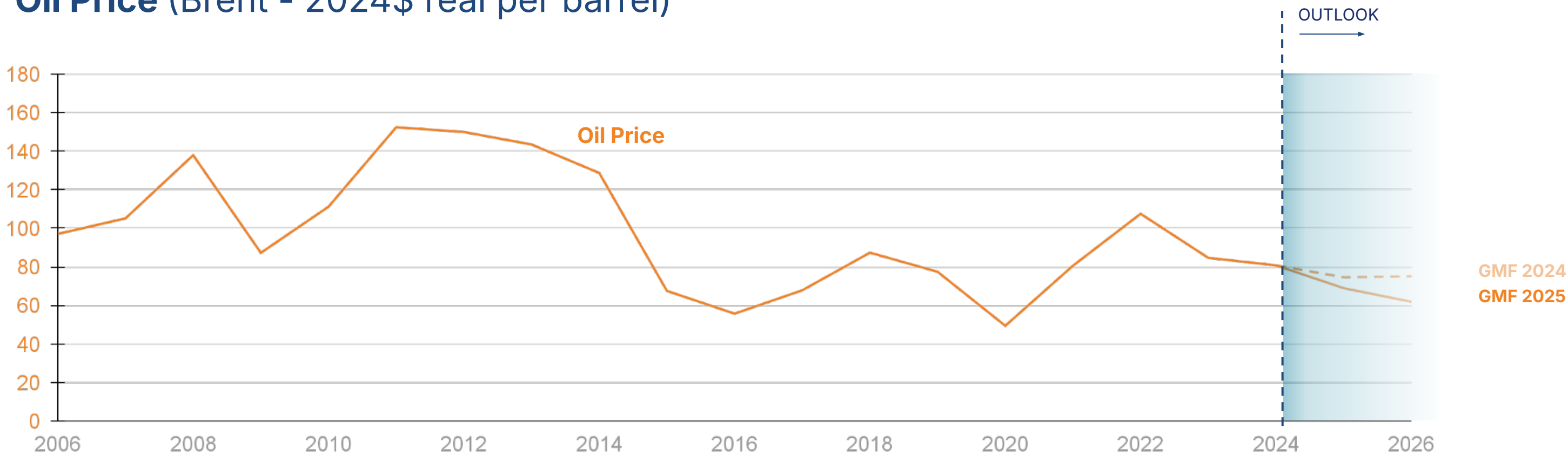


Short term in perspective

World real GDP & World real trade (%)



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



Source: S&P Global, Airbus GMF 2025

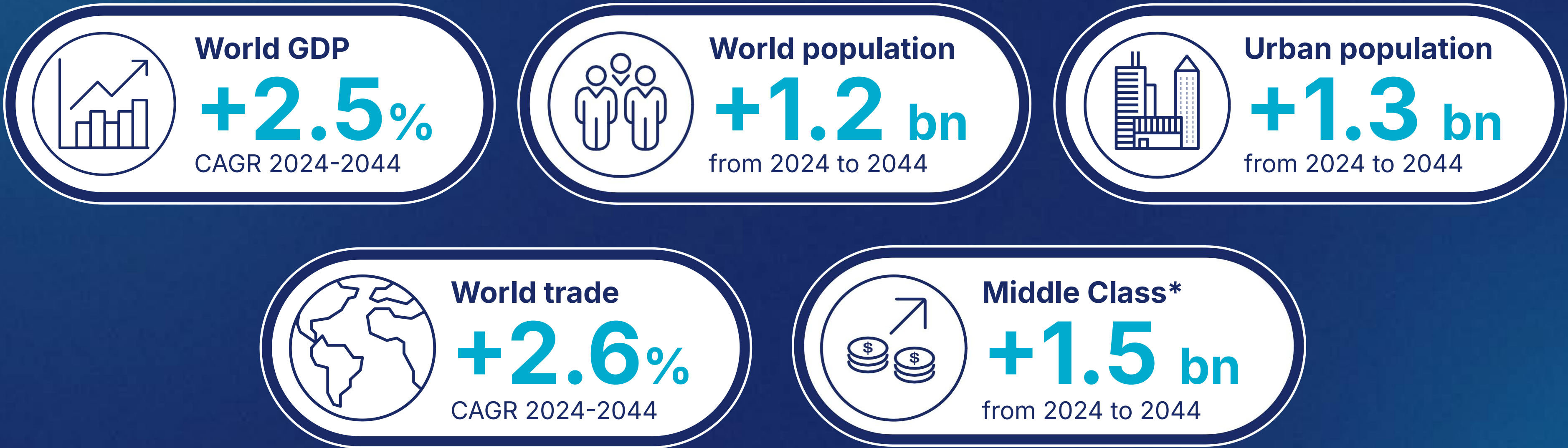


Material but **limited** short-term impact on the global economy

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



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⁾



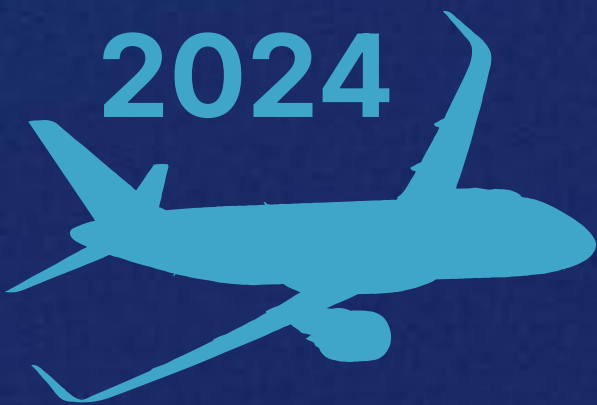
185

seats/flight



83%

load factor

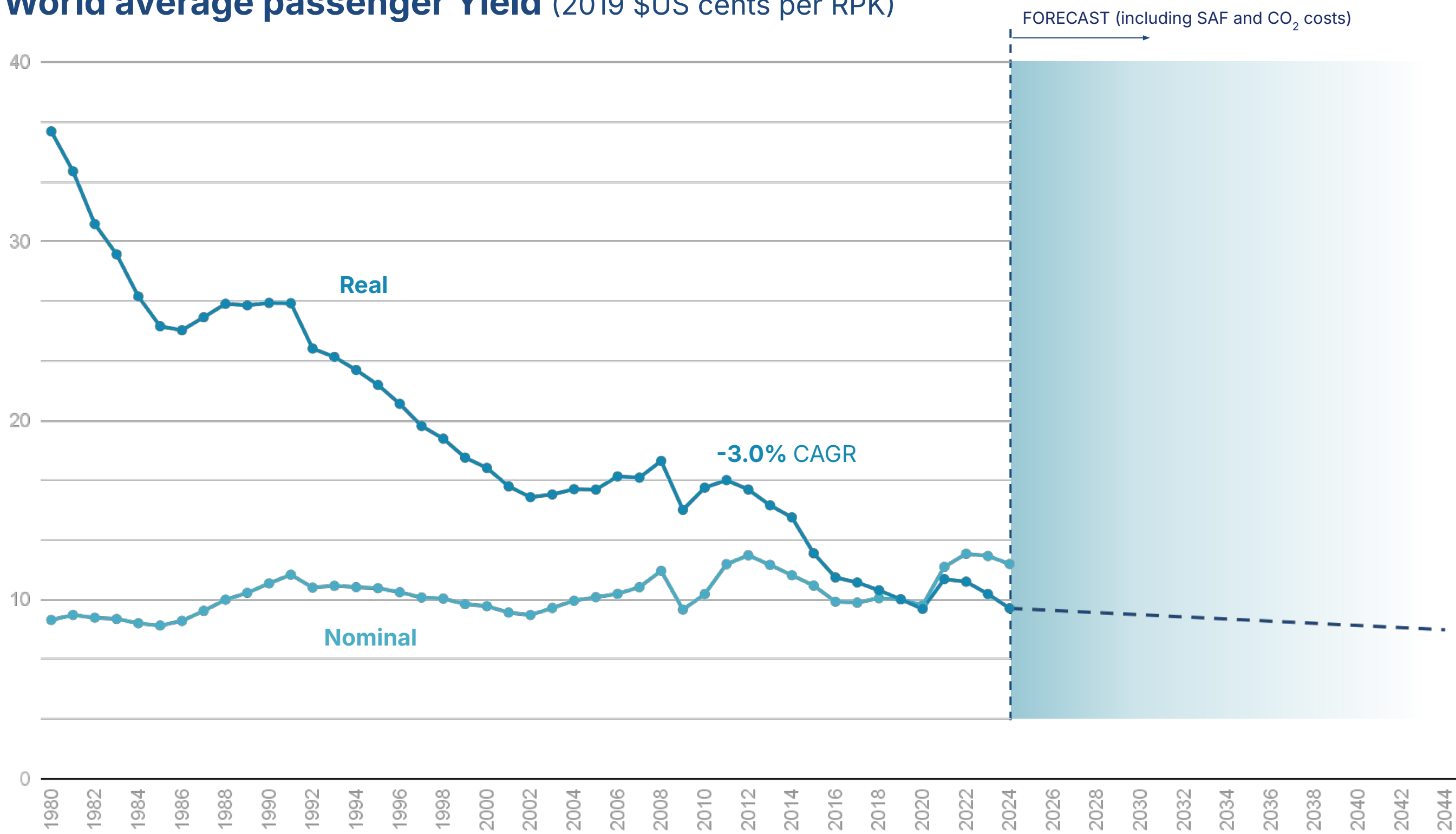


annual RPK per a/c
= 1.5x



Air transport is increasingly affordable

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

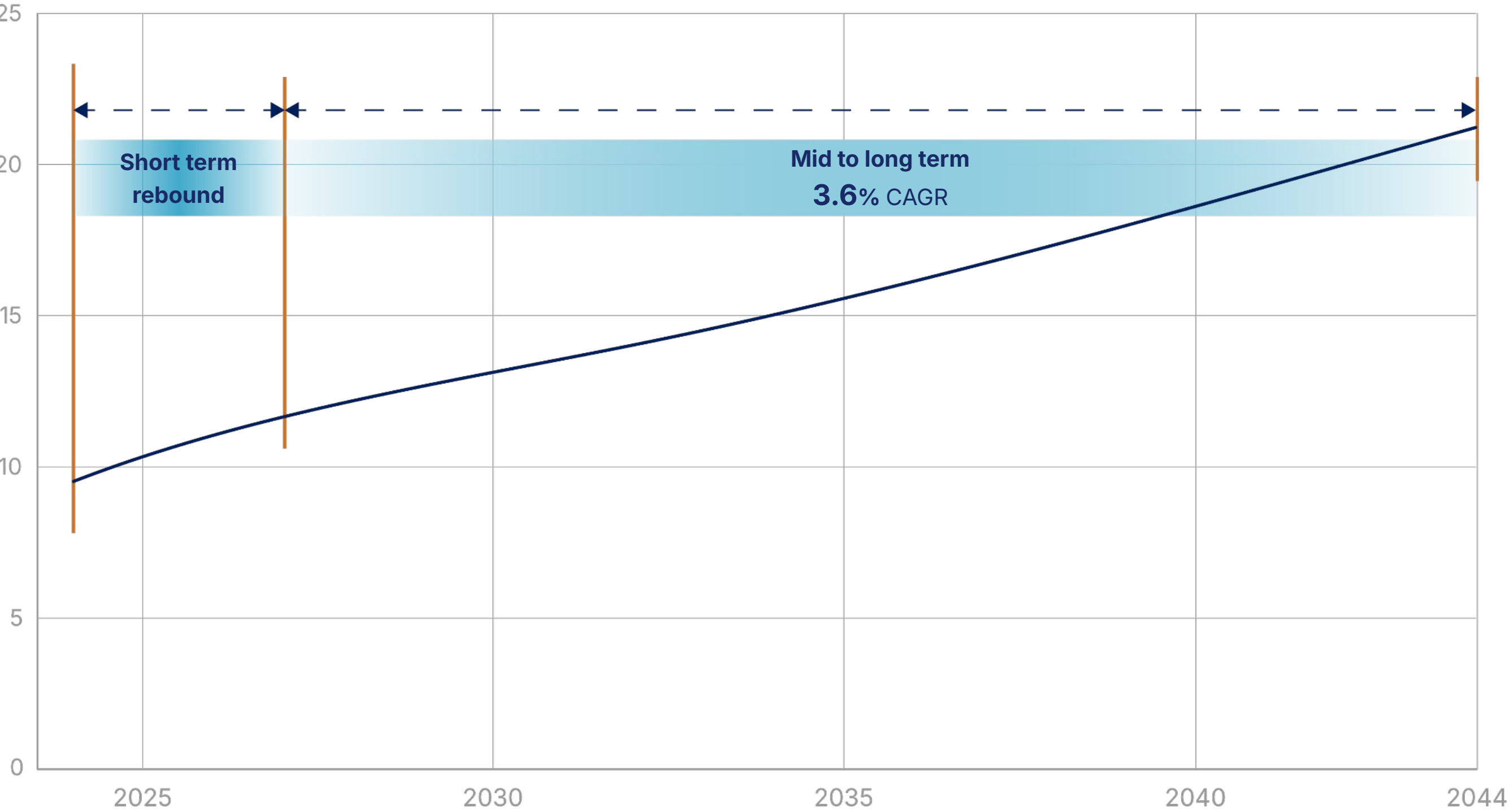


Improved aircraft **productivity** and technology enable **unit cost reduction**

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

Passenger traffic forecast

World air traffic (trillion RPK)*



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

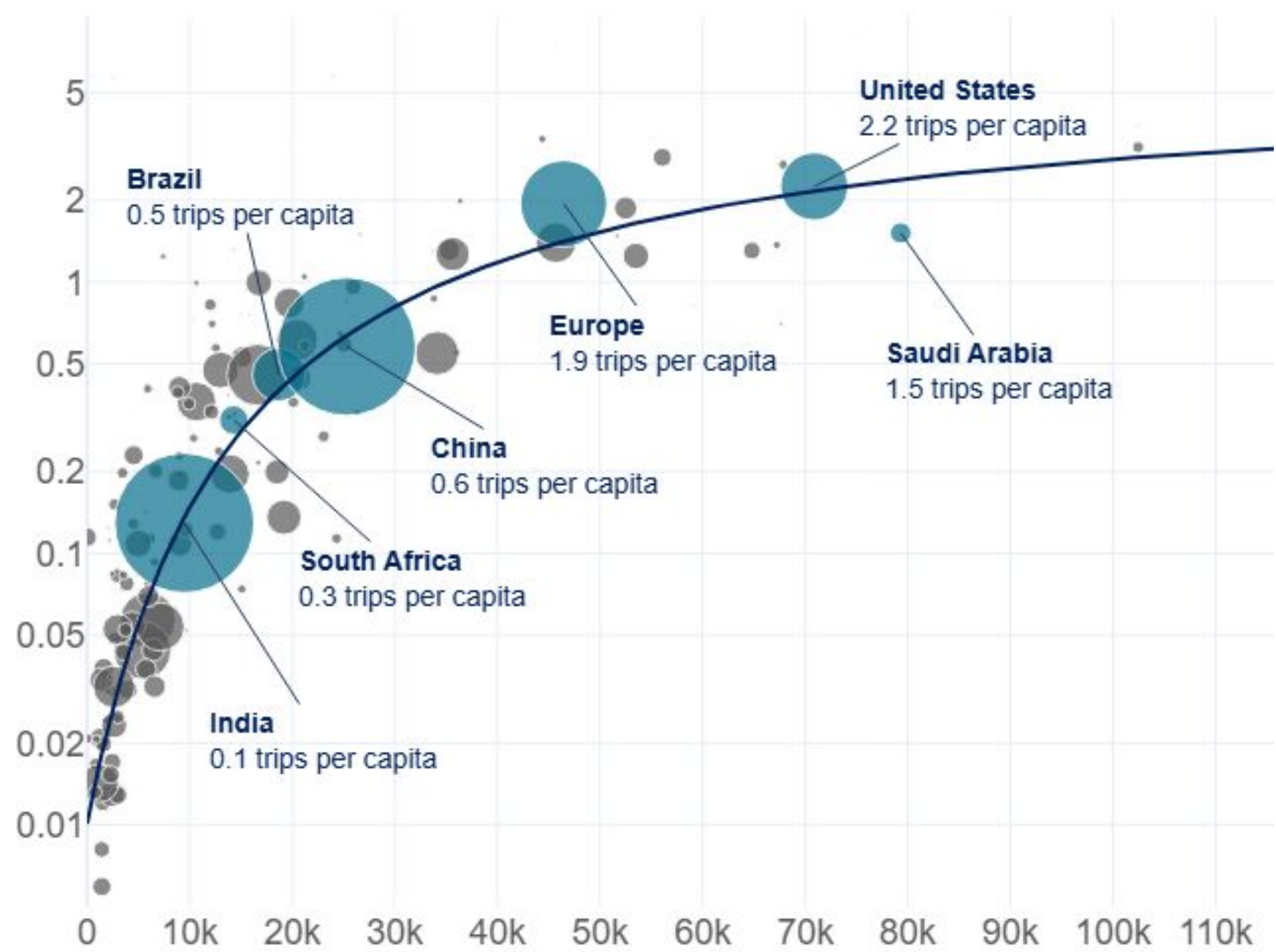
Source: IATA, Airbus GMF 2025
* Revenue Passenger Kilometers, includes scheduled and non-scheduled flights



Propensity to travel linked to development and geography

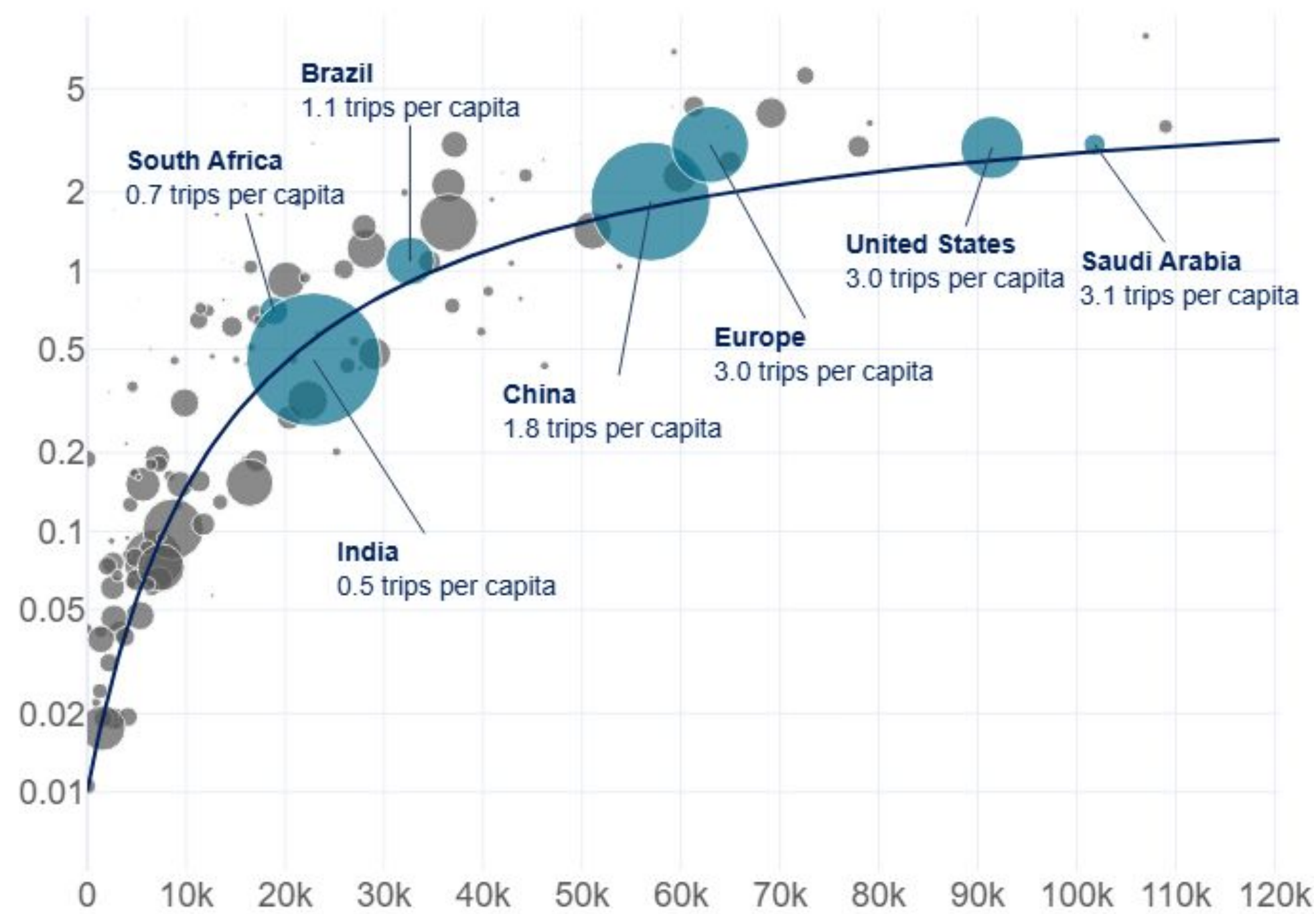
2024 yearly trips per capita

(bubble size proportional to country population)



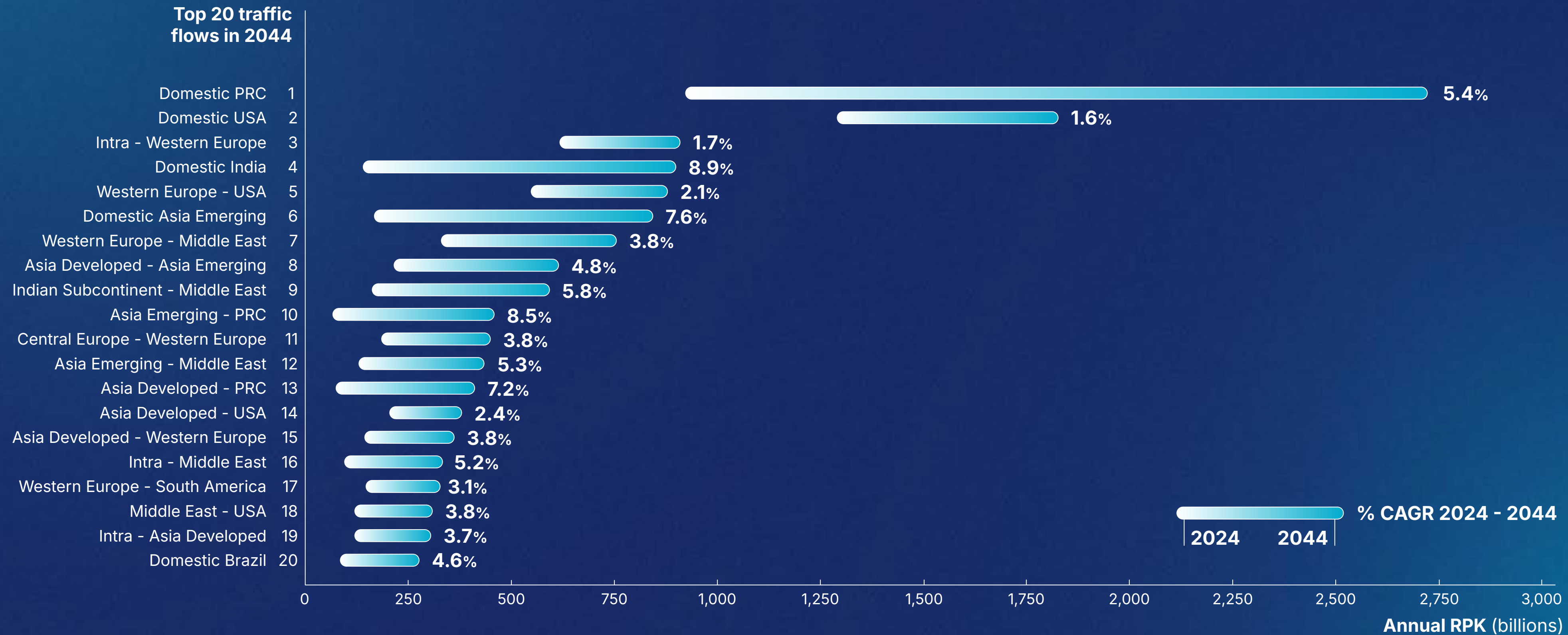
2044 yearly trips per capita

(bubble size proportional to country population)

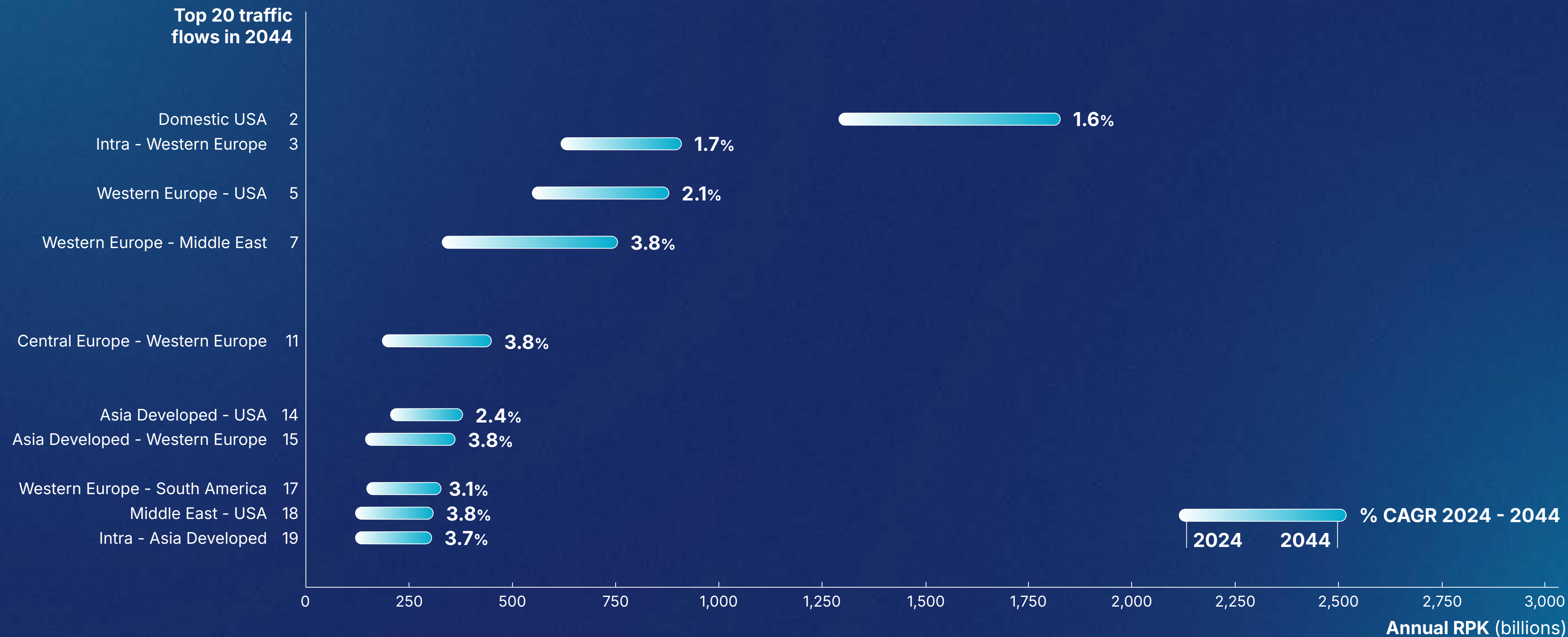


GDP per capita (purchasing power parity \$ - 2019)

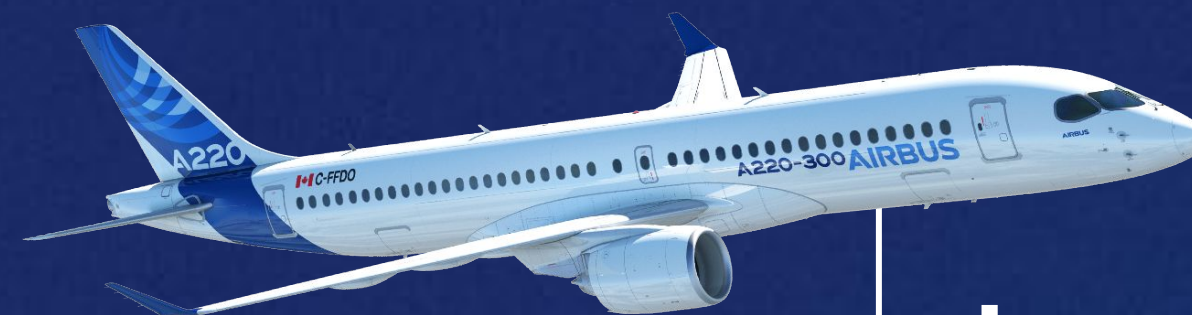
Top 20 traffic flows in 2044



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

**POTENTIAL
TRANS-ASIA
ROUTES**

New routes created thanks to the A220, over 1000 NM

A321XLR In service since October 2024



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

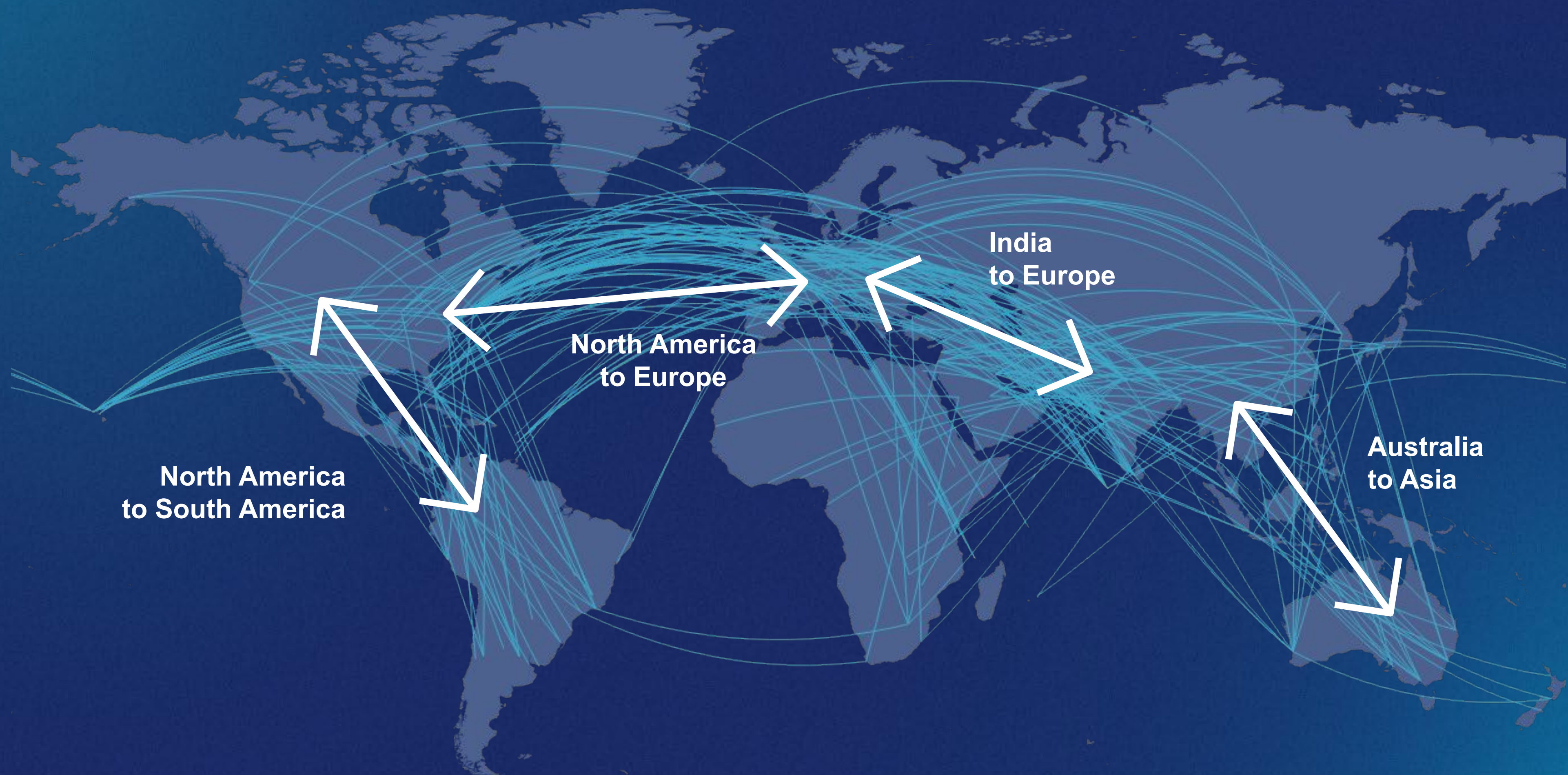
1,361 Flight Cycles

8,077 Flight Hours

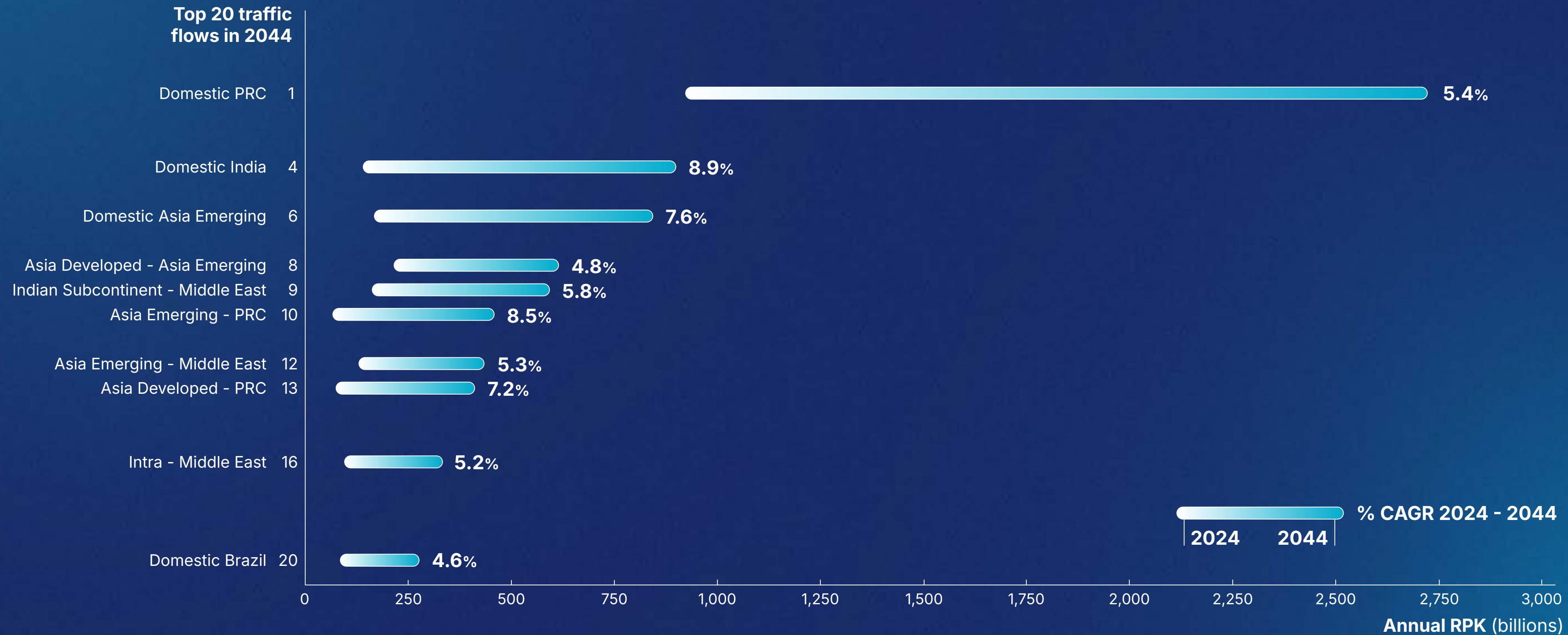
4th of June 2025

Publicly announced or **already flown routes**
June 2025

Network opportunities for A321XLR



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

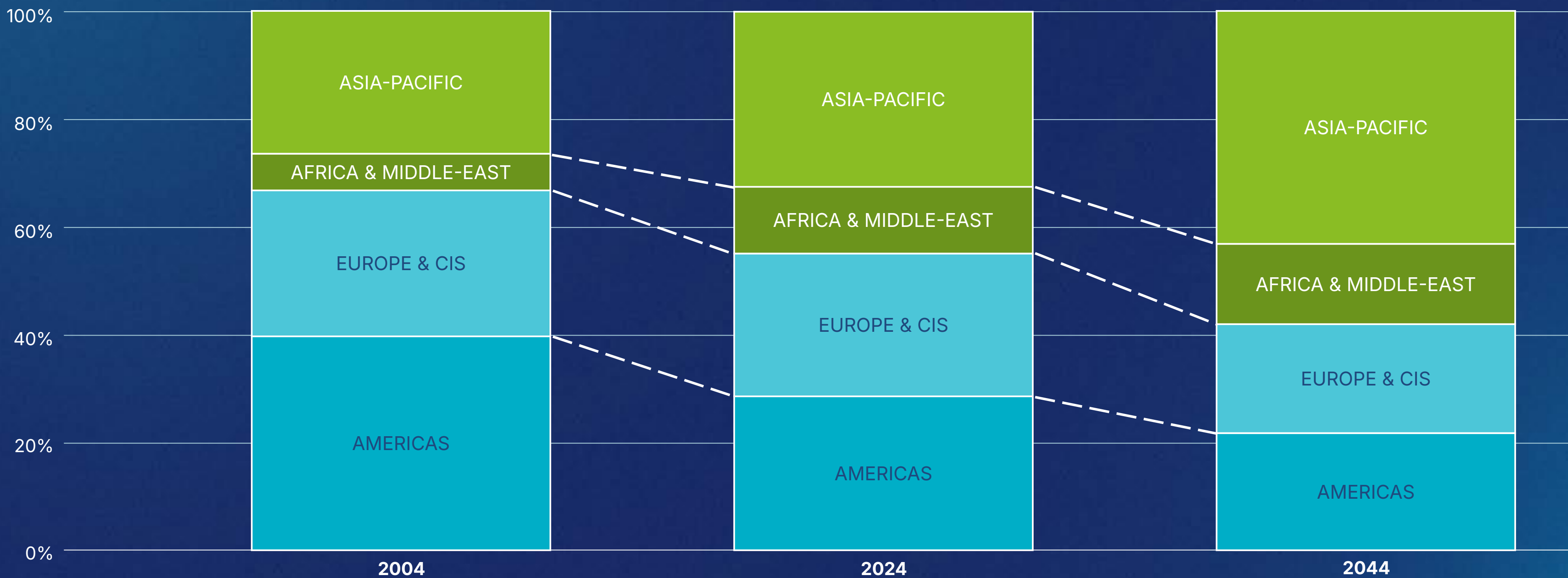


A330neo playing a key role in rapidly developing aviation markets



Continuous market shift toward Asia and Middle East

Regional share of ASKs

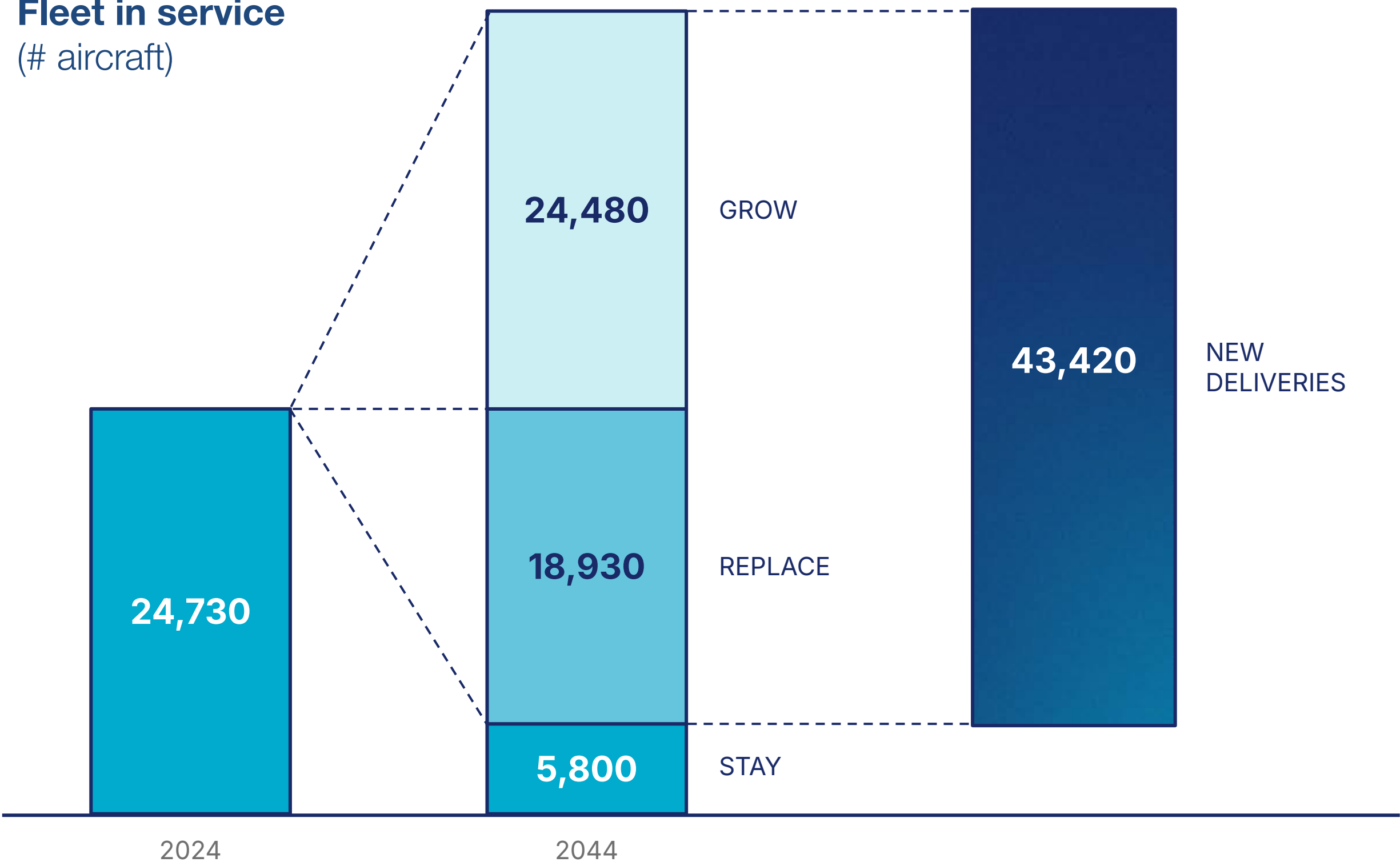


A350 Unrivalled range capability, unique flexibility



Demand for 43,420 passenger and freighter aircraft

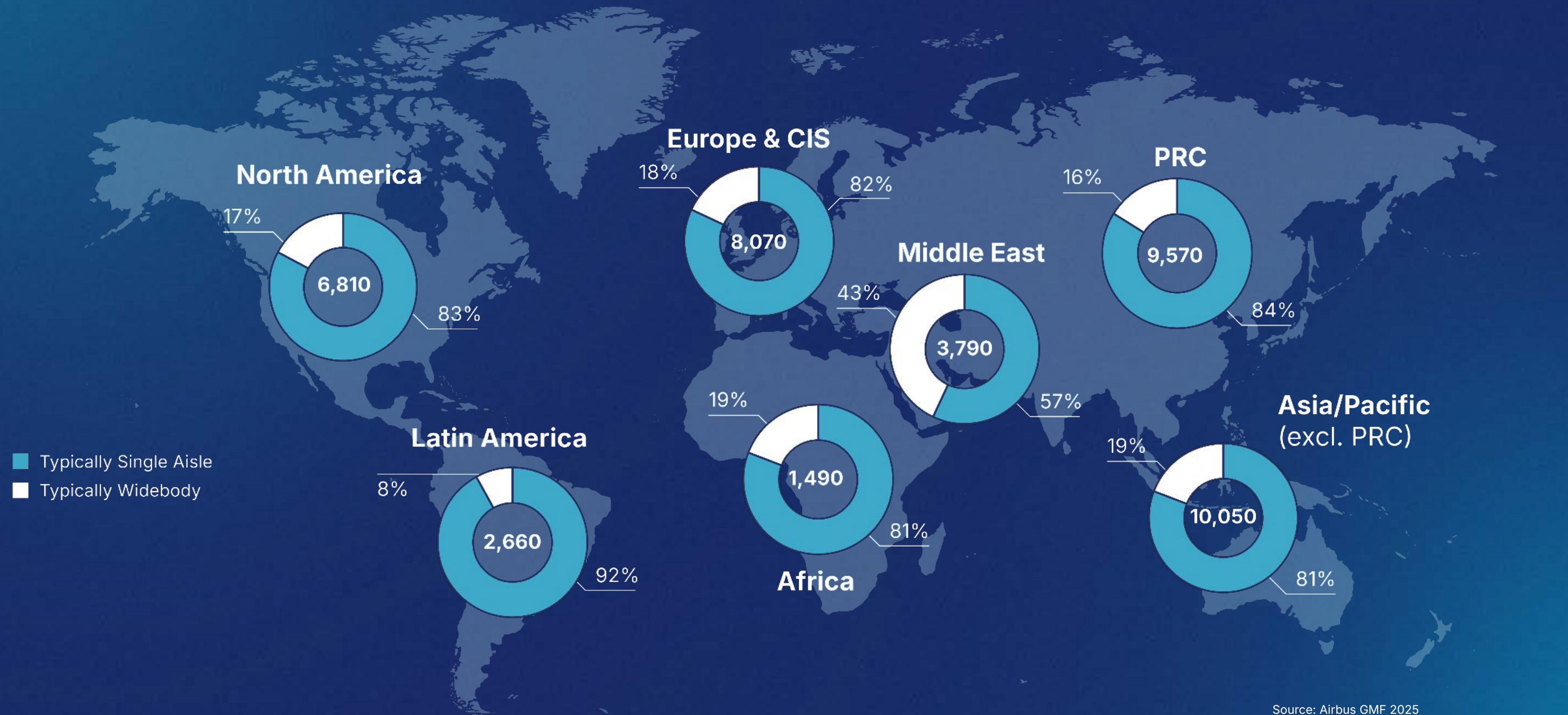
Fleet in service
(# aircraft)



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

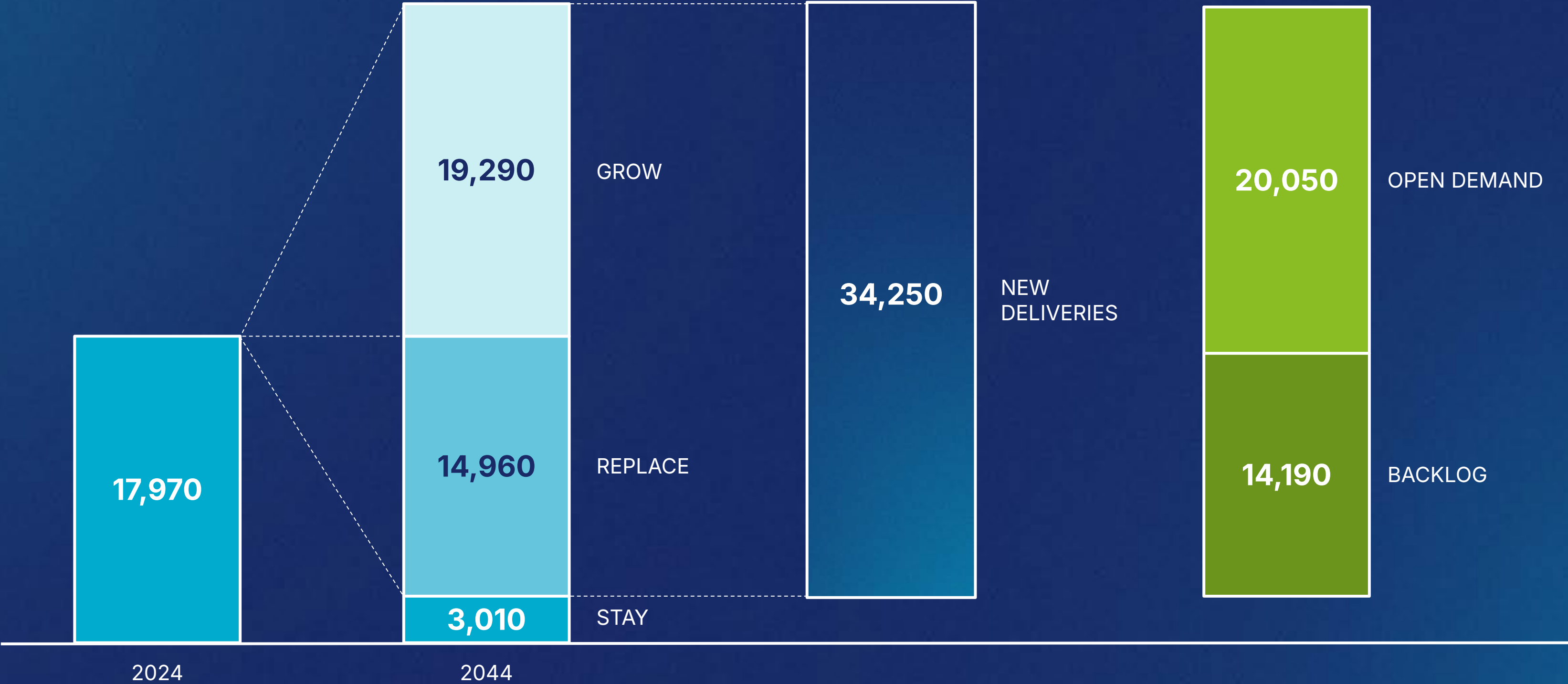
Higher proportion of new deliveries (~44%) will **replace** older, less fuel-efficient aircraft

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



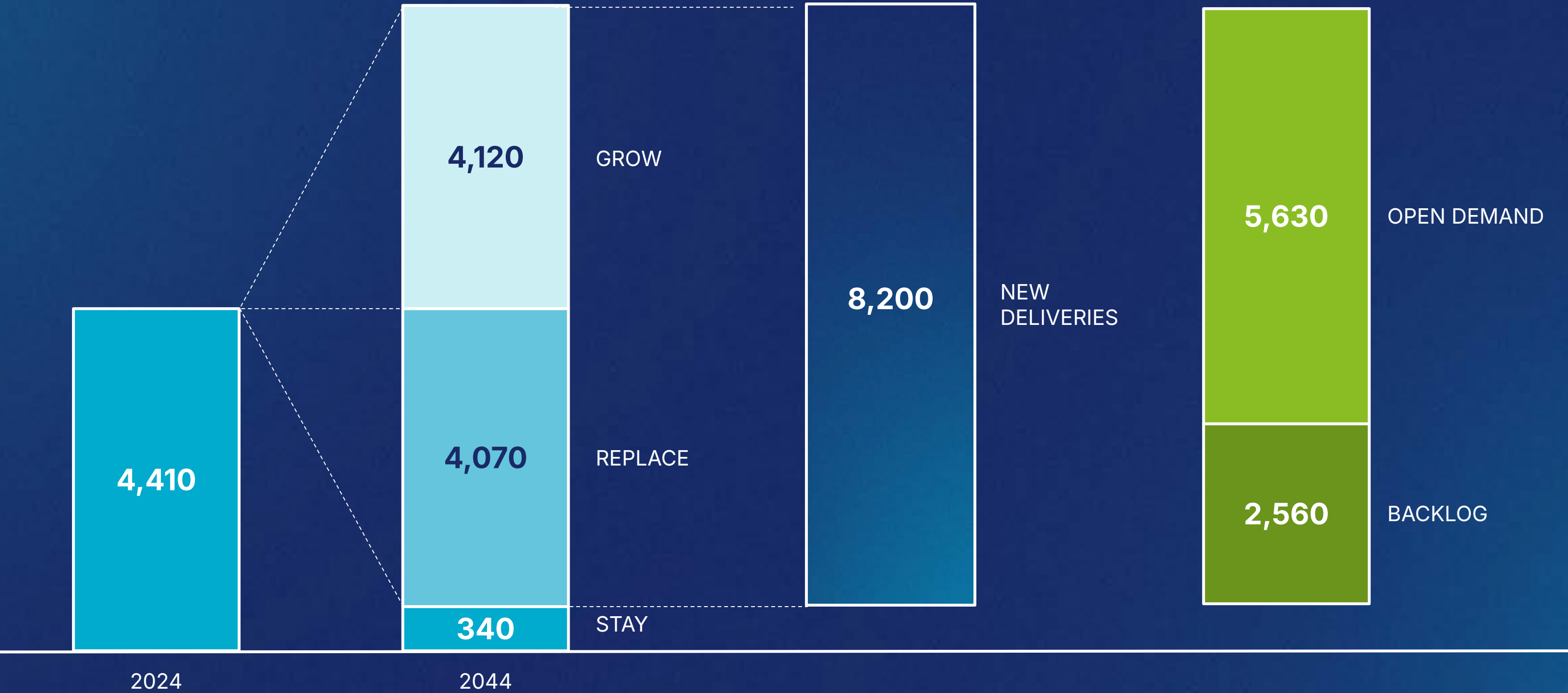
Demand for ~34,250 new passenger Single Aisle aircraft

Fleet in service
(# aircraft)



Demand for ~8,200 new passenger widebody aircraft

Fleet in service
(# aircraft)



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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