LATAM laments 787 delivery delays as it prepares to welcome first Embraer 195-E2s

By Kerry Reals | 7 June 2026



LATAM Brazil chief executive Jerome Cadier (L) and LATAM Airlines Group chief executive Roberto Alvo (R)
IATA

The Latin American airline group is hosting this year's IATA AGM in Rio de Janeiro.

LATAM Airlines Group chief executive Roberto Alvo says the carrier is keen to open more long-haul destinations but has been frustrated by widebody delivery delays, having not "taken delivery of a single Boeing aircraft on time".

Speaking on 6 June at the IATA AGM in Rio de Janeiro, which LATAM is hosting, Alvo said: "I wish I had more airplanes and that airframers could deliver on time. If I did, we would open more destinations."

LATAM operates close to 40 Boeing 787-8s and 787-9s and has another 18 of the type on order. Alvo says he is "very happy" with the aircraft but he has not been so happy about the delivery schedule. He

adds that he has seen “improvements” at Boeing, but notes: “That doesn’t mean I’m not frustrated that over the last several years we haven’t taken delivery of a single Boeing aircraft on time.”

LATAM’s “first priority” is to replace its Boeing 767s with 787s, says Alvo. It will later look to replace its 777s, which will “probably require a different type of aircraft, but that’s a decision for the future”, he notes.

The Latin American airline group is also looking forward to taking delivery of its first Embraer 195-E2s and will unveil the first destinations for the aircraft “in a month”, says LATAM Brazil chief executive Jerome Cadier.

The first 24 E195-E2s will be operated domestically in Brazil, where there are opportunities to connect “many smaller cities that are not well-connected”, says Alvo. The group has options on a further 50 of the type, and “we will make a decision on the options later”, he adds.

Alvo is optimistic about the future of air travel to, from and within the Latin American region, pointing to strong growth in recent years. When the IATA AGM was last held in Rio de Janeiro in 1999, the region’s airlines carried 68 million passengers a year and accounted for 4% of world air traffic. This has since grown to 447 million passengers annually.

Alvo is confident that LATAM’s “strong” balance sheet “best positions us to withstand” the “sharp” increase in jet fuel prices seen since the start of the Iran conflict in late February.

“Even if the conflict stopped today, we would still see high prices for the remainder of the year,” says Alvo, noting that “the industry has adapted quickly” by cutting and redeploying capacity.

“LATAM will continue to operate where it makes more sense,” he says.