



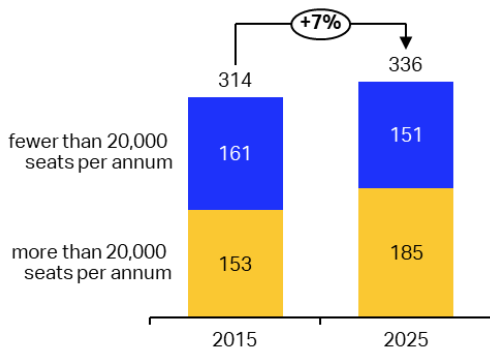
# Regional Air Connectivity

## Helper document

This document explains the charts and metrics of the Regional Air Connectivity reports in more detail. The reports and included information must always be interpreted in consideration of local market conditions. Changes can be driven by favorable or challenging operating environments, but also by airline strategies, among others.

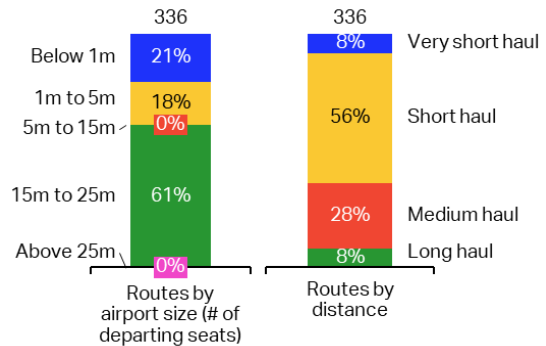
### Change in the total number of routes<sup>1</sup> between 2015 and 2025

This shows whether the country's air transport network has grown or shrunk over the last 10 years. And how much of the network is dependent on low-volume routes.

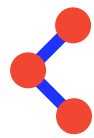


### Share of 2025 routes per departing airport size & distance flown<sup>2</sup>

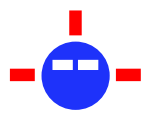
Classifying routes into departing airport size (based on the available number of departing seats) and flight distance provides further insight into the composition of the country's network.



In 2025:



New routes compared to 10 years ago?  
**3%** of routes differed from those in 2015  
**100%** of routes canceled had <20k seats



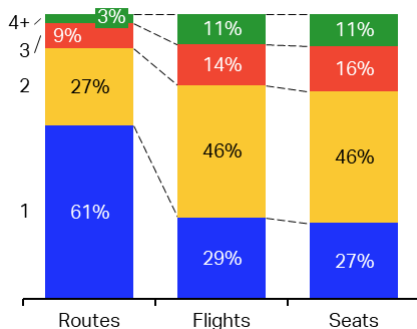
Airline exits can be due to stopping operations in the country market, consolidation or bankruptcy.  
**85** Airlines in the market (75 in 2015)  
**6** Airports with regularly scheduled flights  
**67%** of airports are regional<sup>3</sup>

Are canceled routes low or high volume?

Regional airports are crucial to the overall network.

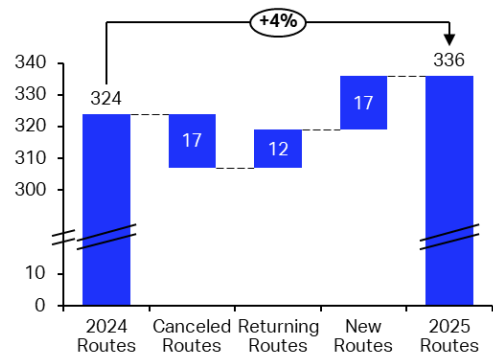
### Share of routes, flights, seats & number of operating airlines<sup>4</sup> 2025

Typically, many routes only have one operating airline and are therefore most at risk.



### Route network change, 2024 to 2025

This shows how the network has evolved from 2024 to 2025. Returning routes have been in operation at some point between 2015 and 2023 and have been added again to the network in 2025.



Source: IATA Sustainability and Economics based on data from OAG

<sup>1</sup> In this document, all references to "routes" refer to regularly scheduled, one-directional commercial routes.

<sup>2</sup> Classification applied: very short haul <500 km, short haul 500-1,500 km, medium haul 1,500 km – 4,000 km and long haul >4,000 km.

<sup>3</sup> With fewer than one million annual departing seats available in 2025.

<sup>4</sup> Based on the published carrier, hence excluding wet lease operations.