



Dear Colleagues,

The new year is off to a rapid start across the Americas region. In Venezuela, flight restrictions have been lifted or are in the process of being removed, paving the way for the resumption of previously suspended operations. As capacity and demand begin to return, it is essential that safety, efficiency, and full compliance with international standards are maintained both in the airspace and at airports. With direct flights between the United States and Venezuela also expected to restart in the near term, and traffic levels set to rise significantly, we have engaged the Venezuelan authorities to initiate a more formal preparation process. Our focus is to support a safe, orderly, and standards-compliant restart of operations in this critical market.

In Cuba, an anticipated severe month-long fuel shortage is driving significant operational challenges, prompting IATA to engage authorities urgently on contingency measures.

Further South, in Colombia, the Government announced its intent to modify slot rules at Bogotá's El Dorado Airport without industry consultation and without following the Worldwide Airport Slot Guidelines (WASG). Such a move risks undermining the strong connectivity that enabled more than 47 million passengers to travel through the country in 2025. We are asking the Colombian authorities to first fully enforce the existing slot system and pursue any reforms through an open process aligned with global standards.

From an economic data perspective, IATA [released](#) its 2025 full-year and December passenger market performance, showing record high demand with international traffic up 7.1% for the year and 7.7% in December. Latin America outpaced the global average with an 8.6% annual rise in traffic, despite a drop in load factor, while North America posted the slowest growth of any region at 2.1%, reflecting ongoing capacity constraints. On the [cargo side](#), global air cargo demand grew 3.4% in 2025, though performance weakened toward year-end. North America registered the only annual decline at -1.3%, with demand down 2.2% in December, while Latin America and the Caribbean recorded a 2.3% annual rise but saw a steep December drop at -4.1%.

Before closing, I would like to extend our deepest condolences on the passing of Constantino de Oliveira Júnior, founder and Chairman of the Board of GOL Linhas Aéreas and Abra Group. A visionary entrepreneur, Constantino transformed air transport in Brazil and across Latin America, expanding access to aviation and setting new industry standards. We stand in solidarity with his family, friends, and the many aviation professionals inspired by his remarkable legacy.

As always, please find below the latest IATA activities across the Americas region, and do not hesitate to reach out with any questions or suggestions for further follow-up.



PETER CERDÁ
REGIONAL VICE PRESIDENT
THE AMERICAS



AIR PASSENGER MARKET IN DETAIL – FULL YEAR 2025

[DETAILS HERE.](#)

	WORLD SHARE ¹	RPK	ASK	PLF(%-PT) ²	PLF(LEVEL) ³
Total Market	100%	5.3%	5.2%	0.1	83.6%
Africa	2.2%	9.4%	8.3%	0.7	75.3%
Asia Pacific	34.5%	7.8%	6.5%	1.0	84.2%
Europe	26.6%	5.3%	5.2%	0.1	84.8%
Latin America and Caribbean	5.4%	7.0%	7.4%	-0.4	83.4%
Middle East	9.5%	6.8%	5.9%	0.7	81.5%
North America	21.8%	0.4%	2.0%	-1.3	82.9%

1) % of industry RPKs in 2025 2) Year-on-year change in load factor 3) Load Factor Level

AIR CARGO MARKET IN DETAIL – FULL YEAR 2025

[DETAILS HERE.](#)

	WORLD SHARE *1	CTK	ACTK	CLF (%-PT) *2	CLF (LEVEL) *3
Total Market	100%	3.4%	3.7%	-0.1%	45.7%
Africa	2.1%	6.0%	7.8%	-0.7%	42.9%
Asia Pacific	35.9%	8.4%	7.4%	0.5%	47.6%
Europe	21.4%	2.9%	3.1%	-0.1%	53.4%
Latin America and Caribbean	2.9%	2.3%	4.5%	-0.8%	36.0%
Middle East	13.2%	0.3%	4.5%	-1.9%	45.1%
North America	24.5%	-1.3%	-1.1%	-0.1%	40.2%

(*1) % of industry CTKs in 2024 (*2) Year-on-year change in load factor (*3) Load factor level

ARGENTINA: IMPLEMENTATION OF GROUND HANDLING REFORM AT ARGENTINE AIRPORTS

IATA and JURCA, together with the Argentine Chamber of Airport Services (CASA) and two authorized ground handlers, met with Argentina's Minister of Deregulation, Federico Sturzenegger, to discuss ORSNA Resolution 65/2025. The regulation requires airport operators to provide space to any ground handler holding a contract or Letter of Agreement with an airline and establishes new rules for allocating space at capacity constrained airports. This includes a set price for each airport that the operator will charge ground handlers for the use of airport space, and a mechanism for reallocating space when contracts change. Minister Sturzenegger emphasized that the measure unlocks long delayed ramp deregulation and encouraged GHs to begin formalizing agreements with airlines. He also invited companies to escalate any obstacles from airport operators directly to the Ministry. For more details, please contact IATA's Area Manager for Argentina, Paraguay and Uruguay, [Maria Jose Taveira](#).



ANDEAN COMMUNITY: PROPOSED REGIONAL AIR TRANSPORT REGULATION UNDER REVIEW

On 20 January, IATA received notice of a proposed regulation introduced in the Andean Community Parliament—representing Colombia, Bolivia, Ecuador, and Peru—aimed at regulating air transport services and strengthening passenger rights for travel within the bloc. The initial draft spans a wide range of topics, including airport development, environmental provisions, taxation policy, passenger rights, and other regulatory areas that could significantly impact airline operations in the region. IATA is currently reviewing the proposal to assess its implications and ensure alignment with international standards and best practices. For more details, please contact IATA's Assistant Director, External Affairs, Latin America & The Caribbean, [Alejandro Munoz](#).



ARUBA: NEW TIMELINE FOR 2026 AIRPORT FEE ADJUSTMENTS

Aruba Airport Authority (AAA) has announced planned adjustments to its 2026 fee structure. Following discussions with stakeholders, the increase in the security surcharge for departing passengers—from USD 3.15 to USD 7.20—will take effect one month later than initially proposed, now on April 1 instead of March 1. Adjustments to landing and parking fees remain scheduled for July 1. During a consultation session on January 16, AAA explained that the fee revisions are driven by rising operational costs, including manpower needs, facility upgrades, equipment investments, training, and technology enhancements. While AAA signaled that the proposed charges are largely finalized, stakeholders were invited to submit written comments through the end of the week. IATA raised its concerns during the meeting and will submit them formally to ensure the industry's position is fully reflected. For more details, please contact IATA's Area Manager for the Caribbean, [Annaleen Lord](#).



BRAZIL: INDUSTRY AWAITS CLARITY ON ELECTRONIC TAX SYSTEM IMPLEMENTATION

IATA is pressing Brazil's Federal Revenue Service for long-overdue clarity on implementation of the new electronic tax system (BPe TA) under the country's tax reform. Despite repeated letters and meeting requests throughout 2025, authorities have not issued a formal response. On January 28, IATA asked the Ministry of Ports and Airports to help secure engagement with the Ministry of Finance and the RFB, while simultaneously reiterating outstanding technical questions directly to the agency. The industry is seeking confirmation of the revised start date, now delayed to the first half of 2026, as well as guidance on testing tax rates in IATA's TTBS system, the impracticality of real-time issuance, risks from a phased rollout through 2033, data-privacy concerns, unclear rules for issuance and refunds, among others. IATA is also coordinating with associations and evaluating legal avenues to safeguard compliance and protect industry interests. For details, please contact IATA's Country Manager for Brazil, [Simone Tcherniakovsky](#).



CANADA: IATA URGES STRONGER SAF SUPPORT IN CLEAN FUEL REGULATION REVIEW

On 14 January 2026, IATA submitted its response to Canada's proposed amendments to the Clean Fuel Regulations, underscoring the need for robust support mechanisms to accelerate investment in Sustainable Aviation Fuel (SAF). While the amendments aim to bolster domestic low-carbon fuel production in light of recent trade disruptions, they also present an important opportunity to improve the economics of SAF projects. IATA emphasized that any policy changes should enable scalable SAF deployment without shifting supply or cost risks onto airlines, particularly as carriers face rising compliance obligations alongside global decarbonization targets. The submission encourages the government to prioritize measures that unlock capital investment, reduce market uncertainty, and create a competitive environment that supports long-term SAF production in Canada. For more details, please contact IATA's Senior Manager, Sustainability, Americas, [Pedro de la Fuente](#).



CHILE: PROPOSED NIGHT-TIME OPERATIONS RESTRICTIONS UNDER REVIEW

Chile's Civil Aviation Authority has issued a draft Aeronautical Information Circular proposing mandatory night-time operating restrictions for Chapter 3 and Chapter 4 aircraft at Santiago's Arturo Merino Benítez Airport (SCL), with an expected implementation date of 14 May 2026. The draft sets out limits intended to reduce night-time noise but could have operational and scheduling impacts for airlines serving the airport. The proposal is currently under internal review, and IATA is analyzing its implications for carriers and regional connectivity. For more details, please contact IATA's Country Manager for Chile, [Helen Kouyoumdjian](#).



COLOMBIA: AUTHORITIES TO REVIEW SLOT REGULATION; IATA CALLS FOR TRANSPARENCY & ADHERENCE TO WASG

On 14 January, Colombia's Minister of Transport and the Civil Aviation Authority (CAA) confirmed plans to review the country's current slot regulation, including potential changes to allocation procedures and slot-monitoring processes, which are presently aligned with the Worldwide Airport Slot Guidelines (WASG). Although the government has not yet published a draft of the proposed modifications, IATA is closely tracking developments and has engaged the authorities to underscore the importance of transparency and meaningful industry participation. IATA asked the Colombian authorities to first fully enforce the existing slot system, and we encouraged officials to ensure that any potential adjustments are supported by a technical, consultative process that safeguards operational efficiency, maintains international standards, and preserves the connectivity benefits that Colombia's aviation sector delivers to passengers, businesses, and the economy. For more details, contact IATA's Country Manager for Colombia, [Paula Bernal](#).



CUBA: FUEL SHORTAGE TRIGGERS OPERATIONAL DISRUPTIONS

Cuba is facing a deepening operational crisis as an acute Jet A-1 fuel shortage begins to disrupt connectivity to the island. NOTAM (A0356/26) announced that fuel will be unavailable for roughly one month at all nine international airports, including HAV, VRA, CFG, SNU, CMW, CCC, HOG, SCU, and ZLO. With carriers now forced to tanker additional fuel or plan foreign technical stops, the situation is raising broader safety and operational concerns. IATA is actively engaging with ECASA, CACSA, and the Ministry of Transportation to clarify contingency plans and advocate for airline needs. The shortage may also affect air navigation services, prompting outreach to ECNA to coordinate potential mitigation measures. Compounding the challenge, glide path and localizer components of the ILS for HAV Runway 06 will be temporarily out of service due to maintenance. Airlines are advised to reassess the suitability of Cuban airports as alternates during this period. For more details, please contact IATA's Area Manager for the Caribbean, [Annaleen Lord](#).



PERU: UPDATE ON INTERNATIONAL TRANSFER FEE (TUUA)

On January 29, IATA and industry met with President José Jerí to advance discussions on eliminating the international transfer fee (TUUA), which continues to generate negative impacts, including route cancellations and traffic diversion to competing hubs. The President expressed strong interest in resolving the issue and committed to engaging directly with LAP in the coming weeks to reach an agreement. Separately, on February 4, OSITRAN announced its autonomous decision to reject the appeals filed by IATA and AETAI against the Resolution that set the international transfer TUUA at USD 11.86. While reaffirming LAP's investment data, OSITRAN noted that any future corrections would trigger a new extraordinary tariff review. This unprecedented decision closes the administrative process, and in coordination with AETAI, IATA will now explore judicial action. For more details, please contact IATA's Area Manager for Peru and Bolivia, [Martín La Rosa](#).



UNITED STATES: INDUSTRY RESPONDS TO FCC UPPER C-BAND PROPOSAL

On 20 January, IATA joined a broad industry coalition in replying to the Federal Communications Commission's Notice of Proposed Rulemaking (NPRM) on the proposed auction of Upper C-band (3.98 to 4.2 GHz) spectrum. In addition, IATA submitted its own comments to the FCC calling for reimbursement for the costs of retrofitting 121 and 129 aircraft to protect against radio altimeter interference. IATA will continue to work with the industry coalition in preparing a response to the 7 January FAA NPRM on proposed new radio altimeter performance requirements to mitigate against interference resulting from the deployment of wireless services in the Upper C-band. For details, please contact IATA's Vice President, Member & External Relations, North America, [Doug Lavin](#).



CARGO NETWORK SERVICES (CNS) TO LAUNCH NEW FLEXPAY MODULE IN CASS LINK IN MARCH 2026

CNS will introduce the new FLEXPAY module in CASSLink in March 2026, enhancing billing and settlement efficiency across the region. FLEXPAY enables airlines to invoice agents on a per-AWB basis using bilateral payment terms, including prepayment options, that operate independently of the standard remittance calendar. Transactions are processed in real time, giving agents immediate access to billing files once submitted and strengthening transparency and cash-flow visibility for both parties. The module also supports billing for collect AWBs destined for the United States, ensuring full shipment accountability within the settlement process. For more details, please contact Key Account Manager for CNS, [Ricardo van Eerdewijk](#).

