



Industry recovery perspective

Long Term Forecast

The February update to the long-term forecast includes the following highlights:

- In 2021, **overall traveler numbers** were 47% of 2019 levels. This is expected to improve to 83% in 2022, 94% in 2023, 103% in 2024 and 111% in 2025.
- In 2021, **international traveler numbers** were 27% of 2019 levels. This is expected to improve to 69% in 2022, 82% in 2023, 92% in 2024 and 101% in 2025.
- In 2021, **domestic traveler numbers** were 61% of 2019 levels. This is expected to improve to 93% in 2022, 103% in 2023, 111% in 2024 and 118% in 2025.



Regional Variations

Latin America: Traffic to/from/within Latin America has been relatively resilient during the pandemic and is forecast to see a strong 2022, with limited travel restrictions and dynamic passenger flows within the region and to/from North America. 2019 passenger numbers are forecast to be surpassed in 2023 for Central America (102%), followed by South America in 2024 (103%) and the Caribbean in 2025 (101%).

Summary by Regions

PASSENGER NUMBERS,

SHARE OF 2019

	2021	2022	2023	2024	2025
Industry-wide	47%	83%	94%	103%	111%
International	27%	69%	82%	92%	101%
Domestic	61%	93%	103%	111%	118%
Asia Pacific	40%	68%	84%	97%	109%
Europe	40%	86%	96%	105%	111%
North America	56%	94%	102%	107%	112%
Africa	46%	76%	85%	93%	101%
Middle East	42%	81%	90%	98%	105%
South America	51%	88%	97%	103%	108%
Central America	72%	96%	102%	109%	115%
Caribbean	44%	72%	82%	92%	101%



Russia-Ukraine Conflict

The forecast does not calculate the impact of the Russia-Ukraine conflict. In general, air transport is resilient against shocks and this conflict is unlikely to impact the long-term growth of air transport. It is too early to estimate what the near-term consequences will be for aviation, but it is clear that there are downside risks, in particular in markets with exposure to the conflict.

Sensitivity factors will include the geographic extent, severity, and time-period for sanctions and/or airspace closures. These impacts would be felt most severely in Russia, Ukraine and neighboring areas. Pre-COVID-19, Russia was the 11th largest market for air transport services in terms of passenger numbers, including its large domestic market. Ukraine ranked 48.

The impact on airline costs as a result of fluctuations in energy prices or rerouting to avoid Russian airspace could have broader implications. Consumer confidence and economic activity are likely to be impacted even outside of Eastern Europe.



Necessary measures to industry recovery

IATA reiterates its call for:

- The removal of all travel barriers (including quarantine and testing) for those fully vaccinated with a WHO-approved vaccine
- Pre-departure antigen testing to enable quarantine-free travel for non-vaccinated travelers
- Removing all travel bans, and
- Accelerating the easing of travel restrictions in recognition that travelers pose no greater risk for COVID-19 spread than already exists in the general population.





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