

Dear Colleagues,

After nearly two years of the COVID-19 pandemic, we know a lot about the virus and the inability of travel restrictions to control its spread as the below data clearly shows. Unfortunately, the discovery of the Omicron variant caused governments to forget these lessons and react in knee-jerk fashion with border closures, quarantines and other travel restrictions.

Across the Americas, we are staying in close dialogue with the authorities to keep borders open and minimize the impact of Omicron on airline operations and people's ability to travel. We are urging Governments to focus on vaccines as the single best protection against COVID-19, ensuring vaccinated travelers do not face further restrictions and using testing for non-vaccinated passengers, including PCR and antigen, while maintaining exemptions for crews to avoid operational disruptions. After all, in pre-COVID times, air transport supported 7.6 million jobs and \$187 billion of GDP in Latin America and the Caribbean, and 8.8 million jobs and \$1.1 trillion of GDP in North America. Governments must therefore utilize air transport as a partner in the region's path to economic and social recovery.

You can access a summary of the latest available data and current issues across a number of key economic, market and industry variables in the December edition of the [Economic State of the Americas Region](#). We hope you find the information useful in your own advocacy efforts.

We continue to address a variety of initiatives across the region, specifically on the airport front: In Honduras, we supported our members in their transition to the new Palmerola International Airport. In Peru, we support the Ministry of Transport's decision to ask Lima Airport Partners to adhere to the promised construction timeline of newLIM. And in Mexico, we are working closely with the authorities to ensure the new Santa Lucia Airport will be an alternative to the very congested AICM.

In Chile, to ensure aviation can be a valuable contributor to the political agenda of Chilean President-elect Gabriel Boric and his Government, we have already met with his team to build a close relationship once the respective Ministers are announced. And in the US, together with a coalition of industry stakeholders, we have been warning that there could be significant flight disruptions if the 5G airwaves were expanded as planned due to interference with aircraft avionics and ground navigation equipment.

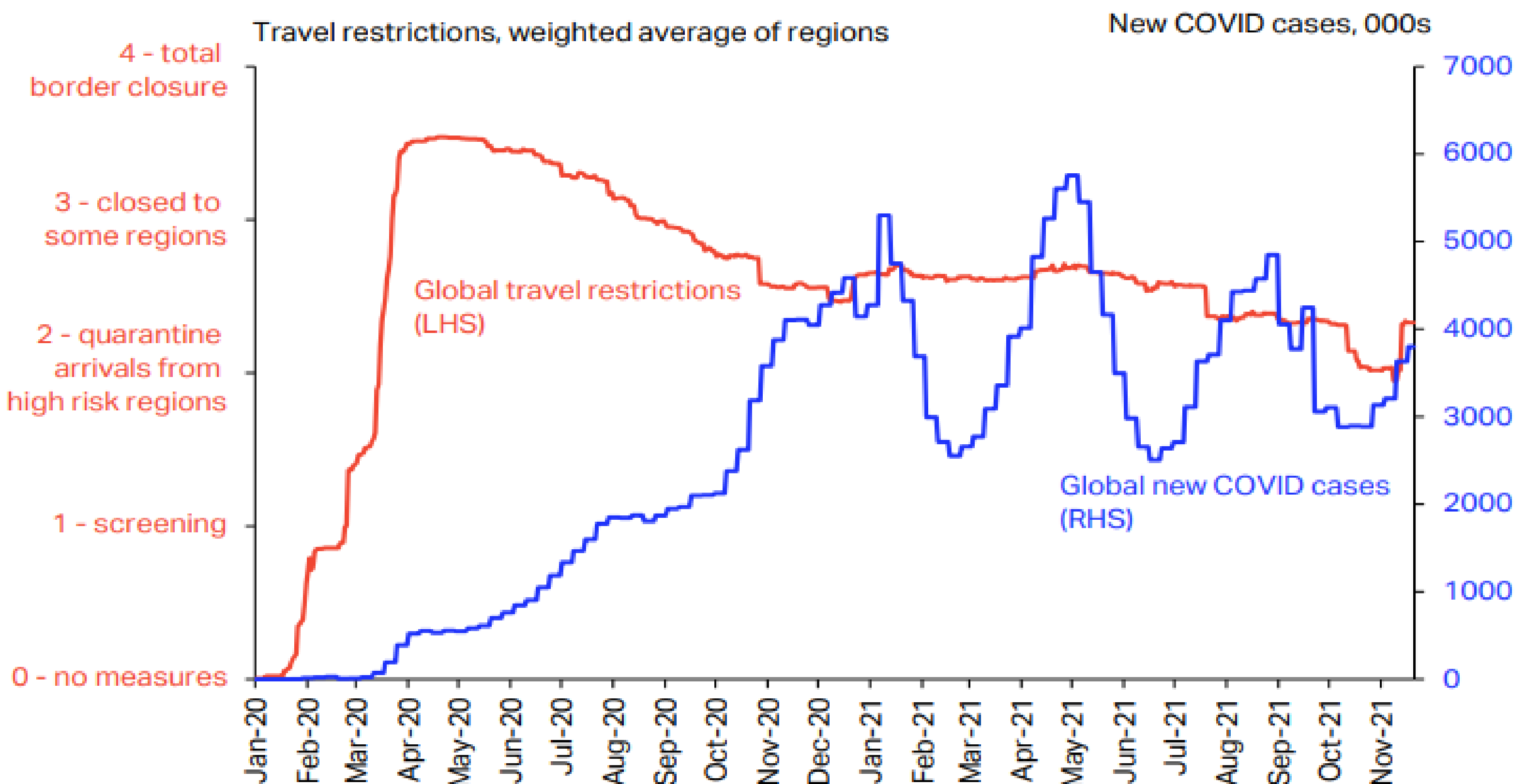
Finally, I would like to thank you for your support throughout 2021 and wish you and your loved ones Happy Holidays and all the best for 2022. Continue to count on IATA's support to reduce costs, increase efficiencies and harmonize regulations to enhance the region's air transport competitiveness on a global stage.



**PETER CERDÁ**

**REGIONAL VICE PRESIDENT, THE AMERICAS**

## DO TRAVEL RESTRICTIONS REDUCE NEW COVID CASES?



Source: IATA Economics using data from ECDC, Oxford University



## ARGENTINA: AGREEMENT TO RECOVER INTERNATIONAL PASSENGER FEE OVERPAYMENT

IATA, JURCA, ORSNA and AA2000 signed an agreement that will allow international carriers operating in Argentina to recover the USD 6-dollar difference paid in excess per ticket to AA2000 up to total amount of USD 3.5 million. The difference surged when airport regulator ORSNA implemented a passenger fee increase of USD 6 (from USD 51 to USD 57) applicable as from March 15. This generated an immediate problem with the large inventory of 570,000 tickets postponed and still to be used due to COVID restrictions. IATA facilitated the engagement over the past 9 months and the agreement reached will allow airlines to present their credit notes to recover the differences described beginning December 20. For details, contact IATA's Country Manager for Argentina, [Maria Jose Taveira](#).

ORSNA

## BRAZIL: AIRSPACE SECTORIZATION RESTRUCTURING FOR BRASILIA AND RECIFE FIRS

Following joint industry efforts, Brazilian Air Navigation Service Provider (DECEA) announced the implementation of the airspace sectorization restructuring for Brasilia and Recife FIRs, with the objective of keeping DCT routing in "high" density traffic areas. The DCT Route initiative achieved over 23.5K tons of fuel savings while reducing 74K tons of CO2 from April to September 2021. For details, contact IATA's Assistant Director, Safety & Flight Operations [Julio Pereira](#).



## BRAZIL: INDUSTRY STUDY TO REVIEW FUEL SUPPLY CHAIN

IATA jointly with ABEAR and ALTA recently contracted a local law firm to launch a comprehensive study on the fuel supply chain in Brazil. Its main objective is to assess the competitiveness of the market and develop a strategy to approach competition and regulatory authorities. This aims to ensure a level playing field for potential new entrants to the aviation fuel supply market, and together with the recently announced change to Jet A should foster competition, thus lowering historically high fuel prices in Brazil. For details, contact IATA's Country Manager for Brazil, [Dany Oliveira](#).



## COSTA RICA: REMOVAL OF OBSTACLES IN SJO APPROACH

As a result of the working group established between IATA and the Civil Aviation Authority to address obstacles in the SJO approach, seven obstacles have been removed. One member has been able to increase payload by 2 tons in their A330-200 and 2.5 tons in their A350-900 because of these actions. Furthermore, a bill is being drafted to include that any surrounding constructions must have CAA approval to prevent future obstacles. For details, please contact IATA's Area Manager for Central America, Ecuador & Venezuela [David Hernandez](#).



## CURACAO: LOWER-THAN-EXPECTED FEE INCREASES

Curacao Airport Partners (CAP) and Dutch Caribbean Air Navigation Service Provider (DC-ANSP) consulted with IATA and airlines back in May to determine the tariffs for the 2022-2024 cycle. CAP's proposal was to increase the TFC from the current \$49 to \$72 for international passengers under a best case 6 year amortization schedule, while DC-ANSP's proposal for landing was to go from the current \$7.33 to \$9.39 collected in one cycle. Industry efforts resulted in the regulator announcing the increases will be set at \$63 and \$8.97 respectively, lower than the original proposal. For details, please contact IATA's Area Manager for the Caribbean, [Annaleen Lord](#).



## HONDURAS: TRANSITION OF INTERNATIONAL OPERATIONS TO NEW PALMEROLA AIRPORT

Following the corresponding authorization of their respective regulators, the four international carriers that operated in Tegucigalpa's Toncontin International Airport (TGU) successfully transitioned their operations to the new international airport in Palmerola between 15 and 16 December. Operations in the new airport will enhance operational safety, improve the passenger experience both on departure and arrival, and, by allowing larger aircraft operations, will improve air connectivity to the country's capital, thus bringing tangible socioeconomic benefits to Honduras. For details, please contact IATA's Area Manager for Central America, Ecuador & Venezuela [David Hernandez](#).



## MEXICO: UPDATE ON MEXICO METROPOLITAN AIRPORT SYSTEM

The new Felipe Ángeles International Airport (NLU), currently being built by Mexico's Ministry of Defense, is expected to open on March 21, 2022 and will operate simultaneously to the current Mexico City International Airport (MEX) and Toluca International Airport (TLC). The construction is [progressing](#) well, and IATA continues working closely with the authorities to implement industry best practices. We will conduct an operational assessment in early 2022 to ensure reliable, safe and efficient operations for airlines planning to operate to NLU. Simultaneously, we work with the authorities to correctly implement ATC procedures for the simultaneous operation of the three airports. For details, please contact IATA's Country Manager for Mexico, [Cuit Gutierrez](#).



## PERU: UPDATE ON NEWLIM AIRPORT PROJECT

The Ministry of Transport reconfirmed its decision to deny Lima Airport Partners' (LAP) proposal regarding the construction of a smaller than originally anticipated Terminal 2 for the Lima airport (LIM), which would operate in parallel to the original terminal for the next 10 years, by when T2 would be build out completely. The Government stated that LAP's proposal is neither legally valid nor technically appropriate since it will not be advantageous for the airport and does not result in direct benefit to the users. Based on the clauses of the concession agreement, LAP has requested the authorities to settle the dispute directly over the next 45 days. If there is no solution during this period, LAP will be able to file for international arbitration. IATA, AETAI, airlines and other business associations in Peru are supporting the Government's decision, considering that LAP's proposal does not have any benefits for the development of the industry. For details, please contact IATA's Country Manager for Peru, [Martin la Rosa](#).



## USA: POTENTIAL INTERFERENCE FROM 5G COULD LEAD TO DIVERSIONS

Jointly with Airlines for America (A4A) and other key industry stakeholders, IATA raised continued concerns about potential interference of 5G with sensitive aircraft avionics like radio altimeters which could pose an air safety risk. The FAA issued two [airworthiness directives](#) (ADs) to gather more information to avoid potential effects on aviation safety equipment. A4A surveyed its members to assess the potential impact. According to A4A's analysis, if the AD were applied in arrears to A4A members' 2019 operations, approximately 345,000 passenger flights, 32 million passengers, and 5,400 cargo flights would have been impacted in the form of delayed flights, diversions, or cancellations. In a joint letter, [Boeing and Airbus](#) also urged Transportation Secretary Pete Buttigieg to delay the deployment of 5G for further analysis. On December 22, wireless trade group CTIA, A4A and Aerospace Industries Association issued a [joint statement](#) agreeing to share data from all parties to identify the specific areas of concern for aviation. For more details and copies of the documents, contact IATA's Assistant Director, Safety & Flight Operations, [Kieran O'Carroll](#).

