



Dear Colleagues,

We were pleased to host the 2025 edition of the IATA's Wings of Change Americas Conference in Bogotá, Colombia. The event brought together 400 leaders from government and aviation across the region to tackle Latin America and the Caribbean's most pressing challenges and exciting opportunities. At the heart of our discussions: how to boost regional competitiveness and strengthen global connectivity.

With air transport supporting 8.3 million jobs and contributing \$240 billion to the region's GDP, the potential is immense. Yet, with the average citizen taking just 0.65 trips per year—compared to over 2.5 in North America and 4.5 in Spain—our shared mission is clear: make air travel more accessible and a greater force for good in our communities.

We extend our deepest thanks to the many distinguished speakers and government authorities, moderators, media partners, and sponsors—your contributions made this event truly unforgettable. All event materials, including presentations, photos and videos, are now available [here](#).

As part of the conference, we also organized a Ministerial Roundtable in partnership with UN Tourism, bringing together 10 ministries of tourism from across Latin America and the Caribbean alongside airline executives. This high-level dialogue focused on enhancing regional connectivity and fostering stronger collaboration between aviation and tourism sectors. The roundtable led to 50+ bilateral meetings, highlighting the importance of travel and tourism, and the region's strong commitment to collaboration.

Looking ahead, as a result of the roundtable, IATA will work with UN Tourism and the Ministry of Tourism of the Dominican Republic to ensure that aviation and tourism are front and center at the upcoming [Summit of the Americas](#) in Punta Cana this December—the most important regional conclave for the Western Hemisphere which poses a great opportunity to further highlight aviation's important role as an economic enabler.

IATA also released its [latest passenger data](#). Air travel demand growth was uneven in May. Globally, the industry reported 5% growth with Asia-Pacific taking the lead at 9.4%. The outlier was North America which reported a 0.5% decline, led by a 1.7% fall in the US domestic market. More specifically, North American carriers saw a 1.4% year-on-year increase in demand while Capacity increased 1.7% year-on-year, and the load factor was 83.8% (-0.3 ppt compared to May 2024). Further South, Latin American airlines saw some impressive numbers in May with an 8.8% year-on-year increase in demand. Capacity climbed 11.0% year-on-year. The load factor was 83.6% (-1.7 ppt compared to May 2024).

Lastly, as usual, please find below the latest IATA activities across the Americas for your reference.

Please let me know if you have any questions or ideas for follow up. Thank you for your on-going support.



PETER CERDÁ
REGIONAL VICE PRESIDENT
THE AMERICAS



AIR PASSENGER MARKET IN DETAIL

MAY 2025. DETAILS [HERE](#).

MAY 2025 (% YEAR-ON-YEAR)	WORLD SHARE ¹	RPK	ASK	PLF(%-PT) ²	PLF(LEVEL) ³
Total Market	100%	5.0%	5.0%	-0.1%	83.4%
Africa	2.2%	7.5%	4.6%	2.0%	75.3%
Asia Pacific	33.5%	9.4%	7.1%	1.8%	83.8%
Europe	26.7%	3.4%	3.9%	-0.4%	84.7%
Latin America	5.3%	8.5%	9.6%	-0.8%	82.2%
Middle East	9.4%	6.2%	6.7%	-0.4%	80.7%
North America	22.9%	-0.5%	2.0%	-2.1%	83.4%

1) % of industry RPK in 2024 2) Year-on-year change in load factor 3) Load Factor Level

AIR CARGO MARKET IN DETAIL

MAY 2025. DETAILS [HERE](#).

MAY 2025 (%YEAR-ON-YEAR)	WORLD SHARE *1	CTK	ACTK	CLF (%-PT) *2	CLF (LEVEL) *3
Total Market	100%	2.2%	2.0%	0.1%	44.5%
Africa	2.0%	-2.1%	2.7%	-2.0%	42.2%
Asia Pacific	34.2%	8.3%	5.7%	1.1%	46.1%
Europe	21.5%	1.6%	1.5%	0.0%	51.8%
Latin America and the Caribbean	2.9%	3.1%	3.5%	-0.2%	36.1%
Middle East	13.6%	3.6%	4.2%	-0.3%	46.3%
North America	25.8%	-5.8%	-3.2%	-1.1%	38.2%

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

ARGENTINA: MEETING WITH NEW SECRETARY OF TRANSPORT



On June 26, IATA met with Argentina's new Secretary of Transport, Luis Pierrini, and Undersecretary Hernán Gómez to discuss key industry priorities. We addressed various topics, including the delays in formalizing the AEP slot coordination procedure and urging for progress on ground handling (GH) deregulation. While the government has prioritized GH reform, implementation has stalled due to leadership changes at ORSNA and pending privatization terms for Intercargo. On digitalization, IATA reiterated its support for e-AWB adoption. The Secretary expressed strong interest and committed to engaging the Ministry of Modernization to advance this initiative. For more details, please contact IATA's Area Manager for Argentina, Paraguay and Uruguay, [Maria Jose Taveira](#).

BOLIVIA: FUEL SUPPLY AND PAYMENT CONDITIONS IN BOLIVIA



As part of our ongoing efforts to ensure a stable fuel supply and maintain payment in local currency (BOB), IATA held a face-to-face meeting on June 4 in Santa Cruz with government officials and YPFB Aviation. YPFB confirmed that recent supply disruptions caused by roadblocks have been resolved. However, due to declining local production, fuel imports may soon be necessary—though no timeline or volume has been confirmed, and imports are unlikely before mid-August. YPFB is committed to meeting demand locally and, if imports proceed, aims to maintain payment in BOB. IATA will continue to hold regular meetings with YPFB to monitor the situation. For more details, please contact IATA's Area Manager for Peru and Bolivia, [Martin La Rosa](#).

BONAIRE: DC-ANSP PROPOSES 22% CHARGE INCREASE FOR BONAIRE AIRSPACE



On July 3, the Dutch Caribbean Air Navigation Service Provider (DC-ANSP) held a consultation with users of Bonaire's Control Zone to present proposed approach and aerodrome charges for 2026–2028. The 22% increase is driven by the need to replace the aging Air Traffic Management (ATM) system, which has reached the end of its lifecycle. IATA submitted formal comments, stressing the importance of cost-efficiency and urging continued government subsidies from The Netherlands to help ease the financial impact on airspace users. For more details, please contact IATA's Area Manager for the Caribbean, [Annaleen Lord](#).

BRAZIL: IATA ADVOCATES FOR VAT EXEMPTION IN PROPOSED TAX REFORM



IATA continues to advocate for the exemption of international air passenger and cargo transport from VAT under Brazil's proposed tax reform. As part of the Federal Revenue's public consultation, IATA submitted a formal letter outlining concerns and recommendations, highlighting the potential negative impact on aviation and economic growth if the exemption is not maintained. To reinforce its position, IATA also shared the letter with senior officials at the Ministry of Finance and remains actively engaged with authorities to ensure the new tax regime supports the competitiveness of international air transport. For more details, please contact IATA's Assistant Director, External Relations, Brazil, [Marcelo Pedroso](#).

CANADA: AIRLINE COMPETITION MARKET STUDY PUBLISHED BY COMPETITION BUREAU



On June 10, 2025, the Competition Bureau Canada released its market study report, [Cleared for Take-off: Elevating Airline Competition](#), offering recommendations to enhance competition in Canada's domestic airline industry. The report, based on a [July 2024 study](#), outlines 10 key recommendations, including prioritizing competition in aviation policy, encouraging international investment, and improving access to remote regions. IATA contributed extensively, highlighting how high taxes, fees, and charges continue to hinder competition and affordability in the Canadian market. For more details, please contact IATA's Vice President, Member & External Relations, North America, [Doug Lavin](#).

ECUADOR: IMPLEMENTATION OF ELECTRONIC CUSTOMS DECLARATION REQUIREMENT ON 29 JULY



Ecuador's customs authority, SENA, will implement a new electronic customs declaration requirement effective 29 July 2025. Under Article 5.1 of the general baggage clearance procedure, airlines must verify and record that all passengers and crew have completed the electronic form prior to boarding. Non-compliance could result in fines. IATA and ARLAE raised concerns about the impracticality of enforcing this requirement, particularly the inability of airlines to validate passenger declarations. Following advocacy efforts, the government agreed to limit the requirement to only those passengers and crew with items to declare, such as cash or equivalents exceeding USD 10,000. For more details, please contact IATA's Area Manager for Central America and Ecuador, [David Hernandez](#).

HONDURAS: NEW MEASLES VACCINATION REQUIREMENT FOR ALL HONDURAN CITIZENS UNDER AGE OF 10



In response to a recent measles outbreak, Honduran health authorities have mandated that all Honduran citizens under the age of 10 must present proof of measles vaccination when entering or leaving the country. The measure aims to contain the spread of the disease and protect public health. IATA has expressed concern over the rushed implementation and has formally requested a delay to allow airlines and travelers adequate time to comply with the new requirement. For more details, please contact IATA's Area Manager for Central America and Ecuador, [David Hernandez](#).

MEXICO: INDUSTRY MEETING WITH ENVIRONMENT SECRETARY ON AVIATION CLIMATE STRATEGY



On July 8, IATA and airlines met with Alicia Bárcena, Mexico's Secretary of Environment and Natural Resources, to align on key elements of international aviation's climate strategy. Discussions covered CORSIA implementation, emissions unit eligibility, Article 6 of the Paris Agreement, and the development of a national emissions trading system (ETS) that includes aviation. Secretary Bárcena reaffirmed Mexico's commitment to ICAO's climate goals and shared updates on the upcoming NDC 3.0, to be presented at COP30. She also highlighted efforts to advance SAF development, nature-based solutions, and greater ICAO engagement. As a next step, a working group was formed with the Secretary's Chief of Staff and industry representatives to continue joint efforts toward aviation decarbonization in Mexico. For more details, please contact IATA's Senior Manager, Sustainability, The Americas, [Pedro de la Fuente](#).

JAMAICA: YIELD CAPS APPROVED FOR KINGSTON AND MONTEGO BAY AIRPORTS (2026–2030)



The Jamaica Civil Aviation Authority has approved new yield caps for Kingston (KIN) and Montego Bay (MBJ) airports for 2026–2030. Kingston's caps will rise significantly—from \$28.42 in 2025 to \$60.10 by 2030—driven by major capital projects such as runway and terminal upgrades. In contrast, Montego Bay's increases are modest, reflecting CPI-based adjustments, with rates moving from \$17.33 to \$19.07 over the same period. IATA has requested a review of deviations from Kingston's final determination assumptions by end-2026. As a result of advocacy efforts, Kingston will apply a 5% reduction in 2026 aeronautical charges. For more details, please contact IATA's Area Manager for the Caribbean, [Annaleen Lord](#).

PERU: TUUA TARIFF REVIEW FOR TRANSIT PASSENGERS AT LIM



On July 10, IATA participated in public hearings led by OSITRAN regarding the revised procedure for setting the Unified Airport Use Tariff (TUUA) for transit passengers at Lima Airport (LIM). Following the hearings, IATA submitted formal comments questioning the proposed new rates of USD 10.74 for INT-INT and USD 6.79 for DOM-DOM passengers—reduced from the previously set USD 11.32 and USD 7.07, respectively. These revised tariffs were introduced after successful challenges by AETAI and IATA and may be applied provisionally until the procedure concludes. However, LAP has indicated that implementation will begin September 25, pending airline system updates to incorporate the new charges electronically which is still under negotiation. For more details, please contact IATA's Area Manager for Peru, [Martín La Rosa](#).

UNITED STATES: US CBP MAKES CHANGES TO PASSENGER SEX CODES IN APIS



Effective July 14, 2025, U.S. Customs and Border Protection (CBP) will enforce [new requirements](#) under the Advance Passenger Information System (APIS), mandating that carriers submit only "M" (Male) or "F" (Female) when designating a traveler's sex. A 90-day informed compliance period will allow submissions with other designations (e.g., "X") without triggering resubmission. After this period, non-compliant entries will be rejected. Travelers with documents showing other markers may still enter the U.S., but carriers must select either "M" or "F" for APIS transmission. If questioned, airlines should refer passengers to the Executive Order. The Transportation Security Administration has not yet updated its Secure Flight Program to reflect this change. For more details, contact IATA's Vice President, Member & External Relations, North America, [Doug Lavin](#).

UNITED STATES: IMPACT OF ONE BIG BEAUTIFUL (OBBB) BILL ON AIR TRANSPORT



On 4 July 2025, the One Big Beautiful Bill Act (OBBB) was signed into law. Among other things, the legislation includes \$12.5 billion in initial funding for the Trump Administration's plan to modernize the United States air traffic control system. The OBBB also significantly modifies the section 45Z tax credit for clean transportation fuel, including sustainable aviation fuel (SAF). The credit is extended by two years to cover fuel sold through December 31, 2029, but reduces the value of the credit for sustainable aviation fuel from \$1.75/gallon to \$1.00/gallon for fuel produced after 2025. The Act also eliminates the 6426(k)-excise tax credit for SAF with respect to any sale or use after September 30, 2025, and prohibits double counting by barring 45Z credits on any fuel produced from fuel that would have qualified for 45Z credits on its own. Fuel feedstock will have to come from the United States, Mexico, or Canada to qualify for a credit. Lastly, the OBBB removes the \$800 de minimus exemption for customs duties on commercial shipments effective 1 July 2027. For more details, contact IATA's Vice President, Member & External Relations, North America, [Doug Lavin](#).