



Dear Colleagues,

IATA just released its [2024 Safety Report](#). The industry delivered another year of strong overall performance on safety including showing improvements on the five-year average for several key parameters, but it took a step back from an exceptional performance in 2023. Despite recent high-profile aviation accidents, they remain extremely rare, with only seven fatal accidents out of 40.6 million flights in 2024. In spite recent high-profile accidents, the long-term trend shows continuous improvement in aviation safety, with the five-year average improving from one accident per 456,000 flights a decade ago to one per 810,000 flights today. I encourage you to explore the [interactive](#) safety dashboard to dig into the data which shows that aviation remains the safest mode of transport.

From an [economic perspective](#), global air passenger demand reached a record high in 2024. Total full-year traffic in 2024 (measured in revenue passenger kilometers or RPKs) rose 10.4% compared to 2023. This was 3.8% above pre-pandemic (2019) levels. North American carriers reported a 6.8% annual traffic rise in 2024 compared to 2023. Capacity increased 7.4%, and load factor fell -0.5 percentage points to 84.2%. Latin American airlines posted a 14.4% traffic rise in 2024 over full year 2023. Annual capacity climbed 14.3% and load factor increased 0.1 percentage points to 84.8%, the highest among the regions. December demand climbed 11.3% compared to December 2023.

As we look ahead to 2025, travel demand is expected to keep rising, though at a more moderate rate of 8.0%, which aligns with historical trends.

Turning to the latest developments in the region, IATA continues to engage with local stakeholders in Bolivia to address the industry's [currency repatriation challenges](#). Since December, the backlog has been reduced by approximately 20%. We are closely monitoring the situation and maintaining dialogue with authorities and banks to ensure this progress continues and all amounts are cleared in the coming months.

I am also pleased to share some good news from Brazil: Following joint advocacy efforts, crews have been officially exempted from the new e-visa requirements, marking a significant achievement for the industry. Please find more details on Brazil and all other IATA activities across the region below.

As usual, please do not hesitate to reach out with any questions or ideas for follow up and thank you for your continued partnership and collaboration to make the region's air transport sector more competitive.

Best regards,



PETER CERDÁ
REGIONAL VICE PRESIDENT
THE AMERICAS



AIR PASSENGER MARKET IN DETAIL - 2024

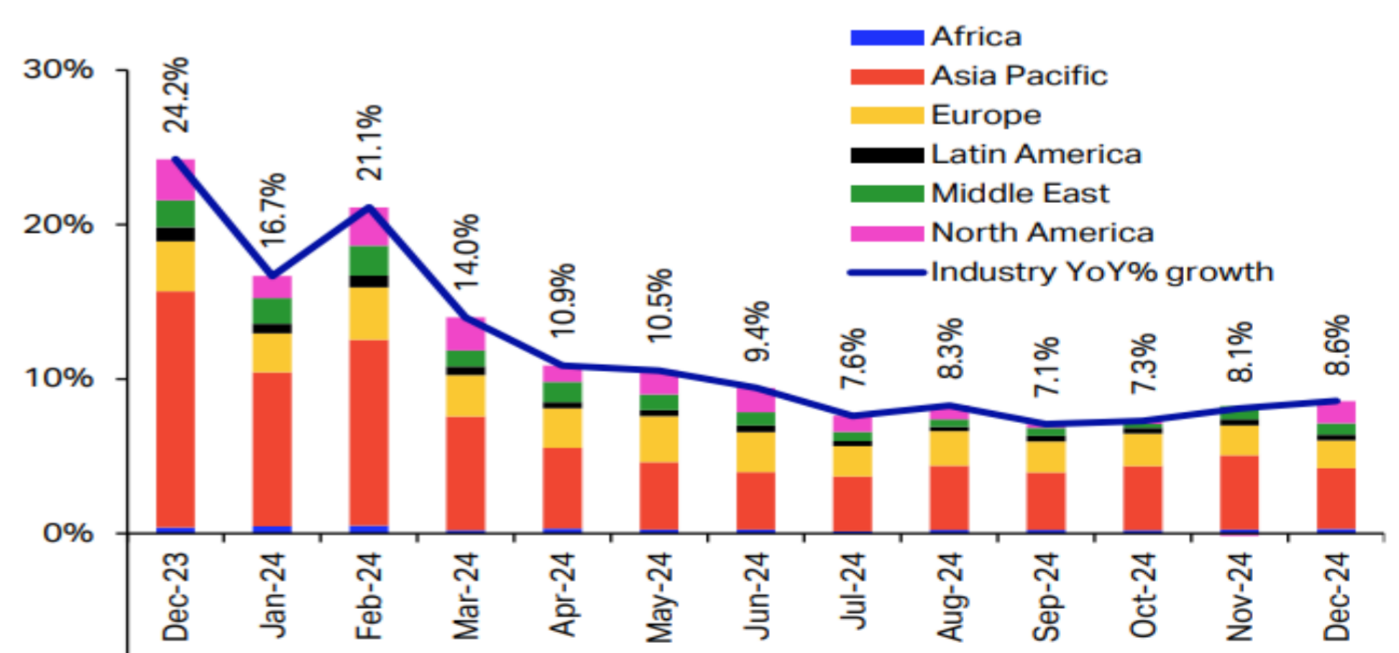
[DETAILS HERE](#)

2024 (% YEAR-ON-YEAR)	WORLD SHARE ¹	RPK	ASK	PLF(%-PT) ²	PLF(LEVEL) ³
Total Market	100%	10.4%	8.7%	+1.3%	83.5%
Africa	2.2%	13.2%	9.9%	+2.2%	74.9%
Asia Pacific	33.5%	16.9%	12.3%	+3.2%	83.4%
Europe	26.7%	8.7%	8.1%	+0.5%	84.8%
Latin America	5.3%	7.8%	7.1%	+0.6%	83.7%
Middle East	9.4%	9.5%	8.4%	+0.8%	80.8%
North America	22.9%	4.6%	4.6%	0.0%	84.3%

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

REGIONAL CONTRIBUTION TO INDUSTRY-WIDE RPK GROWTH

IN 2024, YoY %. FULL ANALYSIS [HERE](#)



ARGENTINA: ELIMINATION OF PASSENGER DOCUMENTATION CONTROLS IN ARGENTINA



On January 30, Argentina's National Migration Direction (DNM) issued Disposición 166/2025, exempting all international transport companies from documentary control upon passenger departure. This exemption, effective immediately, primarily concerns the authorization of documentation for exiting the country and minors' travel ("Venía de Viaje"). The measure is expected to significantly reduce costs and improve efficiency within the industry. IATA and JURCA had long advocated for this exemption, as the previous document control obligations imposed operational burdens, hefty fines, and hindered the implementation of a fully kiosk-based facilitation process in Argentina. For more details, please contact IATA's Country Manager for Argentina, [Maria Jose Taveira](#).

BRAZIL: CREW EXEMPTED FROM E-VISA REQUIREMENT



The enforcement of Decree 11.982/24, mandating visa requirements for citizens of Australia, Canada, and the United States entering Brazil, including crew members, had been postponed until April 10, 2025. Industry associations sent a joint letter expressing concerns and emphasizing the need for crew exemptions and early decision-making to maintain air connectivity. Recent meetings with the SAC, Ministry of Foreign Affairs, Federal Police, and VFS Global aimed to seek crew exemptions and ensure the visa system can handle the expected volume of requests by the April deadline. Following these joint advocacy efforts, crews have been officially exempted from the new e-visa requirements, a major win for the industry. Work remains on ensuring application processing is expedite, passengers understand their responsibilities and a grace period is obtained once the date of entry into force comes into effect. For more details, please contact IATA's Assistant Director, External Relations, Brazil, [Marcelo Pedroso](#).

BRAZIL: TAX REFORM AND ITS IMPACT ON AVIATION



Brazil's recently approved tax reform brings significant risks to the aviation sector, particularly with new taxes on domestic and international ticket sales. While the specifics of implementation and impact remain uncertain, industry stakeholders are engaging with the government to discuss the sector's concerns and potential negative impact on aviation development in the country. IATA, ALTA and ABEAR are coordinating with airlines to define an industry strategy moving forward. The goal is to develop a strategic approach that maximizes opportunities to modify the reform where possible. For reference, you can access an initial briefing paper on the tax reform's impact on aviation [here](#). For more details, please contact IATA's Manager, External Affairs, Latin America/Caribbean, [Alejandro Restrepo](#).

CANADA: UPDATE ON PROPOSED AIR PASSENGER PROTECTION REGULATIONS



IATA has sent a [letter](#) to MP Philip Lawrence, Shadow Minister of Transport for the Conservative Party, to express industry concerns about the cost of doing business in Canada for our member airlines as well as the proposed amendments to the Air Passenger Protection Regulations (APPR). IATA will be submitting comments on the APPR amendments by the 10 March 2025 deadline. For more details, please contact IATA's Vice President, Member & External Relations, North America, [Doug Lavin](#).

CHILE: UPDATED DANGEROUS GOODS REGULATIONS



Chile published revisions to its regulations on the acceptance and handling of dangerous goods, aligning them more closely with international standards. Achieved through collaboration between IATA and industry stakeholders, the update introduces key adjustments that reduce operational burdens while ensuring compliance. The changes apply only to domestic shipments, requiring safety data sheets in Spanish, while international shipments will continue accepting English documentation. Additionally, only dangerous goods explicitly mandated by Chilean Health authorities will require a safety data sheet, preventing unnecessary administrative processes. The revisions also clarify that not all radioactive materials require authorization from the Chilean Nuclear Energy Commission, limiting this requirement to cases specified by ICAO, thus eliminating regulatory inconsistencies. For more details, please contact IATA's Regional Cargo Manager, [Diego Vergara](#).

CHILE: PROPOSED CHANGES TO WHEELCHAIR SERVICES AT ARTURO MERINO BENÍTEZ INTERNATIONAL AIRPORT (SCL)



Following actions by IATA, ACHILA, and SCL's AOC Committee regarding wheelchair service changes, it was agreed to extend the implementation date to from April 1 to July 1. The changes require airlines to handle passenger transfers from the gate to the aircraft and vice versa. The concessionaire will provide equipment for transfers, and airlines can sign agreements with the same company contracted by the airport but must hire separate staff. Test trials will begin in March. The extension allows airlines more time to adapt to the new requirements and ensure a smooth transition. For details, contact IATA's Country Manager for Chile, [Helen Kouyoumdjian](#).

COSTA RICA: PRESIDENT VETOES LOW-COST BILL



Citing reasons of opportunity, convenience, and constitutionality, President Rodrigo Chaves vetoed the proposed bill aimed at promoting low-cost travel between Costa Rica and other Central American countries. Following the veto, IATA, ALTA and ALA, the local airline association, issued a [press release](#) stating the industry's support for the veto since the bill regulates pricing and establishes a dangerous precedent for other states to follow suit. Despite the veto, the National Assembly can gather 38 votes to override the presidential veto and enact the law. IATA will continue to lobby for the government to reduce taxes as a means to stimulate more traffic and connectivity. For more details, please contact IATA's Area Manager for Central America, [David Hernandez](#).

COLOMBIA: AEROCIVIL INTRODUCED SAF DEVELOPMENT ROADMAP



Colombia's Civil Aviation Authority, Aerocivil, has introduced a roadmap for developing sustainable aviation fuels (SAF), aiming to produce 100 million gallons of SAF by 2035 and 450 million gallons by 2050. This initiative supports the energy transition and decarbonization of air transport, crucial for reducing greenhouse gas emissions and meeting aviation climate goals. The plan includes five pillars: establishing a legal framework, creating development mechanisms, enhancing supply chain infrastructure, promoting research and education, and attracting investment. IATA has ensured alignment with ICAO CORSIA standards and opposes mandates. The industry will monitor the roadmap's implementation and advocate for member airlines' interests. For more details, please contact IATA's Senior Manager, Sustainability, [Pedro de la Fuente](#).

MEXICO: AICM CAPACITY RECOVERY



Since 2022, capacity at Mexico's AICM was reduced from 61 to 43 operations per hour due to various technical and political reasons without clear sense as to the methodology used. The industry expressed concerns about the government's process for reducing capacity and the potential negative implications this could have on airline operations and passenger travel plans. Recently, the industry was informed that the government intends to recover some of the previously reduced capacity. It is unclear how the capacity will be regained, but IATA is urging that authorities be clear and transparent in the methodology to be used, consistent with WASG principles. IATA will also press that implementation of recovered operations be in accordance with IATA's seasonal calendar of activities. For more details, please contact IATA's Country Manager for Mexico, [Cintya Martinez](#).

PERU: NEW LIM WORKING GROUP UPDATE



To ensure a successful and safe opening of the new passenger terminal at Lima airport by the end of March, IATA has been participating in a high-level working group with airline executives, industry representatives, and LAP, convened by the Minister of Transport. LAP has presented a detailed schedule of pending tests, and we have agreed to maintain the crucial moving modality from 1:00 am to 1:00 pm on March 30. We have requested LAP to share the detailed moving plan, which will be defined in the coming days. Based on the progress of the tests, the final decision on the March 30 opening date will be made at the end of February but there is a good chance for a further delay. For more details, please contact IATA's Area Manager for Peru, [Martín La Rosa](#).

THE BAHAMAS: UPDATE ON BANSА AIR NAVIGATION CHARGING SCHEME



Following the last consultation with BANSА in August 2024, BANSА presented a revised proposal for overflight fees and O/D charges, which is scheduled for industry consultation on March 5. The main change is that the compensation mechanism for over- or under-recoveries has been adjusted to be provided upfront, thus adopting a 'clean slate' approach for the financial period 2025 to 2029. The proposal details have been communicated to the airline charges group. Airlines' feedback and analysis will be crucial in addressing concerns before the March 5 meeting. For details, please contact IATA's Area Manager for the Caribbean, [Annaleen Lord](#).

UNITED STATES: DOT ISSUED FINAL RULE ON PASSENGERS WHO USE WHEELCHAIRS



IATA has urged Secretary of Transportation Duffy to terminate the "Airline Passenger Rights" Advanced Notice of Proposed Rulemaking on compensation, the "Enhancing Transparency of Airline Ancillary Service Fees" rule and the "Competition In Air Transportation" Request for Information. We have also asked DOT to modify the "Refunds and Other Consumer Protections I" Rule and the "Family Seating in Air Transportation" Notice of Proposed Rulemaking. All those requests are currently pending. For more details, please contact IATA's Vice President, Member & External Relations, North America, [Doug Lavin](#).