



Dear Colleagues,

While we seem to turn the corner on the pandemic, we have all been shocked by the Russian invasion of Ukraine and corresponding global consequences. Given these geopolitical developments and corresponding [airspace closures](#), I would like to reiterate IATA's operational support to your teams via our dedicated team at the FAA Command Center who are proactively working with ATC centers, airports and ANSPs around the globe to mitigate the impact of these airspace closures on your operations. You can contact our team via the below phone number and email in case you have not utilized our support at +1 (540) 422-4148 and faa-liaison@iata.org. IATA also implemented Business Continuity Plans for BSP and CASS Russia and the local settlement in RUB has continued to be executed without disruptions.

In more positive news, we are seeing a [growing momentum](#) in the recovery of air travel around the world. We have seen a sharp 11% increase for international tickets sold in recent weeks (in proportion to 2019 sales) and the below graph highlights the regional recovery in key countries in number of flights as more governments announce a relaxation of COVID-19 border restrictions.

The industry recovery is further supported by the return of in person conferences. I am pleased to share that we will host two events in the coming weeks: First the [Aviation Day Ecuador](#) on March 17 to further urge the government to make air transport in Ecuador more competitive.

And then the regional [Wings of Change Americas](#) Conference in Santiago on April 6 & 7 with a focus on how the air transport sector can work jointly with governments to build a sustainable future together, followed by a dedicated ATAG sustainability workshop with subject matter experts and regional civil aviation authorities. I hope to re-connect with many of you in person then.

Lastly, we continue our advocacy efforts to ensure that passenger and cargo operations are not disrupted by the global rollout of 5G. The next step is to complete the collection of 5G global rollout data which will help us to proactively advocate for spectrum regulators to agree on appropriate 5G license conditions and for government agencies to collaborate, so aviation can safely coexist with 5G. In the United States, the FAA has cleared 20 altimeter models and approved 90% of the U.S. commercial fleet for landing in low-visibility approaches in areas with C-Band 5G. The next phase of 5G activation commences on July 6 with telecommunication companies intending to deploy additional base stations "in any manner consistent with their C-BAND licenses" according to an agreement signed by the FAA Administrator. IATA is engaged with all relevant stakeholders and has created a dedicated [Aviation and 5G](#) web page to keep you informed on the most recent developments.

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.

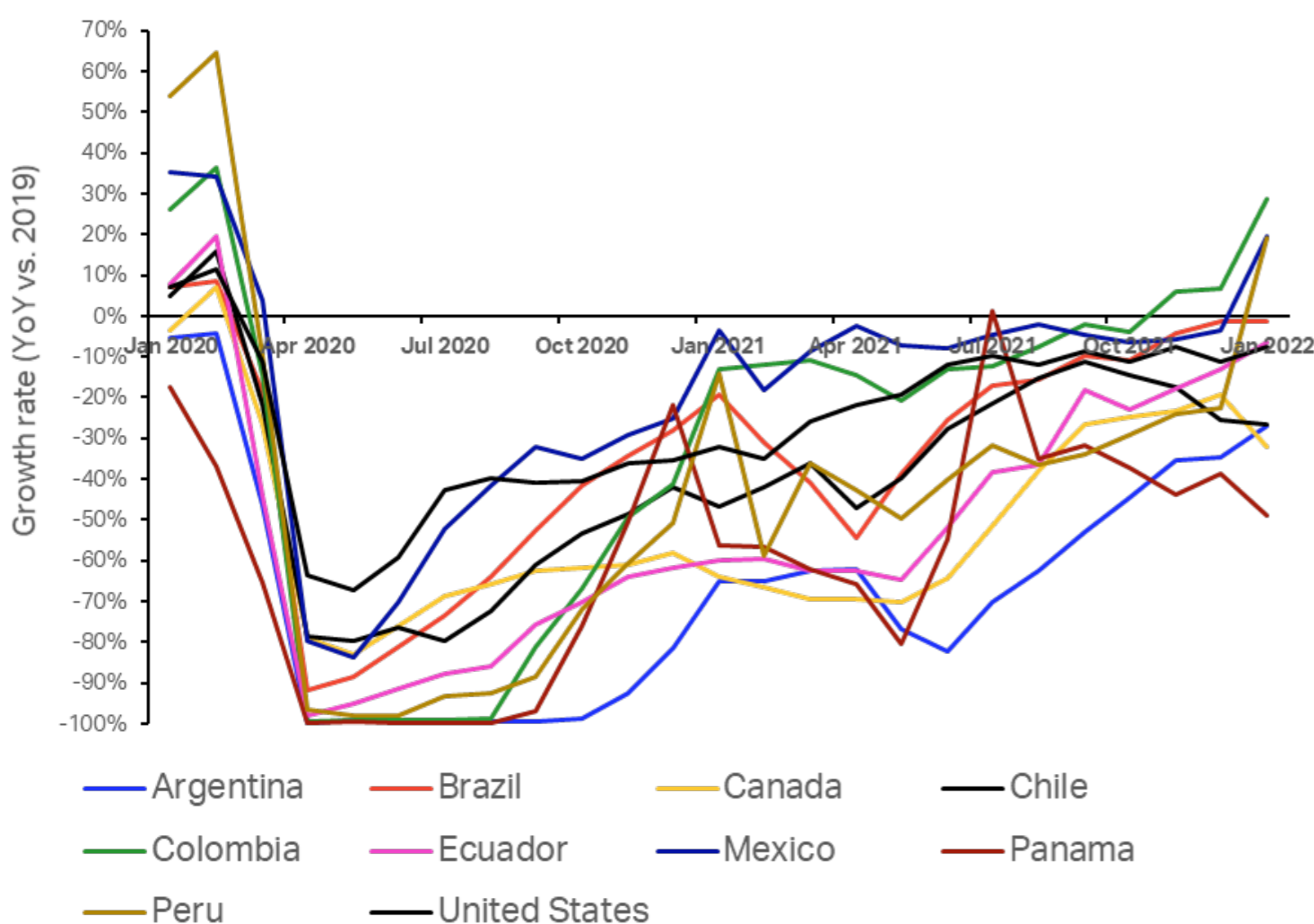


PETER CERDÁ

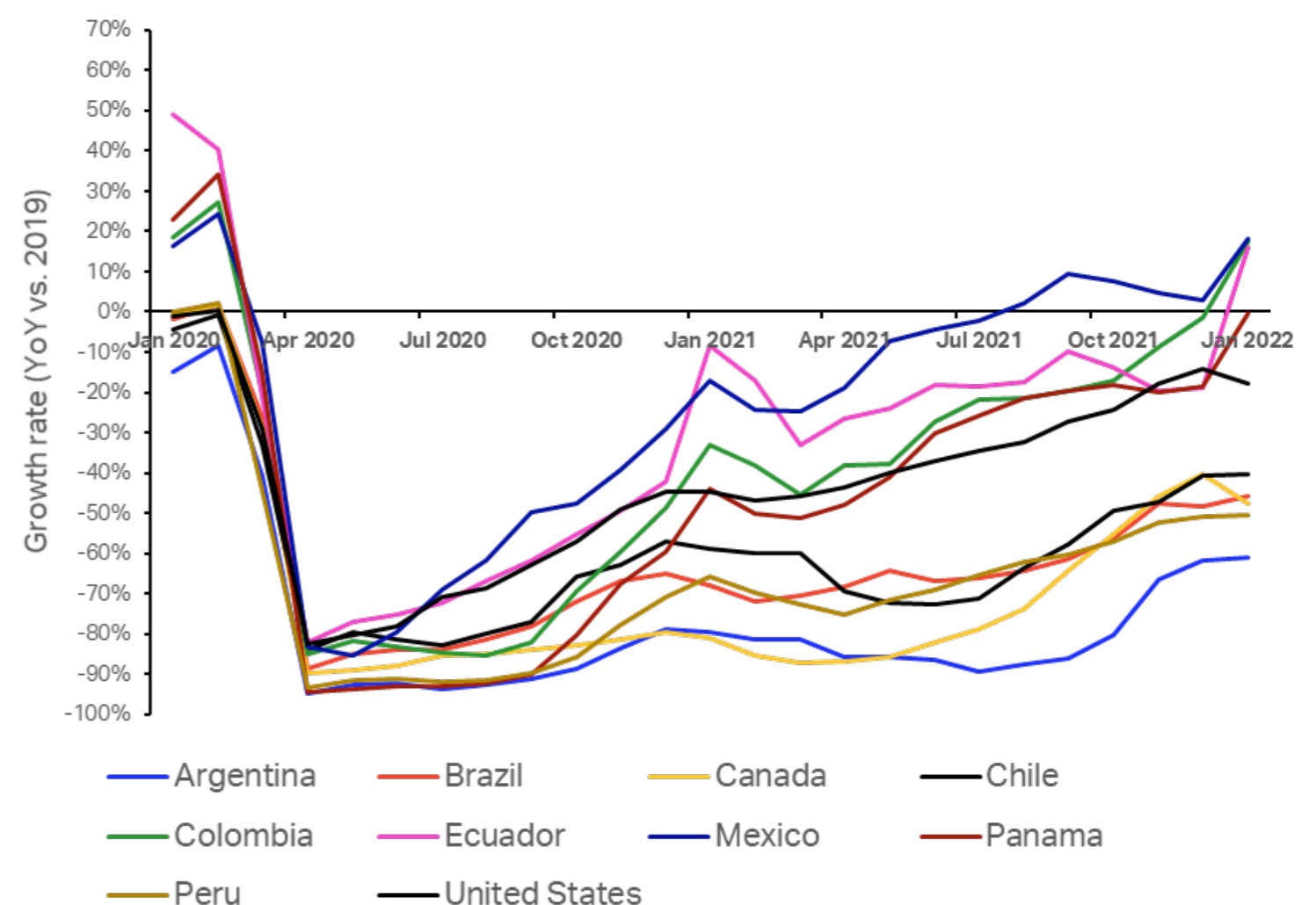
REGIONAL VICE PRESIDENT, THE AMERICAS

SIGNIFICANT RECOVERY PROCESS IN NUMBER OF FLIGHTS IN THE AMERICAS

Domestic flights growth rate 2022 vs. 2019



International flights growth rate 2022 vs. 2019



UPCOMING KEY REGIONAL EVENTS

Aviation Day Ecuador

March 17, 2022

[Event Details](#)



Wings of Change Americas

Chile, April 6 & 7, 2022

[Event Details](#)



BRAZIL: AVOIDANCE OF NEW TOURISM TAX



The industry successfully defeated a proposed USD18 international ticket tax intended to fund tourism activities in Brazil. The positive outcome was the result of joint efforts between IATA and industry associations in Brazil that met with relevant Members of Congress and were persuaded to support elimination of the proposed bill. For details, please contact IATA's Country Manager for Brazil, [Dany Oliveira](#).

CANADA: INDUSTRY CONCERNS ON INCREASE IN AIRPORT FEES



IATA engaged airports in Canada (YUL, YYZ, and YVR) and expressed industry concerns regarding rate increases ranging from 2.5-8%. The three airports have replied indicating they would give no relief. IATA is now working with its members on next steps. For more details, please contact IATA's Country Manager for Canada, [Ben Barrocas](#).

COLOMBIA: FOLLOW UP WITH GOVERNMENT ON KEY INDUSTRY PRIORITIES

IATA and ALTA wrote a joint letter to Minister of Transport Orozco to reiterate the key points highlighted during the recent discussion in Bogotá with President Duque, addressing the following industry priorities: 1) Conduct a capacity and efficiency study for El Dorado International Airport funded; 2) Obtain an environmental license for increased operational capacity at El Dorado at peak times; 3) Allowance of import of Jet-A fuel; 4) Compensation of carbon emissions with international carbon credits; and 5) Use of conditional routes through Palanquero airspace on a permanent basis. For more details, please contact IATA's Country Manager for Colombia, [Andres Uribe](#).

COLOMBIA: CLIMATE ACTION BILL BECAME LAW IN DECEMBER

A climate action bill became law in December, providing the basis for the development of a sustainable aviation fuels (SAF) framework, recognizing the role SAF will play to achieve emissions reduction targets in the coming years. The bill grants Colombia's Ministry of Mines and Energy the task to develop regulation and lead the transition towards cleaner energy sources and promote SAF development in Colombia. IATA provided input for the development of the specific language included in the final bill. For details, please contact IATA's Manager for Sustainability, [Pedro de la Fuente](#).

CHILE: REDUCTION OF COVID-RELATED FINES IMPOSED BY HEALTH AUTHORITY SEREMI

IATA and the local airline association ACHILA met with Health Authority SEREMI to review and negotiate the imposition of fines for non-compliance of sanitary requirements by airlines. A meeting is to be held in March to finalize the exact values of the fines, but the government agreed to reduce and regroup certain infractions to diminish the amounts to be paid by airlines. For details, please contact IATA's Country Manager for Chile, [Gabriela Peralta](#).

ECUADOR: "YOUTH LAW" COULD RESULT IN REFERENTIAL PRICING FOR AIR TRANSPORT

A bill that establishes preferential pricing for a specific age group is under discussion in Ecuador's National Assembly. The bill establishes a 25% reduction for air transport fares for all passengers from 18 to 29 years of age. There are 3.5 million people within that age group in Ecuador. Considering that Ecuadorian law already establishes a discount for retirees, only passengers in the 30 to 65 years of age range will pay a full fare in air transport. IATA and local airline association have issued a joint letter opposing this matter and have alerted the Ministry of Transport who also expressed their opposition to the bill. The Undersecretary of Air Transport will participate in the discussion in the Assembly. For details, please contact IATA's Area Manager for Central America, [David Hernandez](#).

PANAMA: AIRPORTS INCLUDED IN NOISE POLLUTION BILL UNDER DISCUSSION

A bill to regulate noise pollution in Panama was presented to the National Assembly and is currently under discussion. The text includes airports within its scope. IATA and the local airline association continue to drive advocacy efforts with Tocumen and the Civil Aviation Authority to exclude airports from the final bill. The current text gives municipalities the authority to regulate noise levels which is typically under the responsibility of the CAA. To mitigate any negative operational impact, the CAA has requested to be part of the bill's on-going discussion. For more details, please contact IATA's Manager, Industry Relationships for Central America, [Lucas Castellon](#).

PERU: UPDATE ON NEWLIM AIRPORT PROJECT

The Ministry of Transport and Lima Airport Partners (LAP) continue to discuss LAP's latest proposal regarding the construction of the new terminal for Lima airport (LIM), trying to settle the dispute before the end of the previous legal term that allows them to file for international arbitration. IATA, AETAI, airlines and other business associations [urged](#) the authorities to provide transparent information about the on-going negotiations which must guarantee that LIM provides the capacity and economic efficiencies that were already committed, considering the industry's technical input and seeking to generate the greatest benefits for both users and the country's connectivity. For more details, please contact IATA's Country Manager for Peru, [Martin la Rosa](#).

ST. MAARTEN: CONCERNS ON MAKING HEALTH INSURANCE REQUIREMENT PERMANENT

A member of parliament is proposing legislation make the current USD \$30 health insurance requirement permanent for tourists arriving by air. IATA expressed the industry's disagreement to the Minister of Tourism, emphasizing that any fee introduced due to the pandemic should be temporary, and removed as soon as the risk has been mitigated. IATA requested the government to consider removing the charge altogether since a vast majority of arriving tourists are fully vaccinated. St. Maarten airport sent a letter to the government supporting IATA's position. For more details, please contact IATA's Area Manager for the Caribbean, [Annaleen Lord](#).

UNITED STATES: ANTI-OPEN SKIES AMENDMENT DEFEATED

IATA and its aviation coalition partners were successful in defeating an amendment that would have fundamentally changed the way foreign air carrier permits and exemptions are approved by the U.S. government. The Kahele Amendment was originally included in the House-passed FY22 omnibus appropriations bill last summer at the behest of labor. The Amendment sought to override current U.S. law by requiring that no new foreign air carrier permit or exemption could be issued unless two specific public interest test considerations were satisfied. This runs counter to existing policy that recognizes that a qualified carrier applying to fly to the U.S. under an Open Skies agreement is by default in the public interest and that permits sought under existing Open Skies agreements should be granted "with minimum procedural delay." After months of lobbying the Congress, the Department of Transportation, and the Department of State, the Kahele Amendment was removed from the final FY22 omnibus appropriations bill that was passed and signed into law by President Biden. For more details, please contact IATA's [Chad Hefin](#).

