



OACI

Organización de Aviación Civil Internacional  
Oficina para Norteamérica, Centroamérica y Caribe

NOTA DE ESTUDIO

NACC/DCA/12 — NE/08  
24/06/24

**Duodécima Reunión de Directores de Aviación Civil de Norteamérica, Centroamérica y Caribe  
(NACC/DCA/12)**

Placencia, Stann Creek District, Belice, 9 al 11 de julio de 2024

**Cuestión 8 del  
Orden del Día:**

**Retos para la Conectividad Aérea en las Americas**

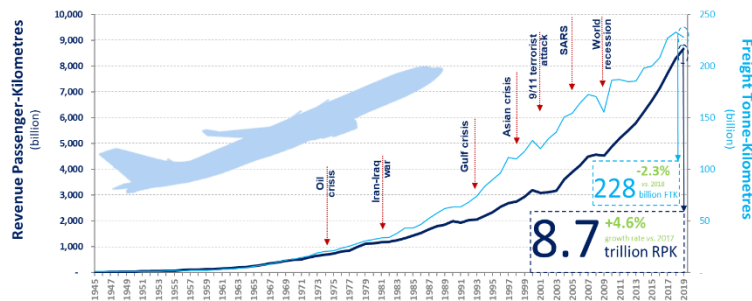
**SITUACIÓN DEL TRANSPORTE AÉREO EN LAS REGIONES NAM/CAR**

(Presentada por la Secretaría)

<b>RESUMEN EJECUTIVO</b>	
Esta Nota de estudio presenta el estado y la situación actual del transporte aéreo en las Regiones NAM/CAR en comparación con su recuperación después de la pandemia de COVID-19, destacando las tendencias y pronósticos actuales y los desafíos observados en la conectividad intrarregional en la región.	
<i>Objetivos</i>	<ul style="list-style-type: none"> <li>Desarrollo Económico del Transporte Aéreo</li> </ul>
<i>Estratégicas:</i>	

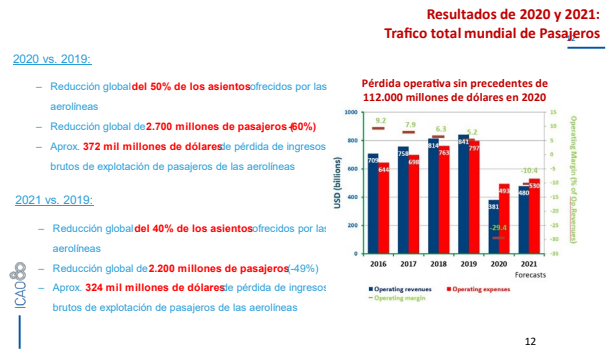
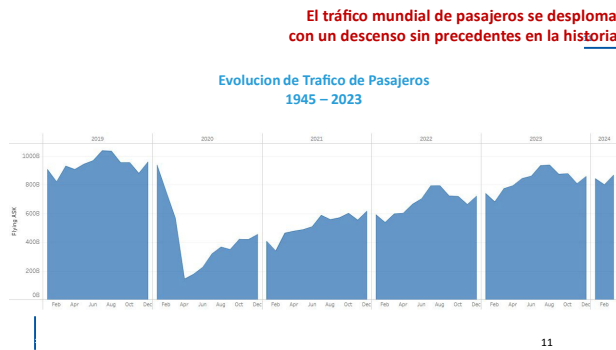
**1. Introducción**

1.1 La promoción de una industria de la aviación fuerte y económicamente sostenible es esencial para el desarrollo socioeconómico, facilitando el turismo y el comercio, generando empleo y oportunidades de negocio, y mejorando las posibilidades de elección de los consumidores.



1.2 La recuperación de los viajes de pasajeros y de carga ha sido asimétrica entre las regiones y en las mismas Regiones NAM/CAR, representando retos particulares para evaluar y actuar.

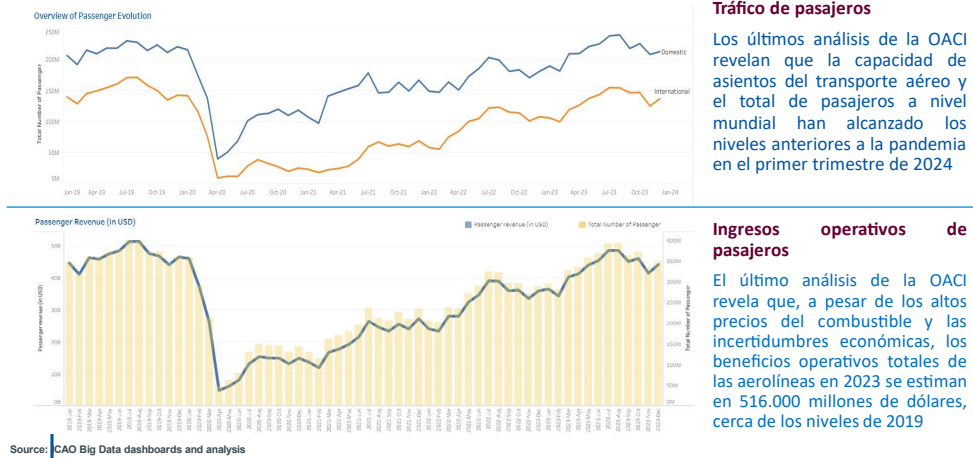
2. Discusión



2.1 El año 2023 ha estado marcado por una fuerte recuperación de los viajes aéreos desde la pandemia de COVID-19. En particular, los viajes internacionales han cobrado un impulso significativo después de un largo período de disminución del tráfico. El último análisis de la OACI también revela nuevos conocimientos sobre la aviación para 2023, revelando que el tráfico aéreo en la mayoría de las rutas ya había alcanzado o superado los niveles anteriores a la pandemia a finales de año. Esto está en consonancia con la predicción anterior de la OACI de una recuperación casi completa del tráfico aéreo de pasajeros a escala mundial para finales de 2023, es decir, alrededor del 95% de los niveles anteriores a la pandemia de 2019.

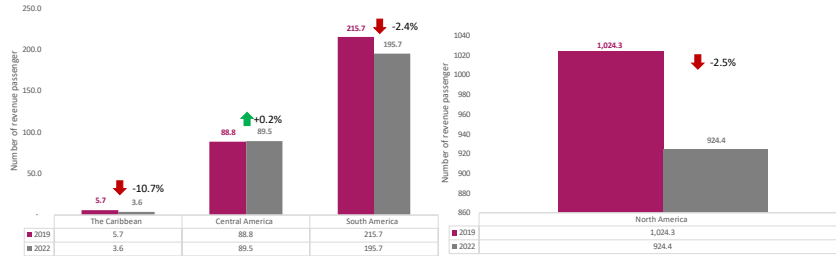
2.2 La recuperación del tráfico en la Regiones NAM/CAR también mostró resiliencia en 2023, ya que el tráfico total de pasajeros en términos de salidas se recuperó a alrededor del 91 por ciento del nivel anterior a la pandemia, según el panel de macrodatos de la OACI. El tráfico internacional y nacional de pasajeros en NACC se recuperó a aproximadamente el 86 y el 93 por ciento, respectivamente. El tráfico de carga aérea en 2023 registró el 91 por ciento del nivel de 2019, en la región. El **Apéndice** a esta Nota de Estudio (disponible únicamente en inglés) presenta otra gráfica de recuperación para considerarse.

**El tráfico mundial se recupera cerca de los niveles previos a la pandemia**



2.3 El Caribe y Centroamérica han presentado una tasa de recuperación – de pasajeros/as – bastante diferente en comparación a la región de Norteamérica.

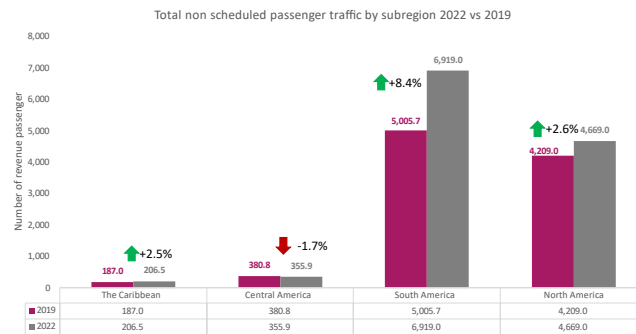
Total passenger services traffic by The Americas 2022 vs 2019



Source: ICAO, Air transport reporting forms (ATRs) A and AS  
 Note: Total passenger services means traffic consolidated by domestic and international stage and scheduled and non-scheduled traffic.  
 Note: the number of passenger is given in millions



Total non-scheduled passenger services traffic by The Americas 2022 vs 2019



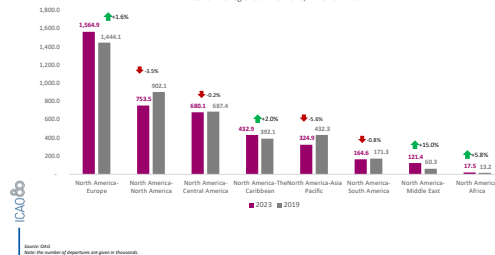
Source: ICAO, Air transport reporting forms (ATRs) A and AS  
 Note: Total passenger services means traffic consolidated by domestic and international stage and scheduled and non-scheduled traffic.  
 Note: the number of passenger is given in millions



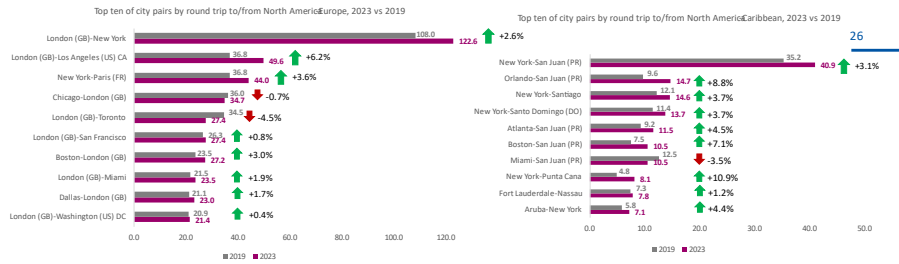
a) Norteamérica: La recuperación del tráfico ha sido diferente entre las regiones:

- Norteamérica - Europa: +1.6%
- Norteamérica -El Caribe: +2.0%
- Norteamérica-Medio Oriente: +15.0%
- Norte América-África:+5.8%

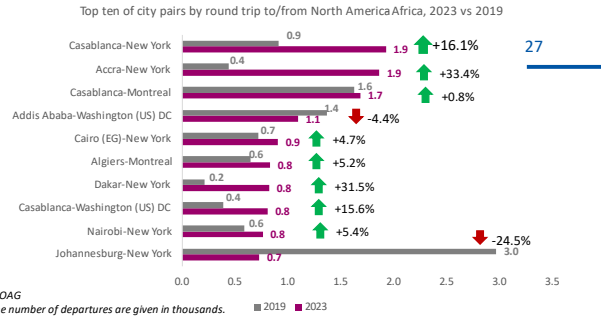
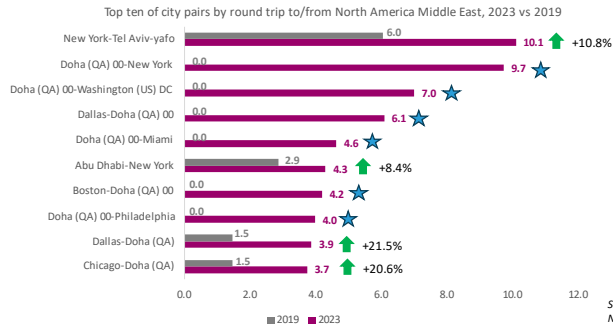
Number of international non-stop departures (round-trip) to/from the North American Region to the rest of the regions of the world, 2023 vs 2019



Source: OACI  
 Note: the number of departures are given in thousands



The main traffic performed among North America and Europe and well as among North America and the Caribbean have a steady recovery and increase from pre-COVID-19 trends



Source: OAG  
Note: the number of departures are given in thousands.

6 new city pairs that were not performed in 2019 such as: to/from Doha: Boston, Philadelphia, Miami, Dallas, Washington and New York; Qatar Airways being the main player in this performance, as a consequence of its expansion plan for 2023/2024. Qatar Airways has code sharing partnerships with American Airlines, JetBlue Airways, and Alaska Airlines



80% of the region market (to/from North America and Africa) is shared by: United and Delta (17%); Royal Air Maroc (15%); EgyptAir (11%); Ethiopian (10%), Air France and Virgin Atlantic (4%).  
The main traffic performed among North America and Africa is with African countries from the North of Africa such as Algeria, Egypt and Morocco.

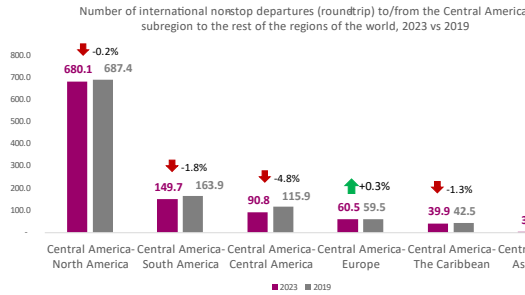
Round Trip (To/From)	STOPS	Number of departures 2023	Number of departures 2019	% rate	2023 (%share)	2019 (%share)
<b>North America Region</b>						
North America-Europe	NON STOP	1,564,874	1,444,081	1.6%	99.3%	98.8%
	1	11,305	18,173	-0.1%	0.7%	1.2%
	2	26	48	-11.5%	0.0%	0.0%
<b>Europe-North America Total</b>		<b>1,576,205</b>	<b>1,462,302</b>	<b>1.5%</b>		
North America-North America	NON STOP	753,486	902,262	-3.5%	93.0%	95.7%
	1	56,664	40,433	7.0%	7.0%	4.3%
	2	56	396	-32.4%	0.0%	0.0%
<b>North America-North America Total</b>		<b>810,198</b>	<b>942,891</b>	<b>-8.0%</b>		
North America-The Caribbean	NON STOP	432,283	392,074	2.0%	85.5%	82.2%
	1	71,484	81,939	-2.7%	14.1%	17.2%
	2	1,076	1,225	-2.6%	0.2%	0.3%
	3	581	704	-3.8%	0.1%	0.1%
	4	137	263	-12.2%	0.0%	0.1%
	5	18	56	-20.3%	0.0%	0.0%
	6	3				
<b>North America-The Caribbean Total</b>		<b>506,179</b>	<b>476,264</b>	<b>1.2%</b>		
North America-Asia Pacific	NON STOP	324,896	432,322	-5.6%	97.9%	94.4%
	1	6,690	25,239	-23.3%	2.0%	5.5%
	3	106	80	5.8%	0.0%	0.0%
	4	54	128	-15.9%	0.0%	0.0%
	5	158	208	-1.0%	0.1%	0.0%
<b>North America-Asia Pacific Total</b>		<b>331,944</b>	<b>437,977</b>	<b>-6.2%</b>		
North America-South America	NON STOP	164,554	171,304	-0.8%	97.9%	95.1%
	1	3,514	8,759	-66.8%	2.1%	4.9%
<b>North America-South America Total</b>		<b>168,068</b>	<b>180,103</b>	<b>-3.4%</b>		
North America-Middle East	NON STOP	121,358	80,309	15.0%	94.8%	96.7%
	1	276	797	-19.1%	0.2%	1.3%
	2	3				
<b>North America-Middle East Total</b>		<b>121,635</b>	<b>81,106</b>	<b>14.8%</b>		
North America-Africa	NON STOP	17,478	13,195	5.8%	88.5%	75.0%
	1	2,182	4,410	-13.1%	11.0%	25.0%
	2	83			0.5%	
<b>North America-Africa Total</b>		<b>19,753</b>	<b>17,605</b>	<b>2.3%</b>		

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Round Trip (To/From)	STOPS	Number of departures 2023	Number of departures 2019	% rate	2023 (%share)	2019 (%share)
<b>South America Region</b>						
South America-South America	NON STOP	217,937	229,898	-1.1%	95.3%	89.8%
	1	10,343	25,754	-16.7%	4.5%	10.1%
	2	411	458	-2.1%	0.2%	0.2%
<b>South America-South America Total</b>		<b>228,691</b>	<b>256,110</b>	<b>-2.2%</b>		
South America-Europe	NON STOP	164,437	165,887	-0.5%	95.4%	96.6%
	1	4,354	3,451	4.8%	2.6%	2.0%
	2	3,516	2,434	7.6%	2.1%	1.4%
<b>South America-Europe Total</b>		<b>168,307</b>	<b>171,772</b>	<b>-0.3%</b>		
South America-The Caribbean	NON STOP	25,817	17,337	8.3%	82.2%	64.9%
	1	4,349	8,163	-11.8%	13.8%	30.5%
	2	1,243	361	28.1%	4.0%	1.4%
	3		864			3.2%
<b>South America-The Caribbean Total</b>		<b>31,409</b>	<b>25,724</b>	<b>3.3%</b>		
South America-Middle East	NON STOP	6,796	848	51.6%	93.9%	31.1%
	1	439	1,876	-25.2%	6.1%	68.9%
<b>South America-Middle East Total</b>		<b>7,225</b>	<b>2,724</b>	<b>21.3%</b>		
South America-Africa	NON STOP	5,471	5,539	-0.2%	88.5%	90.7%
	1	711	470	8.6%	11.5%	7.7%
	2	98				1.6%
<b>South America-Africa Total</b>		<b>6,182</b>	<b>6,107</b>	<b>0.2%</b>		
South America-Asia Pacific	NON STOP	1,164	1,179	-0.2%	26.4%	56.6%
	1	3,237	2,432	5.9%	73.6%	43.3%
	2		3			0.1%
<b>South America-Asia Pacific Total</b>		<b>4,401</b>	<b>5,614</b>	<b>-4.8%</b>		

- The Middle East is the Region that is pulling up the non-stop traffic from North America and South America, as part of the expansion plans of Qatar Airways in The Americas.  
 - There is room for improving the connectivity between North America and the Caribbean, some highlights are the raise in the non-stop departures, however 14% is 1 stop, the highest share among all the regions.

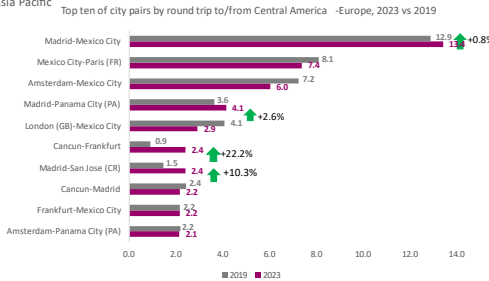
b) Centroamérica:



80% of the central America/Europe market is shared by Aeromexico (12%), followed by European carriers (60% of the traffic), Copa Airlines (4%), welcoming Lufthansa in this market in 2023 with 1,961 departures.

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Source: OAG  
 Note: the number of departures are given in thousands.



Round Trip (To/From)	STOPS	Number of departures 2023	Number of departures 2019	% rate	2023 (%share)	2019 (%share)
<b>Central America Region</b>						
Central America-North America	NON STOP	680,064	687,392	-0.2%	94.1%	92.8%
	1	42,677	53,014	-4.2%	5.9%	7.2%
	2		113			0.0%
<b>Central America-North America Total</b>		<b>722,741</b>	<b>740,519</b>	<b>-0.9%</b>		
Central America-South America	NON STOP	149,689	163,874	-1.8%	88.7%	97.1%
	1	1,592	4,778	-19.7%	1.0%	2.8%
	2	391	171	18.0%	0.3%	0.1%
<b>Central America-South America Total</b>		<b>151,672</b>	<b>168,823</b>	<b>-2.1%</b>		
Central America-Central America	NON STOP	90,809	115,854	-4.8%	85.6%	83.4%
	1	15,330	22,252	-7.3%	14.4%	16.1%
	2		631			0.5%
<b>Central America-Central America Total</b>		<b>106,139</b>	<b>138,837</b>	<b>-5.2%</b>		
Central America-Europe	NON STOP	60,513	59,490	0.3%	92.6%	97.3%
	1	3,338	1,188	14.5%	3.6%	1.9%
	2	2,525	494	38.0%	3.9%	0.8%
<b>Central America-Europe Total</b>		<b>66,376</b>	<b>61,172</b>	<b>1.3%</b>		
Central America-The Caribbean	NON STOP	39,900	42,003	-1.1%	98.8%	95.0%
	1	63	1,509	-47.0%	0.2%	3.4%
	2	419	705	-9.9%	1.0%	1.6%
<b>Central America-The Caribbean Total</b>		<b>40,382</b>	<b>44,117</b>	<b>-2.9%</b>		
Central America-Asia Pacific	NON STOP	3,482	3,422	-1.8%	100.0%	88.7%
	1		485			11.3%
<b>Central America-Asia Pacific Total</b>		<b>3,482</b>	<b>4,307</b>	<b>-4.2%</b>		

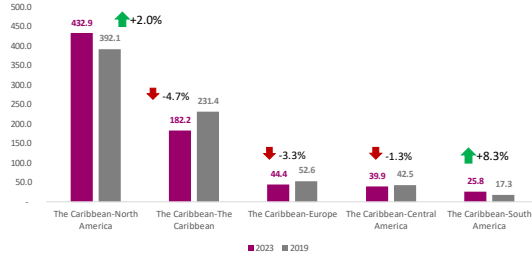
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Round Trip (To/From)	STOPS	Number of departures 2023	Number of departures 2019	% rate	2023 (%share)	2019 (%share)
<b>The Caribbean Region</b>						
The Caribbean-The Caribbean	NON STOP	182,218	231,429	-4.7%	74.8%	71.2%
	1	47,756	68,979	-7.1%	19.6%	21.2%
	2	9,723	21,535	-14.7%	4.0%	6.6%
	3	2,935	3,177	-1.6%	1.2%	1.0%
	4	235			0.1%	0.0%
	5	955			0.3%	0.0%
<b>The Caribbean-The Caribbean Total</b>		<b>243,833</b>	<b>325,120</b>	<b>-5.6%</b>		
The Caribbean-Europe	NON STOP	44,409	52,630	-3.3%	83.9%	84.2%
	1	3,734	5,418	-7.2%	7.1%	8.7%
	2	4,762	4,436	1.4%	9.0%	7.1%
	3		2		0.0%	0.0%
<b>The Caribbean-Europe Total</b>		<b>52,907</b>	<b>62,484</b>	<b>-3.3%</b>		
The Caribbean-Africa	NON STOP	25			99.3%	0%
	1	2	2	0.0%	7%	100%
<b>The Caribbean-Africa Total</b>		<b>27</b>	<b>2</b>	<b>68.3%</b>		
The Caribbean-Asia Pacific	NON STOP		10			100%
<b>The Caribbean-Asia Pacific Total</b>		<b></b>	<b>10</b>			

- Connectivity between the Caribbean and South America improved significantly during the period, in part due to the expansion plans from Arjet and Copa Airlines with its Colombian brand.  
 - Central America and Europe were the only markets that showed positive growth rates in all the categories, as a result of the growth in European tourism in the region.

c) Caribe:

Number of international nonstop departures (roundtrip) to/from the Caribbean region to the rest of the regions of the world, 2023 vs 2019



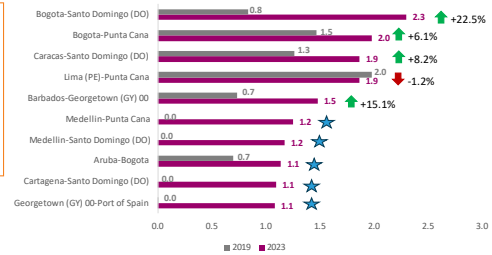
Caribbean to/from South America have become more dynamic, from the top ten city pairs, there are 5 new city pairs in 2023 that were not operating in 2019

Arajel shared 7% of the market, while InterCaribbean Airways 5%. Avianca holds 23%, followed by Copa airlines (12%). Caribbean airlines and Copa airlines (under its brand of Copa Colombia) are the most dynamic carriers, Copa Airlines with a growth rate in this market of 50.6%, while Caribbean airlines grew up 27.6%.



Source: OAG  
Note: the number of departures are given in thousands.

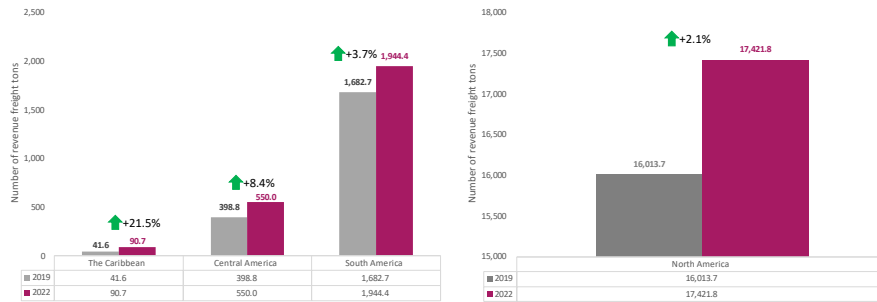
Top ten of city pairs by round trip to/from the Caribbean/South America, 2023 vs 2019



2.4

Las mercancías tienen una tasa de incremento anual a partir de la pandemia Covid-19:

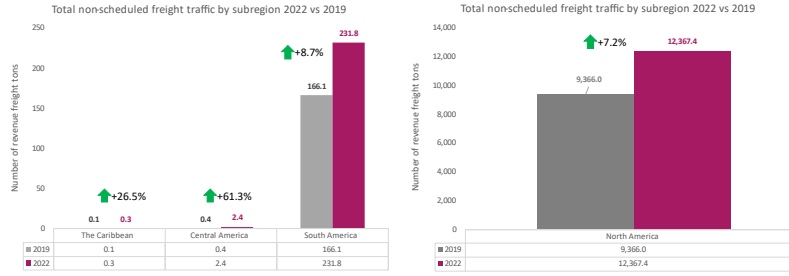
Total freight services traffic by The Americas 2022 vs 2019



Source: ICAO, Air transport reporting forms (ATRs) A and AS  
Note: Total freight services means traffic consolidated by domestic and international stage and scheduled and non-scheduled traffic  
Note: the number of freight tons is given in thousands.



Total non-scheduled freight services traffic by The Americas 2022 vs 2019



Source: ICAO, Air transport reporting forms (ATRs) A and AS  
 Note: Total freight services means traffic consolidated by domestic and international stage and scheduled and non-scheduled traffic  
 Note: the number of freight tons is given in thousands



According to ATAG, supporting delivery of medical equipment to help in the global response to the coronavirus pandemic, airlines, airports and aircraft manufacturers have mobilised resources in novel ways to ensure the delivery of critical medical equipment. In the course of a few months, over two million tonnes of medical and Covid-specific cargo have been transported worldwide, with some airlines operating all-cargo flights for the first time in their history, or using passenger aircraft for cargo-only services.

ATAG underlines that 46,400 Special cargo flights transported some 1.5 million tonnes of cargo, mostly medical equipment, to areas in need during the height of the pandemic response.



Source: [https://aviationbenefits.org/media/167517/aw-oct-final-atag\\_abb-2020-publication-digital.pdf](https://aviationbenefits.org/media/167517/aw-oct-final-atag_abb-2020-publication-digital.pdf)

**35%**  
 Air transport carries around 35% of world trade by value and less than 1% by volume<sup>1</sup>.

High value, time sensitive  
 Proportion of global trade transported by air<sup>1</sup>.



Air Cargo Market Analysis

January 2024

The new year kicks off with a promising start for air cargo

- Global air cargo demand kicked off with an impressive 18.4% year-on-year (YoY) growth in January. The industry therefore experienced the highest annual growth in cargo tonne-kilometers (CTK) since the 2021 summer season. Seasonally adjusted (SA) CTKs grew 3.2% month-on-month (MoM).
- International CTKs expanded YoY both globally (+19.8%) and across all major trade lanes. The annual growth was championed by routes and carriers involving the Middle East and Asia.
- On the capacity side, industry-wide available cargo tonne-kilometers (ACTK) rose by 14.6% YoY last month, in large part thanks to the continued expansion of international passenger belly-hold capacity.
- The expansion in traffic compared to January 2023 was supported by easing inflation across major economies. It continued to outpace YoY growth in trade and production figures.
- Industry-wide air cargo yields declined by 10.4% relative to the previous month, with no apparent upward pressure from the Red Sea Shipping Crisis.



Air cargo market in detail - January 2024

World share <sup>1</sup>	January 2024 (% year-on-year)			January 2024 (% ch vs the same month in 2019)				
	CTK	ACTK	CLF (%-pt)	CTK	ACTK	CLF (%-pt)	CLF (level)	
<b>TOTAL MARKET</b>	<b>100.0%</b>	<b>18.4%</b>	<b>14.6%</b>	<b>1.4%</b>	<b>2.8%</b>	<b>5.5%</b>	<b>-1.2%</b>	<b>45.7%</b>
Africa	2.0%	17.0%	19.4%	-0.9%	27.3%	4.4%	7.8%	43.1%
Asia Pacific	33.4%	24.6%	25.0%	-0.2%	-0.3%	12.6%	-5.8%	44.6%
Europe	21.4%	16.4%	12.5%	1.9%	-2.3%	-11.2%	5.0%	55.5%
Latin America	2.8%	13.4%	6.6%	2.1%	11.0%	1.4%	3.0%	34.4%
Middle East	13.5%	25.9%	17.1%	3.1%	12.2%	13.4%	-0.5%	43.9%
North America	27.0%	9.3%	3.8%	2.2%	4.2%	6.6%	-1.0%	43.5%
<b>International</b>	<b>86.6%</b>	<b>19.8%</b>	<b>16.2%</b>	<b>0.7%</b>	<b>4.0%</b>	<b>5.2%</b>	<b>-0.6%</b>	<b>49.6%</b>
Africa	2.0%	16.8%	19.5%	-1.0%	28.4%	5.3%	8.0%	44.4%
Asia Pacific	29.8%	23.0%	28.0%	-2.1%	2.7%	12.5%	-4.9%	50.9%
Europe	21.0%	16.9%	13.1%	1.9%	-2.6%	-11.9%	5.6%	57.6%
Latin America	2.4%	14.2%	5.9%	3.0%	11.5%	8.7%	1.0%	40.3%
Middle East	13.4%	25.9%	17.2%	3.0%	12.2%	13.5%	-0.5%	44.1%
North America	17.9%	14.5%	11.8%	1.1%	5.2%	7.2%	-0.9%	46.4%

Note 1: % of industry CTKs in 2023

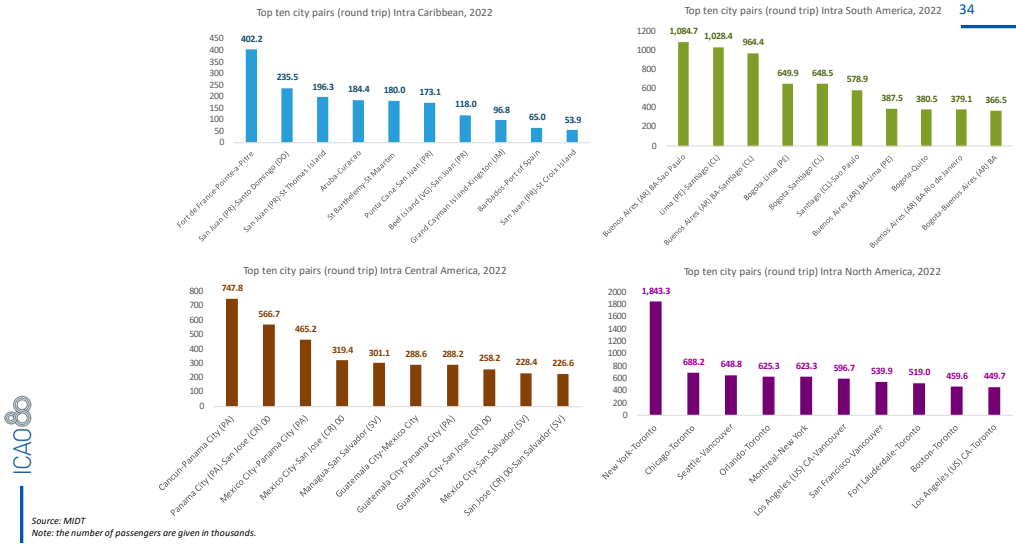
Note 2: the total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered as regional traffic. Historical statistics are subject to revision.

**Latin American carriers** experienced a 13.4% increase in cargo volumes compared to January 2023, a notable increase compared to the previous month's gain (+6.4%). Capacity in January was up 6.6% compared to the same month in 2023.

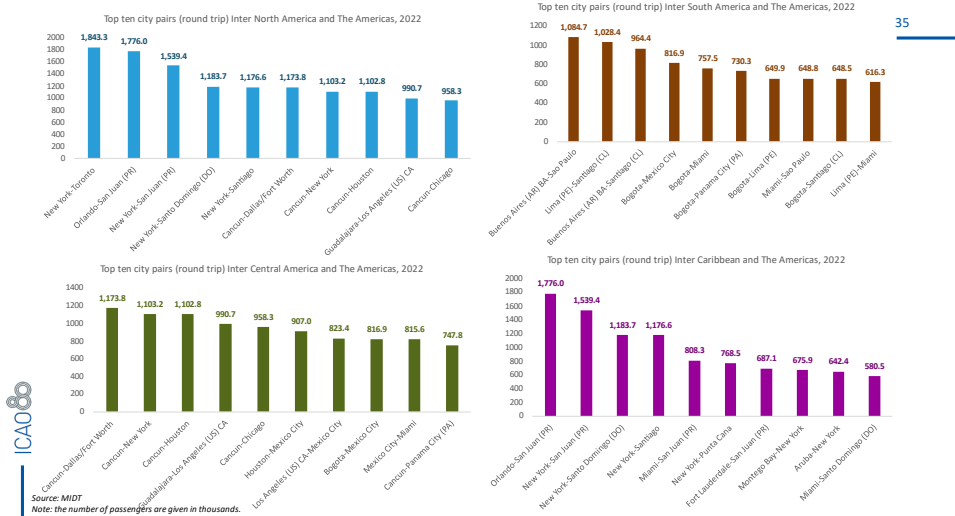


2.5 Tráfico Intra regional e Inter Américas:

Intra Region America



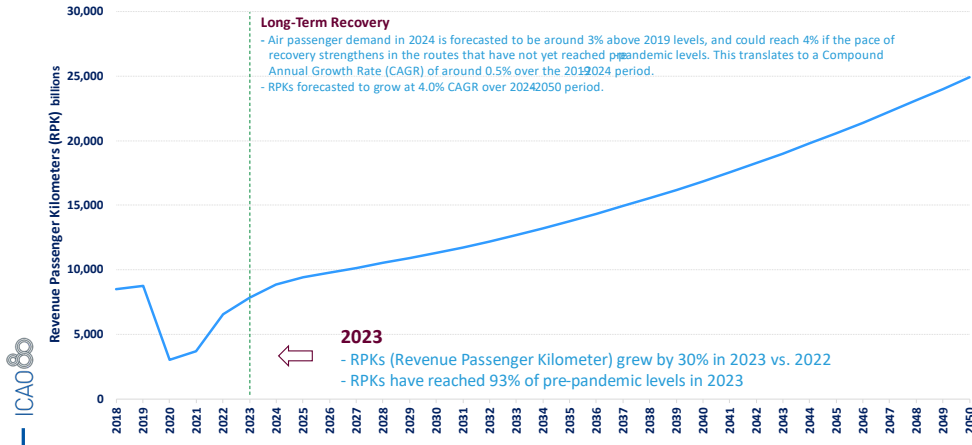
Inter Américas





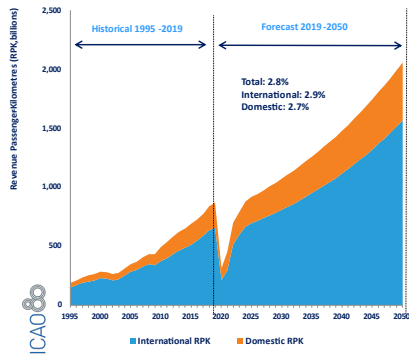
2.6 Previsión a largo plazo del tráfico.

**Long-term Passenger Forecasts:  
Global**

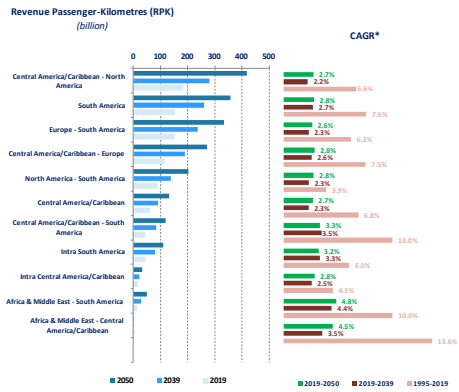


Source: ICAO Long-term Traffic Forecasts

**Long-term Passenger Forecasts:  
Latin America/Caribbean**



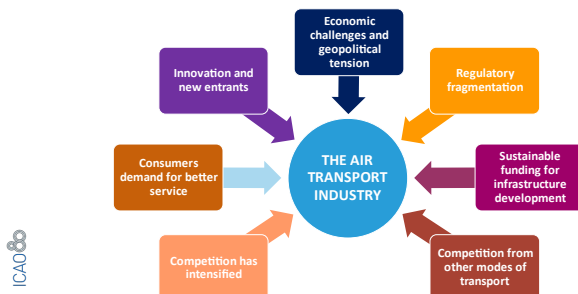
Source: ICAO Long-term Traffic Forecasts



### 3. Desafíos para el desarrollo continuo de la Transportación Aérea

Air transport development challenges

48



ICAO

Air Transport in Latin America/Caribbean

49



ICAO

3.1 Los desafíos actuales al desarrollo del transporte aéreo en la Región CAR, particularmente en mejorar la conectividad intra regional aérea de los pasajeros, requiere de un acercamiento regional más coordinado hacia la propia utilización de la guía de ICAO en cargos y tarifas, liberalización y factores de competitividad entre elementos. En relación, se invita a la reunión a revisar el siguiente proyecto de conclusión para la adopción de los Estados:

PROYECTO DE CONCLUSIÓN	
NACC/DCA/12/XX	ACCIONES DE MEJORA AL TRANSPORTE AÉREO EN LA REGIÓN CAR
<p><b>Qué:</b></p> <p>Que:</p> <p>a) los Estados implementen una regulación económica efectiva y se vigile y se apliquen procesos regulatorios, tomando en consideración las mejores prácticas dentro y fuera de la región;</p> <p>b) los Estados realicen esfuerzos para mejorar la conectividad aérea en la región atendiendo la deficiencia de la infraestructura de la aviación;</p>	<p><b>Impacto esperado:</b></p> <p><input type="checkbox"/> Político / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input type="checkbox"/> Económico</p> <p><input type="checkbox"/> Ambiental</p> <p><input type="checkbox"/> Técnico/Operacional</p>

<p>c) los Estados avancen la liberación del transporte aéreo en la región;</p> <p>d) los Estados implementen las políticas de ICAO sobre derechos e incorporen los cuatro principios clave de imposición de derechos, por ej. la no discriminación, relación de costos, transparencia, y consultas con usuarios/as, en su legislación y regulación nacional;</p> <p>e) los Estados promuevan la consulta entre aeropuertos/ANSPS y las aerolíneas en el establecimiento de derechos, así como la transparencia en compartir información para consultas significativas y efectivas;</p> <p>f) los Estados reconozcan la diferencia entre derechos e impuestos, implementen las políticas de la OACI sobre impuestos internacionales al transporte aéreo y eviten la proliferación de impuestos;</p> <p>g) la OACI continúe concienciando e incrementando el entendimiento a los Estados de las políticas y guías sobre derechos e impuestos de la OACI, con el objetivo de mejorar la implementación por Estado;</p> <p>h) la OACI realice esfuerzos en proveer la información y el análisis en la forma de la supervisión económica adoptada por los Estados en relación con la evolución de los derechos a usuarios/as para permitir a los reguladores tomar decisiones con fundamentos; y</p> <p>la OACI, en conjunto con la CLAC y otras agencias de la aviación, identifiquen e implementen un mecanismo regional para que los Estados y la industria atiendan problemas y desafíos encarados en las regulaciones económicas y vigilancia, así como ataquen brechas de infraestructura.</p>	
<b>Por qué:</b>	
Apoyar el Desarrollo continuo y sostenible del transporte aéreo en la región	
<b>Cuándo:</b> Reunión NACC/DCA/13	<b>Estado:</b> <input checked="" type="checkbox"/> Válida / <input type="checkbox"/> Invalidada / <input type="checkbox"/> Finalizada
<b>Quién:</b> <input checked="" type="checkbox"/> Estados <input checked="" type="checkbox"/> OACI <input type="checkbox"/> Otros:	

#### 4. Acciones Sugeridas

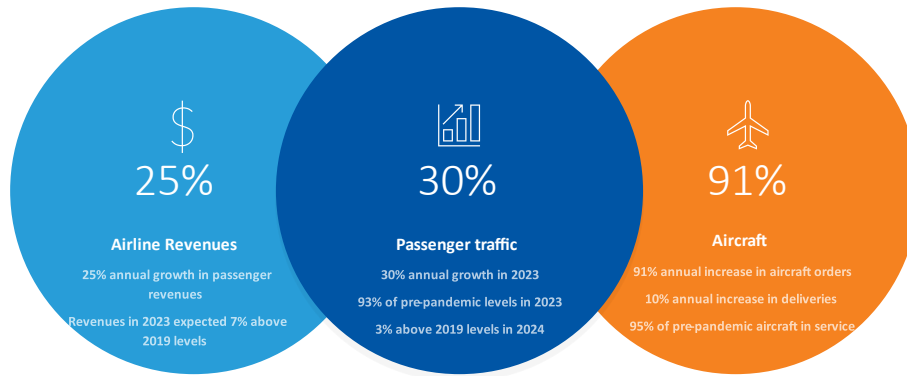
##### 4.1 Se invita a la Reunión a:

- a) tomar en cuenta la información proporcionada;
- b) modificar según sea necesario y respaldar la conclusión propuesta en la sesión 3, y
- c) proveer dirección como se considere necesaria.

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**APPENDIX  
AIR TRANSPORT RECOVERY RESULTS**

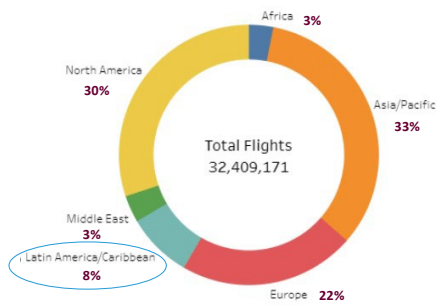
**Global traffic in 2023:  
A recovery from the pandemic shock**



Source: CAO Big Data dashboards and analysis

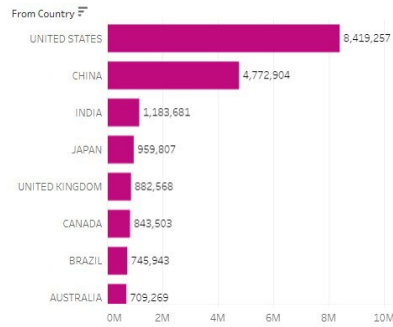
**Traffic by region and State**

**Number of flights by region  
(International and domestic, 2023)**



Source: CAO Big Data dashboards and analysis

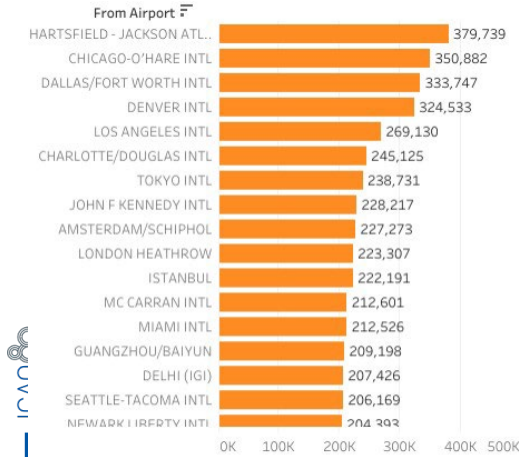
**Number of flights by State  
(International and domestic, 2023)**



## Global airport traffic

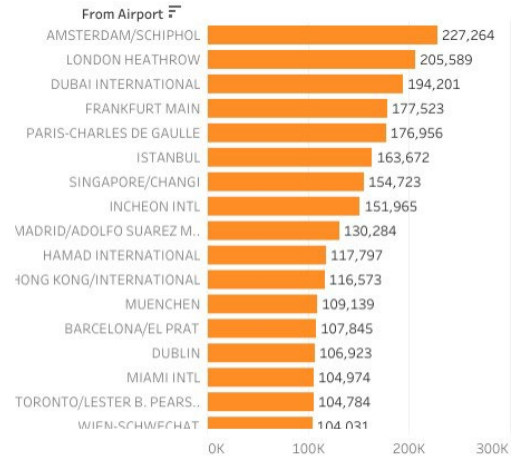
18

Number of flights by airports  
(International and domestic, 2023)



Source: ICAO Big Data dashboards and analysis

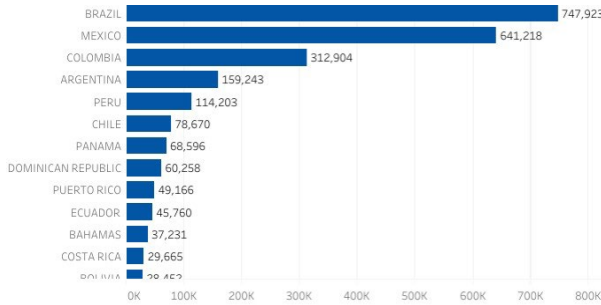
Number of flights by airports  
(International, 2023)



## Traffic - Latin America/Caribbean

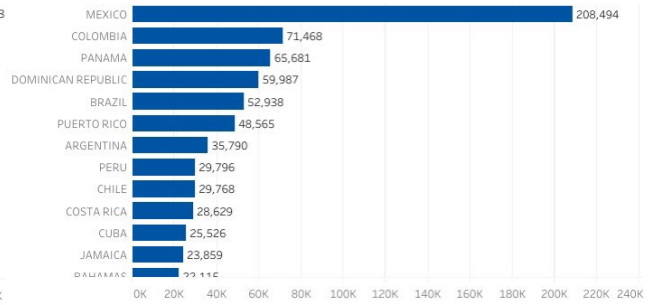
19

Number of flight by State  
(International and domestic, 2023)



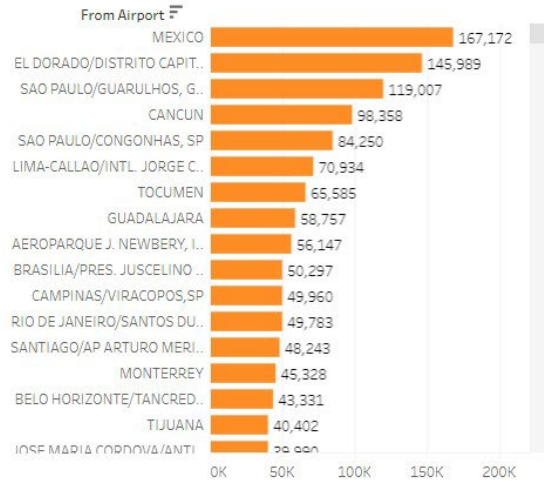
Source: ICAO Big Data dashboards and analysis

Number of flight by State  
(International, 2023)

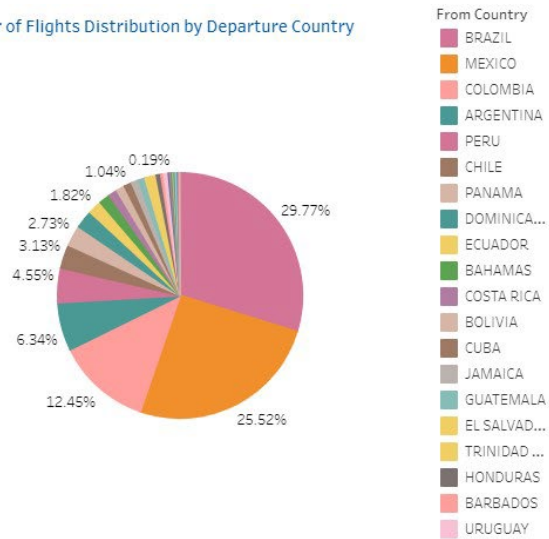


## Airport traffic: Latin America/Caribbean

Number of Flights Ranking by Departure Airport



Number of Flights Distribution by Departure Country



Source: CAO Big Data dashboards and analysis