



NEWS BRIEF

IATA: Peru's TUUA Transit Fee Threatens Aviation Growth, Hub Competitiveness, and Economic Prosperity

22 December 2025 (Lima, Peru) - The International Air Transport Association (IATA) expresses serious concern over the Peruvian Government's lack of decision to negotiate the elimination of the Unified Airport Usage Fee (TUUA) for international transit passengers at Lima's Jorge Chávez International Airport (AIJC). Since 7 December, the concessionaire Lima Airport Partners (LAP) has been charging USD 11.88 per passenger, a measure that increases travel costs by 3% to 7%, leading to a reduction in transit demand of up to 11%, thus jeopardizing more than 1,000 annual flights.

This is not a minor technical adjustment, it is a policy decision with profound implications for Peru's aviation future, its competitiveness as a regional hub, and the livelihoods of thousands of Peruvians.

Peru Risks Losing Its Place Among Regional Hubs

AIJC handles 99% of Peru's international traffic and all domestic connections. Its new terminal was designed to position Lima as a leading hub in Latin America, competing with the likes of Bogotá (BOG) and Panama City (PTY); airports that have and continue to aggressively expand connectivity and attract new airlines. Instead, the TUUA moves Peru in the opposite direction:

- Regional competitors will gain market share, as airlines and passengers opt for more cost-efficient hubs.
- The resulting loss of demand will discourage airlines from scheduling additional – and current – flights in Lima, limiting connectivity opportunities for Peruvian travelers.
- Long-term competitiveness is compromised, with expert studies warning that the TUUA could hinder Peru's aviation growth for the next 20 years, a concern echoed by the Ministry of Foreign Trade and Tourism (MINCETUR).

"IATA and industry stakeholders have repeatedly offered solutions and engaged in dialogue, but the Government has chosen to prioritize concessionaire interests over national competitiveness, as it has failed to conduct an adequate negotiation to safeguard the country's connectivity." said Peter Cerdá, IATA Regional Vice President for the Americas. "This decision undermines Peru's strategic vision and risks leaving the country behind its regional peers, which already hold a significant advantage."

Impact on Peruvians: Jobs and GDP at Stake

Aviation is a cornerstone of Peru's economy:

- 36,100 direct aviation jobs generate USD 942.8 million in economic output (0.4% of GDP).
- The broader aviation ecosystem, including supply chains, tourism, and employee spending, contributes USD 6.2 billion to GDP and supports 364,400 jobs.
- International visitors inject USD 3.5 billion annually into local businesses.

By reducing connectivity, the TUUA put these benefits at risk. Fewer flights mean fewer tourists, less trade, and diminished opportunities for Peruvians. Airlines domiciled in Peru, responsible for most traffic, will suffer, leading to route cancellations and job losses.

"Ultimately, Peruvians will pay the price, with less choice, higher travel costs, and fewer jobs, because of a short-term focus on financial gains by the concessionaire instead of a long-term strategy to strengthen Peru's connectivity and economic future", said Cerdá.

A Call for Urgent Action

IATA once again urges the immediate intervention of Peru's highest authorities to:

- Suspend or revise TUUA for international transit passengers.
- Protect Peru's competitiveness as a regional hub.
- Safeguard jobs and economic growth for future generations.

The full report on the value of aviation in Peru is available [here](#).

- IATA -

More information:

Corporate Communications - Latin America
Tel: +1 – 438 – 258 3155 or +1-514-240 4746
Email: ruedigerm@iata.org

Notes for Editors:

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