



Americas Focus

YOUR SOURCE FOR IATA'S LATEST REGIONAL ACTIVITIES

11
2025



Dear Colleagues,

As we close out 2025, evolving safety challenges in and around Venezuelan airspace demand our close attention and coordinated industry engagement as our member airlines continue face significant operational challenges, driven by frequent GPS jamming and the absence of an Instrument Landing System (ILS) at CCS.

Even more concerning, GPS interference has intensified within the Maiquetía FIR and is now being reported on flights over the Caribbean outside Venezuelan airspace, including areas near Aruba (AUA) and Curaçao (CUR). Adding to these risks, two near midair collisions involving a U.S. Air Force tanker near Venezuela have made global headlines, highlighting growing safety concerns in the region.

IATA is actively engaging ICAO and the FAA to address these issues and advocate for stronger civil-military coordination, improved surveillance practices, and enhanced information sharing to mitigate systemic risks and prevent future incidents. We will keep you informed as this delicate situation evolves amid rising political tensions between the U.S. and Venezuela. As usual, please find all of IATA's latest activities across the region below.

From a global perspective, key media came together in Geneva in December for [IATA's Global Media Day](#), where we shared the latest figures and insights on the past year and what lies ahead in 2026 and beyond.

As part of the end of year meeting, IATA also issued its [Global Outlook for Air Transport](#) as well as the corresponding [Industry Statistics](#).

In summary, from a financial perspective, Latin America is expected to post a net profit of USD 2.5 billion in 2025 before easing slightly to USD 2.0 billion in 2026, while North America remains the industry's profit leader with USD 10.8 billion in 2025 and a modest increase to USD 11.3 billion in 2026. Regarding traffic results, Passenger traffic in Latin America is projected to grow by 7.1% in 2025 and 6.6% in 2026, supported by similar capacity increases, while North America shows near-flat growth of just 0.2% in 2025 and 1.5% in 2026, reflecting a mature market with limited expansion.

In membership news, we are pleased to welcome Arajet as IATA's latest member airline based in the Americas.

Lastly, thank you for your continued support throughout 2025. We wish you and your families a joyful holiday season and all the best for the new year.

We look forward to working together in 2026 to further strengthen air transport's competitiveness and connectivity across the Americas.



PETER CERDÁ

REGIONAL VICE PRESIDENT
THE AMERICAS



FINANCIAL RESULTS

[DETAILS HERE.](#)

Global airline industry	EBIT, % of revenue					Net profit, USD billion				
	2022	2023	2024	2025E	2026F	2022	2023	2024	2025E	2026F
Global	1.5%	7.0%	6.6%	6.6%	6.9%	-3.5	37.6	28.3	39.5	41.0
Regions										
Africa	-3.1%	3.5%	3.7%	3.7%	3.7%	-0.8	0.1	0.1	0.2	0.2
Asia Pacific	-7.2%	4.8%	4.4%	4.7%	4.9%	-13.8	4.9	2.9	6.2	6.6
Europe	3.9%	6.8%	6.2%	6.8%	6.9%	5.2	11.5	8.9	13.2	14.0
Latin America	-1.9%	12.8%	13.8%	13.7%	14.6%	-3.5	1.1	-0.1	2.5	2.0
Middle East	7.2%	13.0%	13.4%	13.3%	13.3%	2.4	6.1	6.0	6.6	6.8
North America	4.5%	6.8%	6.2%	5.9%	6.1%	7.2	14.1	10.5	10.8	11.3

Source: IATA Sustainability and Economics, Airfinance Global. Note: Bankruptcy reorganization and large non-cash one-off costs are excluded. Includes all commercial airlines. Historical data are subject to revision. Updated: 12/2025 - Next update: 06/2026

TRAFFIC RESULTS

[DETAILS HERE.](#)

Global airline industry	Passenger traffic (RPK)					Passenger capacity (ASK)				
	% change versus the previous year					% change versus the previous year				
	2022	2023	2024	2025E	2026F	2022	2023	2024	2025E	2026F
Global	64.9%	36.8%	10.6%	5.2%	4.9%	40.1%	31.1%	8.9%	4.9%	4.7%
Regions										
Africa	84.3%	36.5%	12.7%	7.4%	6.0%	51.4%	35.6%	10.0%	5.3%	5.7%
Asia Pacific	32.3%	95.9%	17.5%	8.0%	7.3%	15.5%	75.0%	13.2%	6.6%	7.1%
Europe	103.9%	20.3%	8.7%	5.0%	3.8%	69.6%	16.0%	8.1%	5.1%	3.8%
Latin America	62.9%	16.8%	7.8%	7.1%	6.6%	54.4%	14.4%	7.2%	7.0%	6.5%
Middle East	144.4%	32.4%	9.7%	6.0%	6.1%	67.2%	24.7%	8.5%	5.9%	5.4%
North America	45.7%	15.1%	4.6%	0.2%	1.5%	28.7%	14.0%	4.7%	1.2%	1.0%

Source: IATA Sustainability and Economics Note: Bankruptcy reorganization and large non-cash one-off costs are excluded. Includes all commercial airlines. Historical data are subject to revision. Updated: 12/2025 - Next update: 06/2026

ARGENTINA: ANAC ENGAGEMENT ON NEW REGULATORY NORMS

IATA and JURCA met with ANAC to address concerns over recently issued regulations impacting airlines. The most critical is Resolution 468/2024, which mandates strict revalidation of Air Operator Certificates (AOCR) for all carriers operating in Argentina—creating significant administrative workload, higher costs, and delays. IATA and JURCA proposed alternatives to simplify and streamline the process. Another key topic was Resolution 774/2025 on passenger complaints, intended to improve ANAC's complaint system but potentially adding administrative burdens depending on its scope. Industry representatives requested clarity on deadlines, conflict resolution, and compliance requirements. For more details, please contact IATA's Area Manager for Argentina, Paraguay and Uruguay, [Maria Jose Taveira](#).



BOLIVIA: FIXED JET FUEL PRICE FOR SIX-MONTH TRANSITION PERIOD

Following industry concerns over rising fuel costs, the Bolivian government has issued a Supreme Decree fixing the nationwide jet fuel price at Bs 10.74 per liter for a transitional six-month period. The measure, effective immediately, aims to provide stability and predictability for airlines facing operational and financial challenges, ensuring continuity of fuel supply to maintain domestic and international connectivity. At the end of the transition, prices will be recalculated under the Petroleum Derivatives Price Regulation outlined in the decree. IATA and ALTA remain actively engaged and are awaiting confirmation from YPFB's new administration to discuss implementation details and long-term solutions. For details, please contact IATA's Area Manager for Peru, [Martín La Rosa](#).



BRAZIL: INDUSTRY RAISES CONCERNS ON BRAZIL'S TAX REFORM IMPLEMENTATION



On December 16, IATA, ALTA, and JURCAIB jointly submitted a letter to Brazil's Receita Federal addressing urgent concerns with the implementation of the electronic invoice (BPe-TA) under the country's tax reform. The industry urged regulatory clarity, technical adjustments, and the creation of a dedicated working group to ensure a practical, internationally aligned approach. Key requests include confirming the new start date of July 1, 2026, flexibility on real-time issuance due to global system constraints, and solutions for indirect sales. Additional concerns involve privacy compliance, refund responsibilities, and operational risks from phased charges through 2033. IATA reaffirmed its commitment to supporting a safe and efficient transition and will share updates upon receiving a response. For more details, please contact IATA's Country Manager for Brazil, [Simone Tcherniakovsky](#).

CANADA: INDUSTRY ENGAGES CBSA ON SYSTEM RESILIENCE AND TRANSIT POLICY



IATA and Airlines for America (A4A) jointly urged Canada's Minister of Public Safety and Canada Border Services Agency (CBSA) leadership to take immediate action to prevent recurring IT outages that disrupt passenger and crew processing. Key recommendations include accelerating IT modernization, creating a joint task force to address root causes, implementing real-time backup systems, and improving communication protocols during disruptions. In parallel, IATA is preparing a submission on CBSA's proposed regulatory changes for International-to-International (ITI) transit through Canadian airports. The initiative aims to maintain border security while removing the need for transiting passengers to check in with CBSA, requiring carriers to share additional data such as final destination and arrival details. Both efforts underscore the industry's commitment to enhancing operational resilience and streamlining passenger flows across Canada's airports. For details, contact IATA's Country Manager for Canada, [Ben Barrocas](#).

COLOMBIA: CONGRESS REJECTS CARBON TAX REFORM



On December 9, the Colombian Congress voted down proposed tax reforms that included a sharp increase in the domestic carbon tax and new limits on the use of carbon credits. This outcome represents a significant win for the aviation sector. The rejected measures would have substantially raised jet fuel costs and eliminated an existing exemption for international airlines, potentially exposing foreign carriers to the tax. The decision underscores the importance of continued engagement with policymakers on sustainable and balanced environmental measures. For more details, contact IATA's Country Manager for Colombia, [Paula Bernal](#).

EL SALVADOR: AVIATION DAY SUMMARY & KEY ACTION ITEMS



On December 9, IATA hosted a well-received [Aviation Day in El Salvador](#), convening more than 370 leaders from government and industry to reaffirm aviation's role as a strategic driver of economic and social development. The strong engagement from the Government of El Salvador and key stakeholders underscored a shared commitment to modernize the sector and strengthen connectivity. Discussions focused on priorities to unlock the country's potential, including expanding airport infrastructure, promoting innovation and sustainability, advancing the CA-4 Free Mobility Agreement, and improving intra-Central American connectivity. For more details, please contact IATA's Area Manager for Central America, [David Hernandez](#).

MEXICO: INDUSTRY CONSULTATION ON WET LEASE FRAMEWORK



IATA has submitted its formal position to Mexico's Ministry of Infrastructure, Communications and Transport (SICT) following an industry consultation on wet lease arrangements. The submission emphasizes that wet leasing is a globally recognized practice that enables airlines to manage contingencies and operational disruptions, ensuring passenger protection and air connectivity. IATA highlights that this practice is widely used across Latin America and other regions to address peak demand, maintenance issues, or extraordinary events. For more details, please contact IATA's Country Manager for Mexico, [Cintya Martinez](#).

PARAGUAY: ADVANCEMENTS TOWARD CATEGORY 1 DESIGNATION



Paraguay's Civil Aviation Authority (DINAC) and the FAA have signed a Memorandum of Understanding to conduct a Technical Review and develop an Implementation Plan for Improvements, with activities expected in the coming months. Responding to member airline concerns, IATA raised the issue in late 2024 with DINAC, the FAA, Brazil's ANAC, and Paraguay's President. Throughout 2025, DINAC collaborated closely with civil aviation authorities in Brazil, Panama, and the U.S., who are advising Paraguay in preparation for the IASA assessment. For more details, contact IATA's Area Manager for Argentina, Paraguay and Uruguay, [Maria Jose Taveira](#).

PERU: IATA OPPOSES NEW TRANSFER FEE AT LIMA AIRPORT



On December 7, IATA [urged](#) Lima Airport Partners and Peru's Ministry of Transport and Communications to reconsider the newly implemented TUUA fee of USD 11.86 per international transfer passenger at Jorge Chávez International Airport. The charge threatens Peru's competitiveness as a regional hub, with growth projections dropping to 3% annually through 2041—far below the 9% potential without the fee. IATA and AETAI had proposed alternative solutions to ensure financial sustainability without burdening passengers, preserving connectivity and demand. Other major hubs in Latin America, including Bogotá, Panama, Santiago, and Mexico City, do not impose such fees and have achieved strong traffic growth. IATA remains committed to working with the Peruvian government to find sustainable alternatives that enhance passenger experience and strengthen Peru's aviation sector. For more details, please contact IATA's Area Manager for Peru, [Martín La Rosa](#).

UNITED STATES: CONSIDERATION OF MANDATORY SOCIAL MEDIA DISCLOSURE FOR ESTA APPLICANTS



U.S. Customs and Border Protection has proposed requiring travelers from Visa Waiver Program countries to disclose up to five years of social media history when applying for an Electronic System for Travel Authorization (ESTA) and would discontinue the current ESTA application website in favor of a mobile application. The proposal would make social media a mandatory data element and could also include additional personal information such as past phone numbers, email addresses, IP data, and biometric details. ESTA currently allows citizens of select countries to visit the U.S. for up to 90 days without a visa. The [proposal](#) is open for public comment for 60 days. For details, please contact IATA's Vice President, Member & External Relations, North America, [Doug Lavin](#).

IATA: PROGRESS TOWARD 2025 BAGGAGE TRACKING TARGETS



IATA released its [2025 IATA Resolution 753 Implementation Status Report](#). In summary, member airlines made significant strides in implementing Resolution 753 on baggage tracking in 2025. Of 256 scheduled passenger airlines, 80.1% now have defined implementation plans. At hub airports, 53 additional carriers established plans this year, bringing the total to 92, with 44 committing to full compliance by 2027. Network-wide progress also accelerated: 46 airlines added plans covering at least 30% of their networks, raising the total to 78, while 12 achieved full compliance. Despite this momentum, challenges remain as 41 airlines lack hub implementation plans, and 28 have no intention to implement before 2027. Targeted engagement at senior leadership level will be critical to achieving the industry's long-standing goal of 100% baggage tracking, reducing mishandling, and improving passenger experience. For more details, please contact IATA's Director, Ground Operations, [Monika Meistrickova](#).