

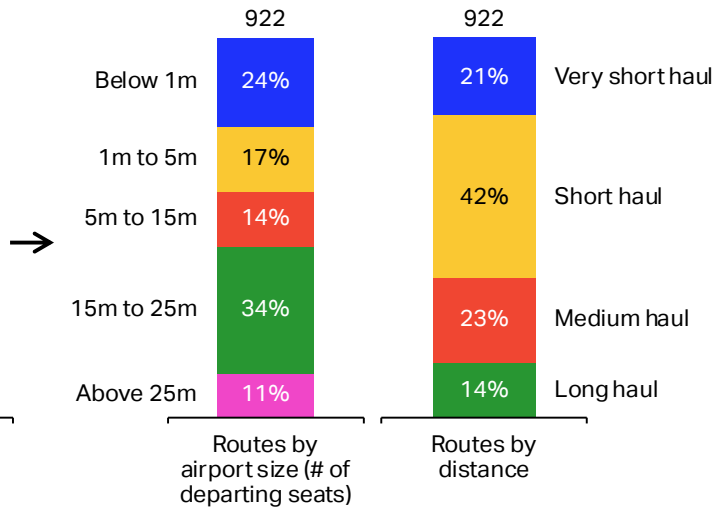
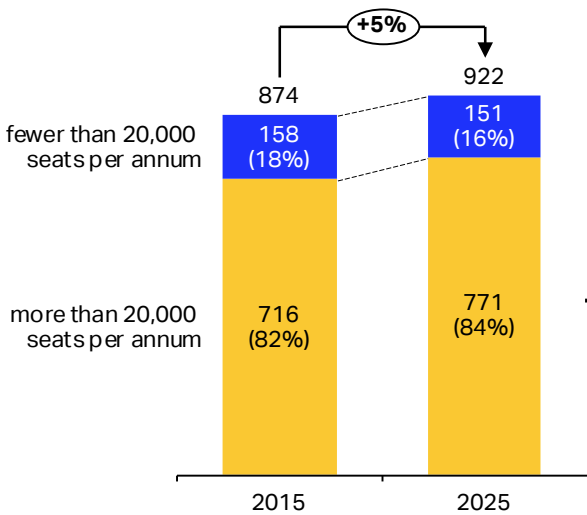
# Regional Air Connectivity in Japan

## A 2025 Snapshot

Regional air linkages often provide critical lifelines for remote communities while being among the most vulnerable to external economic pressures. This snapshot for Japan focuses on route network stability and low-volume routes offering fewer than 20,000 seats per year.<sup>1</sup>

Change in the total number of routes<sup>2</sup> between 2015 and 2025

Share of 2025 routes per departing airport size & distance flown<sup>3</sup>

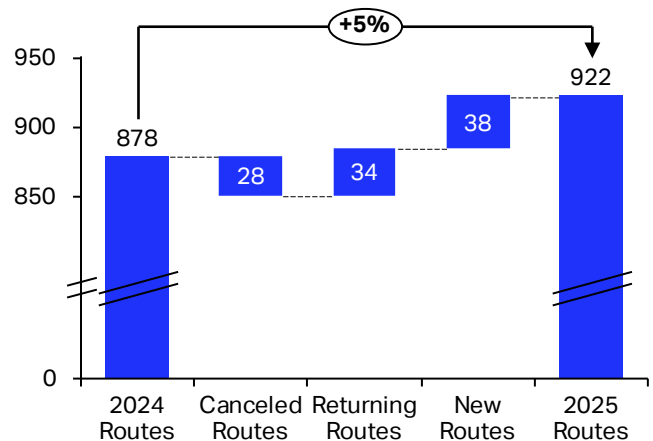
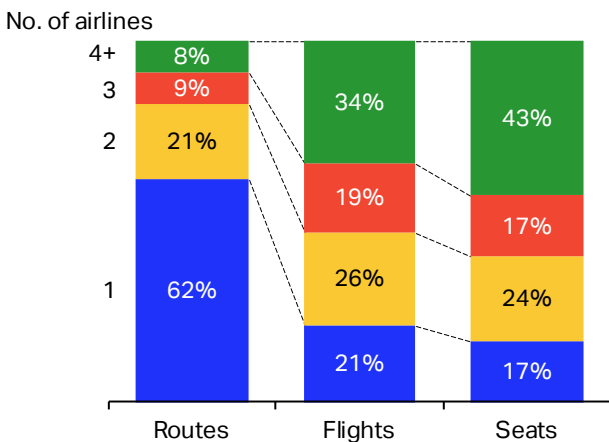


### In 2025:

- 25%** of routes differed from those in 2015
- 75%** of routes canceled had <20k seats
- 116** Airlines in the market (96 in 2015)
- 75** Airports with regularly scheduled flights
- 71%** of airports are regional<sup>4</sup>

Share of routes, flights, seats & number of operating airlines<sup>5</sup> 2025

Route network change, 2024 to 2025



Source: IATA Sustainability and Economics based on data from OAG

<sup>1</sup> This equates to an ATR-72 flight operating five times per week, a narrowbody service twice per week, or a weekly widebody flight.

<sup>2</sup> In this document, all references to "routes" refer to regularly scheduled, one-directional commercial routes.

<sup>3</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>4</sup> With fewer than one million annual departing seats available in 2025.

<sup>5</sup> Based on the published carrier, hence excluding wet lease operations.