

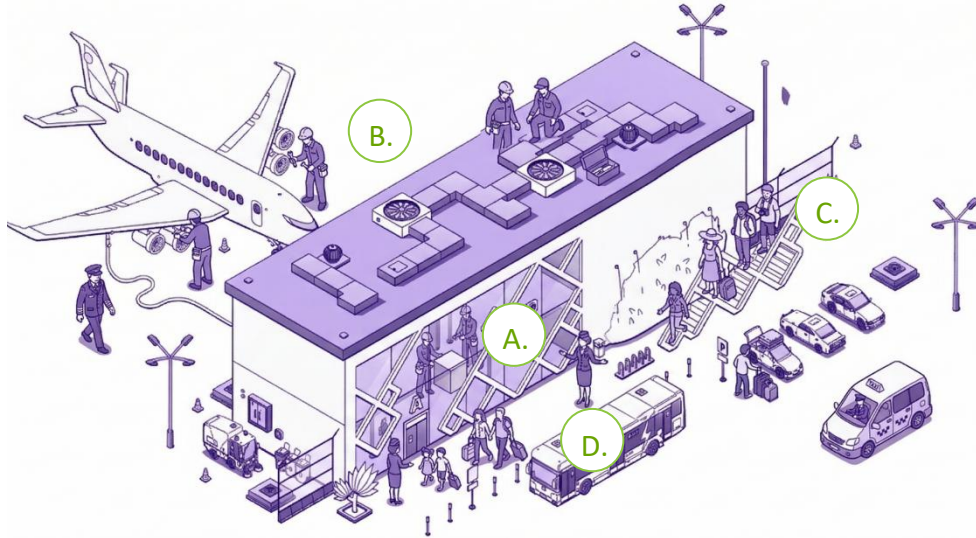


## Moving from Local Realities toward Global Goals

The aviation industry in LAC is committed to reducing emissions and doing so effectively: in a feasible way, without compromising its core mission—connecting people, dreams, and projects—and driving economic development in the region.



# THE IMPORTANCE OF AVIATION IN LAC



A.



**3.6%**  
of the regional **GDP**

B.



**2.9%**  
of **employment**

C.



**22 million**  
**sq. km. of extension.**  
Connects places that  
are hard to reach

D.



**62%**  
of international tourists  
arrive in LAC by plane

And **1 in 11 jobs** depend on  
international tourism



Aviation is a driver of economic and  
social development.

2026

The global aviation industry is moving forward with a long-term agenda toward Net Zero 2050, as part of the framework of global objectives that guide the sector's actions.



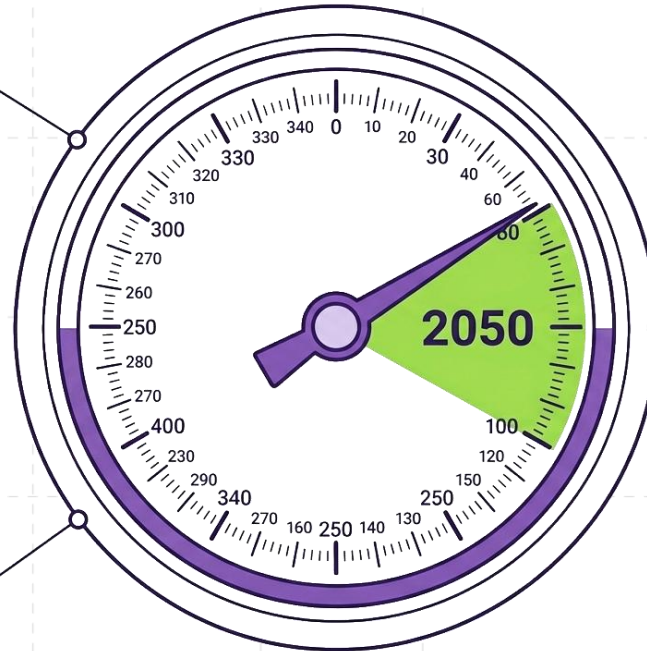
[www.alta.aero](http://www.alta.aero)



# HOW WILL IT ACHIEVE IT?

Global commitment  
toward net zero  
emissions by 2050

Exploring alternatives to  
reduce emissions



*[ The sector is advancing to a  
new way of operating. ]*

International frameworks:

**CORSIA**



ICAO



2026

## Moving toward net zero emissions presents a challenge for the region's connectivity and development.

This study was conducted to propose alternatives that will bring the LAC industry closer to that goal.

\*LAC: Latin America and the Caribbean



[www.alta.aero](http://www.alta.aero)



# WHY THIS STUDY?



Latin America and the Caribbean is committed to the goal of **net zero emissions by 2050**, acknowledging its own realities and challenges.

In this context, ALTA decided to contribute with a **study conducted in collaboration with the ICF**.

The standards of the **UNFCCC, ICAO, and LTAG** were considered to determine a feasible way forward, identifying options, implications, and the most cost-effective pathways for the region.

# OBJECTIVE

This study aims to **highlight pathways and trade-offs** that enable the industry to make realistic progress toward the goal of net zero emissions by 2050.



2026

**LAC has specific and distinct structural conditions.**

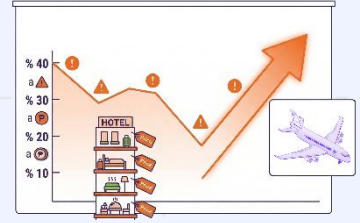


[www.alta.aero](http://www.alta.aero)



**LAC IS A MARKET  
THAT IS LESS MATURE  
AND MORE PRICE  
SENSITIVE**

**2.5 trips**  
per year per capita in the U.S.



**VS**

**0.67 trips**  
per year per capita in LAC

*The demand is there, but it is fragile.*



# LAC IN THE GLOBAL CONTEXT

▶ Within LAC, there are flights as long as those crossing Europe and reaching Asia.

Smaller overall contribution, although with greater reliance on aviation for connectivity and development.

▶ Pathways to net zero emissions must be tailored to the region's specific realities.



**8%** of the world's population

Mexico City

6,600 km

Santiago de Chile

Madrid

7,200 km

New Delhi



**5.4%** of the total global air traffic

*LAC has a different balance between emissions reduction and connectivity.*

2026

In that regard, **LAC** faces challenges and opportunities toward achieving **Net Zero...**



[www.alta.aero](http://www.alta.aero)



# CHALLENGES



Economic and regulatory differences.



Need for tailored solutions.



Inadequate infrastructure.



High price sensitivity and demand that is still under development.

# OPPORTUNITIES

Streamlining its own mix of solutions:

Driving operational and fleet efficiencies.



Taking advantage of the benefits of issuing carbon credits.



2026

For **Latin America and the Caribbean**,  
moving toward **Net Zero** entails managing  
key **trade-offs** for the industry.



[www.alta.aero](http://www.alta.aero)



# KEY TRADE-OFFS FOR AVIATION IN LATIN AMERICA AND THE CARIBBEAN

Reducing emissions



Sustainability



Global



Staying connected



Accessibility



Regional realities



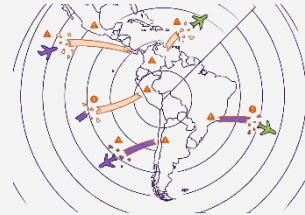
*The regions face this challenge from different starting points.*

\*Common but differentiated responsibilities (UNFCCC).

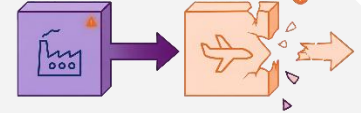
# WHAT THE INDUSTRY DEFINITELY WANTS TO AVOID



ALERT SYSTEM



Isolated communities



Disconnected economies



Collapsed tourism



Disrupted supply chains

*Aviation is not a luxury in Latin America. It is critical infrastructure for development.*

2026

The study identified **four** essential findings...



[www.alta.aero](http://www.alta.aero)



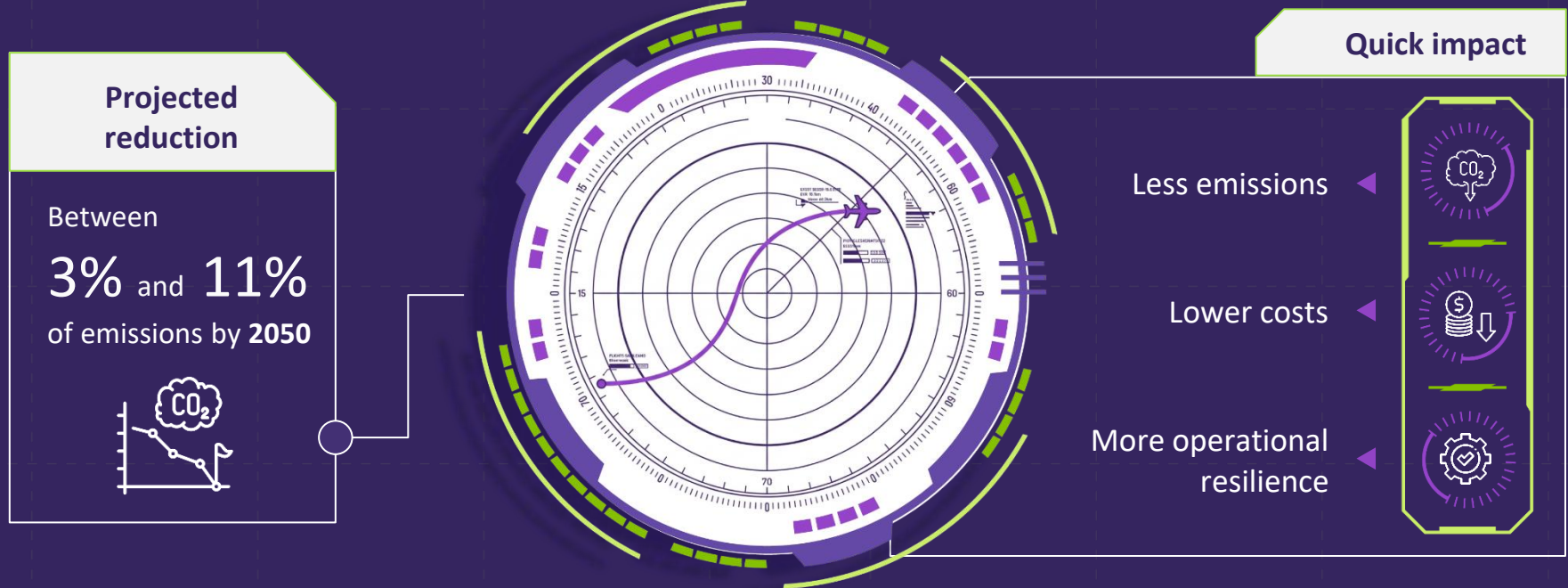
# First finding

---

Operational efficiencies

01

# OPERATIONAL EFFICIENCY: THE MOST IMMEDIATE LEVER, IT IS COST EFFECTIVE AND ALIGNED WITH LAC'S ECONOMIC REALITY.



[ *Short-term solution* ]

## Second finding

---

### Fleet modernization

The industry in LAC is making progress.



02

# LAC ALREADY HAS ONE OF THE MOST MODERN AND EFFICIENT FLEETS IN THE WORLD

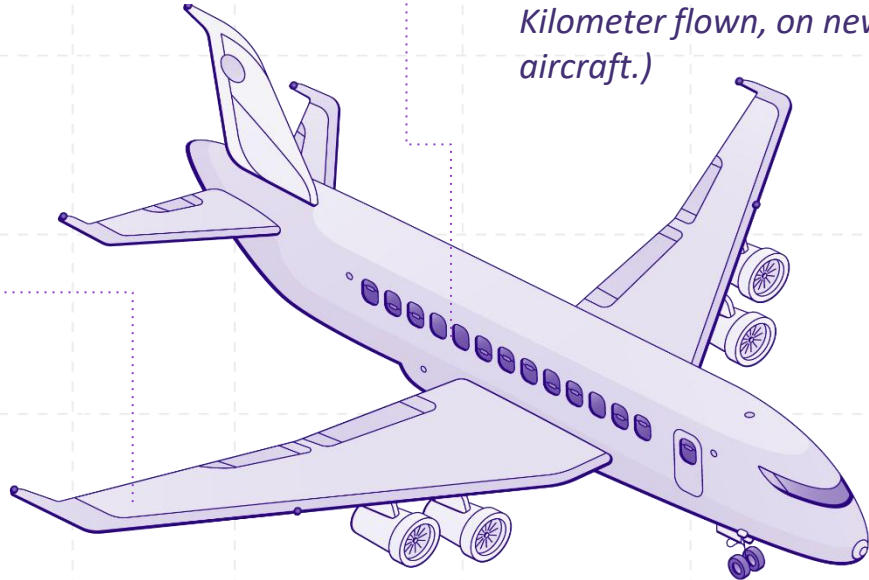
700 new generation aircraft on order.



34% of ASK capacity in Europe and the U.S.



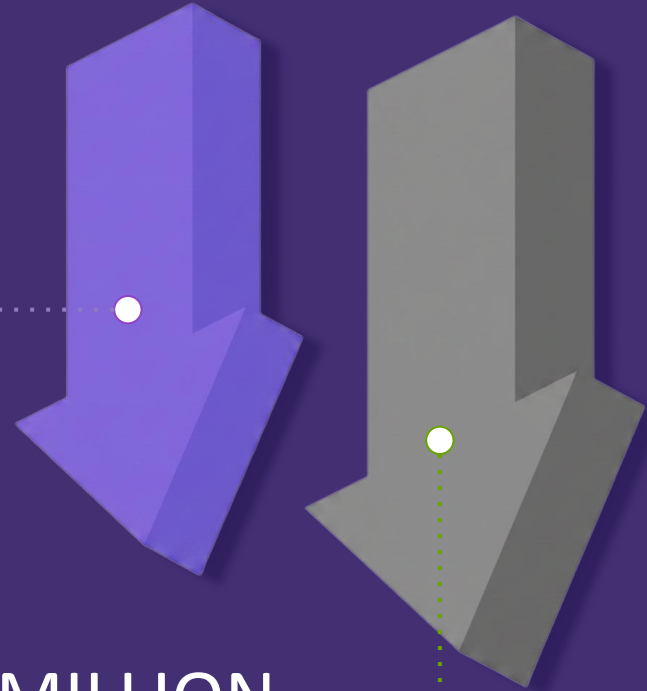
38% of ASK capacity (number of Available Seats per Kilometer flown, on new generation aircraft.)



## THANKS TO ITS FLEET RENEWAL, LAC IS MOVING CLOSER TO ITS NET-ZERO GOAL

*From 2014 to 2026, the industry invested  
**USD 40 billion**  
on +1,100 new aircraft in LAC.*

**-30%**  
emissions by  
2050.



**13.4 MILLION**  
tonnes of CO<sub>2</sub> less per year.

# THE INDUSTRY IS ALREADY TAKING ACTION



Continuous operational improvements.



Massive investment in the fleet



Net  
Zero  
Emission  
By 2050

19%  
of the flights are operated in  
new generation aircraft.

Commitment with  
the 2050 goal.

[www.alta.aero](http://www.alta.aero)

*Latin America and the Caribbean are exploring the best pathways to achieving net-zero emissions.*

# Third finding

---

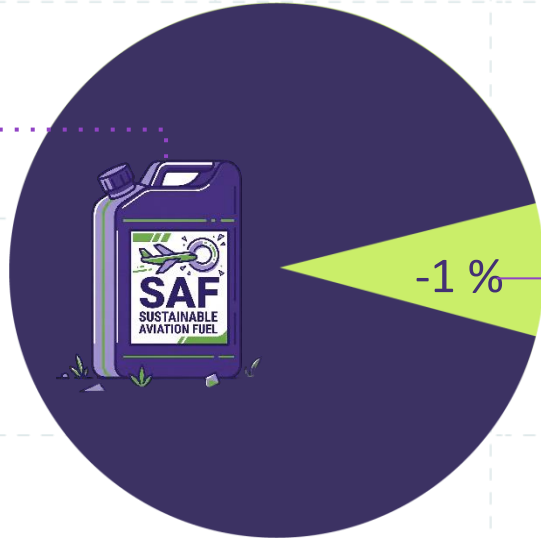
## SAF

The key that requires enabling conditions.

03

# SAF IS CRUCIAL IN THE LONG TERM

It can solve a significant part of the emissions



Current global use

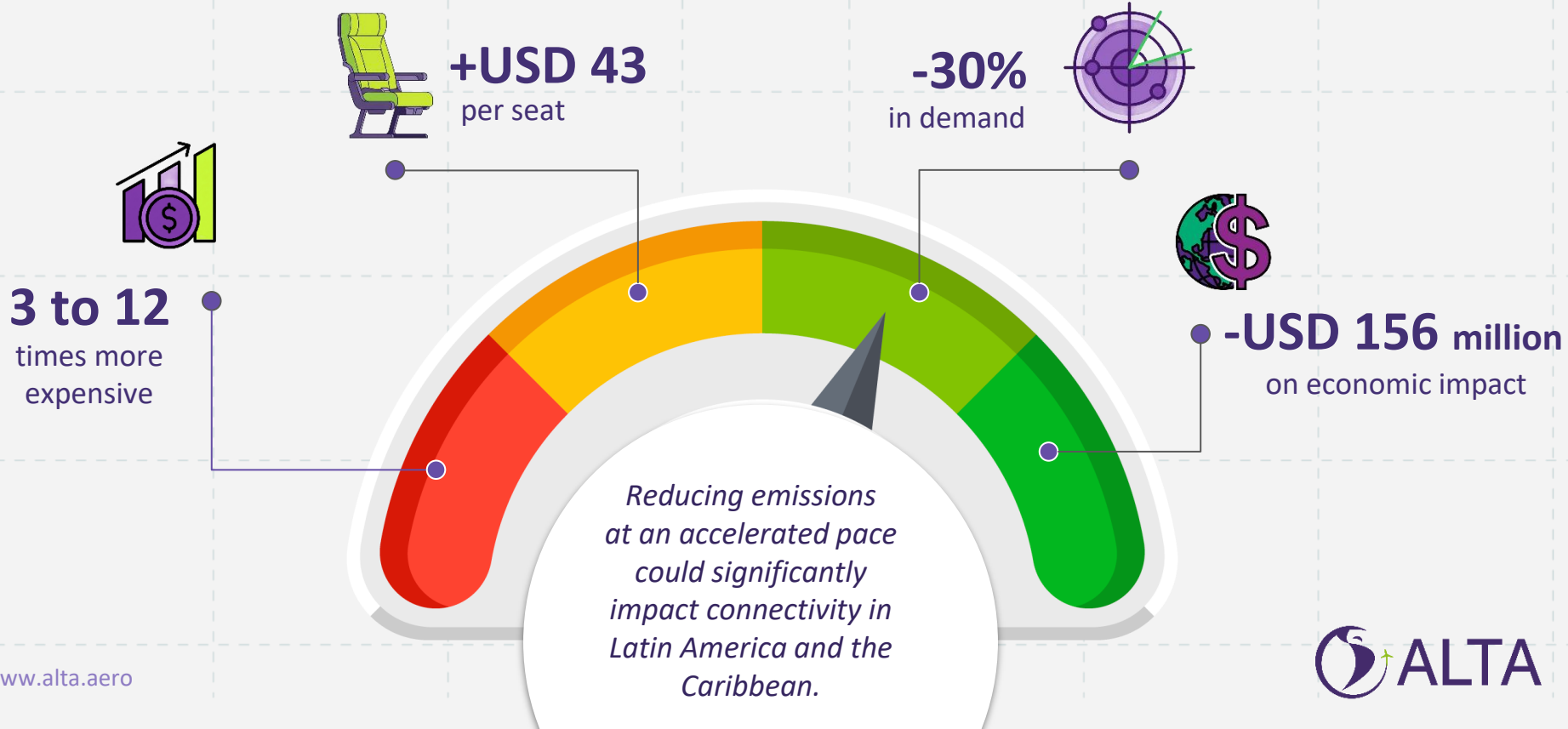


Requires large government investment for all measures:  
Between USD 224 and 284 billion

[ *SAF is effective, but not yet feasible.* ]

# THE COST OF GOING TO FAST

*Obstacles of SAF by 2050*



# Fourth finding

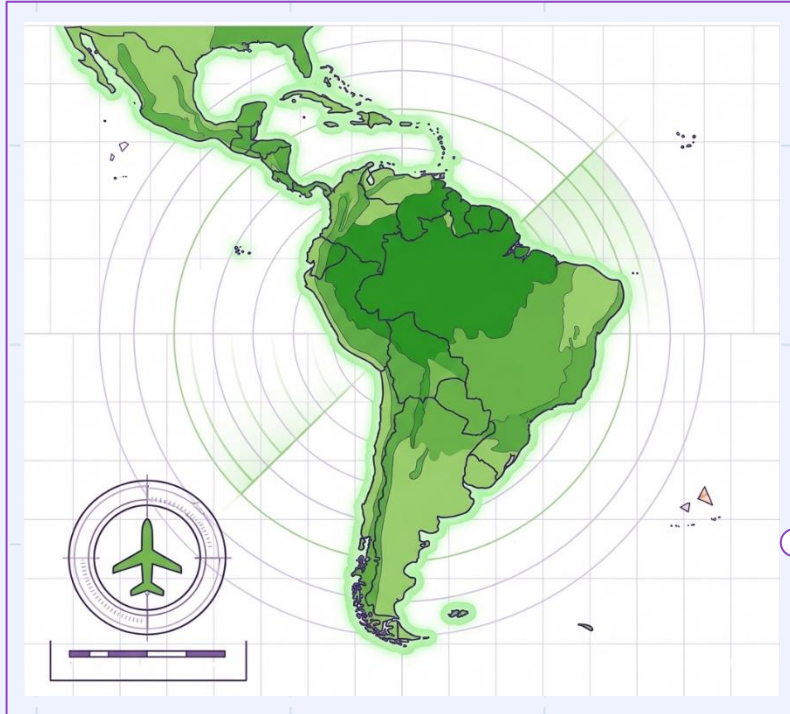
---

**Nature-based solutions**

Carbon markets.

04

# A REGIONAL COMPETITIVE ADVANTAGE



*The region has the capacity to lead in trade-offs.*

**23%**

(2020–2024): relevant growth in the global supply of carbon credits (issuance of credits).

Only

**6.7%**

LAC's share of global CO<sub>2</sub> emissions.

## Estimate

LAC would contribute

**25 %**

of the global market of carbon credits by 2050, with its nature-based solutions.



## Challenge



Standardize regulatory frameworks and ensure project credibility.

2026

# Conclusions and contributions to the discussion

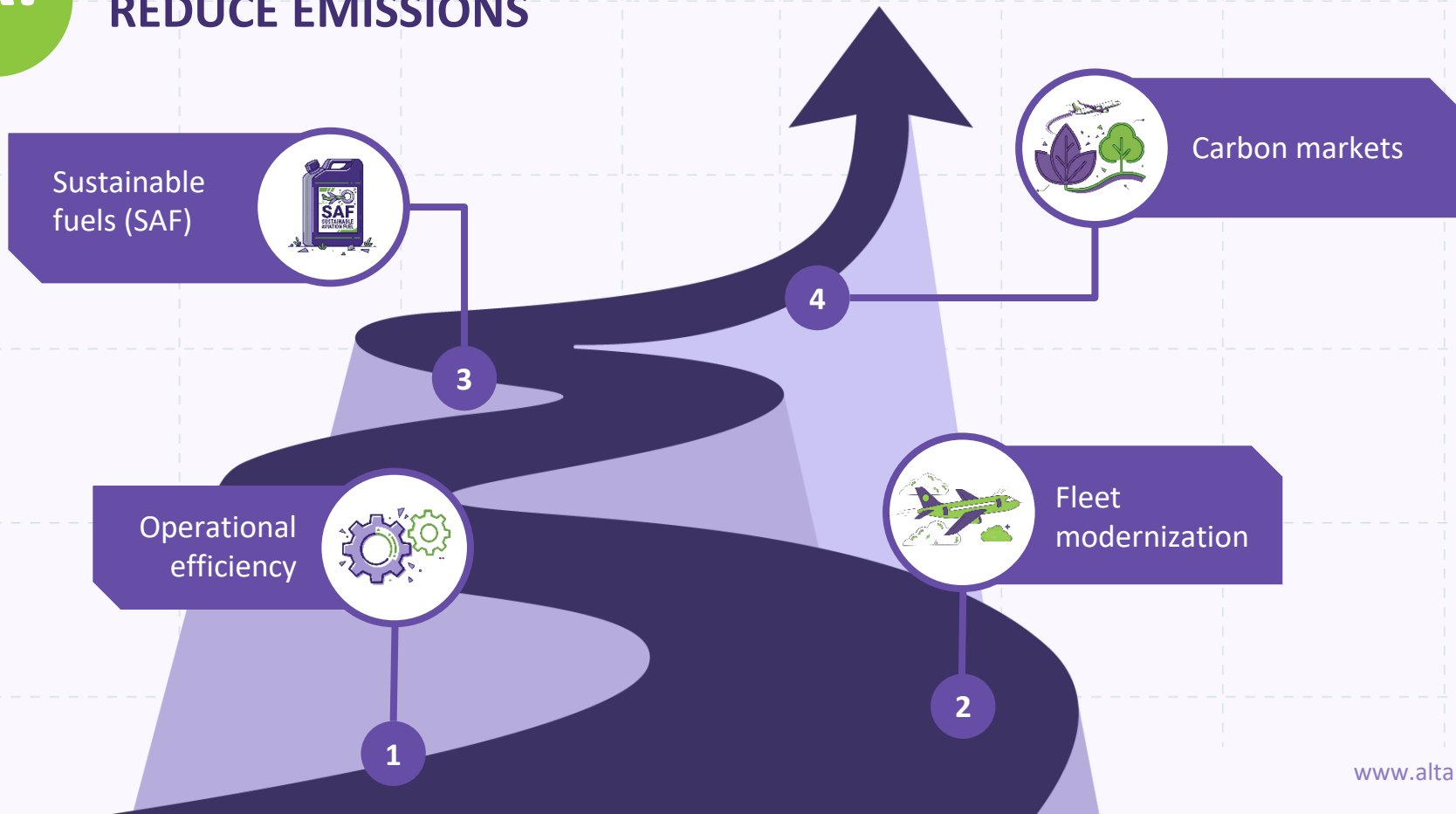
There is no single pathway to net zero emissions: the goal is to identify distinct, feasible, achievable, and realistic roads.

[www.alta.aero](http://www.alta.aero)



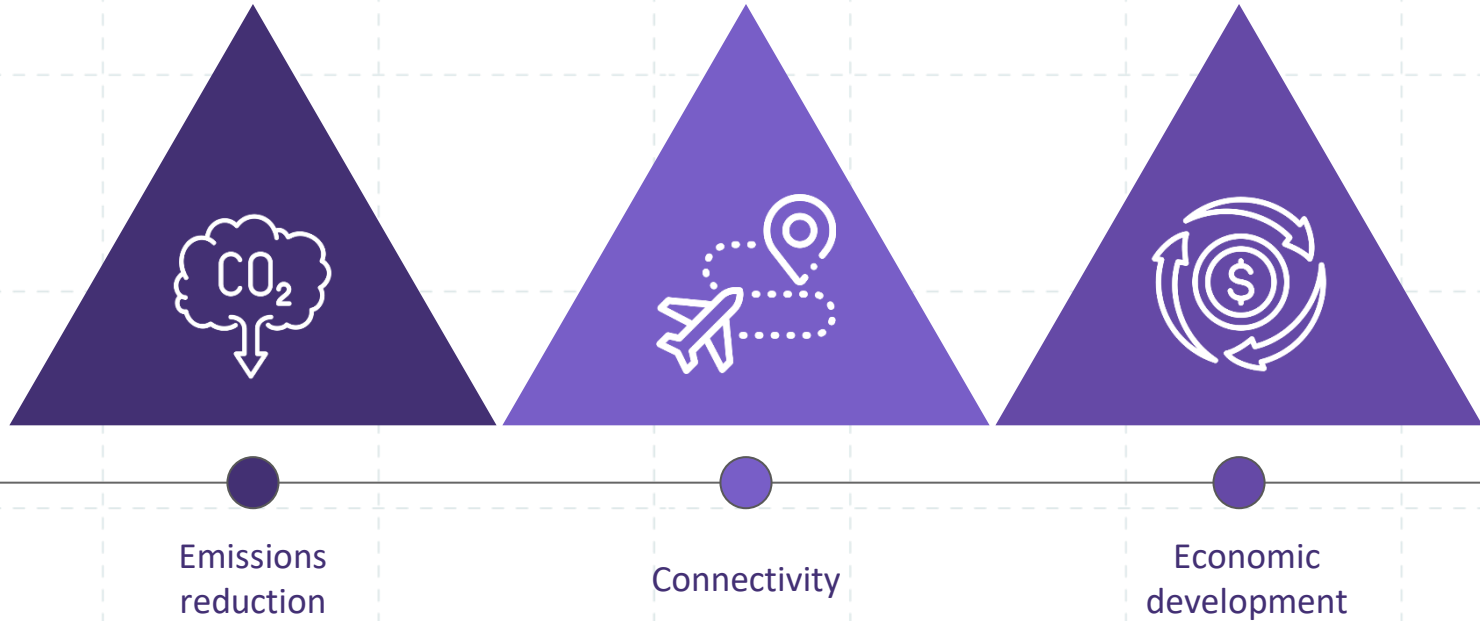
A.

## THESE ARE THE FOUR PATHWAYS TO REDUCE EMISSIONS



B.

## BALANCING THREE VARIABLES



[ *There is no single pathway; actions must be combined.* ]

C.

# THIS CHALLENGE IS NOT JUST FOR THE INDUSTRY



D.

# THE REGION DOES NOT HAVE DIFFERENT OVERALL GOALS; HOWEVER, IT FACES A DIFFERENT REALITY IN MEETING THEM



Reduced  
access to SAF



Less funding and  
greater dependence on  
aviation



Net  
Zero  
Emission  
By 2050

Therefore, although the goal is the same (net zero by 2050), the pathway and pace must be adapted to each context. This requires a tailored approach to the mix of solutions.



World

Region

VS

# E.

## LAC IS COMMITTED, BUT IT CAN'T DO IT ALONE



More immediate **solutions** are underway.



**Achieving Net Zero in LAC** implies tackling high cost and structural limitations.



**LAC must make complex decisions** to move along viable pathways.



**Strengthen public-private partnerships** to fully leverage emission reductions.

*Reducing emissions without cutting the region off is the actual goal.*



T H A N K S



T H A N K S

