Boeing: Travel Demand Propels Middle East Fleet to Double by 2045

- Middle East commercial fleet will double to more than 3,500 airplanes to support air traffic growth
- Widebody jets comprise almost half of the nearly 3,000 projected new airplane deliveries for fleet growth and renewal
- Fleet growth will drive $475 billion investment in commercial aviation services

DOHA, Qatar, November 3, 2026 — Passenger traffic in the Middle East is forecast to grow 4.3% annually despite current industry headwinds, supporting trade, tourism and commerce across the region over the next 20 years, according to Boeing's [NYSE: BA] 2026 Commercial Market Outlook. The region's airplane fleet is projected to double to more than 3,500 airplanes to support twice the travel demand, underscoring the aviation sector's continued resilience.

Airlines in the Middle East are expected to take delivery of nearly 3,000 new airplanes over the next two decades to support fleet expansion and replace older airplanes. Around 85% of the Middle East fleet in 2045 will consist of modern, fuel-efficient airplanes delivered over the next 20 years.

"The Middle East has long established itself as one of the world's most important aviation crossroads, connecting people and economies throughout Asia, Africa and Europe," said Shahab Matin, Boeing managing director of Commercial Marketing, Middle East and Africa. "The region's airlines have proven to be resilient and continue to adapt as conditions evolve. Carriers have ambitious long-term growth plans supported by strong demand fundamentals, modern fleets and continued investment in aviation infrastructure."

The Middle East's share of global passenger traffic is double the region's share of the world's population, reflecting the scale of Middle East carriers' long-haul networks. The Middle East region is forecast to see nearly 6% growth on major Asia routes over the next two decades and triple the 2025 volumes by 2045.

Widebody airplanes remain central to region's growth
Boeing forecasts demand for 1,370 new widebody airplanes in the Middle East, representing nearly half of the region's new airplane deliveries through 2045. This share of widebody jet deliveries is the highest of any region and more than double the global average.

The region will also require 1,505 single-aisle airplanes to support short- and medium-haul network growth. Single-aisle airplanes will continue to support year-round point-to-point service and strengthen domestic and intra-regional connectivity. As Middle East economies diversify and tourism grows, demand for more frequent and flexible travel options is expected to support continued growth for low-cost carriers and single-aisle operators.

Middle East new airplane deliveries, 2026-2045

Airplane type	Deliveries
Single-aisle	1,505
Widebody	1,370
Freighter	120
Total	2,995

Air cargo growth supports regional trade and logistics
Middle East carriers transport roughly 15% of international cargo. Over the next two decades, carriers in the region are forecast to double their share of the global large widebody freighter fleet from less than 10% to nearly 20%, requiring 120 new widebody freighter deliveries to support diversifying global supply chains and growing e-commerce demand.

Commercial aviation services: A $475 billion opportunity
Over the next 20 years, airlines in the Middle East will invest $475 billion in digital services improvements, airplane maintenance and personnel training to improve productivity and capability. The region's aviation services market is projected to grow at approximately 4% annually, reinforcing the need for continued investment in maintenance capacity, aftermarket infrastructure, digital technologies and operational support.

Building talent pipelines to support Middle East aviation
Boeing projects the Middle East aviation sector will require 236,000 new aviation professionals through 2045, including:

- 67,000 pilots
- 65,000 technicians
- 104,000 cabin crew

Developing a growing workforce will require continued collaboration among airlines, training providers, universities, governments and the wider aerospace industry to expand training capacity and create pathways into aviation careers.

Boeing's Commercial Market Outlook is an annual forecast published since 1961 that provides 20-year demand projections for airplanes and services worldwide. The 2026 Commercial Market Outlook projects demand for nearly 44,000 new airplanes, with the worldwide commercial fleet expected to grow by nearly 80% to exceed 50,000 airplanes by 2045.

For more information, visit: Boeing Commercial Market Outlook.

A leading global aerospace company and top U.S. exporter, Boeing develops, manufactures and services commercial airplanes, defense products and space systems for customers in more than 150 countries. Our U.S. and global workforce and supplier base drive innovation, economic opportunity, sustainability and community impact. Boeing is committed to fostering a culture based on our core values of safety, quality and integrity.

Caution Concerning Forward-Looking Statements
This document contains "forward-looking statements" within the meaning of the Private Securities Litigation Reform Act of 1995. Words such as "may," "will," "should," "expects," "intends," "projects," "plans," "believes," "estimates," "targets," "anticipates," and other similar words or expressions, or the negative thereof, generally can be used to help identify these forward-looking statements. Examples of forward-looking statements include statements relating to future demand for commercial airplanes and aviation personnel, as well as any other statement that does not directly relate to any historical or current fact. Forward-looking statements are based on expectations and assumptions that we believe to be reasonable when made, but that may not prove to be accurate. These statements are not guarantees and are subject to risks, uncertainties, and changes in circumstances that are difficult to predict. Many factors, including economic conditions in the United States and globally, general industry conditions as they may impact us or our customers, and other important factors disclosed previously and from time to time in our filings with the U.S. Securities and Exchange Commission, could cause actual results to differ materially and adversely from these forward-looking statements. Any forward-looking statement speaks only as of the date on which it is made, and we assume no obligation to update or revise any forward-looking statement, whether as a result of new information, future events or otherwise, except as required by law.

Contact
Boeing Media Relations
media@boeing.com

Additional assets available online: Photos (1)