FRANCE AVIATION
CIVILE SERVICES

AIR TRANSPORT DATA BULLETIN #30





OCTOBER 2026

MAIN TRAFFIC
FLOWS
USA-WORLD
IN 2025

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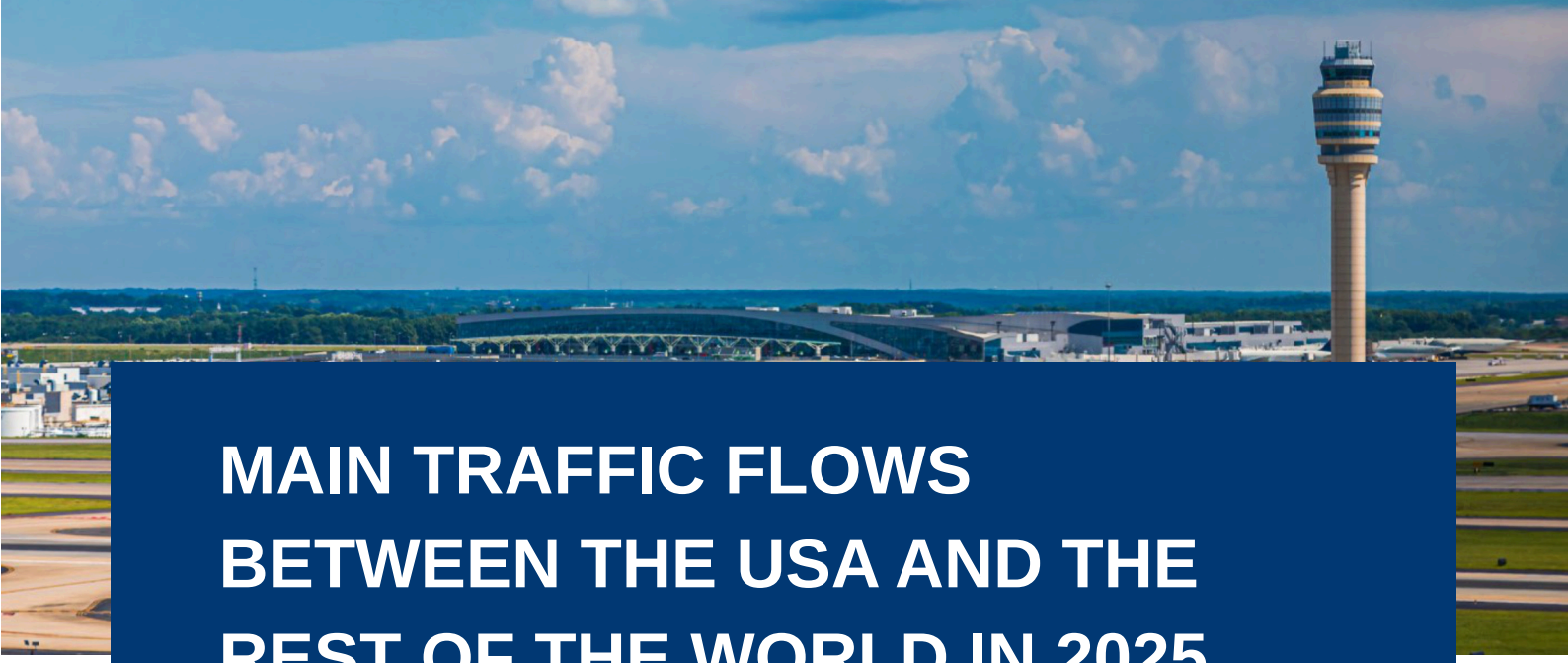

MAIN TRAFFIC FLOWS BETWEEN THE USA AND THE REST OF THE WORLD IN 2025

In this quarterly publication, you will find facts and figures about the civil aviation industry based on data extracted from our air transport databases.

This quarter, you will find:

- Main airlines Q2 2026 traffic results with 2026/2025 comparison
- Top 50 airports by number of passengers carried in Q2 2026
- Main traffic flows in 2025 (city-pairs) between the United States and the rest of the World by regions
- Airliners Q2 2025 orders and deliveries with 2026/2025 comparison

We wish you a pleasant reading!

Every question or suggestion related to this publication or our services is welcome at:

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If you have missed the last report, please click the following link:

First quarter 2026 results and main airlines fleets

Summary

1 - Main Airlines' traffic Q2 2026

2 – Main Airports' traffic Q2 2026

3 - Main traffic flows between US - World by regions

NORTH AMERICA | AFRICA & MIDDLE-EAST | LATIN AMERICA & CARIBBEAN

ASIA-PACIFIC | EUROPE

5 - Airliners' Orders and Deliveries Q2 2026

6 - Our Databases and Services

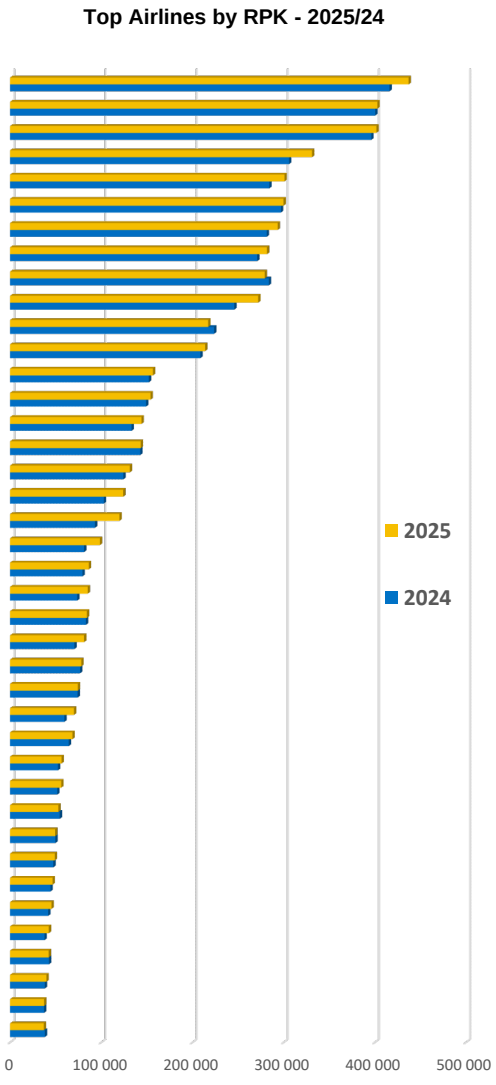
4 MAIN AIRLINES' TRAFFIC - Q2 2026

In the second quarter of 2026, air traffic trends remain mixed across airlines. In Asia, Cathay Pacific maintains strong growth (+13.0%), while Air China's traffic stagnates following a dynamic first quarter. In contrast, Air India records a significant decline in traffic (-21.3%).

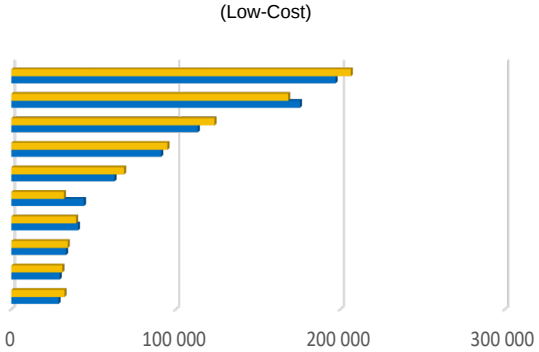
In the Americas, Copa Airlines continues its growth (+15.7%), while some US carriers report declining traffic. Among low-cost carriers, Wizz Air stands out with a sharp increase in passenger numbers (+25.1%).

Rank 2025	AIRLINES	RPK[1] (millions) 2025	RPK[1] (millions) 2024	25/24 (%)	Q1 26/25 (%)	Q2 26/25 (%)	Jul. 26/25 (%)	Aug. 26/25 (%)
1	UNITED HOLDING	437 129	416 019	5,1	6,5	3,8	-	-
2	AMERICAN AL GROUP	402 808	400 396	0,6	3,9	3,6	-	-
3	DELTA AIR LINES GROUP	401 654	396 131	1,4	1,4	0,5	-	-
4	CHINA SOUTHERN AIR HOLD.	331 168	305 976	8,2	7,8	-1,2	5,2	4,8
5	AIR CHINA GROUP	300 970	284 332	5,9	13,7	0,0	11,2	11,3
6	INTL AL GROUP (IAG)	299 929	296 877	1,0	2,1	-0,2	-	-
7	AIR FRANCE/KLM	293 484	281 381	4,3	4,4	2,5	-	-
8	LUFTHANSA GROUP	281 765	271 038	4,0	5,1	-3,0	-	-
9	EMIRATES AL	279 232*	283 731*	-1,6	-18,6	-	-	-
10	CHINA EASTERN AL	272 102	245 893	10,7	10,3	-1,1	7,1	6,7
11	QATAR AW	217 209	223 696	-2,9	-26,7	-	-	-
12	TURKISH AL/THY	213 817	208 663	2,5	13,3	3,0	13,3	5,9
13	SINGAPORE INT'L GROUP	156 667	152 101	3,0	6,3	5,6	2,6	1,5
14	AEROFLOT RUSSIAN GROUP	154 087	149 074	3,4	6,9	3,5	3,7	3,4
15	LATAM AL GROUP	144 048	133 137	8,2	13,2	6,7	5,6	4,7
16	AIR CANADA GROUP	143 265	142 657	0,4	-	-	-	-
17	QANTAS GROUP	131 303	124 243	5,7	-	-	-	-
18	ALASKA AIR GROUP	124 096	102 790	20,7	0,2	-0,8	-	-
19	CATHAY PACIFIC	119 874	93 016	28,9	17,8	13,0	6,6	4,0
20	ETIHAD AW	98 455	81 058	21,5	-	-	-	-
21	ALL NIPPON AW GROUP	86 254	79 371	8,7	8,8	8,3	3,2	-2,4
22	AIR INDIA	85 112	73 588	15,7	-11,0	-21,3	-19,2	-21,6
23	SAUDIA	84 235	83 164	1,3	-	-	-	-
24	HAINAN AL	81 090	70 447	15,1	-	-	-	-
25	KOREAN AIR/KAL	78 034	76 666	1,8	3,9	6,9	-	-
26	JAPAN AL	74 272	74 002	0,4	1,7	-2,2	-4,3	-6,7
27	ETHIOPIAN AL	70 071	59 492	17,8	-	-	-	-
28	SICHUAN AL	68 392	64 307	6,4	-	-	-	-
29	AVIANCA HOLD.	56 504	52 419	7,8	12,2	7,2	6,6	5,5
30	THAI AW	56 032	51 740	8,3	-2,2	-11,3	-2,4	5,5
31	EVA AIR	52 964	54 478	-2,8	9,7	10,2	6,6	9,5
32	AEROMEXICO GROUP	49 484	49 645	-0,3	1,3	0,9	-1,9	2,9
33	JUNEYAO AIR	48 961	47 397	3,3	3,7	1,8	7,0	6,3
34	TAP AIR PORTUGAL	46 544	44 135	5,5	10,2	2,4	-	-
35	COPA AL	45 393	41 788	8,6	14,9	15,7	17,4	16,8
36	AZUL LINHAS AEREAS	42 477	37 718	12,6	0,2	-11,7	-10,1	-12,1
37	ASIANA	42 361	42 607	-0,6	-	-	-	-
38	VIRGIN ATLANTIC	39 892	37 921	5,2	4,8	-0,6	-3,1	-
39	CHINA AL	37 336	37 267	0,2	6,6	3,5	1,3	4,8
40	TUI AW	36 917	38 026	-2,9	-0,4	-7,6	-7,6	-

*Fiscal Year



Rank 2025	AIRLINES (low-cost)	PAX[2] (000') 2025	PAX[2] (000') 2024	25/24 (%)	Q1 26/25 (%)	Q2 26/25 (%)	Jul. 26/25 (%)	Aug. 26/25 (%)
1	RYANAIR	206 400	197 100	4,7	4,5	5,9	7,2	5,7
2	SOUTHWEST AL	168 345	175 469	-4,1	0,4	-22,7	-	-
3	INDIGO AL	123 536	113 367	9,0	-0,5	0,7	-2,6	-5,6
4	EASYJET AL	94 913	91 077	4,2	5,9	-0,4	-	-
5	WIZZ AIR	68 590	62 686	9,4	7,9	25,1	31,7	25,9
6	JETBLUE AW	39 396	40 526	-2,8	0,4	5,4	-	-
7	FRONTIER AL	34 324	33 296	3,1	6,2	14,4	-	-
8	SPRING AL	32 335	28 680	12,7	15,7	12,7	5,1	5,2
9	SPIRIT AL	32 031	44 180	-27,5	-19,5	-79,3	-	-
10	VOLARIS	30 995	29 473	5,2	4,5	7,1	19,8	17,5



[1] Revenue Passenger-Kilometers

[2] Revenur Passengers carried

Sources : FRACS Air transport data

5 MAIN AIRPORTS' TRAFFIC - Q2 2026

In the second quarter of 2026, passenger traffic trends at the world's major airports vary significantly. The Middle East records the sharpest declines in the ranking, particularly at Dubai (-48.2%) and Doha (-47.5%). In Asia, several major airports also experience a downturn, including Kuala Lumpur (-11.7%), Shenzhen (-8.4%) and Guangzhou (-7.5%).

In contrast, some European airports show sustained growth, notably Barcelona (+16.4%), Amsterdam (+9.5%) and Paris-Charles de Gaulle (+6.1%). In North America, results remain mixed: Chicago-O'Hare (+12.8%) and Seattle-Tacoma (+13.6%) record strong increases, while Las Vegas (-2.2%) and Phoenix (-1.5%) experience slight declines.

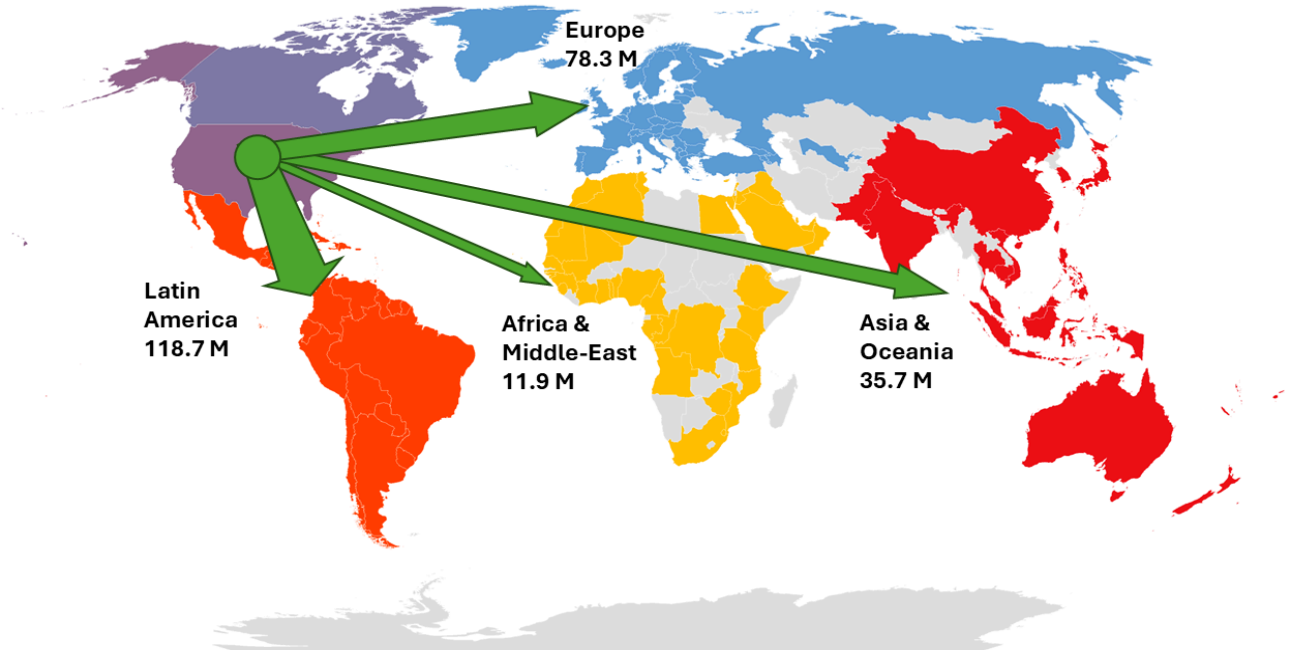
Rank 2025	Rank Var.	Code IATA	AIRPORTS	REGION	PAX (000) 2025	25/19 (%)	25/24 (%)	Q1 26/25 (%)	Q2 26/25 (%)	Jul. 26/25 (%)	Aug. 26/25 (%)
1	0	ATL	ATLANTA, GEORGIA, USA	NORTH AMERICA	106 301	-3,8	-2,0	0,1	6,5	-2,3	-0,9
2	0	DXB	DUBAI, U. A. EMIRATES	AFRICA & MIDDLE EAST	95 143	10,1	3,0	-20,6	-48,2	-22,6	-
3	1	HND	TOKYO-HANEDA, JAPAN	ASIA PACIFIC	90 884	6,3	7,0	4,0	-6,7	1,8	-
4	-1	DFW	DALLAS/FT. WORTH, USA	NORTH AMERICA	85 911	14,4	-2,0	-1,4	2,3	-0,7	-
5	5	PVG	SHANGHAI-PUDONG, P. R. CHINA	ASIA PACIFIC	84 940	11,5	11,0	7,0	-1,9	7,9	-
6	2	ORD	CHICAGO, ILLINOIS-O'HARE, USA	NORTH AMERICA	84 814	0,5	6,0	8,2	12,8	3,4	-
7	-2	LHR	LONDON-HEATHROW, ENGLAND UK	EUROPE	84 463	4,4	1,0	3,7	-0,6	-1,5	-2,1
8	-1	IST	ISTANBUL, TURKEY	EUROPE	84 457	60,6	6,0	6,4	-3,6	2,9	3,4
9	3	CAN	GUANGZHOU-BAIYUN, P. R. CHINA	ASIA PACIFIC	83 582	13,9	9,0	12,4	-7,5	9,8	-
10	-4	DEN	DENVER, COLORADO, USA	NORTH AMERICA	82 428	19,4	0,0	1,3	4,9	-0,2	-
11	-2	DEL	DELHI, INDIA	ASIA PACIFIC	78 148	14,1	0,0	2,7	-2,2	3,7	2,7
12	1	ICN	SEOUL-INCHEON, REPUBLIC OF KOREA	ASIA PACIFIC	74 115	4,1	4,0	6,9	-1,6	5,2	7,1
13	-2	LAX	LOS ANGELES, CALIFORNIA, USA	NORTH AMERICA	73 716	-16,3	-4,0	0,5	3,5	-1,6	-
14	0	CDG	PARIS-DE GAULLE, FRANCE	EUROPE	73 224	-3,8	4,0	0,2	6,1	-0,5	-1,1
15	1	PEK	BEIJING-CAPITAL, P. R. CHINA	ASIA PACIFIC	70 764	-29,2	5,0	9,3	-4,6	12,1	13,4
16	-1	SIN	SINGAPORE, SINGAPORE	ASIA PACIFIC	69 980	2,5	3,0	2,3	-4,0	-1,5	1,5
17	0	AMS	AMSTERDAM, NETHERLANDS	EUROPE	68 771	-4,1	3,0	-3,1	9,5	0,4	-
18	0	MAD	MADRID, BARAJAS, SPAIN	EUROPE	68 179	10,5	3,0	4,3	4,1	4,8	-
19	3	SZX	SHENZHEN-BAO'AN, P. R. CHINA	ASIA PACIFIC	66 485	25,6	8,0	5,9	-8,4	8,2	5,1
20	6	KUL	KUALA LUMPUR, MALAYSIA	ASIA PACIFIC	63 299	1,6	10,0	14,3	-11,7	-11,4	-
21	0	FRA	FRANKFURT, GERMANY	EUROPE	63 189	-10,4	3,0	2,3	3,7	1,4	-0,3
22	-2	BKK	BANGKOK-SUVANNABHU, THAILAND	ASIA PACIFIC	62 902	-3,9	1,0	5,7	-13,5	0,6	-
23	-4	JFK	NEW YORK, JF. KENNEDY, USA	NORTH AMERICA	62 630	0,0	-1,0	-3,7	3,0	-8,9	-
24	8	HKG	HONG KONG, HONG KONG	ASIA PACIFIC	61 045	-14,7	15,0	14,3	-1,4	8,1	3,1
25	0	MCO	ORLANDO, FLORIDA-INTL, USA	NORTH AMERICA	57 669	13,8	1,0	4,1	-1,2	-3,7	-6,9
26	2	BCN	BARCELONA, SPAIN	EUROPE	57 483	9,2	5,0	4,1	16,4	6,0	4,6
27	2	TFU	CHENGDU-TIANFU, P. R. CHINA	ASIA PACIFIC	56 687	0,0	3,0	5,1	-7,3	2,7	-
28	2	BOM	MUMBAI, INDIA	EUROPE	55 492	17,9	-1,0	-1,4	-10,8	-11,6	-
29	-2	MIA	MIAMI, FLORIDA, USA	NORTH AMERICA	55 278	20,4	0,0	-0,3	0,0	0,1	-5,7
30	-6	LAS	LAS VEGAS, NEVADA-MCCARRAN, USA	NORTH AMERICA	54 987	6,4	-6,0	-5,1	-2,2	-7,5	-
31	0	CGK	JAKARTA-SOEKARNO-HATTA, INDONESIA	ASIA PACIFIC	54 941	0,8	3,0	5,5	-16,2	-4,0	-
32	4	SFO	SAN FRANCISCO, CALIFORNIA, USA	NORTH AMERICA	54 533	-4,9	4,0	3,4	7,0	0,6	-
33	0	DOH	DOHA, QATAR	AFRICA & MIDDLE EAST	54 351	40,1	3,0	-25,9	-47,5	-10,6	-
34	4	PKX	BEIJING-DAXING, P. R. CHINA	ASIA PACIFIC	53 619	0,0	8,0	-	-	-	-
35	-12	CLT	CHARLOTTE, NORTH CAROLINA, USA	NORTH AMERICA	53 574	6,8	-9,0	-9,8	6,9	-6,3	-
36	3	JED	JEDDAH, SAUDIA ARABIA	AFRICA & MIDDLE EAST	53 400	42,2	9,0	-	-	6,0	-
37	-3	SEA	SEATTLE/TACOMA, WASHINGTON, USA	NORTH AMERICA	52 699	1,7	0,0	0,9	13,6	-0,3	-2,3
38	-1	MNL	MANILA, PHILIPPINES	ASIA PACIFIC	52 108	8,8	4,0	-	-1,5	-4,3	-
39	-4	PHX	PHOENIX, ARIZONA-SKY HARBOR, USA	NORTH AMERICA	51 605	11,5	-1,0	2,3	-1,5	0,4	-
40	1	FCO	ROME-DA VINCI, ITALY	EUROPE	51 285	17,8	5,0	0,4	16,2	2,7	-
41	3	HGH	HANGZHOU, P. R. CHINA	ASIA PACIFIC	50 459	25,8	16,0	5,5	-3,0	1,2	-
42	3	SHA	SHANGHAI-HONGQIAO, P. R. CHINA	ASIA PACIFIC	50 101	9,8	4,0	4,3	-1,9	4,8	-
43	-1	CKG	CHONGQING-JIANGBEI, P. R. CHINA	ASIA PACIFIC	50 095	11,8	-6,0	3,8	-4,3	9,2	-
44	2	KMG	KUNMING-WUJIABA, P. R. CHINA	ASIA PACIFIC	49 702	3,4	5,0	3,7	-7,1	1,5	-
45	2	XIY	XI AN-XIANYANG, P. R. CHINA	ASIA PACIFIC	48 536	2,8	3,0	-	-	-	-
46	11	SAW	IST - SABIHA GOKCEN, TURKEY	EUROPE	48 421	36,5	17,0	12,4	-6,6	2,1	9,4
47	-4	IAH	HOUSTON, TEXAS-INTERCONT, USA	NORTH AMERICA	48 131	7,0	-1,0	1,6	-1,0	0,2	-3,8
48	3	TPE	TAIPEI, TAIWAN	ASIA PACIFIC	47 796	-1,8	6,0	12,2	0,2	5,3	-
49	4	GRU	SAO - GUARULHOS, BRAZIL	LATIN AMERICA & CARIBBEAN	47 186	9,3	8,0	8,1	-8,8	-0,6	3,4
50	-2	YYZ	TORONTO-PEARSON, CANADA	NORTH AMERICA	47 100	-6,7	1,0	4,2	7,7	2,4	-

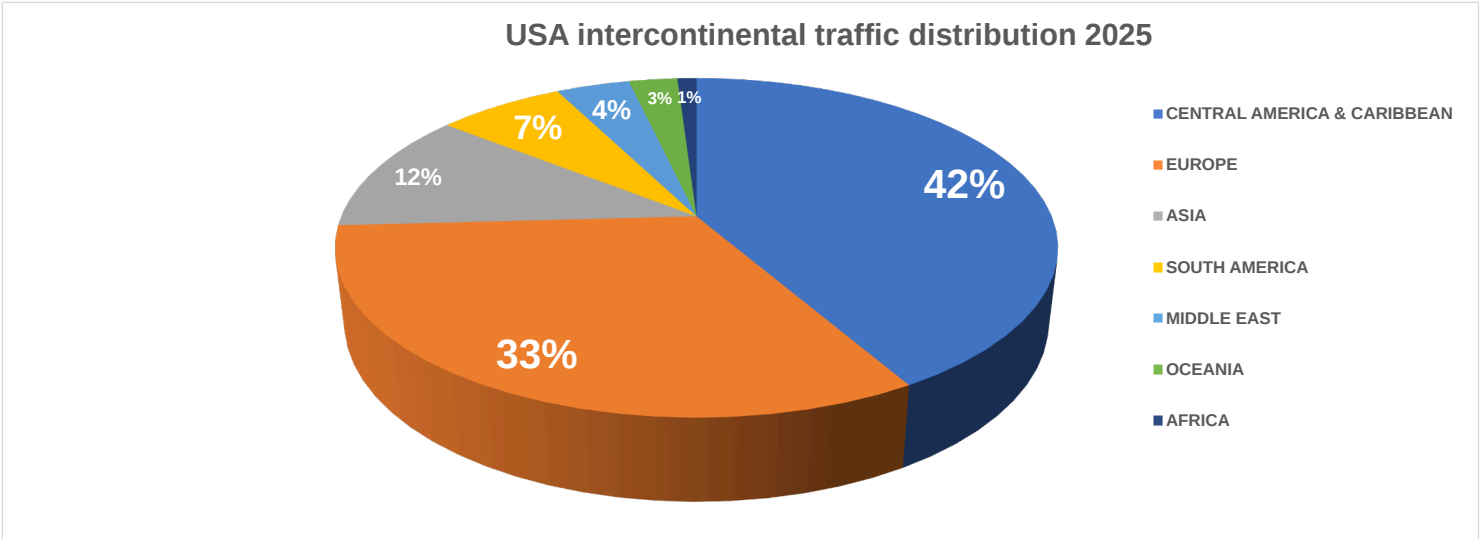
7 MAIN TRAFFIC FLOWS USA -WORLD BY REGION IN 2025

This table represents the distribution by continent of passenger traffic between the United States and the rest of the world in 2025.

These figures include the total number of passengers in both directions (for example: Africa = from the U.S.A. to Africa + from Africa to the U.S.A.). and are calculated based on data from more than 5,200 airport pairs. They concern local passengers only, namely those who board or disembark at the reporting airport, even if they continuetheir journey under the same flight number with an aircraft change.

	PAX 2025	% 25/24	% 25/19
Latin America	116 607 226	1,3	27,2
Europe	78 312 181	1,7	11,4
Asia & Pacific	33 995 401	4,9	-4,2
Africa & Middle-East	11 932 548	2,0	21,2
Total*	**240 847 356**	**1,9**	**16,2**



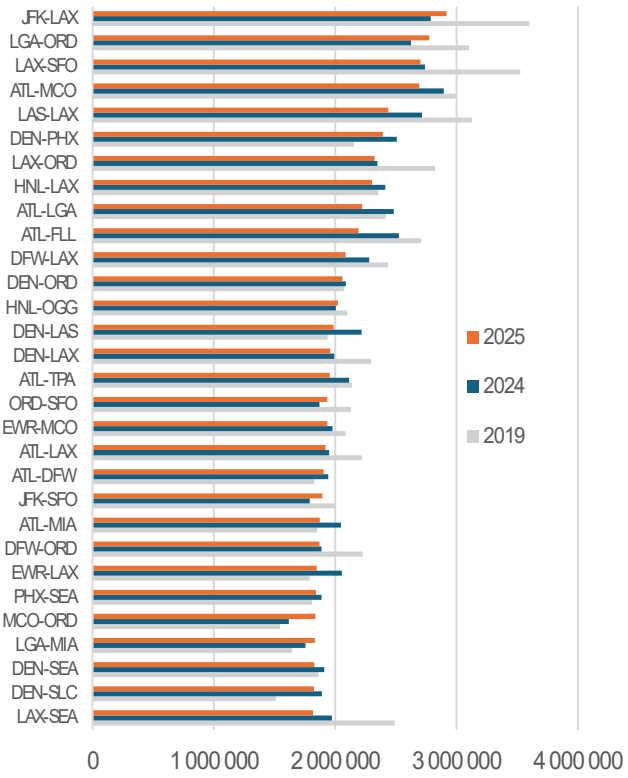


Sources : FRACS Air transport database

8 NORTH AMERICA

In 2025, US domestic air traffic records a slight decline (-1.2%) following several years of recovery, while remaining above its 2019 level (+4.1%). The New York-JFK – Los Angeles route takes the top spot with 2.92 million passengers (+4.7%), ahead of New York-LaGuardia – Chicago-O'Hare (+5.7%). In contrast, several major routes experience significant declines, notably Atlanta – Fort Lauderdale (-13.1%) and Las Vegas – Los Angeles (-10.3%).

Airport	Airport	Dist. Km	2025	% 25/24	% 25/19
NEW YORK - JFK	LOS ANGELES INTL	3974	2 917 833	4,7	-18,9
LA GUARDIA	CHICAGO - ORD	1177	2 773 826	5,7	-10,6
LOS ANGELES INTL	SAN FRANCISCO	545	2 700 744	-1,4	-23,4
HARTSFIELD	ORLANDO, FL	649	2 691 194	-7,0	-10,1
MC CARRAN	LOS ANGELES INTL	379	2 435 898	-10,3	-22,1
DENVER INTL	SKY HARBOR	950	2 391 674	-4,6	11,0
LOS ANGELES INTL	CHICAGO - ORD	2802	2 325 439	-0,9	-17,6
HONOLULU	LOS ANGELES INTL	4109	2 302 472	-4,6	-2,2
HARTSFIELD	LA GUARDIA	1224	2 222 373	-10,5	-7,9
HARTSFIELD	HOLLYWOOD	938	2 192 307	-13,1	-19,0
DALLAS - FORT WORTH	LOS ANGELES INTL	1982	2 084 130	-8,6	-14,4
DENVER INTL	CHICAGO - ORD	1447	2 059 773	-1,3	-0,6
HONOLULU	KAHULUI	163	2 022 465	1,0	-3,6
DENVER INTL	MC CARRAN	990	1 985 543	-10,4	2,6
DENVER INTL	LOS ANGELES INTL	1364	1 960 224	-1,6	-14,5
HARTSFIELD	TAMPA - INTL	657	1 952 938	-7,6	-8,6
CHICAGO - ORD	SAN FRANCISCO	2965	1 934 512	3,5	-9,1
NEW YORK - EWR	ORLANDO, FL	1509	1 933 699	-2,2	-7,2
HARTSFIELD	LOS ANGELES INTL	3124	1 919 127	-1,6	-13,5
HARTSFIELD	DALLAS - FORT WORTH	1173	1 904 362	-1,9	4,1
NEW YORK - JFK	SAN FRANCISCO	4152	1 893 131	5,9	-5,5
HARTSFIELD	MIAMI INTL	960	1 872 496	-8,5	1,3
DALLAS - FORT WORTH	CHICAGO - ORD	1286	1 868 927	-0,9	-16,0
NEW YORK - EWR	LOS ANGELES INTL	3941	1 847 855	-10,1	3,3
SKY HARBOR	TACOMA	1781	1 841 903	-2,4	1,9
ORLANDO, FL	CHICAGO - ORD	1617	1 837 232	13,7	19,0
LA GUARDIA	MIAMI INTL	1767	1 831 947	4,4	11,4
DENVER INTL	TACOMA	1636	1 827 266	-4,3	-1,8
DENVER INTL	SALT LAKE CITY	611	1 824 701	-3,4	20,8
LOS ANGELES INTL	TACOMA	1538	1 817 356	-7,8	-27,0
	Total Domestic		826 262 381	-1,2	4,1



Airport	Airport	Dist. Km	2025	% 25/24	% 25/19
LA GUARDIA	PEARSON INTL	575	1 053 841	0,8	-31,4
CHICAGO - ORD	PEARSON INTL	700	878 534	-3,5	-12,6
LOS ANGELES INTL	VANCOUVER	1741	790 287	-18,0	-19,2
SAN FRANCISCO	VANCOUVER	1288	783 308	-4,1	6,6
ORLANDO, FL	PEARSON INTL	1701	769 342	-2,9	-3,2
HOLLYWOOD	PEARSON INTL	1959	706 951	-12,1	17,8
LOS ANGELES INTL	PEARSON INTL	3494	594 717	-22,5	-27,4
TACOMA	VANCOUVER	203	586 765	-12,3	-24,9
HOLLYWOOD	DORVAL	2232	585 271	-9,2	16,7
SAN FRANCISCO	PEARSON INTL	3628	572 750	-7,7	-12,3
	Total USA - CANADA		29 269 106	-6,9	-9,4

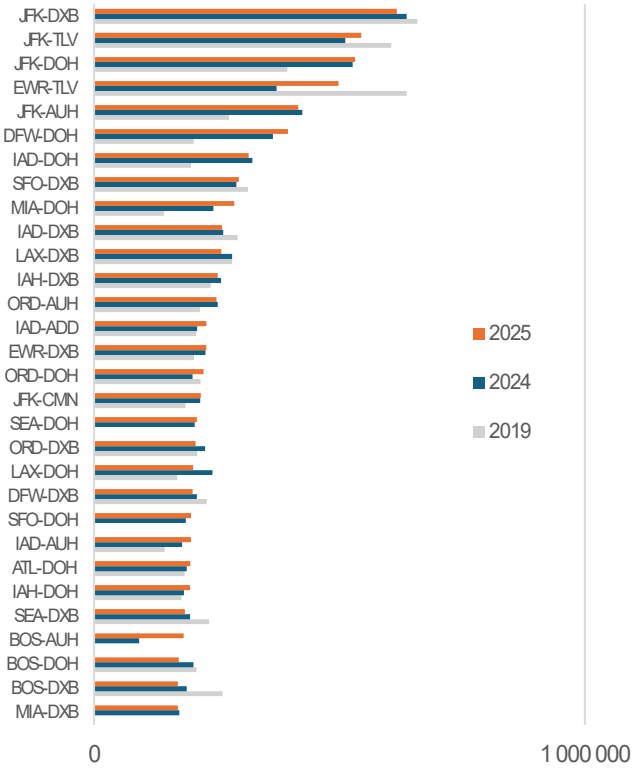
Air traffic between the United States and Canada records a sharper decline in 2025 (-6.9%). This downturn affects most major routes, particularly Los Angeles – Toronto (-22.5%) and Los Angeles – Vancouver (-18.0%). Overall traffic remains 9.4% below its 2019 level, highlighting the incomplete recovery of cross-border air travel.

Sources : FRACS Air transport data, ACI

9 AFRICA & MIDDLE-EAST

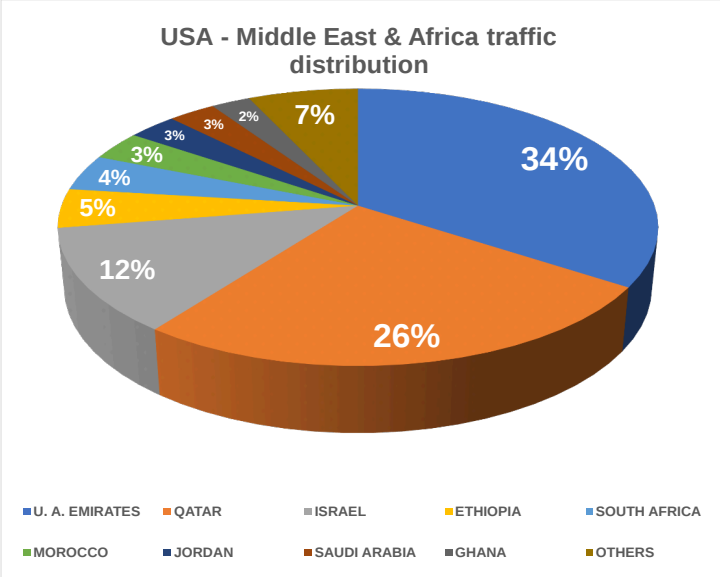
In 2025, air traffic between the United States and Africa & the Middle East records moderate growth (+2.0%), with mixed trends across destinations. New York-JFK – Dubai retains the top spot with 616,583 passengers, despite a 3.2% decline. New York-JFK – Tel Aviv climbs to second place (+6.4%), ahead of New York-JFK – Doha (+1.0%). Connections to Gulf hubs show mixed results: Dallas/Fort Worth – Doha (+8.4%) and Miami – Doha (+17.6%) record increases, while Los Angeles – Dubai declines (-7.8%).

Airport	Airport	Dist. Km	2025	% 25/24	% 25/19
NEW YORK - JFK	DUBAI	11001	616 583	-3,2	-6,4
NEW YORK - JFK	BEN GURION	9120	544 089	6,4	-10,2
NEW YORK - JFK	DOHA	10768	531 868	1,0	35,2
NEW YORK - EWR	BEN GURION	9143	498 159	34,1	-21,8
NEW YORK - JFK	BATEEN	11012	416 214	-1,8	51,4
DALLAS - FORT WORTH	DOHA	12738	394 896	8,4	94,5
WASHINGTON - IAD	DOHA	11125	314 607	-2,4	59,3
SAN FRANCISCO	DUBAI	13021	294 923	1,8	-6,0
MIAMI INTL	DOHA	12336	285 222	17,6	100,1
WASHINGTON - IAD	DUBAI	11353	260 104	-1,2	-10,9
LOS ANGELES INTL	DUBAI	13401	259 219	-7,8	-7,8
HOUSTON - IAH	DUBAI	13123	251 855	-2,6	6,1
CHICAGO - ORD	BATEEN	11670	249 439	-0,8	15,9
WASHINGTON - IAD	BOLE	11559	228 756	9,0	9,9
NEW YORK - EWR	DUBAI	11020	228 748	0,9	12,5
CHICAGO - ORD	DOHA	11456	222 872	11,2	2,8
NEW YORK - JFK	CASABLANCA - CMN	5796	217 301	0,7	16,9
TACOMA	DOHA	11906	209 076	2,2	-
CHICAGO - ORD	DUBAI	11639	206 464	-8,7	-1,4
LOS ANGELES INTL	DOHA	13348	201 763	-16,3	19,5
DALLAS - FORT WORTH	DUBAI	12913	200 315	-4,3	-12,6
SAN FRANCISCO	DOHA	12994	197 396	5,9	-
WASHINGTON - IAD	BATEEN	11366	197 033	9,8	37,3
HARTSFIELD	DOHA	11982	196 254	4,2	6,5
HOUSTON - IAH	DOHA	12931	195 350	6,9	9,8
TACOMA	DUBAI	11928	184 484	-5,6	-21,3
LOGAN	BATEEN	10711	182 070	99,3	-
LOGAN	DOHA	10467	172 424	-14,7	-17,4
LOGAN	DUBAI	10700	170 618	-9,6	-34,7
MIAMI INTL	DUBAI	12604	170 325	-1,7	-



Following the sharp declines observed in 2024, routes to Tel Aviv show signs of recovery, particularly New York-Newark – Tel Aviv (+34.1%). However, passenger traffic remains below 2019 levels (-10.2% from JFK and -21.8% from Newark).

Overall, traffic remains dominated by the United Arab Emirates and Qatar, accounting for 34% and 26% of regional traffic respectively, while connections to the African continent represent a smaller share.

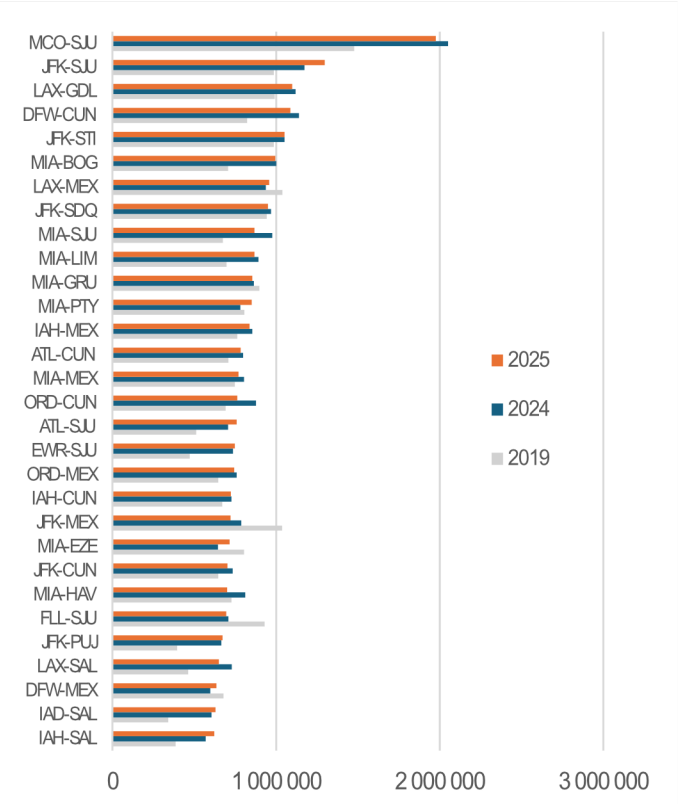


Sources : FRACS Air transport data, ACI

10 LATIN AMERICA & CARRIBEAN

In 2025, air traffic between the United States, Latin America and the Caribbean continues to grow (+1.3%), despite declines on several major routes. Orlando – San Juan retains the top spot with 1.98 million passengers, down 3.7% year-on-year. In contrast, New York-JFK – San Juan records strong growth (+10.6%), consolidating its second position. Los Angeles – Guadalajara moves into third place (-1.8%), ahead of Dallas/Fort Worth – Cancún (-4.6%), highlighting mixed trends across the region's busiest routes.

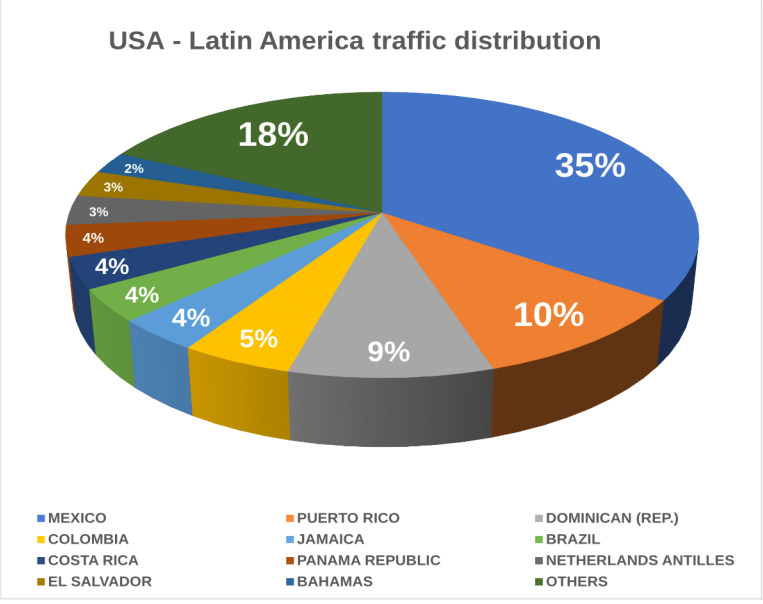
Airport	Airport	Dist. Km	2025	% 25/24	% 25/19
ORLANDO, FL	LUIS MUNOZ MARIN	1916	1 975 481	-3,7	33,7
NEW YORK - JFK	LUIS MUNOZ MARIN	2576	1 297 556	10,6	31,6
LOS ANGELES INTL	HIDALGO	2104	1 098 907	-1,8	10,9
DALLAS - FORT WORTH	CANCUN	1685	1 086 504	-4,6	32,2
NEW YORK - JFK	SANTIAGO INTL	2370	1 051 448	0,0	6,7
MIAMI INTL	EL DORADO	2435	994 553	-0,6	40,9
LOS ANGELES INTL	BENITO JUAREZ	2498	956 522	2,0	-7,8
NEW YORK - JFK	LAS AMERICAS	2500	949 245	-2,0	0,8
MIAMI INTL	LUIS MUNOZ MARIN	1681	867 810	-11,1	28,9
MIAMI INTL	JORGE CHAVEZ	4219	867 203	-2,8	24,6
MIAMI INTL	GUARULHOS	6573	854 267	-1,0	-4,8
MIAMI INTL	OMAR TORRIJOS HERRERA	1861	849 694	8,8	5,4
HOUSTON - IAH	BENITO JUAREZ	1232	837 385	-2,0	9,8
HARTSFIELD	CANCUN	1400	783 746	-1,8	10,7
MIAMI INTL	BENITO JUAREZ	2053	769 505	-4,3	3,0
CHICAGO - ORD	CANCUN	2320	762 505	-13,0	10,2
HARTSFIELD	LUIS MUNOZ MARIN	2492	758 301	7,4	48,3
NEW YORK - EWR	LUIS MUNOZ MARIN	2592	746 811	1,5	58,1
CHICAGO - ORD	BENITO JUAREZ	2720	742 903	-2,0	15,0
HOUSTON - IAH	CANCUN	1334	723 683	-0,3	7,9
NEW YORK - JFK	BENITO JUAREZ	3366	722 081	-8,1	-30,3
MIAMI INTL	BUENOS AIRES - EZE	7100	715 171	10,9	-11,0
NEW YORK - JFK	CANCUN	2466	702 533	-4,3	8,7
MIAMI INTL	JOSE MARTI	375	701 142	-13,6	-3,6
HOLLYWOOD	LUIS MUNOZ MARIN	1684	695 258	-1,8	-25,1
NEW YORK - JFK	PUNTA CANA	2507	673 261	1,2	70,7
LOS ANGELES INTL	EL SALVADOR	3709	649 966	-10,7	40,5
DALLAS - FORT WORTH	BENITO JUAREZ	1517	635 601	6,2	-6,2
WASHINGTON - IAD	EL SALVADOR	3032	629 070	3,9	85,0
HOUSTON - IAH	EL SALVADOR	1920	620 853	9,0	61,1



Mexico remains the largest market for air traffic with the United States (35% of total traffic), followed by Puerto Rico (10%) and the Dominican Republic (9%).

Routes departing from Miami show mixed results, with increases to Buenos Aires (+10.9%) and Panama City (+8.8%), while Havana (-13.6%) and San Juan (-11.1%) record significant declines.

Overall, regional traffic remains well above its 2019 level (+27.2%), despite a slowdown in annual growth.

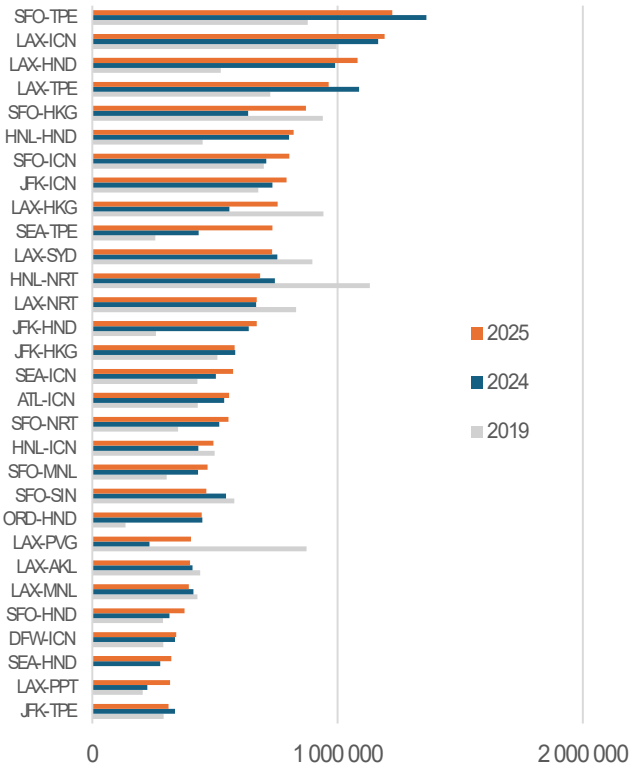


Sources : FRACS Air transport data, ACI

11 ASIA-PACIFIC

In 2025, air traffic between the United States and Asia-Pacific continues to grow (+4.9%), with mixed trends across destinations. San Francisco – Taipei retains the top spot with 1.22 million passengers, despite a 10.2% year-on-year decline. Los Angeles – Seoul (+2.3%) and Los Angeles – Tokyo-Haneda (+9.3%) complete the top three. Routes to Hong Kong show a strong recovery, particularly from San Francisco (+37.1%) and Los Angeles (+35.2%), while major routes from California to Taipei experience a slowdown.

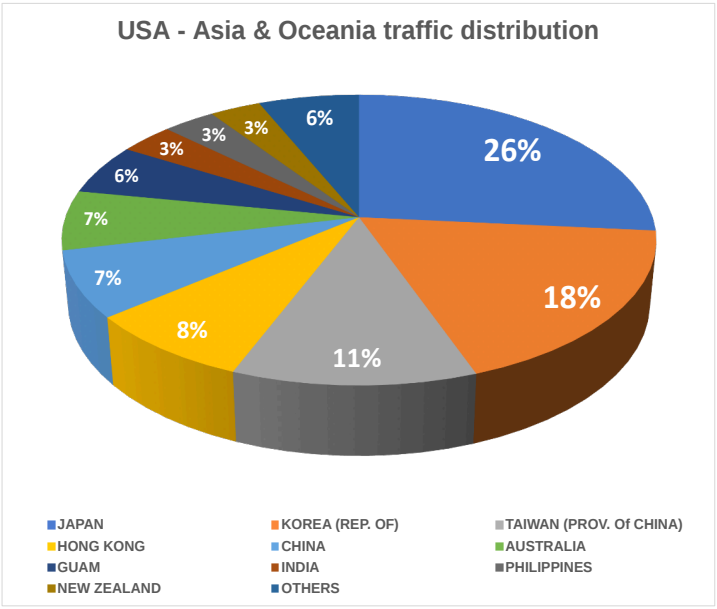
Airport	Airport	Dist. Km	2025	% 25/24	% 25/19
SAN FRANCISCO	TAIWAN - TPE	10370	1 223 173	-10,2	39,2
LOS ANGELES INTL	SEOUL - ICN	9598	1 191 373	2,3	19,5
LOS ANGELES INTL	TOKYO - HND	8815	1 081 671	9,3	106,6
LOS ANGELES INTL	TAIWAN - TPE	10903	964 068	-11,4	32,9
SAN FRANCISCO	HONG KONG	11106	870 668	37,1	-7,4
HONOLULU	TOKYO - HND	6191	820 964	2,4	82,2
SAN FRANCISCO	SEOUL - ICN	9056	803 040	13,2	14,8
NEW YORK - JFK	SEOUL - ICN	11072	792 652	7,9	17,1
LOS ANGELES INTL	HONG KONG	11644	755 586	35,2	-19,9
TACOMA	TAIWAN - TPE	9740	734 623	69,4	185,6
LOS ANGELES INTL	KINGSFORD SMITH	12061	733 113	-2,9	-18,3
HONOLULU	TOKYO - NRT	6141	684 275	-8,0	-39,5
LOS ANGELES INTL	TOKYO - NRT	8760	670 163	0,2	-19,4
NEW YORK - JFK	TOKYO - HND	10876	670 100	5,0	157,9
NEW YORK - JFK	HONG KONG	12965	580 279	-0,4	13,8
TACOMA	SEOUL - ICN	8347	574 366	13,9	34,1
HARTSFIELD	SEOUL - ICN	11464	557 840	3,6	29,9
SAN FRANCISCO	TOKYO - NRT	8232	555 771	7,3	59,1
HONOLULU	SEOUL - ICN	7319	493 751	14,1	-0,9
SAN FRANCISCO	MANILA INTL	11228	470 609	9,2	54,8
SAN FRANCISCO	SINGAPORE - CHANGI	13582	464 545	-14,9	-19,8
CHICAGO - ORD	TOKYO - HND	10125	445 719	-0,6	227,9
LOS ANGELES INTL	SHANGHAI - PUDONG	10419	402 370	72,8	-54,0
LOS ANGELES INTL	AUCKLAND	10486	398 465	-2,5	-9,4
LOS ANGELES INTL	MANILA INTL	11741	393 789	-4,6	-8,1
SAN FRANCISCO	TOKYO - HND	8287	376 093	19,4	30,6
DALLAS - FORT WORTH	SEOUL - ICN	10957	342 245	1,4	18,3
TACOMA	TOKYO - HND	7713	321 799	16,1	-
LOS ANGELES INTL	PAPEETE - FAA'A	6610	317 429	41,8	54,7
NEW YORK - JFK	TAIWAN - TPE	12540	310 486	-7,9	6,5



Japan (26%) and South Korea (18%) account for a significant share of traffic between the United States and the region. Routes to Tokyo-Haneda continue to expand, with several connections well above their 2019 levels.

Growth is particularly strong on Seattle – Taipei (+69.4%) and Los Angeles – Shanghai-Pudong (+72.8%). However, traffic on the latter route remains 54.0% below its pre-pandemic level.

Despite these increases, overall US – Asia & Oceania traffic remains 4.2% below its 2019 level.

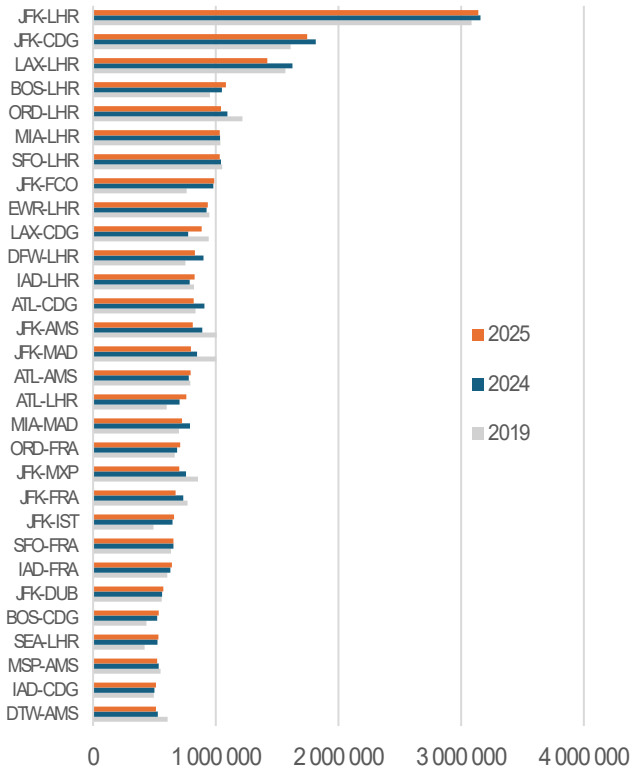


Sources : FRACS Air transport data, ACI

12 EUROPE

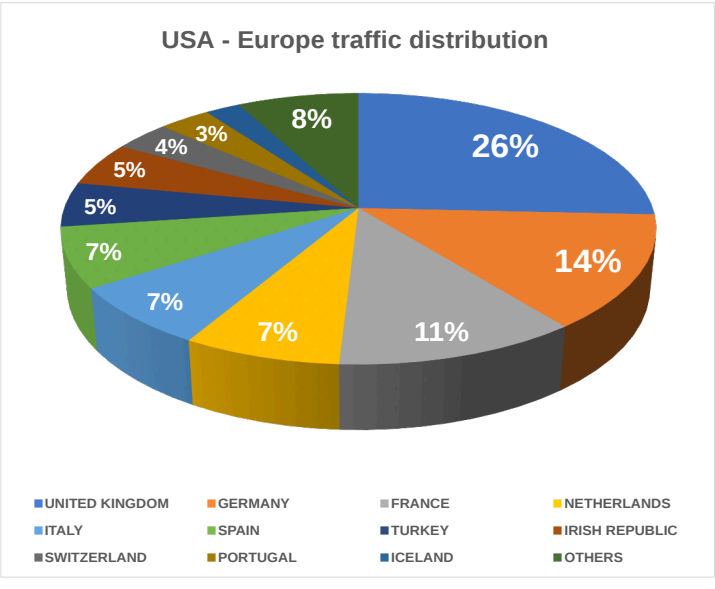
In 2025, air traffic between the United States and Europe remains dominated by major Western European hubs. New York-JFK – London-Heathrow retains a clear lead with 3.14 million passengers, despite a slight decline (-0.6%). New York-JFK – Paris-CDG remains in second place with 1.74 million passengers (-3.9%), ahead of Los Angeles – London-Heathrow (1.42 million, -12.6%). Boston – London-Heathrow records a 3.2% increase, overtaking Chicago – London-Heathrow.

Airport	Airport	Dist. Km	2025	% 25/24	% 25/19
NEW YORK - JFK	LONDON - LHR	5541	3 139 347	6,7	4,5
NEW YORK - JFK	PARIS - CDG	5834	1 743 497	4,6	12,7
LOS ANGELES INTL	LONDON - LHR	8761	1 418 835	0,5	5,2
LOGAN	LONDON - LHR	5240	1 082 032	4,9	-9,0
CHICAGO - ORD	LONDON - LHR	6344	1 040 393	5,3	11,9
MIAMI INTL	LONDON - LHR	7109	1 031 779	-0,1	0,0
SAN FRANCISCO	LONDON - LHR	8618	1 031 655	9,3	-0,4
NEW YORK - JFK	ROMA - FCO	6867	987 700	29,2	28,5
NEW YORK - EWR	LONDON - LHR	5563	933 766	-9,9	-2,2
LOS ANGELES INTL	PARIS - CDG	9103	883 453	6,1	8,8
DALLAS - FORT WORTH	LONDON - LHR	7623	828 029	6,9	21,8
WASHINGTON - IAD	LONDON - LHR	5902	827 699	4,4	-11,6
HARTSFIELD	PARIS - CDG	7055	819 692	4,8	-15,7
NEW YORK - JFK	SCHIPHOL	5849	811 908	7,5	12,8
NEW YORK - JFK	MADRID - BARAJA	5763	796 293	-2,7	-4,2
HARTSFIELD	SCHIPHOL	7066	794 079	-3,2	-1,6
HARTSFIELD	LONDON - LHR	6761	759 034	15,2	-17,9
MIAMI INTL	MADRID - BARAJA	7106	724 686	9,0	-11,5
CHICAGO - ORD	FRANKFURT	6970	708 189	11,2	-4,3
NEW YORK - JFK	MALPENSA	6414	702 011	21,1	18,0
NEW YORK - JFK	FRANKFURT	6190	672 072	4,9	2,9
NEW YORK - JFK	ISTANBUL	8029	660 084	4,9	3,0
SAN FRANCISCO	FRANKFURT	9149	655 152	12,8	31,5
WASHINGTON - IAD	FRANKFURT	6550	640 973	-1,2	4,3
NEW YORK - JFK	DUBLIN	5105	572 271	4,4	0,3
LOGAN	PARIS - CDG	5534	535 202	4,6	-2,9
TACOMA	LONDON - LHR	7702	532 079	2,8	-13,5
MINNEAPOLIS ST PAUL	SCHIPHOL	6684	521 560	-9,8	25,5
WASHINGTON - IAD	PARIS - CDG	6197	510 461	21,7	20,1
DETROIT- WAYNE COUNTY	SCHIPHOL	6324	510 459	2,6	5,3



The United Kingdom remains the largest European market for air traffic with the United States (26%), followed by Germany (14%) and France (11%). However, trends remain mixed: Los Angeles – Paris-CDG records a 14.2% increase, as does Atlanta – London-Heathrow (+7.6%), while New York-JFK – Amsterdam (-8.6%) and Miami – Madrid (-8.1%) experience declines.

Overall, growth in transatlantic traffic masks declines on several established routes, while others continue to expand.



Sources : FRACS Air transport data, ACI

13 AIRLINERS' ORDERS AND DELIVERIES - Q2 2026

In the first half of 2026, major aircraft manufacturers continue to increase their deliveries. Airbus maintains its lead with 351 aircraft delivered (+45 compared to H1 2025), mainly from the A320 family (271 aircraft). Boeing records 314 deliveries (+34), primarily driven by the 737 (243 aircraft). The second quarter sees an acceleration in deliveries, with Airbus increasing from 114 to 237 aircraft, while Boeing rises from 143 to 171.

Regarding orders, Airbus widens the gap with 886 orders (+392 year-on-year), compared to 445 for Boeing (-223). This growth is mainly driven by the A320 family (605 orders) and the A220 (178). Embraer also records an increase in deliveries, reaching 34 aircraft (+8).

Deliveries	Q1 2026	Q2 2026	H1 2026	H1 26/25 Variation	2025
Airbus	114	237	351	45	793
Boeing	143	171	314	34	600
Embraer	10	24	34	8	78
ATR	n.a.	n.a.	n.a.	-	32
Comac	4	n.a.	n.a.	-	37

Orders	Q1 2026	Q2 2026	H1 2026	H1 26/25 Variation	2025
Airbus	408	478	886	392	1000
Boeing	161	284	445	-223	1175
Embraer	21	15	36	-84	194
ATR	n.a.	n.a.	n.a.	-	60
Comac	n.a.	n.a.	n.a.	-	10

Deliveries	Type	Q1 2026	Q2 2026	H1 2026	H1 26/25 Variation	2025
Airbus	A220	19	25	44	-1	93
	A320	81	190	271	43	607
	A330	3	7	10	-2	36
	A350	11	15	26	5	57
Boeing	B737	114	129	243	34	447
	B767	6	10	16	2	30
	B777	8	7	15	-5	35
	B787	15	25	40	3	88
Embraer	EMB175	6	10	16	3	34
	EMB190	1	4	5	4	6
	EMB195	3	10	13	1	38
ATR	ATR-42	n.a.	n.a.	n.a.	-	32
	ATR-72	n.a.	n.a.	n.a.	-	
Comac	C909	1	n.a.	n.a.	-	21
	C919	3	5	8	-	16

Orders	Type	Q1 2026	Q2 2026	H1 2026	H1 26/25 Variation	2025
Airbus	A220	20	158	178	138	49
	A320	336	269	605	314	656
	A330	17	20	37	-34	102
	A350	35	31	66	-26	193
Boeing	B737	105	186	291	-52	601
	B767	6	0	6	6	15
	B777	0	37	37	-46	178
	B787	50	61	111	-131	381
Embraer	EMB175	0	0	0	-57	60
	EMB190	-2	0	-2	-17	15
	EMB195	23	15	38	-10	119
ATR	ATR-42	n.a.	n.a.	n.a.	-	60
	ATR-72	n.a.	n.a.	n.a.	-	
Comac	C909	n.a.	n.a.	n.a.	-	10
	C919	n.a.	n.a.	n.a.	-	0

Source : FRACS Air transport data

OUR DATABASES AND SERVICES

We are grateful for your reading and your interest.
Don't miss our upcoming issue next in January 2027!

Feel free to contact us if you are interested in this data or would like for more details than showed up in this newsletter.

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Our Air Transport databases are updated on a regular basis and contain long historical data series regarding:

- Traffic data for more than 2500 airports worldwide, collected from a variety of sources since 1970.
- Traffic flows: country-pair and city-pairs for over 200 countries and 2500 airports worldwide since 1970.
- Traffic, financial and fleet-detailed information for 600 airlines throughout the world since 1980.

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