ICAO

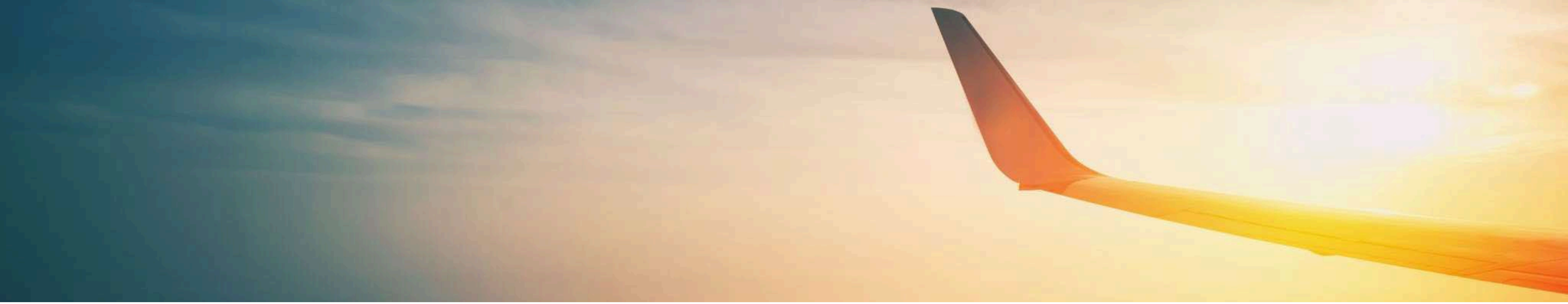
Session 1:
Regional Economic Overview and State of the Industry

Sesión 1:
Panorama económico regional y estado de la industria

An overview of the regional economic performance & trends
Socio-economic benefits of aviation

Panorama del desempeño y las tendencias económicas de la región
Beneficios socioeconómicos de la aviación

Presentation by ICAO
Presentación de OACI



Diogo Arbigaus

Regional Economic Overview and State of the Industry

ICAO

2026

Strategic Goals

ICAO has identified six Strategic Goals to achieve and support its vision and mission. They serve as the guiding principles for the outcomes that ICAO strives to achieve, forming the foundation for all programmes, projects, and activities.

EVERY FLIGHT IS SAFE AND SECURE

ENSURE continuous protection for air passengers and cargo, the general public, and staff from all safety risks and from security threats posed by any act of unlawful interference.

ACHIEVE zero fatalities resulting from aviation accidents or incidents.

AVIATION IS ENVIRONMENTALLY SUSTAINABLE

STRIVE to achieve the global long term aspirational goal of net-zero carbon emissions for international aviation by 2050 and ensure that international aircraft noise and emissions are mitigated to the lowest level possible, in accordance with international provisions. Additionally, adapt aviation operations and infrastructure to the impacts from climate change.

AVIATION DELIVERS SEAMLESS, ACCESSIBLE, AND RELIABLE MOBILITY FOR ALL

ENSURE that regulations, procedures and systems facilitate seamless air navigation and travel through airports and borders for all flights, passengers, air cargo and air crew with easily understood, well-coordinated, predictable and affordable access to quality international travel services.

ENSURE that flight operations are reliable, and highly efficient by continuously advancing aircraft operations and airspace management. This accommodates the needs of all types of aviation operations, while also enhancing overall aviation resiliency and crisis preparedness to effectively address unanticipated challenges.

NO COUNTRY LEFT BEHIND

LEAD collaboration and cooperation, including with the support of its Member States and stakeholders, for continuous capacity building and support, enabling the achievement of safety, security, efficiency, and sustainability goals. This means States will benefit from ICAO's implementation support and resource mobilization activities, which are designed to promote the effective implementation of policies, standards and recommended practices and help overcome resource limitations that impact infrastructure, finance, training, supply chain access and coordination, especially in developing countries. This approach ensures that the benefits described in this strategic plan are enjoyed by all people, leaving No Country Left Behind.

THE INTERNATIONAL CIVIL AVIATION CONVENTION AND OTHER TREATIES, LAWS AND REGULATIONS ADDRESS ALL CHALLENGES

ADAPT International Air Law (legal frameworks, agreements, conventions and regulations) as necessary to ensure the international civil aviation legal framework remains responsive to current and emerging challenges and opportunities, thereby fostering strong Member States support for all aspects of ICAO's work as it moves towards its centenary and beyond.

THE ECONOMIC DEVELOPMENT OF AIR TRANSPORT ASSURES THE DELIVERY OF ECONOMIC PROSPERITY AND SOCIETAL WELL-BEING FOR ALL

FOSTER the development of a sound and economically viable and affordable civil aviation system, that will facilitate the achievement of measurable prosperity and well-being for everyone through aviation, with ICAO supporting every Member State using a balanced approach across all strategic areas.

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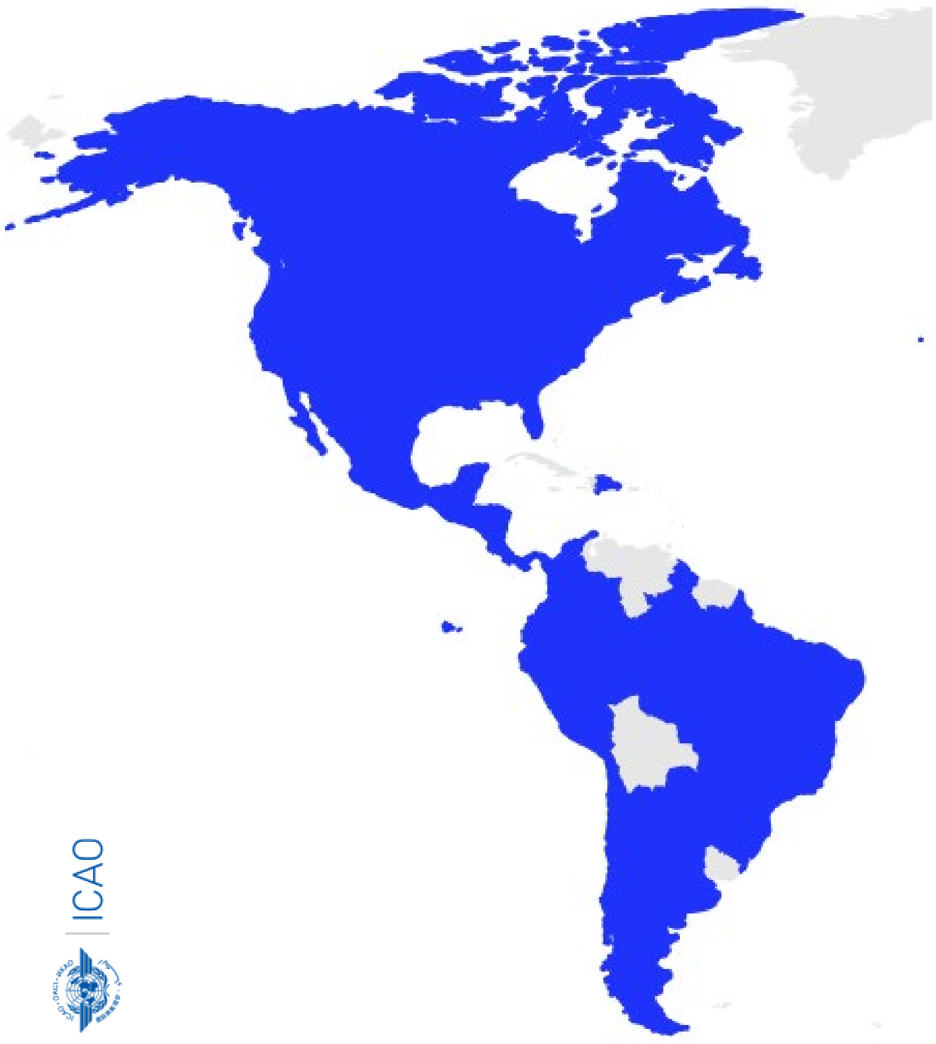


The Value of Air Transport - Country Reports

The Americas

- Argentina (EN) - Argentina (ES)
- Belize
- Brazil (EN) - Brazil (PT)
- Canada (EN) - Canada (FR)
- Chile (EN) - Chile (ES)
- Colombia (EN) - Colombia (ES)
- Costa Rica (EN) - Costa Rica (ES)
- Dominican Republic (EN) - Dominican Republic (ES)
- Ecuador (EN) - Ecuador (ES)
- El Salvador (EN) - El Salvador (ES)
- Guatemala (EN) - Guatemala (ES)
- Guyana
- Honduras (EN) - Honduras (ES)
- Mexico (EN) - Mexico (ES)
- Nicaragua (EN) - Nicaragua (ES)
- Panama (EN) - Panama (ES)
- Paraguay
- Peru (EN) - Peru (ES)
- United States of America

AVIATION EMPLOYMENT IN THE AMERICAS

Direct jobs by State — 2023

Airlines | Airports, ANSPs and civil manufacturing

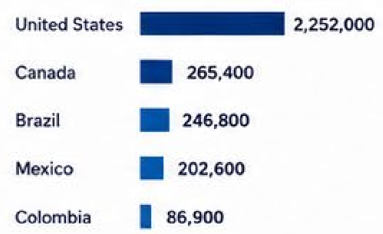
19	States covered
829,400	Airline jobs
2,439,000	Airport, ANSP & manufacturing jobs
3,268,400	Total direct aviation jobs

SUBREGIONAL TOTALS

Subregion	AIRLINES	AIRPORTS / ANSPs / MANUFACTURING	TOTAL DIRECT
NORTH AMERICA	657,300	2,062,700	2,720,000
CENTRAL AMERICA	18,700	40,300	59,000
CARIBBEAN	3,100	11,200	14,300
SOUTH AMERICA	150,100	325,000	475,100

SUBREGION	STATE	AIRLINES	AIRPORTS / ANSPs / CIVIL MANUFACTURING	TOTAL DIRECT
NORTH AMERICA	United States	552,000	1,700,000	2,252,000
	Canada	75,800	189,600	265,400
	Mexico	29,500	173,100	202,600
CENTRAL AMERICA	Panama	5,500	17,300	22,800
	Costa Rica	2,300	10,200	12,500
	Honduras	4,300	3,300	7,600
	El Salvador	3,100	2,200	5,300
	Guatemala	1,800	3,400	5,200
	Belize	1,400	2,300	3,700
	Nicaragua	300	1,600	1,900
CARIBBEAN	Dominican Republic	3,100	11,200	14,300
SOUTH AMERICA	Brazil	61,100	185,700	246,800
	Colombia	30,600	56,300	86,900
	Chile	27,500	29,200	56,700
	Peru	7,700	28,400	36,100
	Argentina	18,700	6,200	24,900
	Ecuador	3,400	16,600	20,000
	Guyana	700	1,300	2,000
	Paraguay	400	1,300	1,700

TOP STATES BY TOTAL DIRECT



Direct employment only. 'Airports, ANSPs and civil manufacturing' is a combined source category in the source profiles and cannot be disaggregated further.

Source: IATA country profiles, based on Oxford Economics (2023).

AIR TRANSPORT GDP CONTRIBUTION IN THE AMERICAS

Direct aviation GDP contribution by State, separated into Airlines and Airports, ANSPs & Civil Manufacturing (2023)

19
States covered

USD 223.0 bn
Airlines GDP contribution

USD 288.2 bn
Airports, ANSPs & civil manufacturing GDP contribution

USD 511.2 bn
Total direct aviation GDP contribution

HIGHEST DIRECT AVIATION SHARE OF NATIONAL GDP

Belize	Mexico	United States	Panama	Canada
2.9%	1.9%	1.6%	1.2%	1.1%

SUBREGIONAL TOTALS

	Airlines GDP	Airports, ANSPs & civil manufacturing GDP	Total direct aviation GDP
NORTH AMERICA	USD 212.5 bn	USD 277.2 bn	USD 489.7 bn
CENTRAL AMERICA	USD 547.5 mn	USD 1,191.5 mn	USD 1.7 bn
CARIBBEAN	USD 105.5 mn	USD 237.0 mn	USD 342.5 mn
SOUTH AMERICA	USD 9.8 bn	USD 9.6 bn	USD 19.4 bn

State	Airlines GDP	Airports, ANSPs & Civil Manufacturing GDP	Total Direct Aviation GDP	Share of GDP
NORTH AMERICA				
United States	USD 183.5 bn	USD 249.9 bn	USD 433.3 bn	1.6%
Canada	USD 5.9 bn	USD 17.1 bn	USD 23.0 bn	1.1%
Mexico	USD 23.1 bn	USD 10.2 bn	USD 33.3 bn	1.9%
NORTH AMERICA TOTAL	USD 212.5 bn	USD 277.2 bn	USD 489.7 bn	
CENTRAL AMERICA				
Belize	USD 52.1 mn	USD 43.6 mn	USD 95.7 mn	2.9%
Guatemala	USD 23.4 mn	USD 59.3 mn	USD 82.7 mn	0.1%
Honduras	USD 38.1 mn	USD 38.8 mn	USD 76.9 mn	0.2%
El Salvador	USD 39.3 mn	USD 63.5 mn	USD 102.8 mn	0.3%
Nicaragua	USD 2.0 mn	USD 10.8 mn	USD 12.8 mn	0.1%
Costa Rica	USD 142.1 mn	USD 220.1 mn	USD 362.2 mn	0.4%
Panama	USD 250.5 mn	USD 755.4 mn	USD 1.0 bn	1.2%
CENTRAL AMERICA TOTAL	USD 547.5 mn	USD 1,191.5 mn	USD 1.7 bn	
CARIBBEAN				
Dominican Republic	USD 105.5 mn	USD 237.0 mn	USD 342.5 mn	0.3%
CARIBBEAN TOTAL	USD 105.5 mn	USD 237.0 mn	USD 342.5 mn	
SOUTH AMERICA				
Brazil	USD 4.3 bn	USD 6.0 bn	USD 10.3 bn	0.5%
Colombia	USD 2.0 bn	USD 993.0 mn	USD 3.0 bn	0.8%
Chile	USD 1.4 bn	USD 705.1 mn	USD 2.1 bn	0.6%
Argentina	USD 1.5 bn	USD 1.0 bn	USD 2.5 bn	0.4%
Peru	USD 480.7 mn	USD 462.1 mn	USD 942.8 mn	0.4%
Ecuador	USD 48.3 mn	USD 351.7 mn	USD 400.1 mn	0.3%
Guyana	USD 45.7 mn	USD 33.2 mn	USD 78.9 mn	0.5%
Paraguay	USD 34.6 mn	USD 39.0 mn	USD 73.6 mn	0.2%
SOUTH AMERICA TOTAL	USD 9.8 bn	USD 9.6 bn	USD 19.4 bn	

Source: IATA country profiles based on Oxford Economics, 2023.
Direct aviation GDP only. Airports, ANSPs & civil manufacturing is a combined category.

2025 Passenger Participation: Americas vs Rest of World

Share of total 2025 passengers carried

Selected America-related passenger markets (2025)

1	North America	857.266.578
2	South America	185.670.840
3	Central America/Caribbean - North America	82.757.443
4	Europe - North America	76.237.140
5	Central America/Caribbean	67.267.243
6	Intra North America	28.178.652
7	Intra South America	21.781.988
8	Central America/Caribbean - South America	17.685.554
9	Intra Central America/Caribbean	16.331.022

Americas-linked traffic accounts for nearly **one-third** of all 2025 passengers.

Total 2025 passengers: **4.664.948.167**

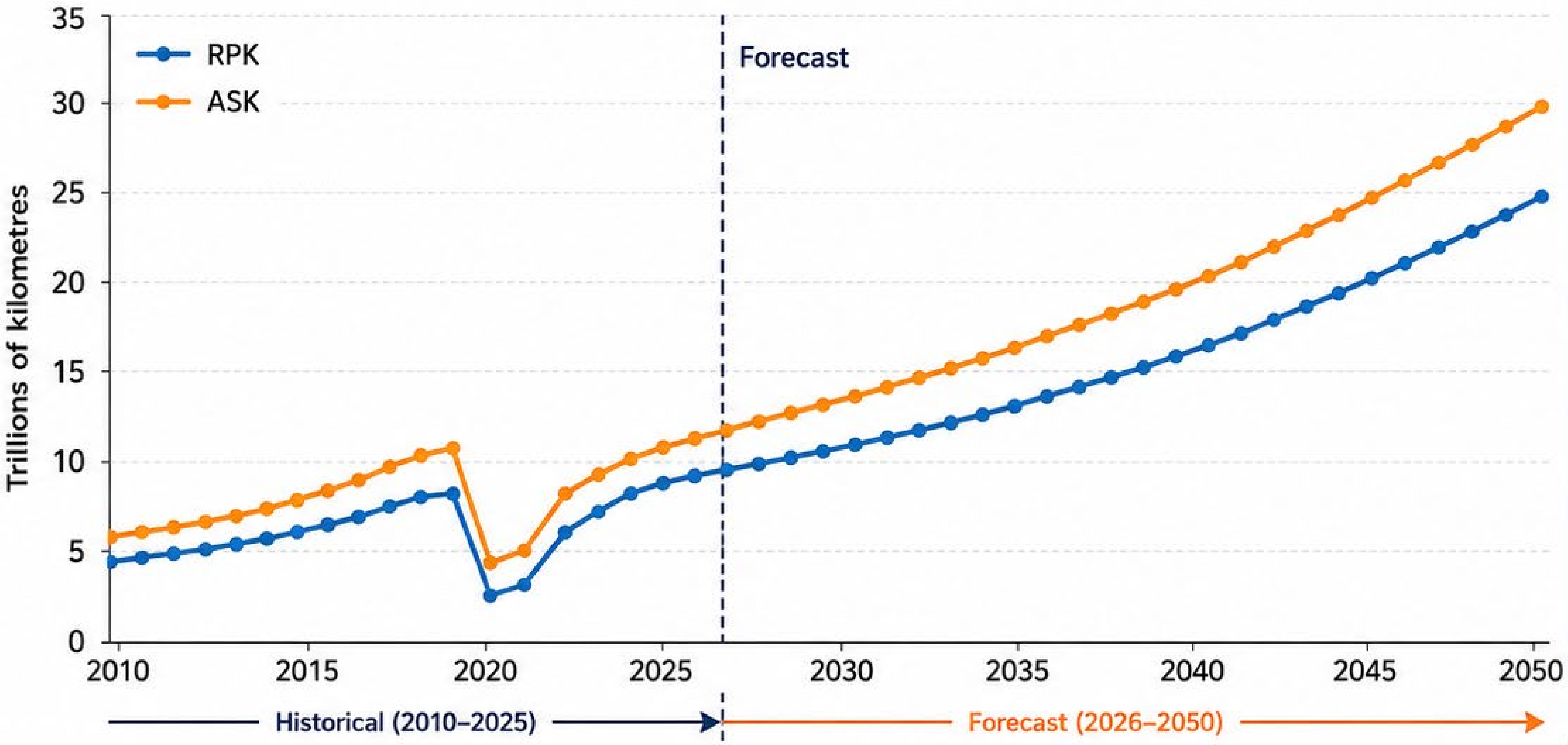
Source: *user-provided 2025 regional passenger data.*

GLOBAL AVIATION RPK AND ASK OUTLOOK

Historical trend and forecast, 2010–2050

2025 RPK	2025 ASK	2050 RPK	2050 ASK
9.41 trillion	**11.43** trillion	**24.90** trillion	**29.52** trillion

Global Aviation RPK and ASK Outlook, 2010–2050



KEY INSIGHTS

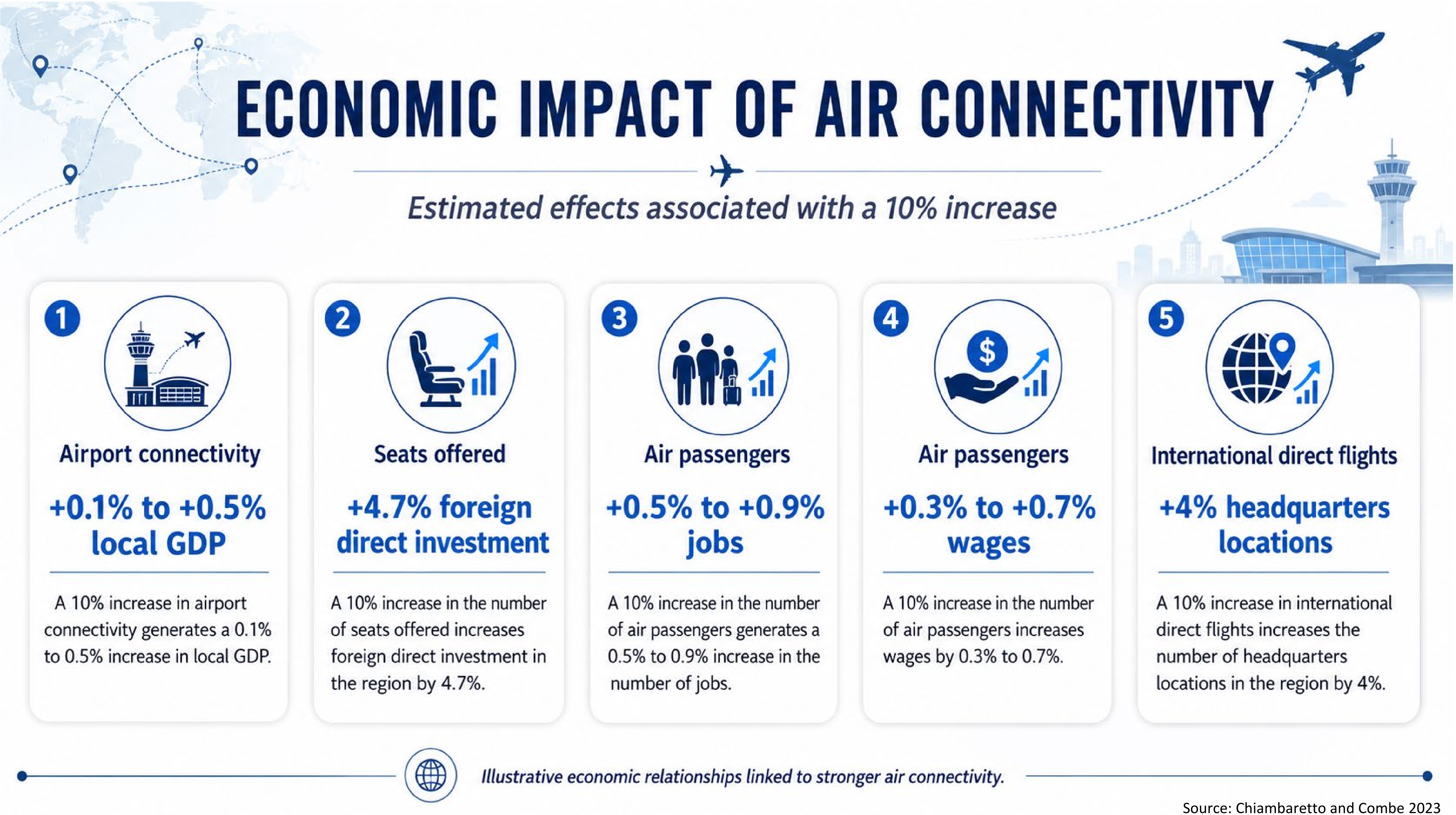
- 2020 trough: RPK 3.02 tn | ASK 4.77 tn
- 2025–2050 CAGR: RPK 4.0% | ASK 3.9%
- By 2050, both metrics are more than 2.5× 2025 levels

SELECTED YEARS (TRILLIONS)

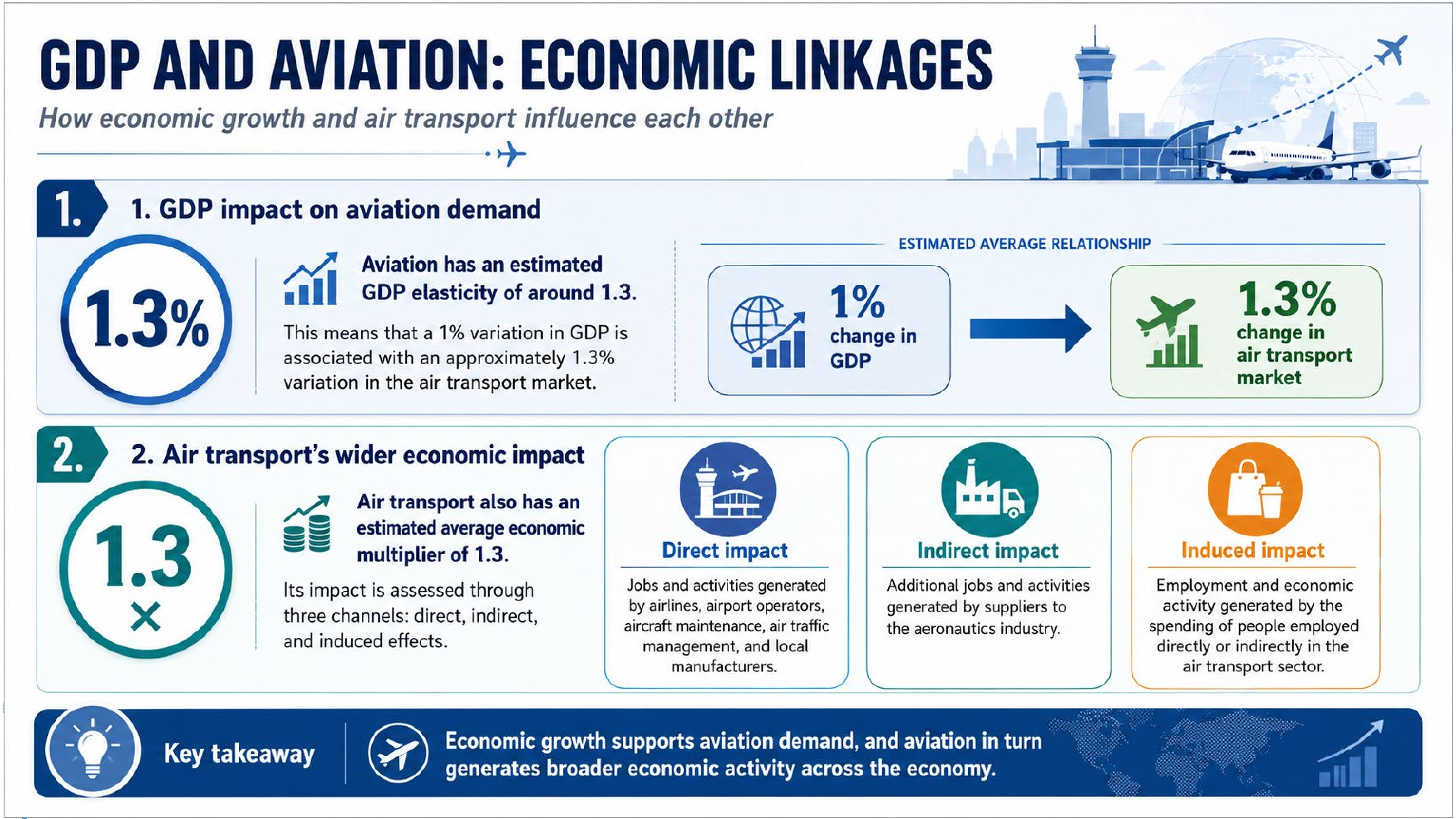
Year	RPK	ASK
2010	4.86	6.30
2019	8.78	10.83
2020	3.02	4.77
2025	9.41	11.43
2030	11.29	13.61
2040	16.83	20.06
2050	24.90	29.52

RPK = Revenue Passenger Kilometres
ASK = Available Seat Kilometres

Source: user-provided data. Values displayed in trillions for readability.



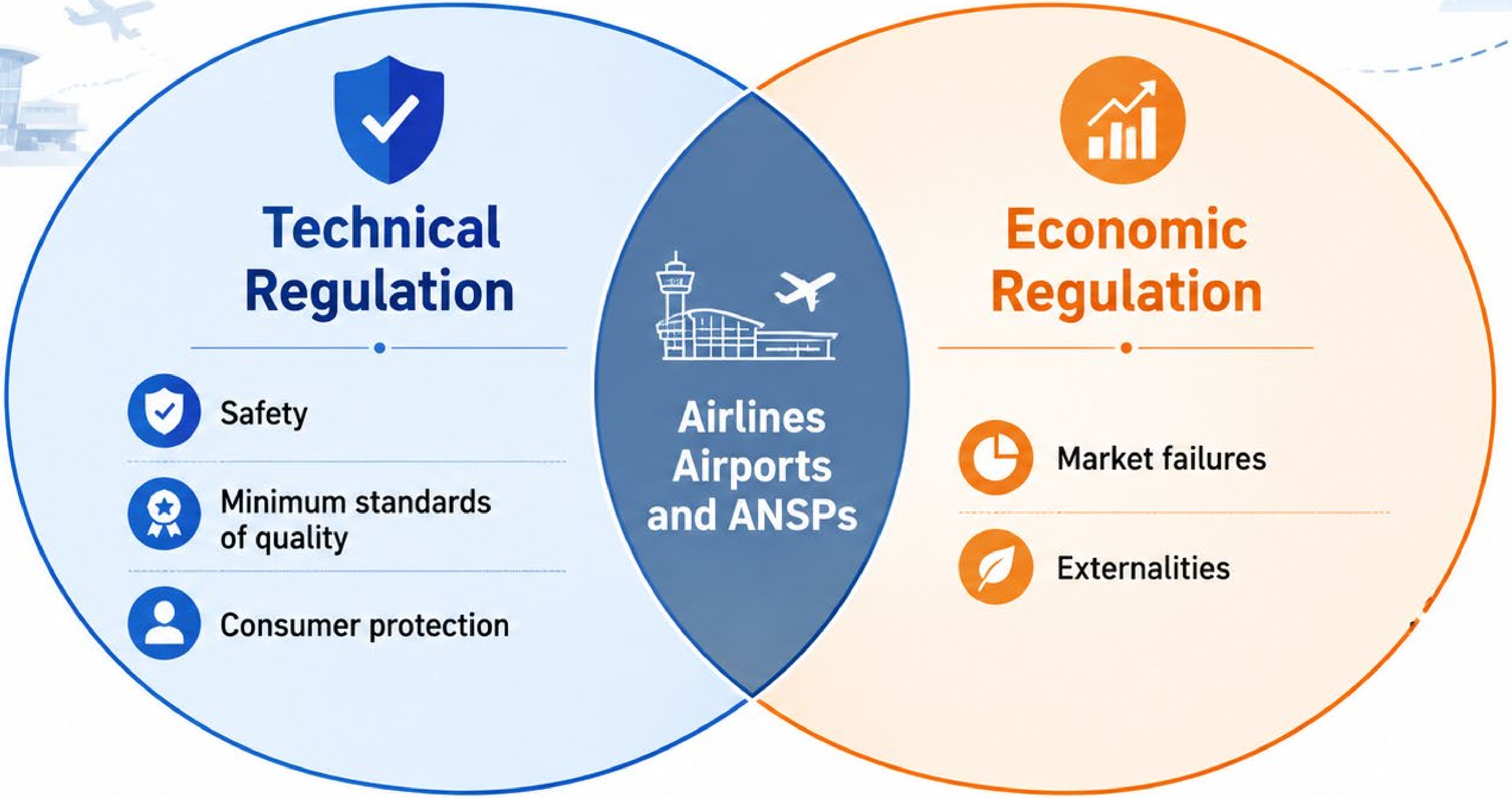
Source: Chiambaretto and Combe 2023



Source: Chiambaretto and Combe 2023

Air Transport Market Regulation

Reasons for Market Regulation



Air Transport Market Regulation

*Key regulatory and oversight **challenges***

1 New airline business models

Low-cost and ultra-low-cost carriers are reducing fixed costs and reshaping market dynamics.

2 Infrastructure investment needs predictability

Long-term airport and ANSP investments require stable, transparent, and predictable regulatory frameworks.

3 New ownership and control arrangements

Airports and ANSPs are adopting new ownership, governance, and control structures.

4 Markets differ

Not all markets are the same, so oversight strategies need flexibility and adaptation to local conditions.

5 Different forms of regulation and oversight

Regulation can vary in scope, intensity, and tools depending on the market and the service provider.

Illustrative summary for presentation purposes.

Thank You

ICAO