



# Air Passenger Market Analysis

July 2025

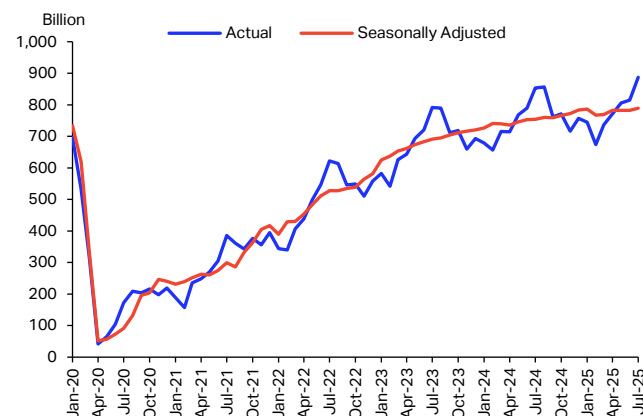
## Slight improvement in July passenger traffic

- Industry-wide Revenue Passenger Kilometers (RPK) increased 4.0% year-on-year (YoY) in July, up from the 3.3% YoY growth in June.
- The industry-wide Passenger Load Factor (PLF) was one of the highest on record for the month of July, at 85.5%.
- Airlines from all regions showed growth, led by [Latin America and the Caribbean](#) at 7.2% YoY.
- Global domestic traffic experienced a third consecutive month of deceleration, gaining 1.9% YoY. The slowest growth came from the US domestic market where traffic increased 1.5% YoY.
- Industry-wide international traffic expanded 5.3% YoY, with the international RPK of carriers from [North America](#), [Middle East](#) and [Africa](#) returning to positive territory from their June contractions.
- The number of passenger flights scheduled worldwide is expected to expand by 1.8% YoY in August and 2.0% in September.

### Slower growth momentum continued in June

Global passenger traffic rose by 4.0% YoY in July, marking an uptick from the 3.3% YoY growth recorded in June (Chart 1). RPK totaled 887 billion for July, reflecting continued momentum in air travel demand. On a seasonally adjusted basis, traffic increased by 0.9% month-on-month (MoM) and by 4.7% YoY in July.

Chart 1: Global RPK, billion



Source: IATA Sustainability and Economics, IATA Information and Data - Monthly Statistics

July saw strong YoY expansion in industry-wide international RPK. International traffic rose by 5.3% YoY, accompanied by a 5.8% YoY increase in Available Seat Kilometers (ASK). The PLF in the international sector declined slightly by 0.4 percentage points YoY to 85.6%, given the faster growth of capacity relative to demand.

In contrast, domestic RPK growth remained subdued, rising just 1.9% YoY. July marked the third consecutive month of decelerating domestic traffic growth. The PLF in the domestic market also fell by 0.4 percentage points YoY to 85.2% on average, as capacity expanded by 2.4% YoY.

The stronger performance of the international sector meant that it continued to be the primary driver of global air traffic growth – international RPK growth accounted for more than 80% of the net increase in industry-wide RPK in July.

## Air passenger market in detail - July 2025

	World	July 2025 (year-on-year, %)				July 2025 (year-to-date, %)			
	share, % <sup>1</sup>	RPK	ASK	PLF (%-pt)	PLF (level)	RPK	ASK	PLF (%-pt)	PLF (level)
TOTAL MARKET	100.0	4.0	4.4	-0.4	85.5	5.0	4.9	0.1	83.1
International	61.8	5.3	5.8	-0.4	85.6	6.9	6.5	0.3	82.9
Domestic	38.2	1.9	2.4	-0.4	85.2	2.1	2.3	-0.1	83.3

Note<sup>1</sup>: % of industry RPK in 2024

Note: Data for India domestic traffic is unavailable at time of publication. The total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered as regional traffic. Historical statistics are subject to revision.

## Latin America and the Caribbean continued to show the highest growth among regions

All regions showed growth in July. Airlines from **Latin America and the Caribbean** had the highest YoY increase at 7.2%, largely driven by the strong performance in the international sector which was up 9.3% YoY. This marks the second consecutive month when **Latin America and the Caribbean** was the fastest growing region. It contributed around 10% of global air traffic growth (Chart 2).

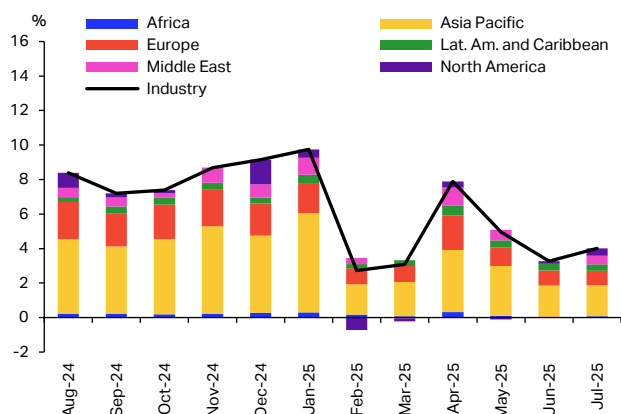
The traffic carried by **Asia Pacific** airlines expanded 5.7% YoY. The region was the largest contributor to global air passenger gains and accounted for around 45% of the net increase in industry-wide RPK.

Airlines from the **Middle East** showed a strong 5.4% YoY increase in RPK in July after the near-zero YoY growth in June, demonstrating that the traffic disruptions from the military conflict in June were temporary. Traffic growth of airlines from the region accounted for 12% of total global RPK increase.

**African** airlines expanded 3.9% YoY in July, a significant improvement from the 0.6% YoY increase seen in June. This represented around 2% of the industry-wide traffic growth.

Passenger traffic of **European** airlines rose by 2.9% YoY in July, contributing roughly 20% of the global RPK growth. They were the second largest contributor to industry-wide passenger traffic gains, after carriers from **Asia Pacific**. However, this was the slowest YoY expansion for airlines from **Europe** in the first seven months of 2025. Passenger traffic of **North American** airlines expanded by 1.9% YoY, the slowest among all regions. This accounted for 11% of global traffic growth.

**Chart 2: Regional contribution to industry-wide RPK growth, YoY, %**



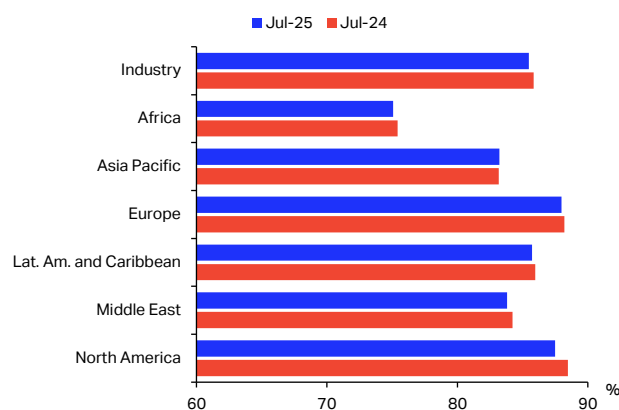
Source: IATA Sustainability and Economics, IATA Information and Data - Monthly Statistics

The industry-wide PLF stood at 85.5% in July, the third highest on record for the month of July (Chart 3). This was a 0.4 percentage point decline compared to the previous year, as the capacity growth at 4.4% YoY slightly outpaced the increase in passenger demand at 4.0% YoY.

The PLF of airlines from **Asia Pacific** remained stable at 83.2% in July, unchanged from the previous year. The 5.6% YoY expansion in capacity of airlines in the region closely matched the 5.7% YoY growth in passenger traffic.

Across all other regions, the PLF declined YoY due to capacity growth exceeding demand. The most pronounced drop occurred in **North America**, where PLF fell by one percentage point to 87.5%. Capacity rose by 3.0% YoY, while demand increased only 1.9% YoY. July marked the sixth consecutive month of YoY PLF declines for **North American** carriers

**Chart 3: Regional and industry passenger load factors, RPK share of ASK, %**



Source: IATA Sustainability and Economics, IATA Information and Data - Monthly Statistics

## Continued overall slow growth in domestic markets

Global industry-wide domestic traffic increased by 1.9% YoY in July (Chart 4). This was slightly slower than the 2.3% YoY growth seen in June.

**US** domestic traffic increased by just 1.5% YoY in July, marking the slowest pace among major domestic markets. The **US** has consistently ranked as the weakest performer in the domestic sector for the first seven months of 2025, except for March. The domestic PLF of US carriers declined 0.8 percentage points YoY to 87.0%.

The **Chinese** domestic market expanded 3.8% YoY in July, matching its growth rate from June. Domestic PLF experienced a 0.8 percentage point YoY drop to 82.1%, as the increase in capacity at 4.8% YoY outpaced demand.

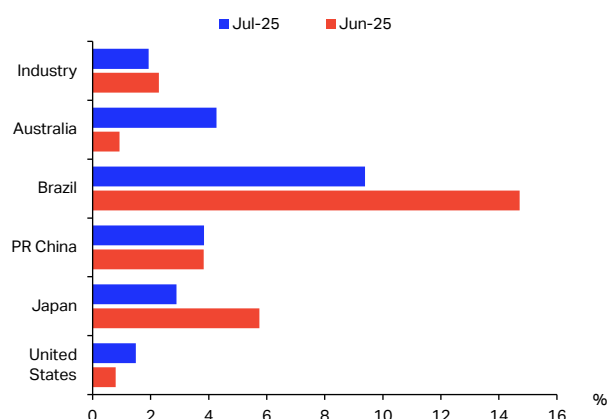
Passenger traffic in the **Brazil** domestic market surged 9.4% YoY. This was the fastest growth among major domestic markets and more than twice that of the

second-best performer, [Australia](#). Capacity expansion was slower at 7.5% YoY, pushing PLF up by 1.5 percentage points YoY to 85.8%.

Domestic traffic in [Japan](#) increased 2.9% YoY while capacity decline 1.2% YoY in July, marking the third consecutive month of capacity contraction. This trend reflected the airlines' strategic shift toward international routes amid booming inbound demand. The domestic PLF climbed 3.3 percentage points YoY to 81.4%, setting a record high for the month of July, at least since 2000.

The [Australian](#) domestic market expanded 4.3% YoY in July. With capacity expanding at a more modest 3.0% YoY, PLF improved by 1.0 percentage points YoY to 85.1%.

**Chart 4: Domestic RPK growth by market, YoY, %**



Source: IATA Sustainability and Economics, IATA Information and Data - Monthly Statistics

### Strong performance in the international sector

Global international passenger traffic growth accelerated to 5.3% YoY in July, up from 3.9% YoY in June. Notably, [Africa](#), the [Middle East](#), and [North America](#) returned to positive territory after traffic contractions in June (Chart 5).

International traffic carried by airlines from [Latin America and the Caribbean](#) rose by 9.3% YoY in July. While this was slightly lower than the 9.5% YoY expansion in June, it was still the highest among regions. Much of this momentum stemmed from robust intra-regional travel, particularly between [Central](#) and [South America](#), which surged by 19.9% YoY in July. International traffic within [South America](#) and within [Central America](#) also performed strongly, rising by 12.0% and 14.8% YoY, respectively. Overall, international capacity of airlines from the region increased 11.3% YoY in July, resulting in a 1.6 percentage point YoY fall in PLF to 85.8%.

[Asia Pacific](#) airlines' international traffic grew 8.7% YoY in July. Capacity expanded slightly faster by 9.0% YoY and PLF dropped by 0.2 percentage points YoY to

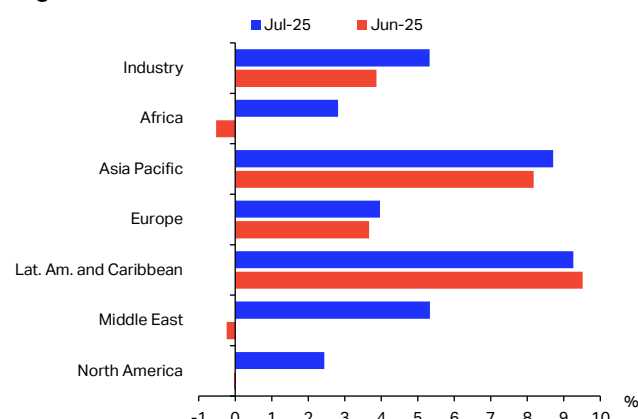
83.8%. The international RPK of [Middle Eastern](#) carriers rose by 5.3% YoY in July. Capacity increased 5.6% YoY and PLF also declined 0.2 percentage points YoY to 84.1%.

The international traffic carried by [European](#) airlines increased 4.0% YoY. Capacity grew 4.2% YoY and PLF declined by 0.2 percentage points YoY to 87.3%. International traffic within [Europe](#), which is the largest international route area globally, rose by 5.2% YoY in July.

[African](#) airlines posted a 2.8% YoY growth in international RPK in July. PLF climbed 0.4 percentage points YoY to 74.9%. [Africa](#) was the only region where airlines saw an increase in international PLF, though this was from a low base as all other regions have achieved PLFs above 80%.

[North America](#) carriers' international traffic grew 2.4% YoY. Capacity increased 3.6% YoY and PLF fell by 1.0 percentage points YoY to 88.4%, which was the highest among regions.

**Chart 5: International RPK growth by airline region of registration, YoY, %**



Source: IATA Sustainability and Economics, IATA Information and Data - Monthly Statistics

All major international route areas for the [Asia Pacific](#) showed growth in July (Chart 6). International traffic [within Asia](#), the largest international corridor for the region, gained 8.4% YoY. International travel from [China](#) to the rest of [Asia](#), which accounts for around a third of this sector, surged 11.1% YoY.

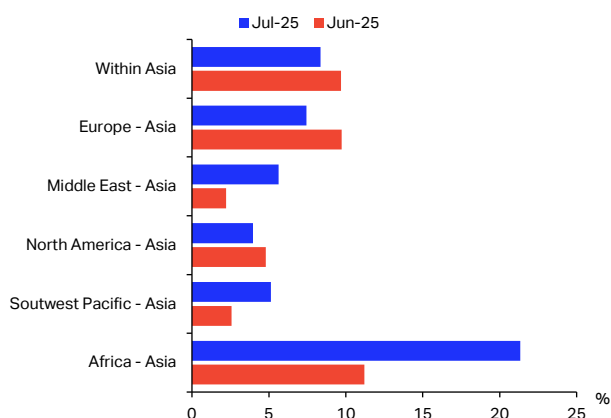
International traffic between [Europe](#) and [Asia](#) increased 7.4% YoY in July. Traffic from [China](#) and [Japan](#), the two largest origin markets from [Asia](#) to [Europe](#), rose by 10.9% and 20.3% YoY, respectively.

The [Middle East – Asia](#) corridor gained 5.6% YoY in July. International traffic between [Africa](#) and [Asia](#) surged 21.3% YoY, the highest increase for all international routes among the [Asia Pacific](#)-related markets, though this was from a low base.

Traffic on the [Southwest Pacific – Asia](#) corridor was up 5.1% YoY in July, slightly below the industry-wide international RPK increase of 5.3% YoY. Traffic gains between [North America](#) and [Asia](#) were the lowest among all [Asia Pacific](#) corridors in July at 4.0% YoY. Traffic from [India](#), which is the largest origin market from [Asia](#) to [North America](#), grew by only 3.0% YoY.

The PLF of all international route areas for [Asia Pacific](#) increased YoY in July, except for the [North America – Asia](#) corridor where PLF dropped by 3.9 percentage points YoY to 84.2%.

**Chart 6: RPK growth in Asia Pacific international route areas, YoY, %**



Source: IATA Sustainability and Economics, IATA Information and Data - Monthly Statistics. Route areas are ordered by size, from larger to smaller

Most major international routes for the [Americas](#) performed below the industry-wide international average growth in July, except for the [Europe – South America](#) corridor where traffic expanded 9.0% YoY (Chart 7). [Spain](#), [Italy](#) and [France](#), which are the three largest origin markets from [Europe](#) to [South America](#), all showed YoY traffic gains above 10%.

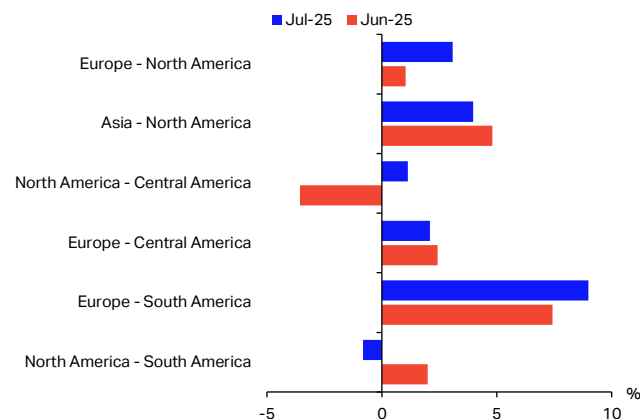
Traffic growth on the [trans-Atlantic](#) corridor, the largest route area for the [Americas](#), accelerated from 1.0% YoY in June to 3.1% YoY in July. RPK on the [Asia – North America](#) corridor increased 4.0% YoY in July, with traffic from the [US](#) and [Canada](#) to [Asia](#) expanding 4.5% and 6.9% YoY, respectively.

International traffic between [Europe](#) and [Central America](#) rose by 2.1% YoY in July. Traffic on the [North America – Central America](#) corridor returned to

positive territory at 1.1% YoY after two months of contractions.

Traffic between [North America](#) and [South America](#) contracted 0.8% YoY after a single month of growth in June. PLF fell by 1.9 percentage points YoY to 88.5%.

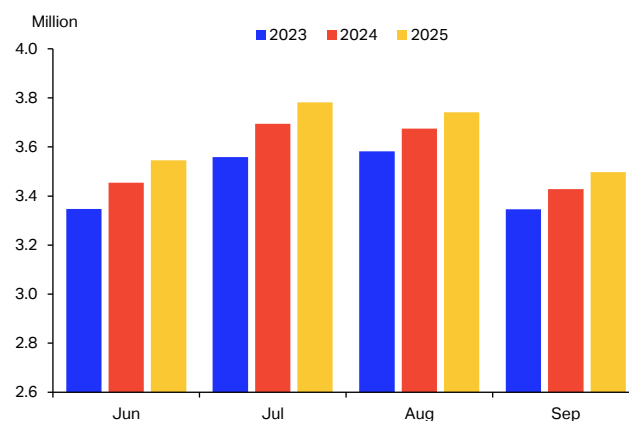
**Chart 7: RPK growth in selected Americas international route areas, YoY, %**



Source: IATA Sustainability and Economics, IATA Information and Data - Monthly Statistics. Route areas are ordered by size, from larger to smaller

In July, the number of flights scheduled worldwide rose by 2.4% YoY, followed by a slightly slower increase of 1.8% YoY in August (Chart 8). The outlook for September appears more optimistic. Based on current schedules, flight volumes are projected to be 2.0% higher than the same period last year. This uptick in September marks a shift in momentum, as it is the first month to register an acceleration in growth after five consecutive months of declining YoY increases.

**Chart 8: Industry-wide scheduled flights**



Sources: IATA Sustainability and Economics, OAG schedules

## Air passenger market in detail - July 2025

	World	July 2025 (year-on-year, %)				July 2025 (year-to-date, %)			
	share <sup>1</sup> , %	RPK	ASK	PLF (%-pt)	PLF (level)	RPK	ASK	PLF (%-pt)	PLF (level)
<b>TOTAL MARKET</b>	<b>100.0</b>	<b>4.0</b>	<b>4.4</b>	<b>-0.4</b>	<b>85.5</b>	<b>5.0</b>	<b>4.9</b>	<b>0.1</b>	<b>83.1</b>
Africa	2.2	3.9	4.4	-0.3	75.1	6.7	5.9	0.6	74.5
Asia Pacific	33.5	5.7	5.6	0.0	83.2	8.3	6.7	1.3	83.9
Europe	26.7	2.9	3.2	-0.2	88.0	4.4	4.4	0.1	83.5
Latin America and Caribbean	5.3	7.2	7.5	-0.3	85.7	7.6	8.7	-0.9	82.7
Middle East	9.4	5.4	5.9	-0.4	83.8	5.1	4.4	0.6	80.9
North America	22.9	1.9	3.0	-1.0	87.5	0.3	2.0	-1.4	83.2
<b>International</b>	<b>61.8</b>	<b>5.3</b>	<b>5.8</b>	<b>-0.4</b>	<b>85.6</b>	<b>6.9</b>	<b>6.5</b>	<b>0.3</b>	<b>82.9</b>
Africa	1.8	2.8	2.3	0.4	74.9	6.3	5.0	0.9	74.1
Asia Pacific	16.8	8.7	9.0	-0.2	83.8	12.3	11.3	0.8	84.5
Europe	23.5	4.0	4.2	-0.2	87.3	5.4	5.2	0.1	82.8
Latin America and Caribbean	2.8	9.3	11.3	-1.6	85.8	9.8	12.3	-1.9	83.3
Middle East	9.0	5.3	5.6	-0.2	84.1	5.0	4.2	0.6	81.1
North America	7.9	2.4	3.6	-1.0	88.4	1.3	1.2	0.1	84.0
<b>Domestic</b>	<b>38.2</b>	<b>1.9</b>	<b>2.4</b>	<b>-0.4</b>	<b>85.2</b>	<b>2.1</b>	<b>2.3</b>	<b>-0.1</b>	<b>83.3</b>
Dom. Australia	0.8	4.3	3.0	1.0	85.1	2.0	-0.8	2.3	80.4
Dom. Brazil	1.1	9.4	7.5	1.5	85.8	11.1	9.5	1.2	82.1
Dom. China P.R.	11.3	3.8	4.8	-0.8	82.1	4.2	2.3	1.6	83.7
Dom. Japan	1.0	2.9	-1.2	3.3	81.4	5.7	0.9	3.5	78.1
Dom. United States	14.4	1.5	2.4	-0.8	87.0	-0.3	2.2	-2.1	82.5

Note <sup>1</sup>: % of industry RPK in 2024

Note: Data for India domestic traffic is unavailable at time of publication. The total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered as regional traffic. Historical statistics are subject to revision.

IATA Sustainability & Economics

[economics@iata.org](mailto:economics@iata.org)

29 August 2025

### Get the data

Access data related to this briefing through IATA's Monthly Statistics publication:

[www.iata.org/monthly-traffic-statistics](http://www.iata.org/monthly-traffic-statistics)

### IATA Economics Consulting

To find out more about our tailored economics consulting solutions, visit:

[www.iata.org/consulting](http://www.iata.org/consulting)

**Terms and Conditions** for the use of this IATA Economics Report and its contents can be found here: [www.iata.org/economics-terms](http://www.iata.org/economics-terms)  
By using this IATA Economics Report and its contents in any manner, you agree that the IATA Economics Report Terms and Conditions apply to you and agree to abide by them. If you do not accept these Terms and Conditions, do not use this report.