Dear Colleagues,

Air passenger travel markets to and from the Americas have been among the best performers in recent months, as shown in the below graph. The rapid recovery from the depth of the crisis, and resilience to new shocks since then, have been driven by Mexico, Colombia, and the US. To further stimulate demand, we are urging authorities across the region to lift all remaining COVID-related travel restrictions, including mandatory pre-departure testing, specifically to the US, to allow fully vaccinated passengers to travel without restrictions.

As the region is bouncing back quickly, we are focusing our efforts on ensuring our infrastructure is safe and efficient, from an ATM and airport as well as staffing perspective, and ready for the anticipated increase in demand, specifically for the busy summer season. In Canada, we have seen long lines at airports across the country, causing operational challenges for airlines and leading to a poor passenger experience. IATA sent a letter to the Canadian government and issued a press release urging the authorities to take the appropriate steps to correct the situation. In Mexico, we are working with the authorities to review and address an increased rate of safety related events in the Mexico City TMA. This led to the creation of a task force, including IATA, airlines, Government authorities, SENEAM and labor unions (pilots and controllers), aiming to put in place immediate mitigation measures to ensure safe and efficient operations in the airspace. In the Bahamas, our members have seen a dramatic cost increase over the past 12 months associated to traversing the Bahamas FIR. Without any new or incremental service being provided, IATA has voiced its concerns and is seeking an open consultation meeting with the Bahamas Air Navigation Services Authority (BANSA) in June.

Safety remains the industry’s number one priority and I encourage you to review IATA’s 58th edition of the IATA Annual Safety Report (2021), which was released in April. The report, which is free to download, provides a comprehensive review and analysis of the industry’s 2021 safety performance and presents an in-depth examination of both global and regional accident statistics. We see a strong improvement in several areas compared to 2020 and to 2017-2021. For example, Latin America and the Caribbean had an excellent 2021 with a 0.00 jet hull loss rate compared to its 0.23 five-year average. The report also shows a reduction in the total number of accidents and no fatal accidents among airlines on the IATA Operational Safety Audit (IOSA) registry.

Lastly, after four years of minimal interactions, the Venezuelan government recently approached IATA to re-establish discussions on aviation matters. There is a strong push within the Venezuelan government to promote travel and tourism in the country and to reestablish connectivity that had been suspended. We made it clear to INAC that the large number of airlines’ blocked funds of $3.8B is still a key priority for our members and the repatriation of such funds must be part of any re-establishment of discussions and consequential return of connectivity. To restart an open dialogue with the authorities, I plan on meeting with key Government officials in July, including the Ministries of Transport, Tourism, Finance and the Central Bank.

As usual, please find below IATA’s latest activities and initiatives across the Americas. Please let me know if you have any questions and continue to count on our support.

FLEXIBLE AIR TRAVEL RESTRICTIONS HAVE BENEFITTED LATIN AMERICA

Source: IATA Monthly Statistics by Route *Mexico is included in Central America
USA: BOS ANNOUNCED REDUCTION IN AIRPORT CHARGES
After several meetings and requests for a review of its charges levels, BOS informed that charges were reduced on March 1 due to the increase in passenger volumes. The proposed rates for fiscal year 2023 were presented at BAC on May 5, 2022. These fees and rates include important activity-based charges reductions, which will be submitted to the Board of Directors in June for approval, to be implemented on July 1st. Also, there is a proposal for a landing fee assistance program to set that charge at approximately $5.65 for FY23. For more details, please contact IATA’s Charges Manager for the Americas, Guillermo Rodriguez.

USA: IATA LETTER TO DOT URGING ACTION ON 5G
IATA Director General Willie Walsh sent a letter to U.S. Secretary of Transportation Pete Buttigieg requesting the Department’s assistance in reaching a permanent agreement with telecom companies planning to deploy 5G service around U.S. airports, beyond the current 5 July 2022 voluntary agreement with Verizon and AT&T. The letter also requested that DOT and the FAA use their existing authority to require licensees to provide notice if they plan to deploy service that could adversely affect aviation and to require an aeronautical study to determine the extent of any adverse impact on the safe and efficient use of the airspace, facilities, or equipment. IATA and others have voiced concern that the deployment of 5G service in the C-Band could interfere with aircraft radio altimeters. For more details, please contact IATA’s Assistant Director, Operations, Safety & Security, Kieran O’Carroll.

USA: SEC ISSUES CLIMATE RISK RULE
The U.S. Securities and Exchange Commission proposed a rule that would require publicly traded companies to explain in their regular disclosures to investors how certain climate-related risks can affect their finances. Companies will be required to calculate these potential costs from data they already compile for regular disclosures to investors. Under the rule, companies would also be required to disclose greenhouse gas emissions they 1) directly produce through their own business operations; 2) those that come from the energy they purchase to keep their business running; and 3) those from the goods and services purchased by the firm, if they have set public emissions reduction targets or if those emissions pose a direct financial risk to the business. Each airline will need to determine whether the rule applies to them. IATA plans to submit comments by the 20 May 2022 deadline and encourages airlines to do the same. For more details, contact IATA’s Vice President, Member & External Relations for North America, Doug Lavin.