



**Twentieth Meeting of the CAR/SAM Regional Planning and Implementation Group
 (GREPECAS/20)**

Salvador, Brazil, 16 – 18 November 2022

- Agenda Item 2: Global and Regional Developments**
 2.6 CAR/SAM Regions Aviation Statistics and Forecasts

AVIATION STATISTICS AND FORECASTS FOR CAR/SAM REGIONS

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper aims to present an updated analysis of air traffic through statistics and forecasts of civil aviation in the CAR/SAM region and to urge States to strengthen their cooperation in collecting and sending statistical data with ICAO.	
Action:	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> • Air Navigation Capacity and Efficiency • Economic development of air transport
<i>References:</i>	<ul style="list-style-type: none"> • ICAO studies and analyses related to Statistics and forecasts

1. Introduction

1.1 The effects of COVID-19 on aviation were evident from the pandemic's beginning. After nearly stopping worldwide aviation in a few days, the aviation system remains steadfast on its road to recovery.

1.2 Although there is still a long way to return to the normal traffic levels of the CAR/SAM Region before the pandemic, the recuperation in the region has been gradual since the initial drastic decline. Latin America has the best recovery among all regions, with some countries surpassing the numbers of 2019. Thus, this working paper presents some statistics on this trend in the region.

2. Analysis

2.1 This paper focuses essentially on the number of domestic and international passengers in the Latin American region, as well as the number of seats offered by airlines during this period (seat capacity). Although this metric has its limitations, such as not reflecting the load factor or the size of the aircraft, it is a simple way to represent the level of operations of the airlines and, indirectly, traffic at airports and airspace.

2.2 However, it is important to demonstrate the evolution of global passenger traffic. In 2022, under ICAO's analysis, the forecast for the current year is a reduction between -26% to -28% compared to the year 2019, with a more robust recovery in domestic passengers, according to Figure 1.

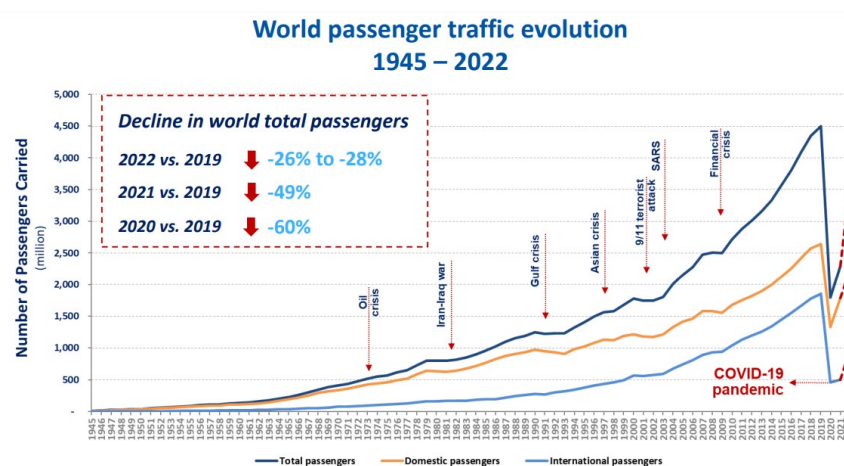


Figure 1: Evolution of global passenger traffic
Source: ICAO

2.3 In addition, air transport continues to face significant challenges this year, such as the slowdown in economic growth due to some reasons, especially inflation recurring from the effects of the COVID-19 pandemic, the war in Ukraine, and an increase in countries' interest rates. As a result, the sector is going through a rise in aviation fuel costs, reaching almost 40% of the airline's expenses; also, the increase of the dollar in relation to local currencies (60% of costs are in dollars) is increasing operational costs.

2.4 Although it faces global economic problems, it is important to note that the trend of air transport in the CAR/SAM region remains positive. However, since the peak of domestic passenger transport in January, there has been a trend of stability in the region's numbers.

2.5 In this way, air transport in the region is at 90.5% of its 2019 levels and continues to lead the recovery compared to other areas of the world, as shown in Figure 2. However, domestic passenger numbers are recovering more robustly than international passengers due to the region's economic constraints and challenges.

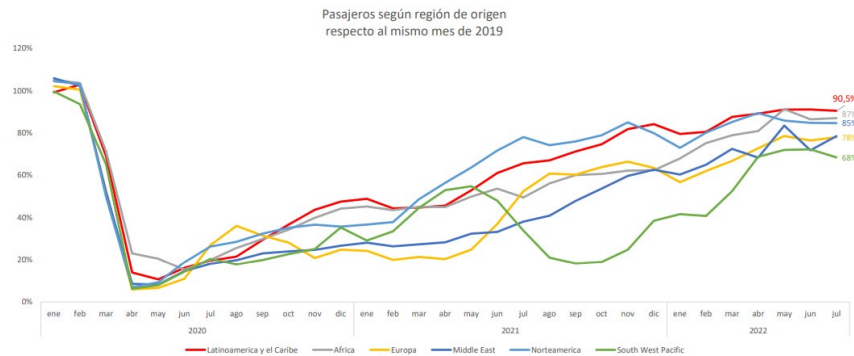


Figure 2: Passengers of CAR/SAM Region
Sources: Civil Aviation Authorities of every country
 (Economic and politic context and air transport ALTA – Sep2022)

2.6 Thus, in terms of domestic passengers, there has been an important recovery, with Colombia and Mexico leading the numbers with 122% and 106%, respectively, in comparison to July 2019, as shown in **Figure 3**. On the other hand, in terms of international passengers, the recovery has suffered significant challenges, but Colombia, Dominican Republic, and Mexico are the countries that have grown beyond 2019 with 109%, 116%, and 106%, respectively, compared to July 2019, according to **Figure 4**.

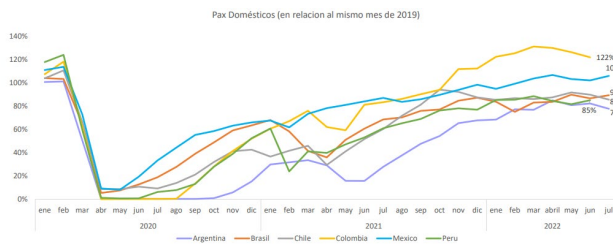


Figure 3: Domestic Passengers
Sources: Civil Aviation Authorities of all country
 (Economic and politic context and air transport ALTA – Sep2022)

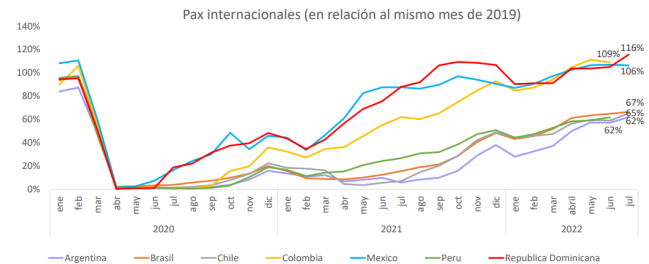


Figure 4: International Passengers
Sources: Civil Aviation Authorities of all country

2.7 Regarding seating capacity, the CAR/SAM region is also at the forefront of the sector's recovery ahead of all world regions, surpassing 2019 levels, as shown in Figure 5.

2.8 However, although it is ahead of the other regions, there is still a disparity between domestic and international numbers in CAR/SAM. While domestic capacity in the CAR/SAM region has already exceeded 2019 levels by 2.32% compared to August 2022, international capacity still faces a slower recovery, with -8.99% below August 2022.

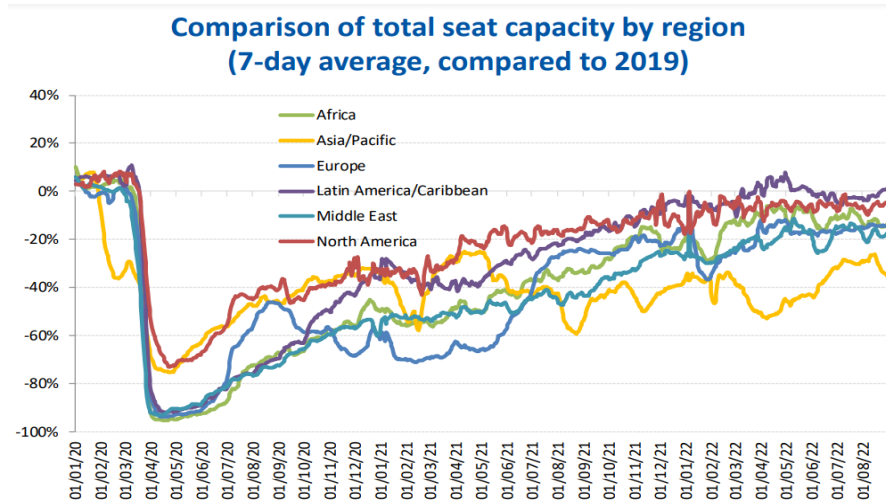


Figure 5: Seat capacity
Source: ICAO

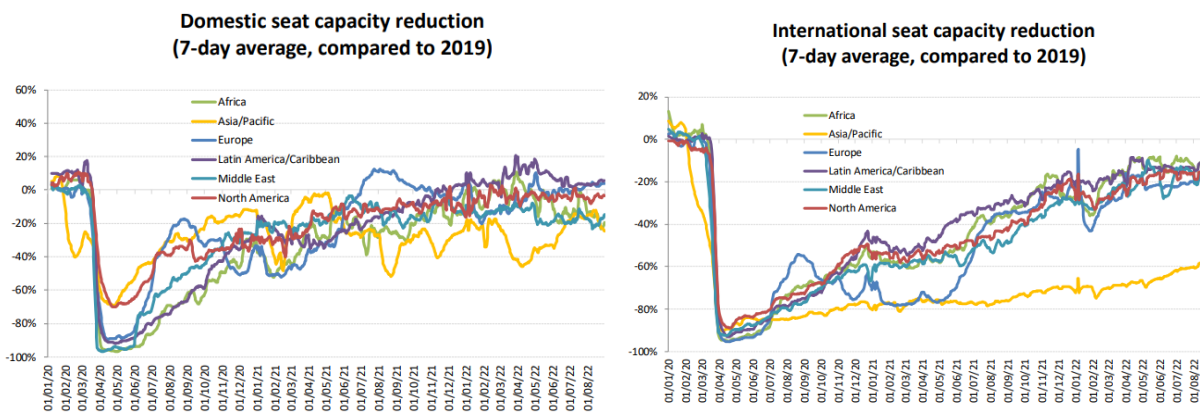


Figure 6: Domestic seat capacity
Source: ICAO

Figure 7: International seat capacity
Source: ICAO

2.9 In this regard, it can be concluded that the CAR/SAM region continues to have a consistent and sustainable recovery in terms of passengers and seat capacity, even with some countries exceeding 2019 levels. However, it is facing significant challenges in the global context with a high inflation rate in all countries, thus increasing the cost to the sector. In this way, the forecast for the years 2022 and 2023 is that air transport in the region will exceed the pre-pandemic numbers and that the recovery will be more homogeneous among the States, especially in terms of passengers and international capacity.

3. Suggested actions

3.1 The Meeting is invited to:

- a) take note of the information provided in this working paper; and
- b) urge States to cooperate in collecting and transmitting statistical data to ICAO in compliance with the Chicago Convention and other related documents.