

Air Traffic grows 5.3% in April, with domestic and intra-regional routes driving 92% of the growth. The Mexico-US market is showing slight signs of recovery.

In April 2025, 38.9 million passengers traveled to, from, and within Latin America and the Caribbean—an increase of 5.3% year-over-year, or 1.95 million additional passengers. Growth was mainly driven by domestic markets in Brazil and Mexico, which together contributed 1.16 million additional passengers, accounting for 60% of the month’s net increase.

Intra-regional international traffic was also a key contributor, with nearly 670,000 additional passengers—equivalent to 34% of net growth. Taken together, domestic and intra-regional international markets accounted for 92% of April’s overall increase.

On the Mexico–U.S. route, April saw a 3.9% year-over-year increase after two consecutive months of decline (-0.6% in March and -5% in February). While it's too early to confirm a trend reversal, April’s result may signal a potential shift in market dynamics, depending on how traffic evolves in the coming months.

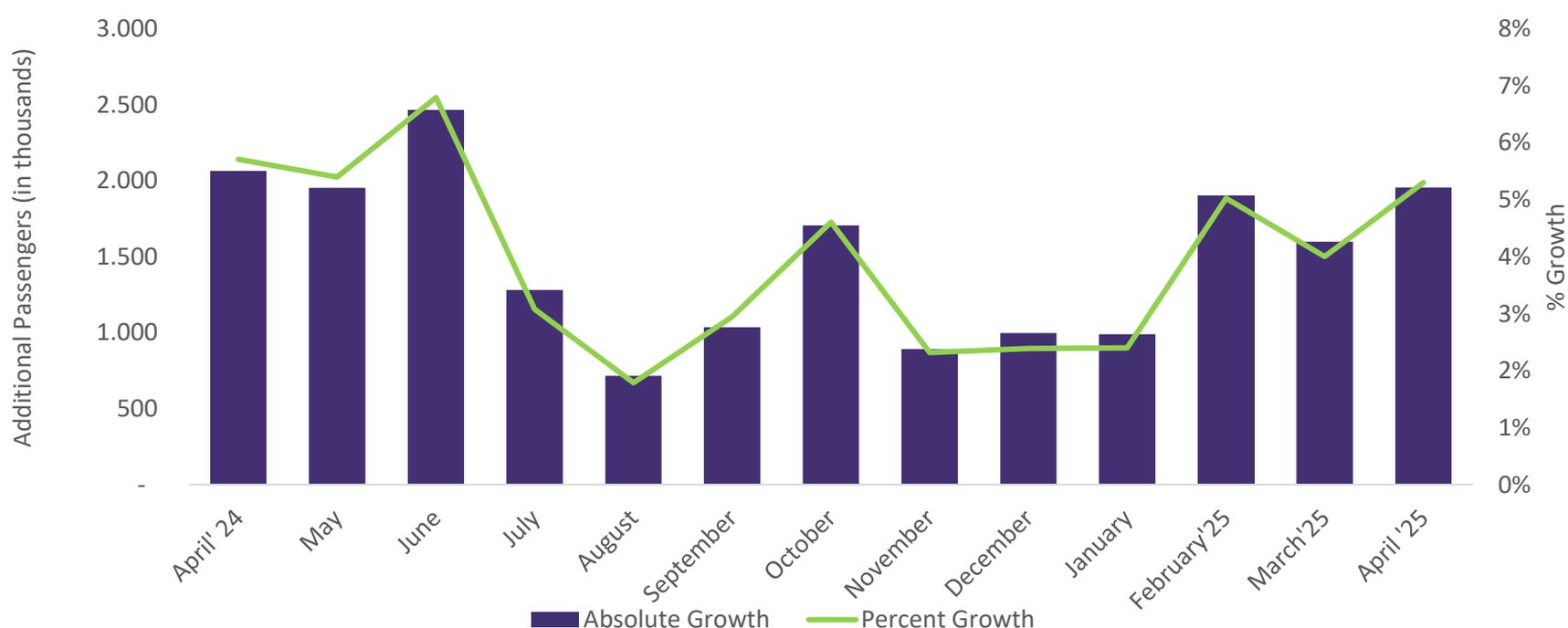
For the first four months of 2025, total passenger traffic in the region reached 161 million—up 4.2% compared to the same period in 2024. Intra-regional traffic (domestic and international combined) explained 88% of that growth, adding more than 5.6 million passengers.

Table 1: KPI’s – April 2025

Passengers	RPK (mill)	ASK (mill)	Load Factor	Flights	Seats
38.96M	85.2	103.4	82.4%	317,502	48.3M
+5.3%	+5.6%	+5.3%	0.3 pts	+0.9%	+2.1%

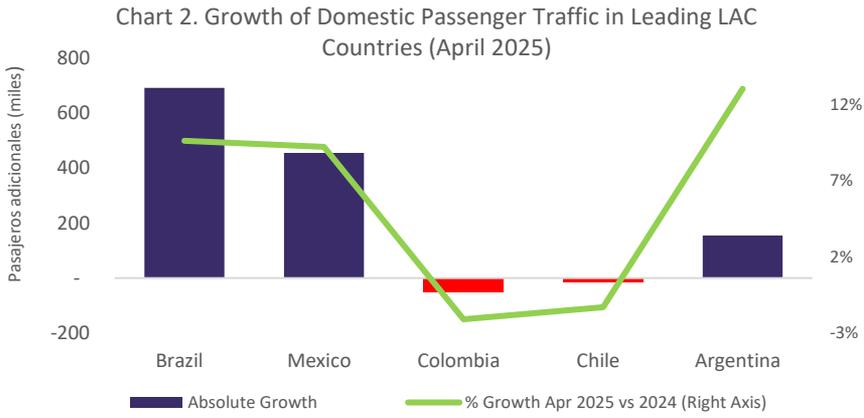
Source: ALTA analysis, based on reports from member airlines and data from civil aviation authorities

Figure 1. Monthly Growth in Passenger Traffic



Source: ALTA analysis, based on reports from member airlines and data from civil aviation authorities

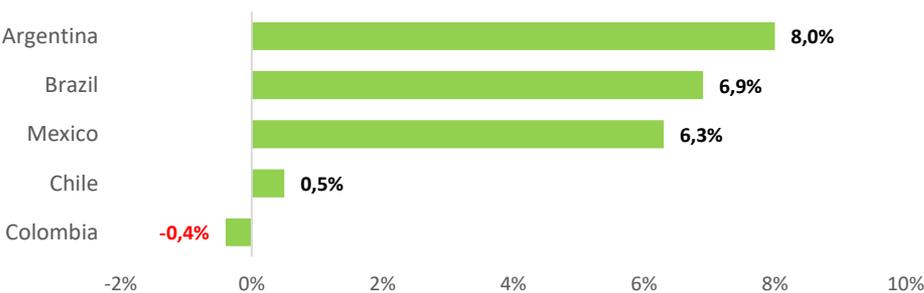
Domestic Traffic



Source: ALTA analysis, based on data from each country's civil aviation authority.

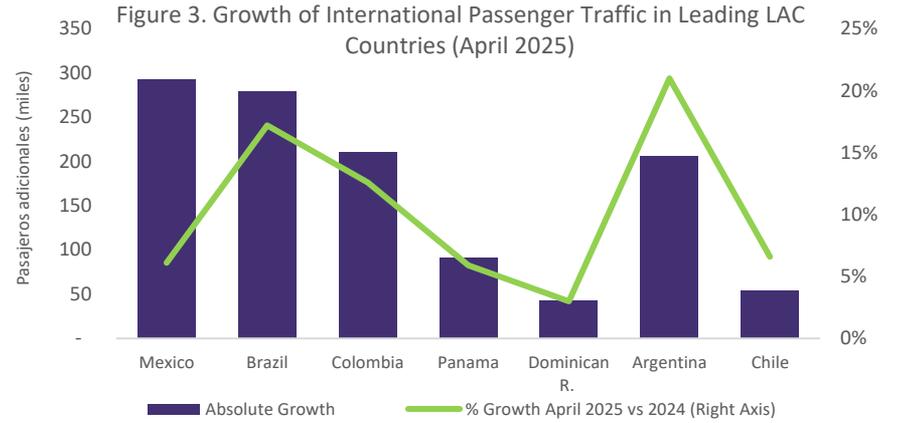
- Brazil:** 7.9 million domestic passengers in April, a 9.6% year-over-year increase (+692,300 passengers). Guarulhos (+13% vs. 2024) and Congonhas (+3%) together handled 26.8% of total domestic traffic. Growth was concentrated on high-volume routes such as Rio de Janeiro (Galeão) – São Paulo (Guarulhos), which added 36,830 passengers, and Brasília – Rio de Janeiro, with 32,997 more. Other key routes like São Paulo – Vitória, São Paulo – Porto Alegre, and Brasília – Recife added over 60,000 passengers combined. All of the top 10 routes with the largest passenger increases had either Guarulhos or Galeão as an origin or destination.
- Mexico:** 5.4 million domestic passengers in April, a 9.2% year-over-year increase (+455,900 passengers). Just 16 routes accounted for 60% of net growth, adding 273,400 passengers and representing 15% of total domestic traffic. Monterrey (MTY) was the main growth driver, appearing in 8 of these routes—especially to El Bajío, the fastest-growing route in April (+26,000, +138%), and Hermosillo (+22,600, +135%). Guadalajara (GDL) featured in three key routes, including Guadalajara–Cancún, which recorded the second-largest absolute increase (+22,900, +36%).
- Colombia:** 2.9 million domestic passengers in April, down 2.1% year-over-year (-60,000 passengers). Eight of the country's top ten domestic routes—which together account for 56% of total traffic—saw a combined 5.9% decline. The steepest drops were on Bogotá–Cartagena (-32,000), Bogotá–Pereira (-21,000), and Bogotá–Bucaramanga (-16,000).
- Chile:** 1.2 million domestic passengers in April, a 1.3% year-over-year decline (-16,400 passengers). The drop was concentrated on southern routes from Santiago to Valdivia, Temuco, Concepción, Puerto Montt, and Osorno, which account for 29.4% of total traffic and together lost 64,800 passengers. One exception was Santiago–Puerto Natales, which grew 64.5%, driven by increased capacity from two airlines.
- Argentina** posted the highest domestic growth in April, with 1.3 million passengers and a 13% year-over-year increase (+115,800). Growth was led by core routes from Aeroparque to Iguazú (+58%), Bariloche (+56.8%), Mendoza (+27.3%), and Córdoba (+22.7%), which together contributed more than 125,000 additional passengers and explained 80% of the month's growth. Other airports also saw strong gains, including Paraná (+67%), Chapelco (+53%), and Neuquén (+30%).
- From January to April 2025, the strongest domestic traffic growth was recorded in Argentina (+8%), Brazil (+7%), and Mexico (+6.3%). (See chart 4).

Figure 4: % Growth in Domestic Passengers – Leading Markets in the Region (Cumulative)



Source: ALTA analysis, based on data from each country's civil aviation authority

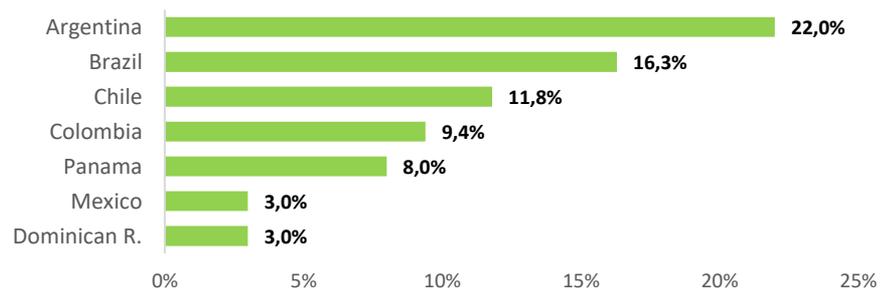
International Traffic



Source: ALTA analysis, based on data from each country's civil aviation

- Mexico:** 5.06 million international passengers were transported in April 2025, a year-on-year increase of 6.1% (+292K). Growth was mainly driven by the Canadian (+24.1%, +124.8K) and U.S. (+3.9%, +126.9K) markets, which together accounted for 86% of the net increase. This trend aligns with the rise in air arrivals of tourists residing in both countries, which grew by 10.4% and 13.3%, respectively. Eight of the main routes to the U.S. recorded year-on-year growth rates close to 7%. The most significant contributions came from Cancún–Toronto (+48%, +43.4K), Cancún–Montréal (+69%, +33.7K), and Los Angeles–Mexico City, which was the fastest-growing route outside of the Cancún hub.
- Brazil:** 2.1 million international passengers in April—marking the first time the country surpassed 2 million in an April—up 17.2% year-over-year (+313,000). Growth was led by Argentina (+97,000, +37.5%), supported by a sharp increase in direct flight offerings. Passenger volumes also grew from/to the United States (+52,000, +17.2%), Portugal (+28,300, +13.8%), and Uruguay (+24,200, +49.7%), which together accounted for 72% of the net increase.
- Colombia:** 1.9 million international passengers in April, a 12.6% year-over-year increase (+211,000). The largest contributions came from Panama (+55,400, +22.2%), Spain (+35,900, +24.2%), Peru (+26,000, +26.5%), and Ecuador (+23,900, +27.7%), which together explained 67.1% of the month's total growth.
- Dominican Republic** closed April with 1.6 million international passengers, a 3% increase—the highest so far in 2025. Flight operations rose by 1%, marking the second consecutive month of growth after seven months of decline. The strongest growth came from routes to North America and Europe, particularly from La Romana (+80% vs. 2024), with higher traffic to Montréal, Miami, Milan, and Rome. Cibao Airport rebounded by 1% after two months of decline, driven by demand for flights to New York, Boston, and Orlando.
- Argentina:** 1.2 million international passengers in April, a 21.0% year-on-year increase (+206K). Growth was primarily driven by routes to Brazil, particularly Córdoba–Rio de Janeiro (+216%) and Aeroparque–Florianópolis (+195%). Strong increases were also seen in Salta (+85%), boosted by the launch of a new route to Asunción, and Rosario (+45%), following the reactivation of flights to Lima, which added 26 frequencies in April.
- Cumulatively in 2025, the countries with the strongest international traffic growth were Argentina (+22%), Brazil (+16.3%), and Chile (+11.8%) (see Figure 5).

Figure 5: % Growth in International Passengers – Leading Markets in the Region (Cumulative)



Source: ALTA analysis, based on data from each country's civil aviation authority

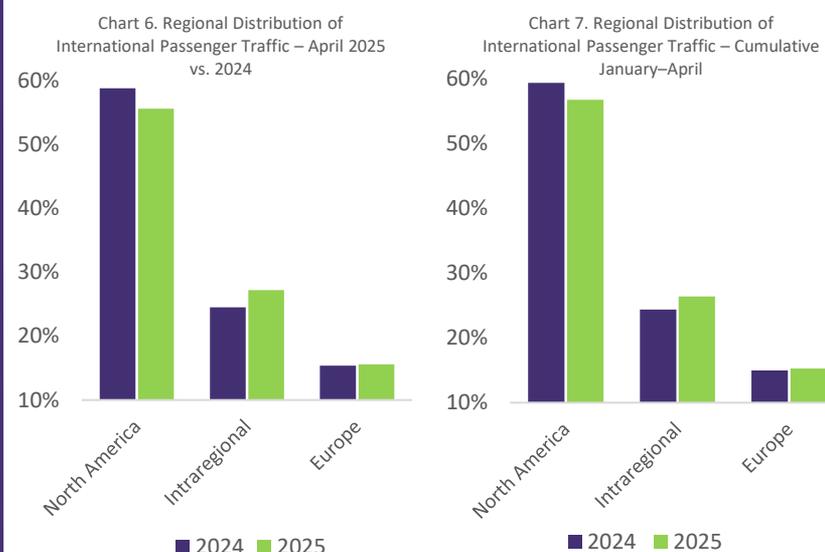
Table 2. Total Passenger Traffic in Latin America and the Caribbean

	APRIL			YTD		
	2025	2024	% Growth	2025	2024	% Growth
Passengers	38,963,633	37,008,741	5.3%	161,053,950	154,552,825	4.2%
Domestic	21,235,739	20,113,054	5.6%	85,584,090	82,164,517	4.2%
Intraregional international	4,816,767	4,147,392	16.1%	19,911,139	17,648,160	12.8%
Extra regional international	12,911,127	12,748,295	1.3%	55,558,722	54,740,147	1.5%
RPK(millions)	85,212	80,659	5.6%	370,007	353,513	4.7%
Domestic	19,690	18,236	8.0%	80,352	75,746	6.1%
Intraregional international	9,801	8,415	16.5%	40,829	35,636	14.6%
Extra regional international	55,721	54,008	3.2%	248,825	242,131	2.8%
ASK(millions)	103,419	98,196	5.3%	433,269	413,873	4.7%
Domestic	23,866	23,062	3.5%	96,459	92,823	3.9%
Intraregional international	12,010	10,673	12.5%	50,363	44,946	12.1%
Extra regional international	67,543	64,461	4.8%	286,447	276,104	3.7%
Passenger Load Factor	82.4%	82.1%	0.3 pts	85.4%	85.4%	0 pts
Domestic	82.5%	79.1%	3.4 pts	83.3%	81.6%	1.7 pts
Intraregional international	81.6%	78.8%	2.8 pts	81.1%	79.3%	1.8 pts
Extra regional international	82.5%	83.8%	-1.3 pts	86.9%	87.7%	-0.8 pts

Geographic Distribution of International Passenger Traffic in LAC

In April 2025, 98% of Latin America and the Caribbean’s international passenger traffic was concentrated in three main markets: North America, intra-regional (intra-LAC), and Europe. While North America remained the top origin and destination region, its share fell from 58.8% in April 2024 to 55.6% in 2025, reflecting a relative loss of ground to other regions. Intra-regional traffic saw notable gains, increasing its share from 24.5% to 27.2%. Europe remained stable at 15.6%, while the “Other” category—which includes Asia, Africa, and the Middle East—rose by 0.3 percentage points, though it continues to represent just 2% of total volume.

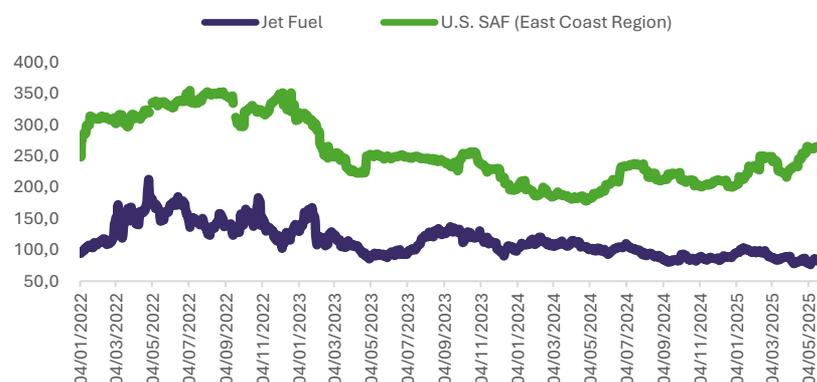
Cumulative data for the first 4 months shows similar patterns: North America’s share declined from 59.4% to 56.8%, while intra-LAC traffic increased from 24.4% to 26.4%, reinforcing its position as the region’s second-largest international traffic bloc. Europe remained unchanged at 15%.



Source: ALTA analysis, based on reports from member airlines and data from civil aviation authorities

In May, the average price of SAF on the U.S. East Coast was USD 265.20 per barrel, compared to USD 79.20 for conventional jet fuel. This represents a ratio of 3.35 times, reflecting a sustained cost gap. While SAF continues on an upward trend, jet fuel remains relatively stable, according to data from S&P Global Commodity Insights and the U.S. Energy Information Administration.

Chart 8. Sustainable Aviation Fuel (SAF) Price vs. Regular Jet Fuel, May 2025



Source: S&P Global Commodity Insights and U.S. Energy Information Administration. Daily SAF prices refer to the 'Sustainable Aviation Fuel (HEFA-SPK) Cost of Production w/ Credits US\$/mt (Mirrored)' indicator."

Note: Although the price of SAF is typically between 2 to 5 times higher than that of Jet A (based on an average of USD \$265.2 per barrel on the U.S. West Coast in May), its impact on total cost remains marginal. As of 2025, according to S&P Global estimates, the blend of SAF with conventional fuel accounts for only 1.4% of the total volume supplied globally.

Content produced by ALTA’s Economic Team. The data presented in this report is based on submissions from member airlines, civil aviation authorities, and internal estimates. This information is subject to revision and may be updated as new data becomes available.

Methodological Note

In this document, the Latin America and Caribbean (LAC) region is defined as the sum of South America, Central America, the Caribbean, and Mexico. This definition is applied consistently across all analyses of regional and international air traffic. Domestic flights are defined as those operated within a single country. International traffic is classified into two main segments:

- Intra-regional international traffic:** Flights between countries within the LAC region (e.g., Argentina–Brazil or Mexico–Colombia).
- Extra-regional international traffic:** Flights between the LAC region and other parts of the world (e.g., North America, Europe, Asia-Pacific, the Middle East, or Africa).

These categories are adopted solely for analytical purposes and do not necessarily reflect official classifications used by international organizations.

Definition 1: LAC refers to the Latin America and Caribbean region and, in this analysis, specifically denotes passenger traffic to, from, and within the region, including operations by airlines serving air markets in the area. LAC encompasses the sovereign countries of Central America, South America, and the Caribbean, as well as Mexico, and includes island states and territories in the Caribbean (such as Cuba, the Dominican Republic, Jamaica, Haiti, Barbados, and Trinidad and Tobago), as well as non-sovereign territories like French Guiana, Aruba, and other Caribbean overseas territories.

Note on Puerto Rico: In this analysis, flights between Latin America and the Caribbean (LAC) and Puerto Rico are considered extra-regional international traffic, as Puerto Rico is a non-continent territory administered by the United States and subject to U.S. civil aviation regulations. Although geographically located in the Caribbean, its air operations fall under the U.S. regulatory framework and are therefore not included within LAC intra-regional traffic.