



SAFE SKIES.
SUSTAINABLE FUTURE.

Regional Air Transport Development Overview and Status: The Americas

Capacity Building Workshop on the Economic Oversight and Regulation for Air Transport Development

Regional Air Transport Development Overview and Status: Americas Outline

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Aviation Recovery Post Covid

Recapitulation of the Regions recovery and resilience from the COVID-19 Pandemic and its current forecast

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Relevant Airport Connectivity



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Mayor Traffic flow: Passengers and flights -Inter-Intra Americas



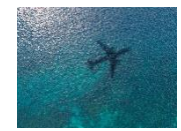
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Air Cargo Activities



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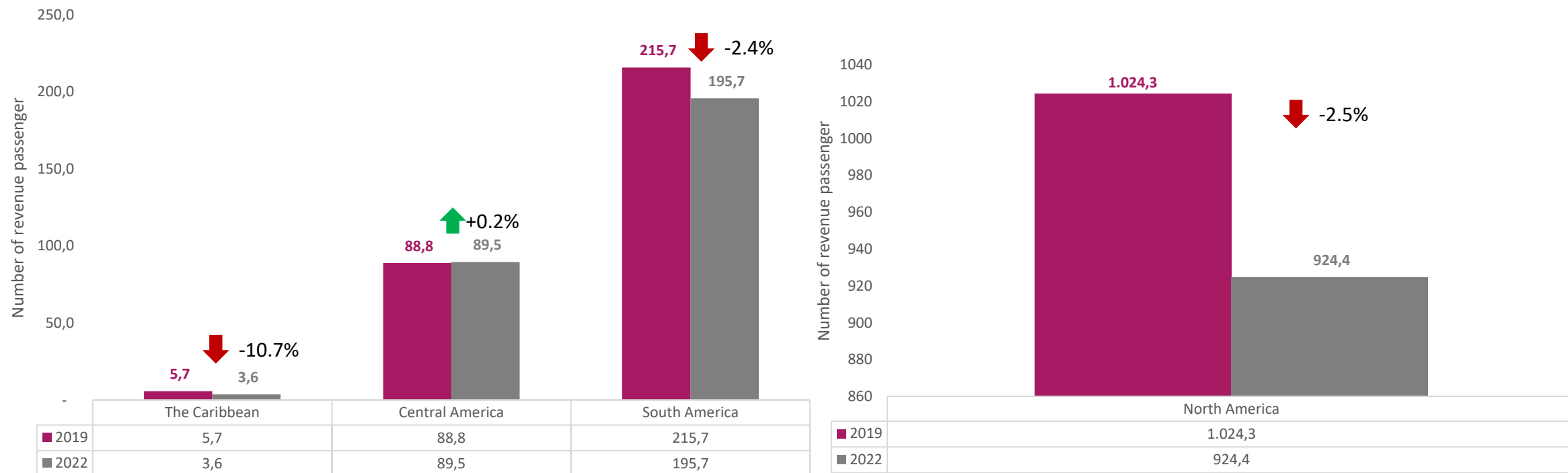
Air Services Agreements- Liberalization of Air Transport in the Region



01
Aviation
Recovery
Post Covid-19



Total passenger services traffic by The Americas 2022 vs 2019

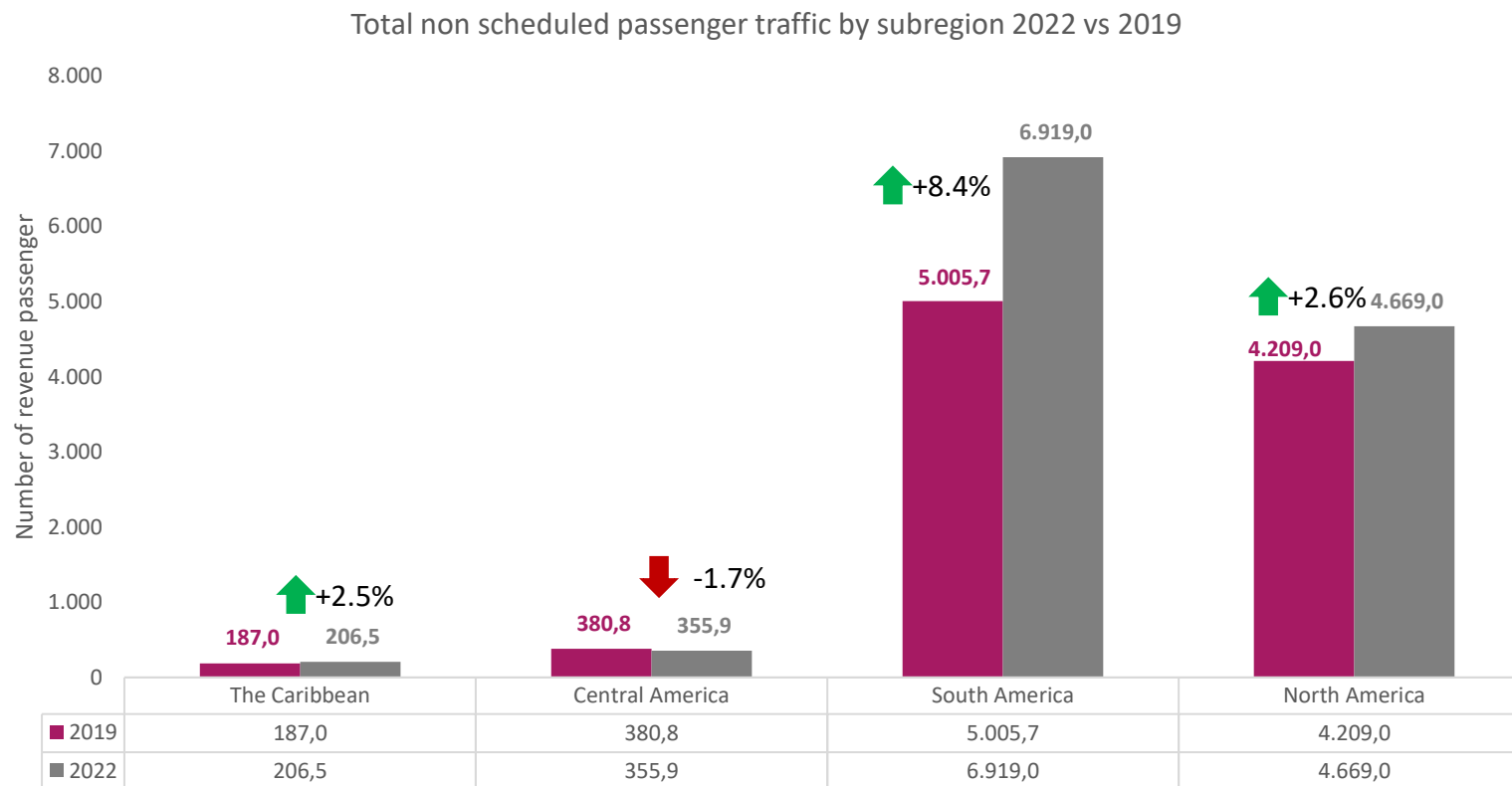


Source: ICAO, Air transport reporting forms (ATRs) A and AS

Note: Total passenger services means traffic consolidated by domestic and international stage and scheduled and non-scheduled traffic

Note: the number of passenger is given in millions

Total non-scheduled passenger services traffic by The Americas 2022 vs 2019

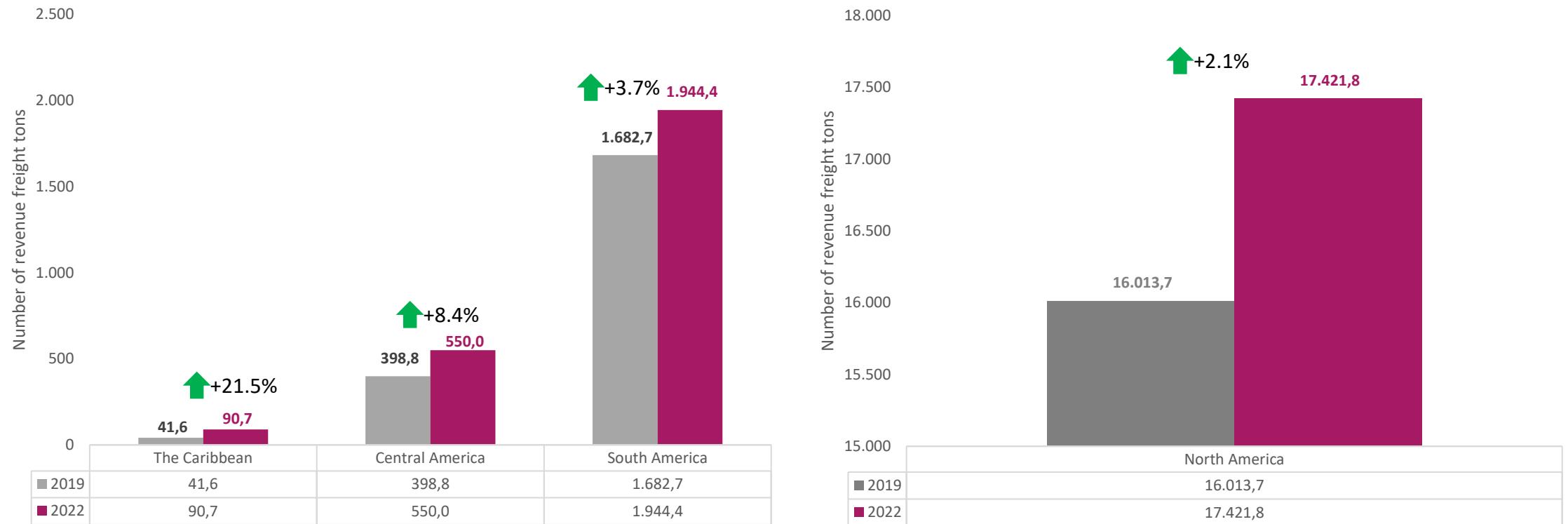


Source: ICAO, Air transport reporting forms (ATRs) A and AS

Note: Total passenger services means traffic consolidated by domestic and international stage and scheduled and non-scheduled traffic

Note: the number of passenger is given in millions

Total freight services traffic by The Americas 2022 vs 2019



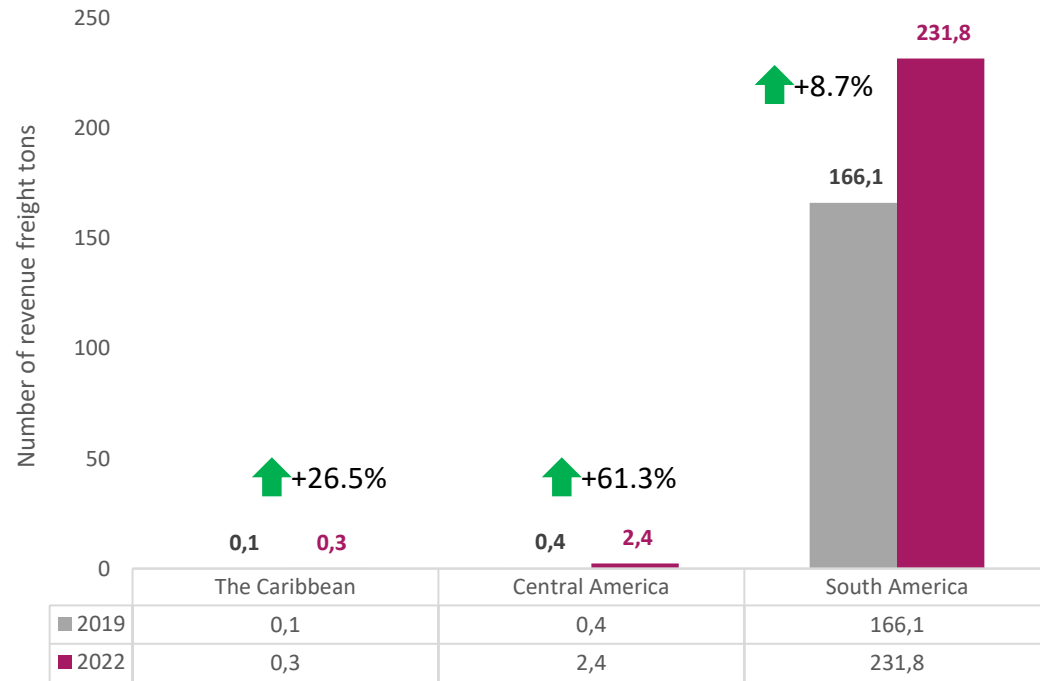
Source: ICAO, Air transport reporting forms (ATRs) A and AS

Note: Total freight services means traffic consolidated by domestic and international stage and scheduled and non-scheduled traffic

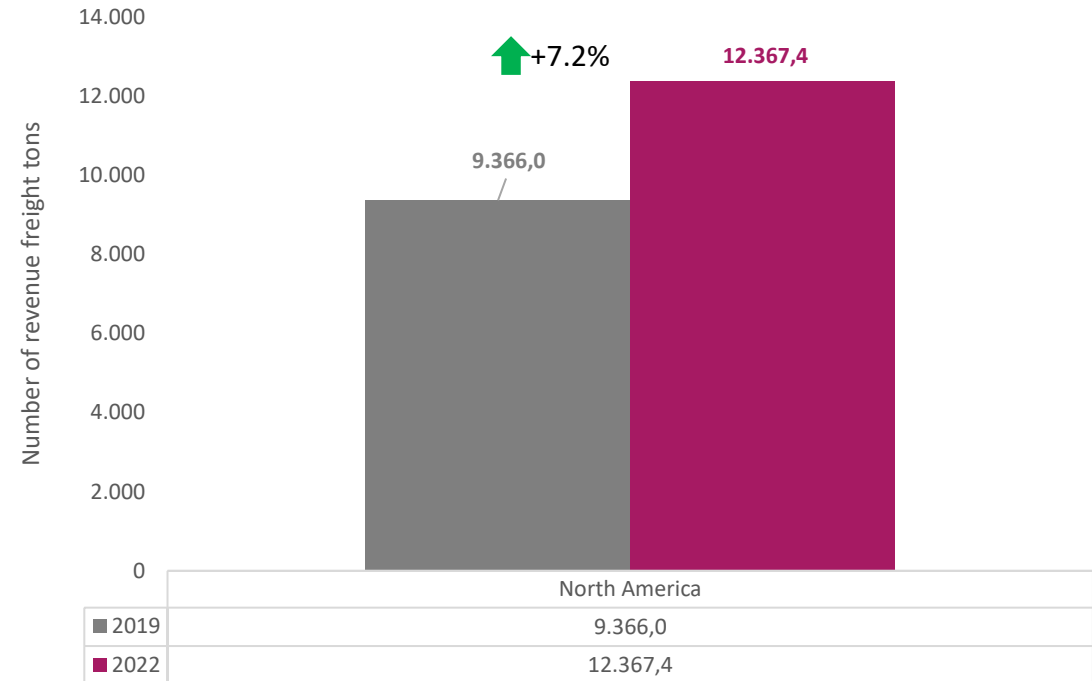
Note: the number of freight tons is given in thousands

Total non-scheduled freight services traffic by The Americas 2022 vs 2019

Total non-scheduled freight traffic by subregion 2022 vs 2019



Total non-scheduled freight traffic by subregion 2022 vs 2019

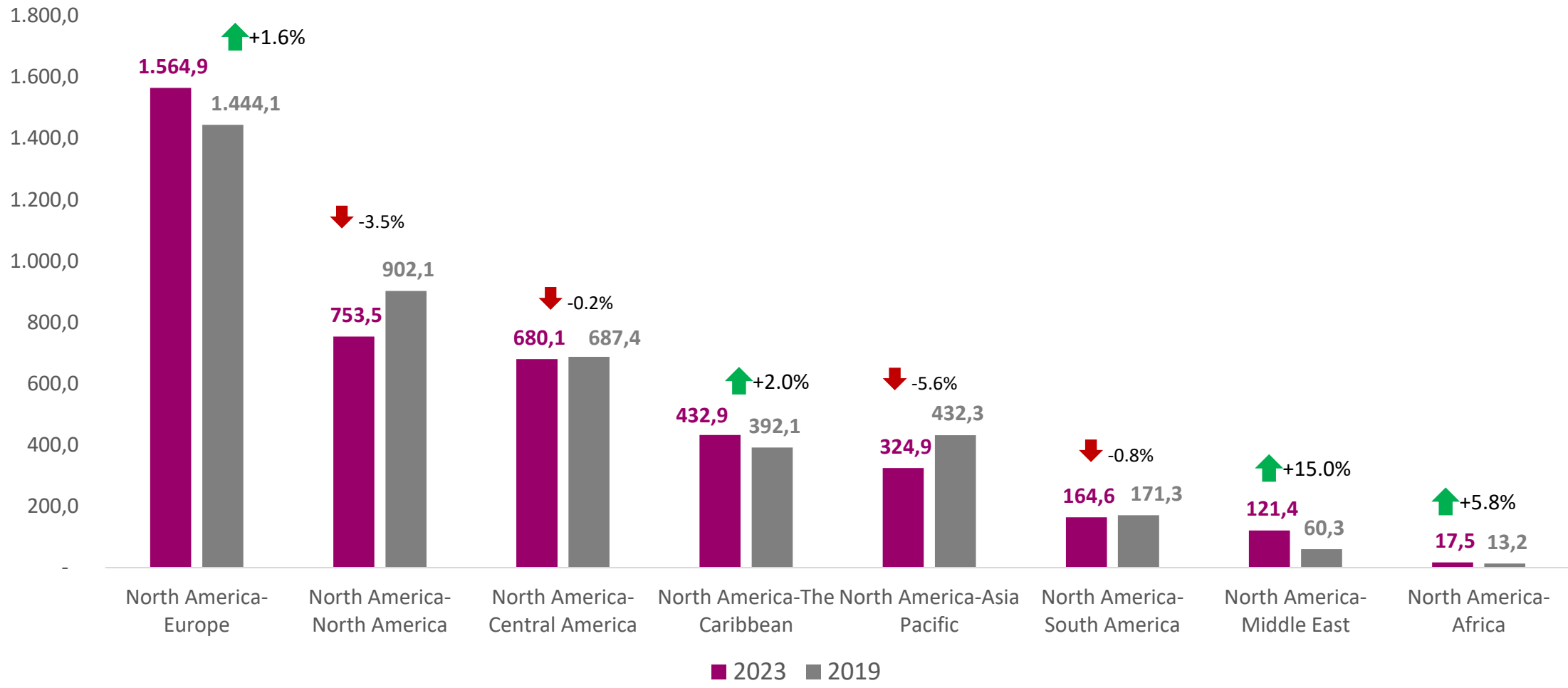


Source: ICAO, Air transport reporting forms (ATRs) A and AS

Note: Total freight services means traffic consolidated by domestic and international stage and scheduled and non-scheduled traffic

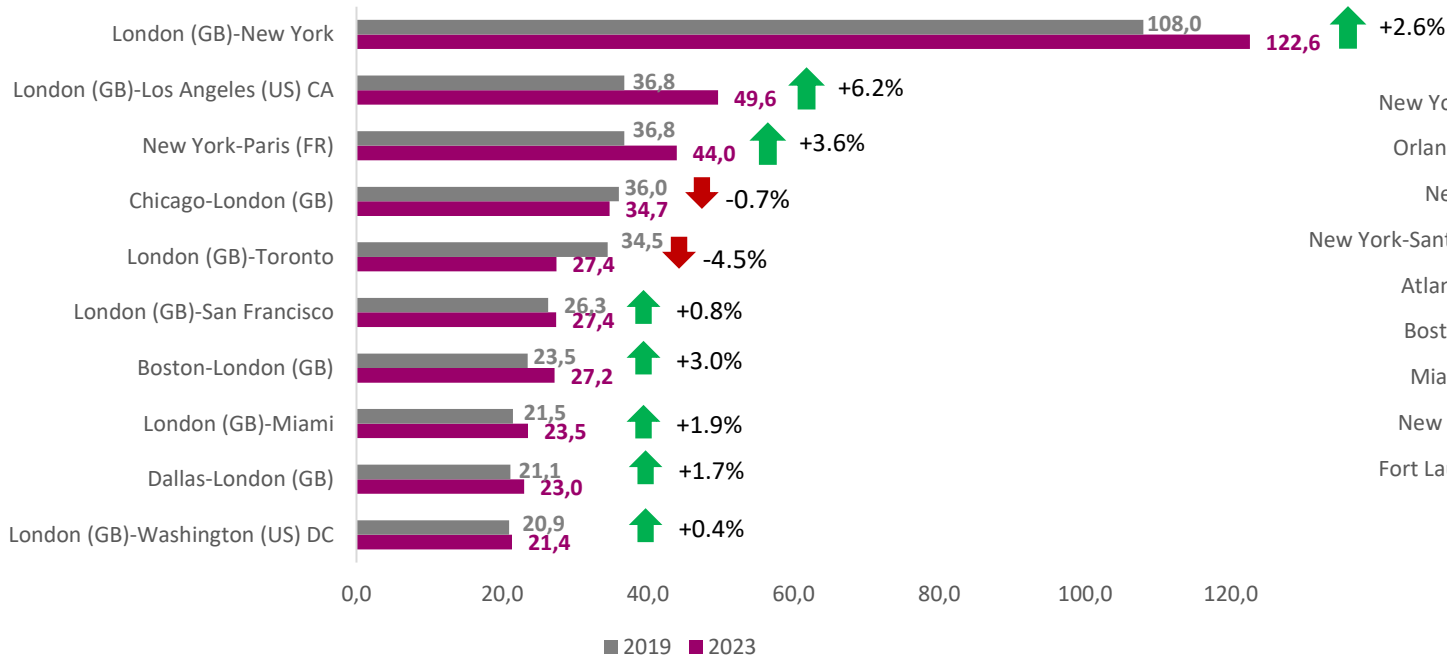
Note: the number of freight tons is given in thousands

Number of international non-stop departures (round-trip) to/from the North American Region to the rest of the regions of the world, 2023 vs 2019

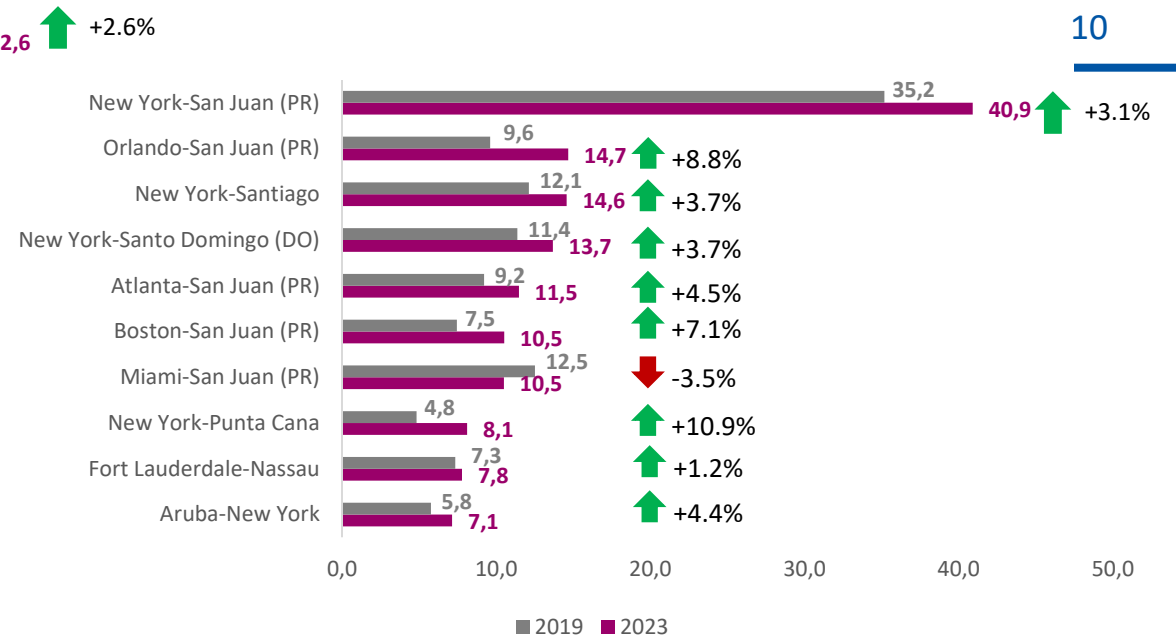


Source: OAG
 Note: the number of departures are given in thousands.

Top ten of city pairs by round trip to/from North America-Europe, 2023 vs 2019

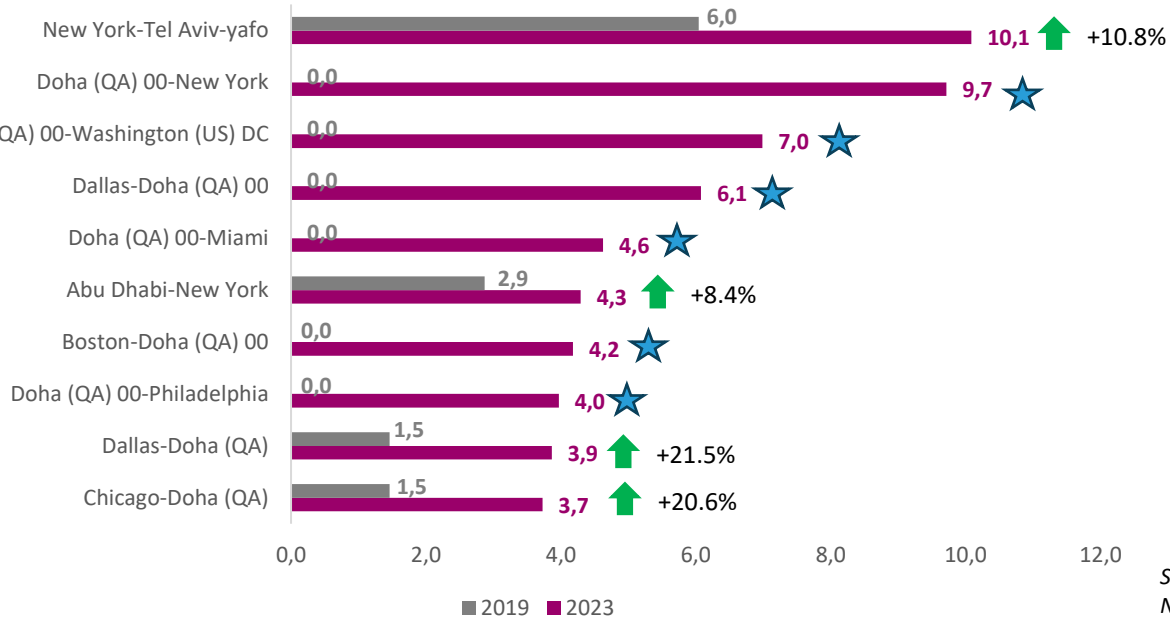


Top ten of city pairs by round trip to/from North America-Caribbean, 2023 vs 2019

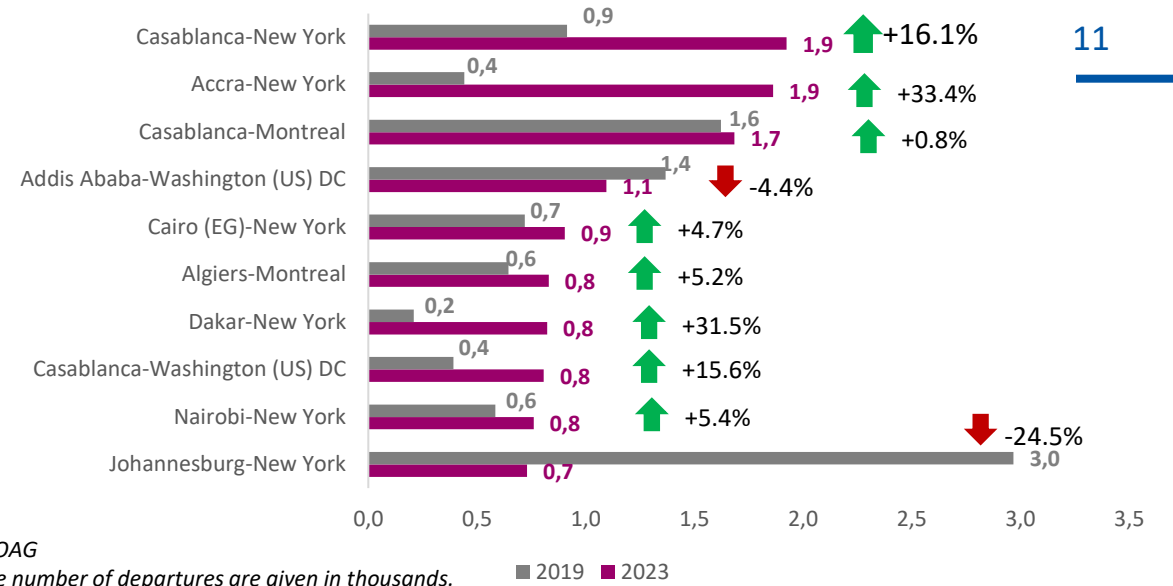


The main traffic performed among North America and Europe and well as among North America and the Caribbean have a steady recovery and increase from pre-COVID-19 trends

Top ten of city pairs by round trip to/from North America Middle East, 2023 vs 2019



Top ten of city pairs by round trip to/from North America - Africa, 2023 vs 2019



Source: OAG

Note: the number of departures are given in thousands.

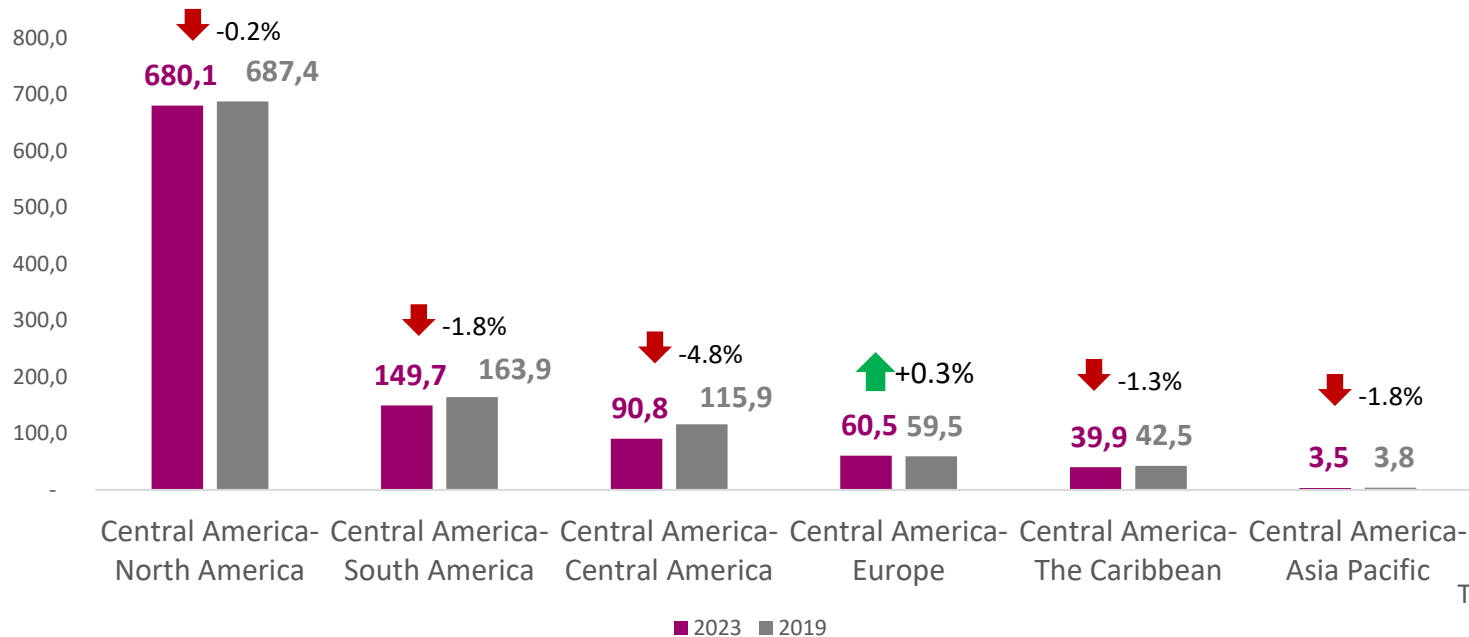
■ 2019 ■ 2023

6 new city pairs that were not performed in 2019 such as: to/from Doha: Boston, Philadelphia, Miami, Dallas, Washington and New York; Qatar Airways being the main player in this performance, as a consequence of its expansion plan for 2023/20224. Qatar airways has code sharing partnerships with American Airlines, JetBlue Airways, and Alaska Airlines

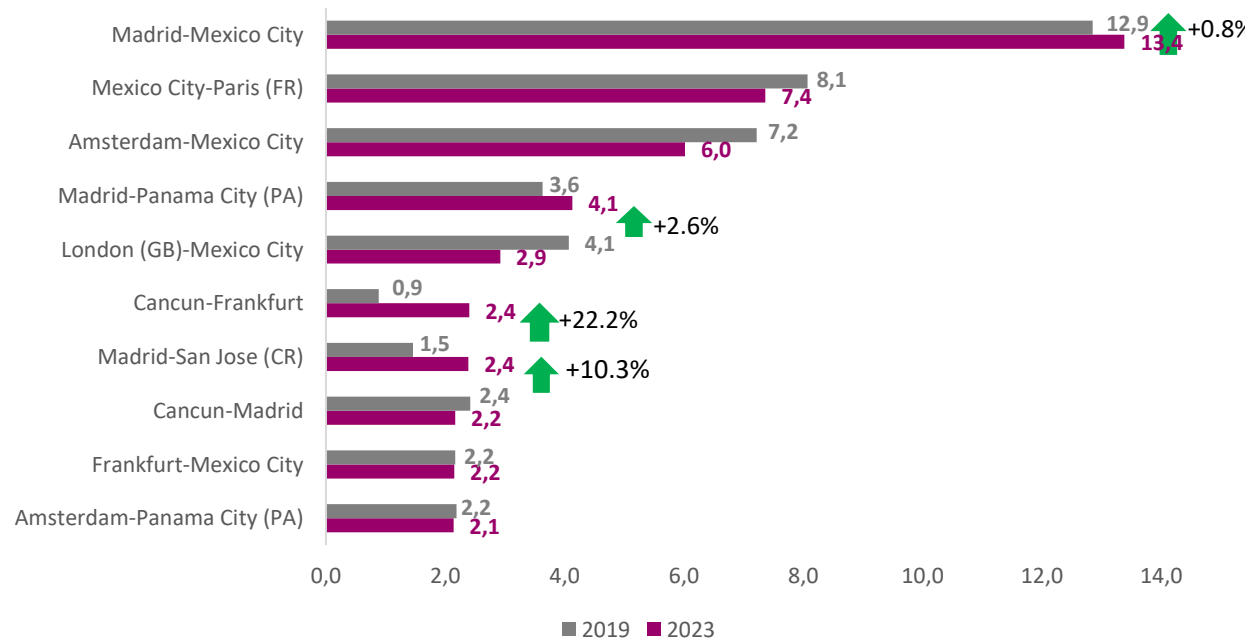
80% of the region market (to/from North America and Africa) is shared by: United and Delta (17%); Royal Air Maroc (15%); EgyptAir (11%); Ethiopian (10%), Air France ,and Virgin Atlantic (4%).

The main traffic performed among North America and Africa is with African countries from the North of Africa such as Algeria, Egypt and Morocco.

Number of international non-stop departures (round-trip) to/from the Central America subregion to the rest of the regions of the world, 2023 vs 2019

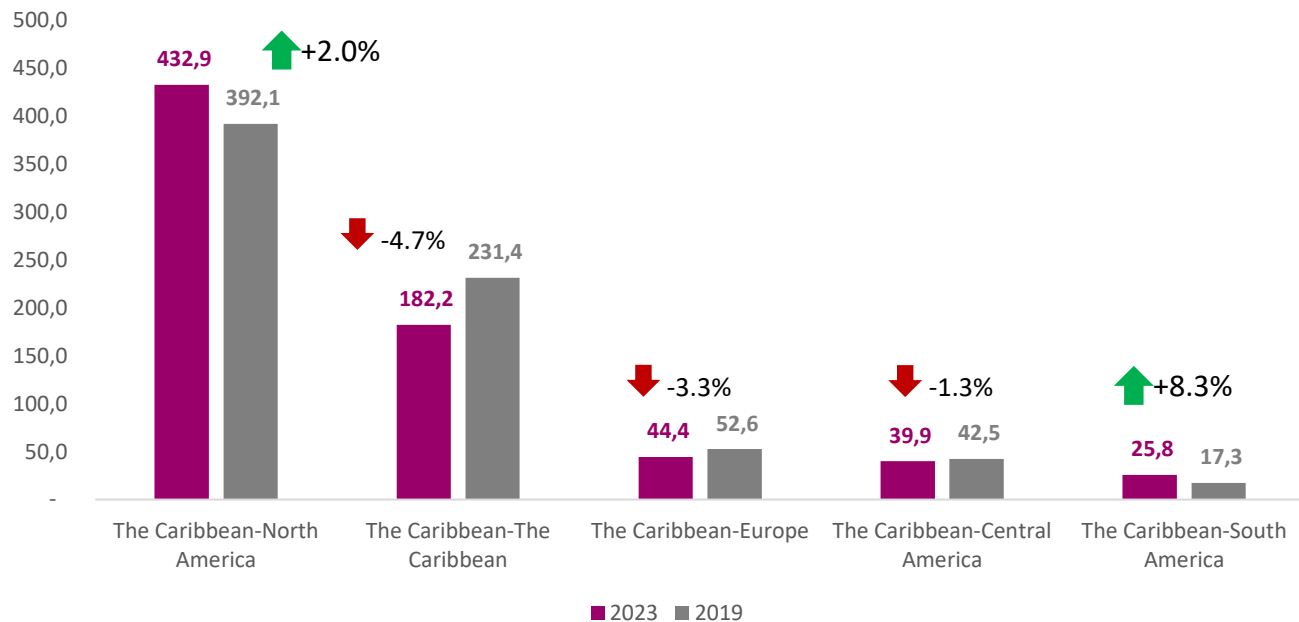


Top ten of city pairs by round trip to/from Central America-Europe, 2023 vs 2019



80% of the central America/Europe market is shared by Aeromexico (12%), followed by European carriers (60% of the traffic), Copa Airlines (4%), welcoming Lufthansa in this market in 2023 with 1,961 departures.

Number of international non-stop departures (round-trip) to/from the Caribbean region to the rest of the regions of the world, 2023 vs 2019

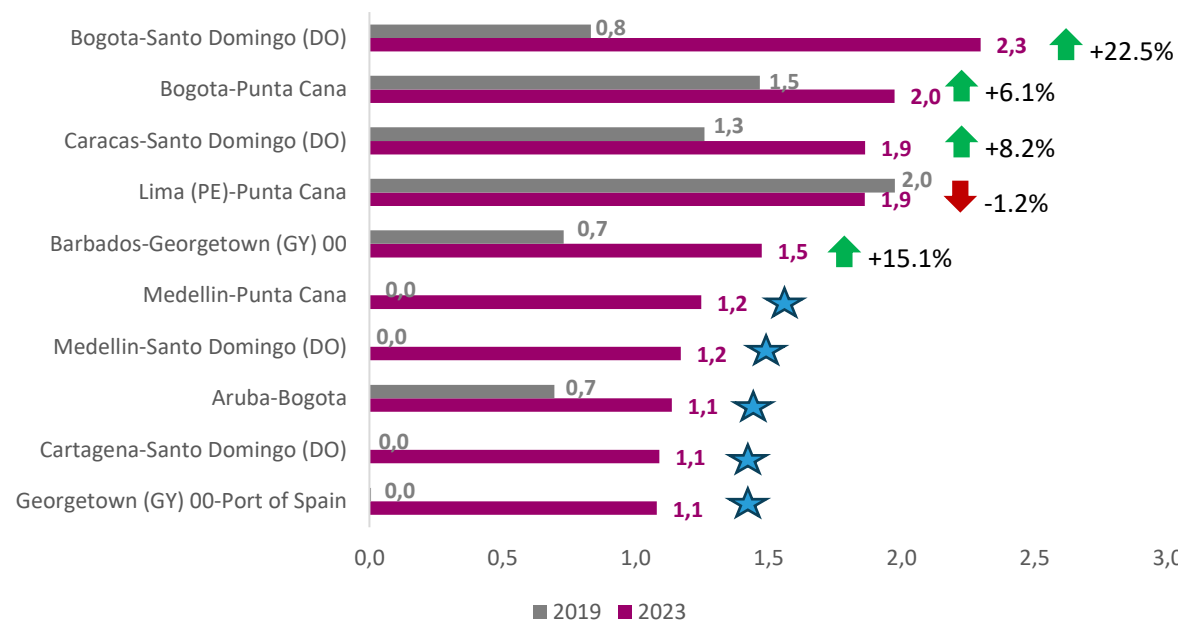


Caribbean to/from South America have become more dynamic, from the top ten city pairs, there are 5 new city pairs in 2023 that were not operating in 2019

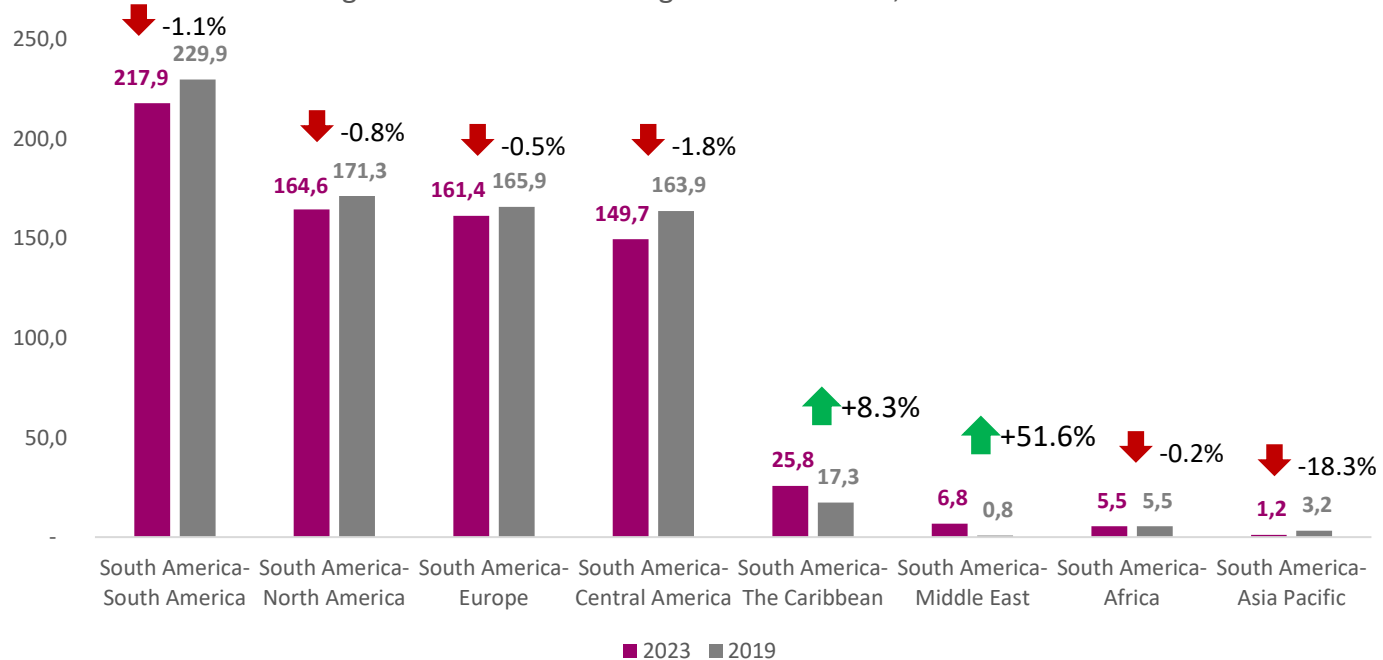
Arajt shared 7% of the market, while InterCaribbean Airways 5%. Avianca holds 23%, followed by Copa airlines (12%).

Caribbean airlines and Copa airlines (under its brand of Copa Colombia) are the most dynamic carriers, Copa Airlines with a growth rate in this market of 50.6%, while Caribbean airlines grew up 27.6%.

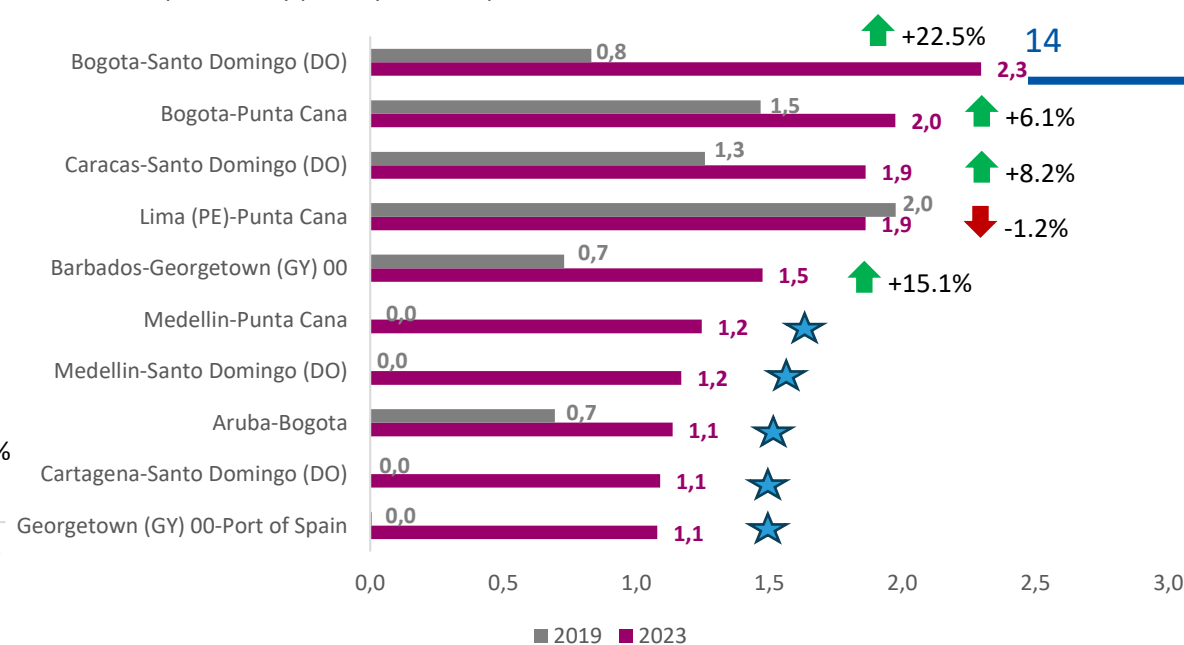
Top ten of city pairs by round trip to/from the Caribbean-South America, 2023 vs 2019



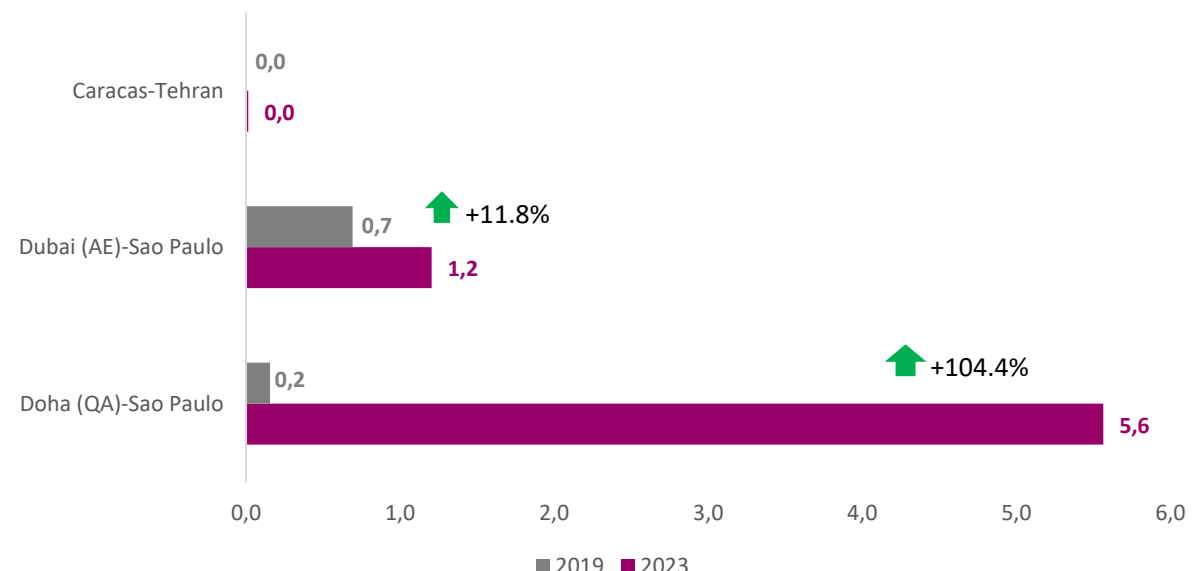
Number of international non-stop departures (round-trip) to/from the South America Region to the rest of the regions of the world, 2023 vs 2019



Top ten of city pairs by round trip to/from the Caribbean-South America, 2023 vs 2019



Top ten of city pairs by round trip to/from South America-Middle East, 2023 vs 2019



Doha-Sao Paulo is the star of the region. As part of the expansion plans of the airline. Qatar airlines arrived 3 years after Emirates (Dubai-Sao Paulo).

Round Trip (To/From) North America Region	STOPS	Number of departures 2023	Number of departures 2019	% rate	2023 (%)share	2019 (%)share
North America-Europe	NON STOP	1,564,874	1,444,081	↑ 1.6%	99.3%	98.8%
	1	11,305	18,173	↓ -9.1%	0.7%	1.2%
	2	26	48	↓ -11.5%	0.0%	0.0%
Europe-North America Total		1,576,205	1,462,302	↑ 1.5%		
North America-North America	NON STOP	753,486	902,062	↓ -3.5%	93.0%	95.7%
	1	56,656	40,433	↑ 7.0%	7.0%	4.3%
	2	56	396	↓ -32.4%	0.0%	0.0%
North America-North America Total		810,198	942,891	↓ -3.0%		
North America-The Caribbean	NON STOP	432,883	392,074	↑ 2.0%	85.5%	82.3%
	1	71,484	81,939	↓ -2.7%	14.1%	17.2%
	2	1,076	1,225	↓ -2.6%	0.2%	0.3%
	3	581	704	↓ -3.8%	0.1%	0.1%
	4	137	263	↓ -12.2%	0.0%	0.1%
	5	18	56	↓ -20.3%	0.0%	0.0%
	6		3			
North America-The Caribbean Total		506,179	476,264	↑ 1.2%		
North America-Asia Pacific	NON STOP	324,896	432,322	↓ -5.6%	97.9%	94.4%
	1	6,690	25,239	↓ -23.3%	2.0%	5.5%
	3	106	80	↑ 5.8%	0.0%	0.0%
	4	54	128	↓ -15.9%	0.0%	0.0%
	5	198	208	↓ -1.0%	0.1%	0.0%
North America Total-Asia Pacific		331,944	457,977	↓ -6.2%		
North America-South America	NON STOP	164,554	171,304	↓ -0.8%	97.9%	95.1%
	1	3,514	8,799	↓ -16.8%	2.1%	4.9%
North America-South America Total		168,068	180,103	↓ -1.4%		
North America-Middle East	NON STOP	121,358	60,309	↑ 15.0%	99.8%	98.7%
	1	276	797	↓ -19.1%	0.2%	1.3%
	2	1			0.0%	
North America-Middle East		121,635	61,106	↑ 14.8%		
North America-Africa	NON STOP	17,478	13,195	↑ 5.8%	88.5%	75.0%
	1	2,182	4,410	↓ -13.1%	11.0%	25.0%
	2	93			0.5%	
North America-Africa		19,753	17,605	↑ 2.3%		

Round Trip (To/From) South America Region	STOPS	Number of departures 2023	Number of departures 2019	% rate	2023 (%)share	2019 (%)share
South America-South America	NON STOP	217,937	229,898	↓ -1.1%	95.3%	89.8%
	1	10,343	25,754	↓ -16.7%	4.5%	10.1%
	2	411	458	↓ -2.1%	0.2%	0.2%
South America-South America Total		228,691	256,110	↓ -2.2%		
South America-Europe	NON STOP	161,437	165,887	↓ -0.5%	95.4%	96.6%
	1	4,354	3,451	↑ 4.8%	2.6%	2.0%
	2	3,516	2,434	↑ 7.6%	2.1%	1.4%
South America-Europe		169,307	171,772	↓ -0.3%		
South America-The Caribbean	NON STOP	25,817	17,337	↑ 8.3%	82.2%	64.9%
	1	4,349	8,163	↓ -11.8%	13.8%	30.5%
	2	1,243	361	↑ 28.1%	4.0%	1.4%
	3		864			3.2%
South America-The Caribbean Total		31,409	26,725	↑ 3.3%		
South America-Middle East	NON STOP	6,786	848	↑ 51.6%	93.9%	31.1%
	1	439	1,876	↓ -25.2%	6.1%	68.9%
South America-Middle East		7,225	2,724	↑ 21.5%		
South America-Africa	NON STOP	5,471	5,539	↓ -0.2%	88.5%	90.7%
	1	711	470	↑ 8.6%	11.5%	7.7%
	2		98			1.6%
South America-Africa		6,182	6,107	↑ 0.2%		
South America-Asia Pacific	NON STOP	1,164	3,179	↓ -18.2%	26.4%	56.6%
	1	3,237	2,432	↑ 5.9%	73.6%	43.3%
	2		3			0.1%
South America-Asia Pacific		4,401	5,614	↓ -4.8%		

- The Middle East is the Region that is pulling up the non-stop traffic from North America and South America, as part of the expansion plans of Qatar Airways in The Americas.

- There is room for improving the connectivity between North America and the Caribbean, some highlights are the raise in the non-stop departures, however 14% is 1 stop, the highest share among all the regions.

Round Trip (To/From)		Number of departures	Number of departures			2023	2019
Central America Region	STOPS	2023	2019	% rate		(%)share	(%)share
Central America-North America	NON STOP	680,064	687,392	↓ -0.2%		94.1%	92.8%
	1	42,677	53,014	↓ -4.2%		5.9%	7.2%
	2		313				0.0%
Central America-North America Total		722,741	740,719	↓ -0.5%			
Central America-South America	NON STOP	149,689	163,874	↓ -1.8%		98.7%	97.1%
	1	1,592	4,778	↓ -19.7%		1.0%	2.8%
	2	391	171	↑ 18.0%		0.3%	0.1%
Central America-South America Total		151,672	168,823	↓ -2.1%			
Central America-Central America	NON STOP	90,809	115,854	↓ -4.8%		85.6%	83.4%
	1	15,330	22,352	↓ -7.3%		14.4%	16.1%
	2		631				0.5%
Central America-Central America Total		106,139	138,837	↓ -5.2%			
Central America-Europe	NON STOP	60,513	59,490	↑ 0.3%		92.6%	97.3%
	1	2,338	1,188	↑ 14.5%		3.6%	1.9%
	2	2,525	494	↑ 38.6%		3.9%	0.8%
Central America-Europe Total		65,376	61,172	↑ 1.3%			
Central America-The Caribbean	NON STOP	39,900	42,503	↓ -1.3%		98.8%	95.0%
	1	63	1,509	↓ -47.0%		0.2%	3.4%
	2	419	705	↓ -9.9%		1.0%	1.6%
Central America-The Caribbean Total		40,382	44,717	↓ -2.0%			
Central America-Asia Pacific	NON STOP	3,482	3,822	↓ -1.8%		100.0%	88.7%
	1		485				11.3%
Central America-Asia Pacific		3,482	4,307	↓ -4.2%			

Round Trip (To/From)		Number of departures	Number of departures			2023	2019
The Caribbean Region	STOPS	2023	2019	% rate		(%)share	(%)share
The Caribbean-The Caribbean	NON STOP	182,218	231,429	↓ -4.7%		74.8%	71.2%
	1	47,756	68,979	↓ -7.1%		19.6%	21.2%
	2	9,723	21,535	↓ -14.7%		4.0%	6.6%
	3	2,935	3,177	↓ -1.6%		1.2%	1.0%
	4	235				0.1%	0.0%
5	666				0.3%	0.0%	
The Caribbean-The Caribbean Total		243,533	325,120	↓ -5.6%			
The Caribbean-Europe	NON STOP	44,409	52,630	↓ -3.3%		83.9%	84.2%
	1	3,734	5,418	↓ -7.2%		7.1%	8.7%
	2	4,762	4,436	↑ 1.4%		9.0%	7.1%
3	2				0.0%	0.0%	
The Caribbean-Europe Total		52,907	62,484	↓ -3.3%			
The Caribbean-Africa	NON STOP	25				93%	0%
	1	2	2	→ 0.0%		7%	100%
The Caribbean-Africa Total		27	2	↑ 68.3%			
The Caribbean-Asia Pacific	NON STOP		10				100%
The Caribbean-Asia Pacific Total			10				

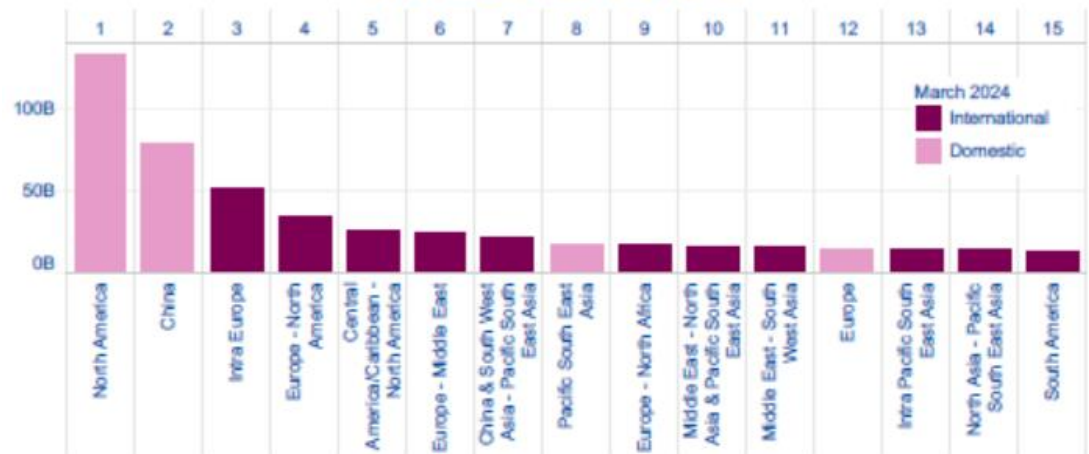
- Connectivity between the Caribbean and South America improved significantly during the period, in part due to the expansion plans from Arajet and Copa Airlines with its Colombian brand.
- Central America and Europe were the only markets that showed positive growth rates in all the categories, as a result of the growth in European tourism in the region.

02

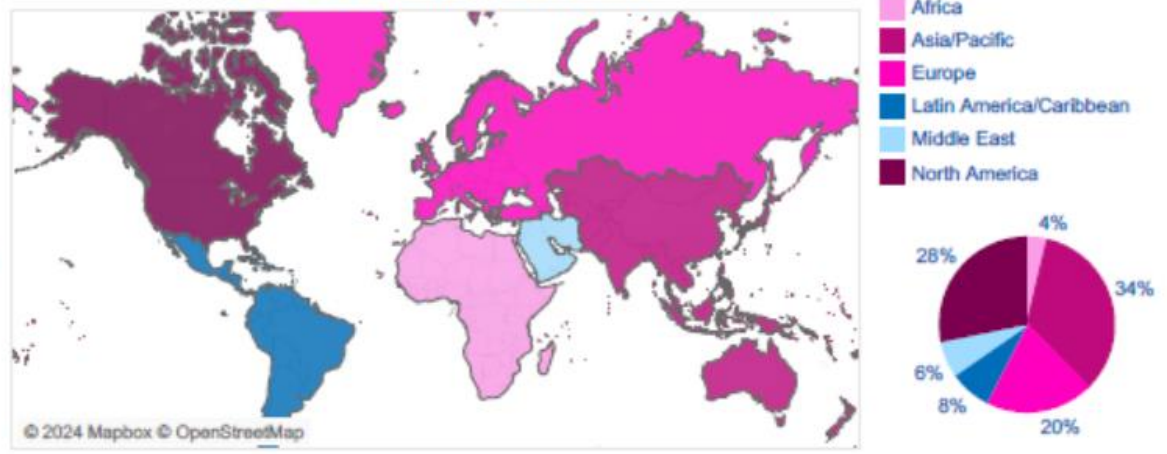
Relevant Airport Connectivity



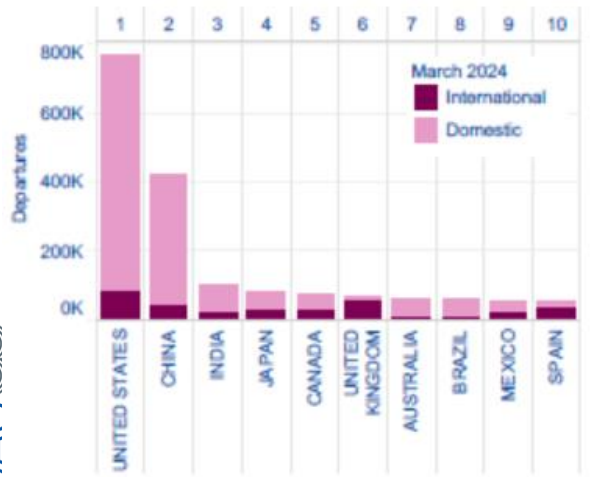
Top 15 Route Groups by RPK



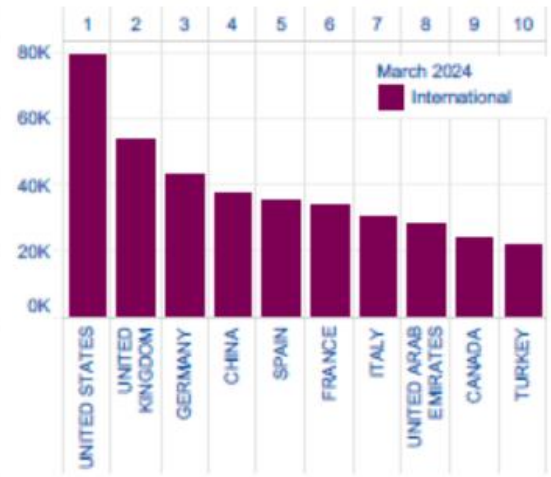
Total RPK by Region of Departure



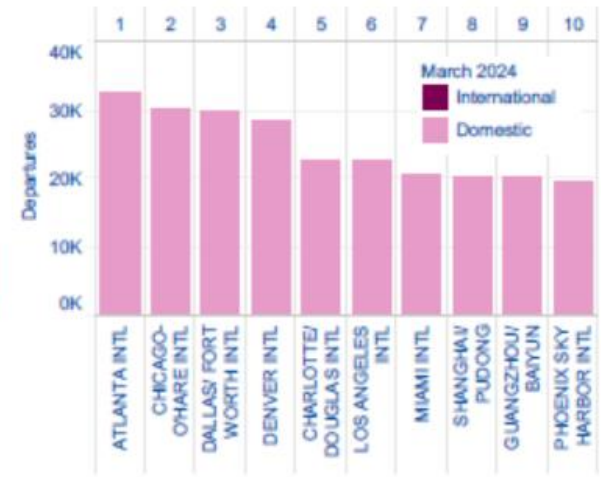
Top 10 Countries by Departure (Total)



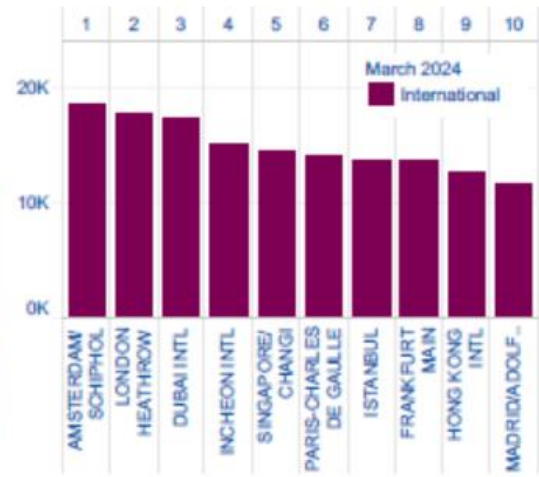
Top 10 Countries by Departure (INT)



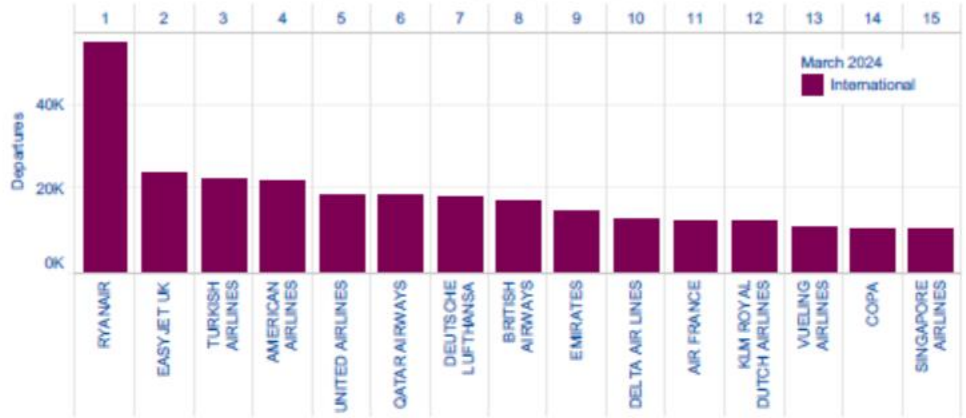
Top 10 Airports by Departure (Total)



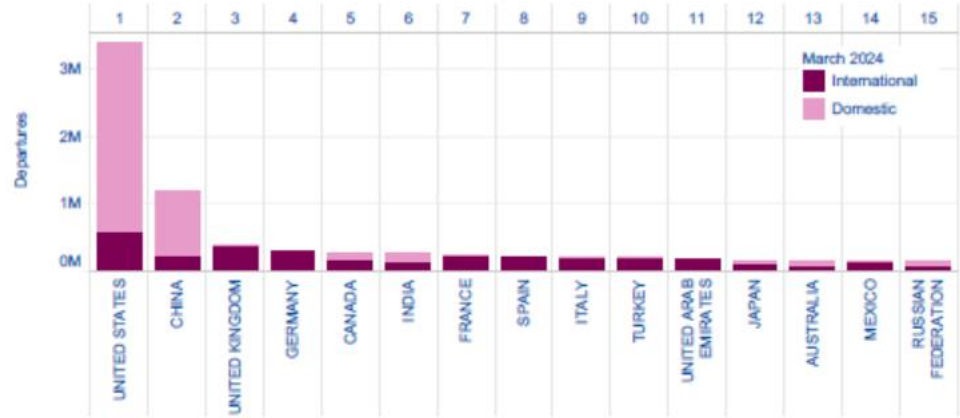
Top 10 Airports by Departure (INT)



Top 15 Airlines by Departure (INT)



Top 15 Countries by FIR Movement



Up to March 2024, the global situation shows a high participation from North America – FIR movements, figuring Mexico is the top list of States from Latin America, and where the American carriers and European ones have a big participation, with new airlines taking a strong participation in the global market.

Latin America/Caribbean

- ASK (total services) saw a +4.7% increase, while RPK (total services) increased by +3.3% in March 2024, compared to pre-COVID-19 level seen in March 2019.
- ASK (international services) saw a +2.2% increase, while RPK (international services) increased by +2.4% in March 2024, compared to pre-COVID-19 level seen in March 2019.

North America

- ASK (total services) saw a +2.6% increase, while RPK (total services) increased by +15.1% in March 2024, compared to pre-COVID-19 level seen in March 2019.
- ASK (international services) saw a -2.7% decline, while RPK (international services) increased by +0.4% in March 2024, compared to pre-COVID-19 level seen in March 2019.

Route groups that have reached or are fast reaching the pre-COVID level (March 2024 vs March 2019) expressed in RPK (total services) are 2: Intra Central America/Caribbean, 3: North America-South West Asia, 4: Central America/Caribbean – 5: North America-North America (DOM).

- On the contrary, the top 5 route groups that are still lagging behind the pre-COVID traffic level expressed in RPK (total services) are: 1:Latin America/Caribbean – China, 2:China - North America, 3:Intra China & South West Asia, and 4:Latin America/Caribbean - North Asia; and 5: Pacific South East Asia.

Intra Central America/Caribbean, North America-South West Asia and Central America/Caribbean - North America are among the top 5 route groups that have reached or are fast reaching the pre-COVID level expressed in RPK (International services).

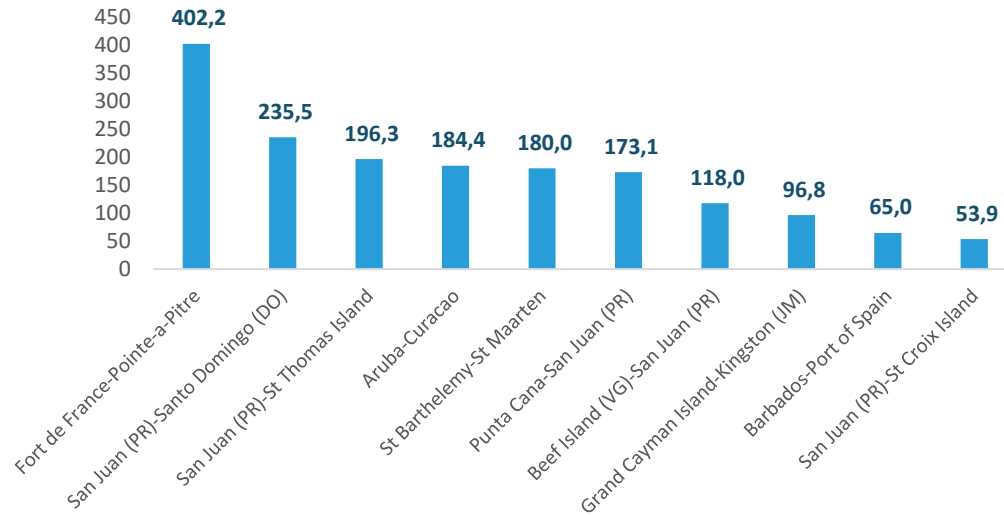
03

Major Traffic
flow:
Passengers
Inter-Intra
Americas

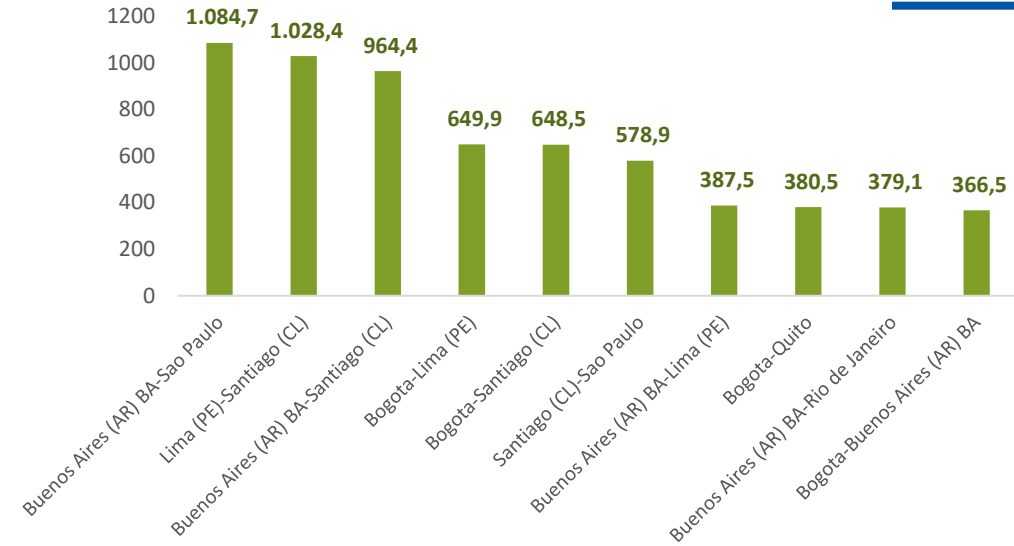


Intra Region America

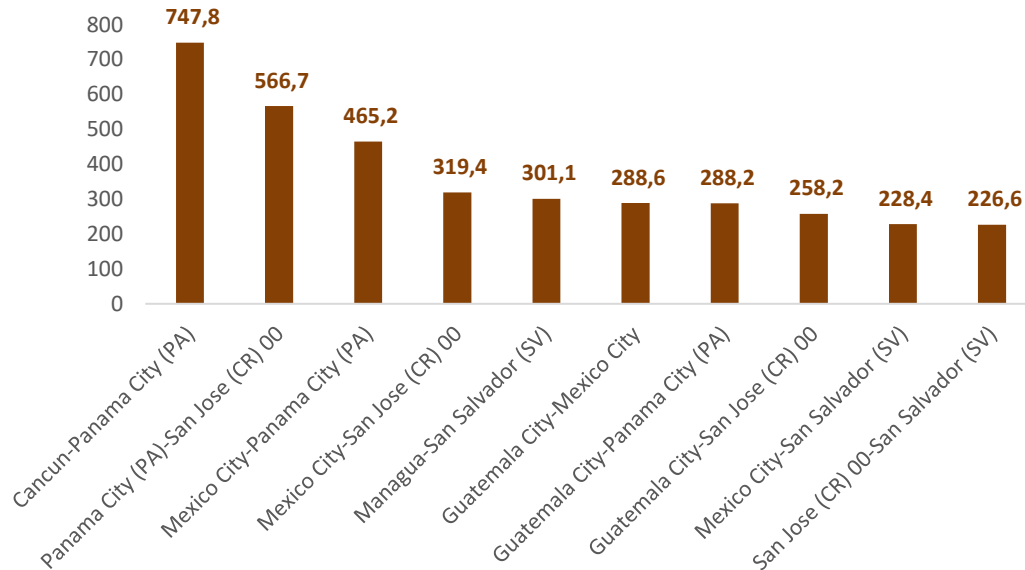
Top ten city pairs (round trip) Intra Caribbean, 2022



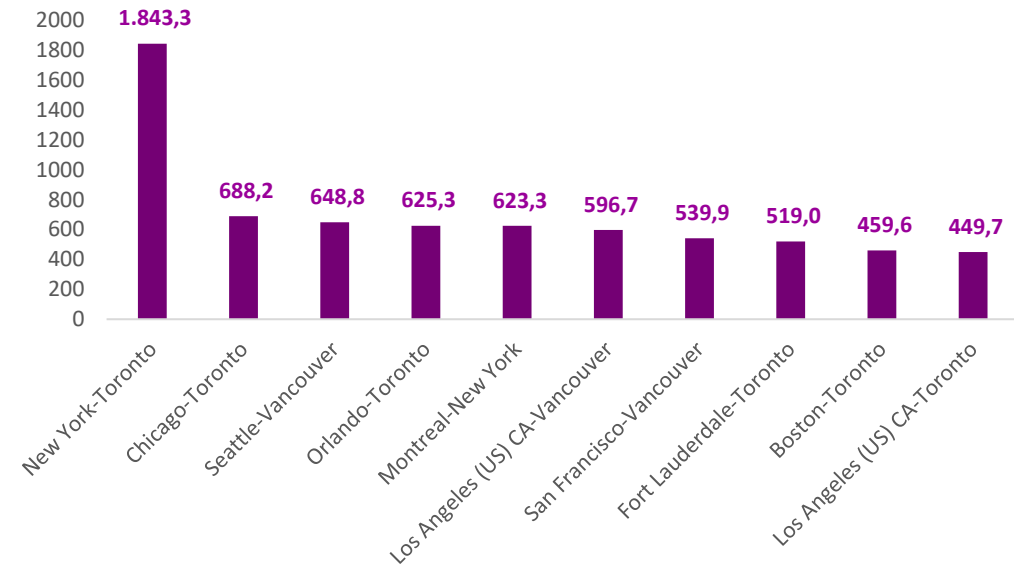
Top ten city pairs (round trip) Intra South America, 2022



Top ten city pairs (round trip) Intra Central America, 2022

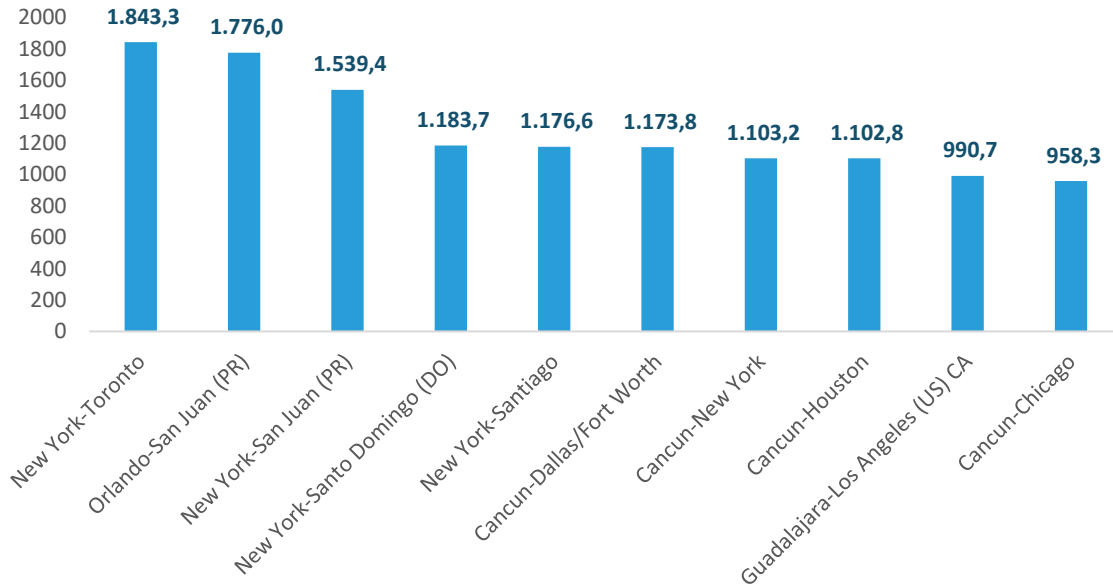


Top ten city pairs (round trip) Intra North America, 2022

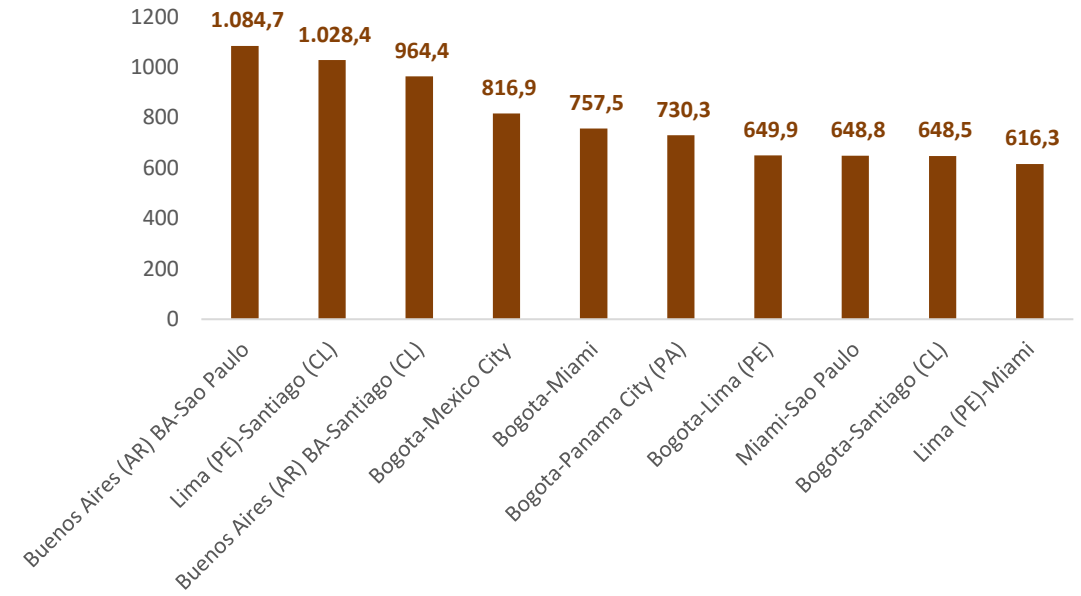


Inter Americas

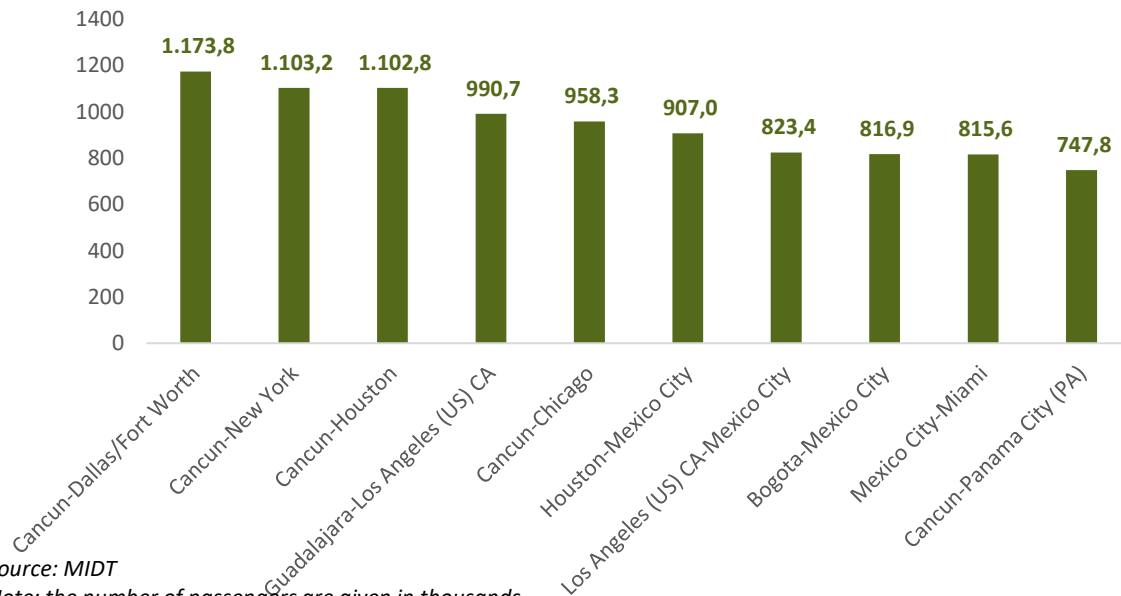
Top ten city pairs (round trip) Inter North America and The Americas, 2022



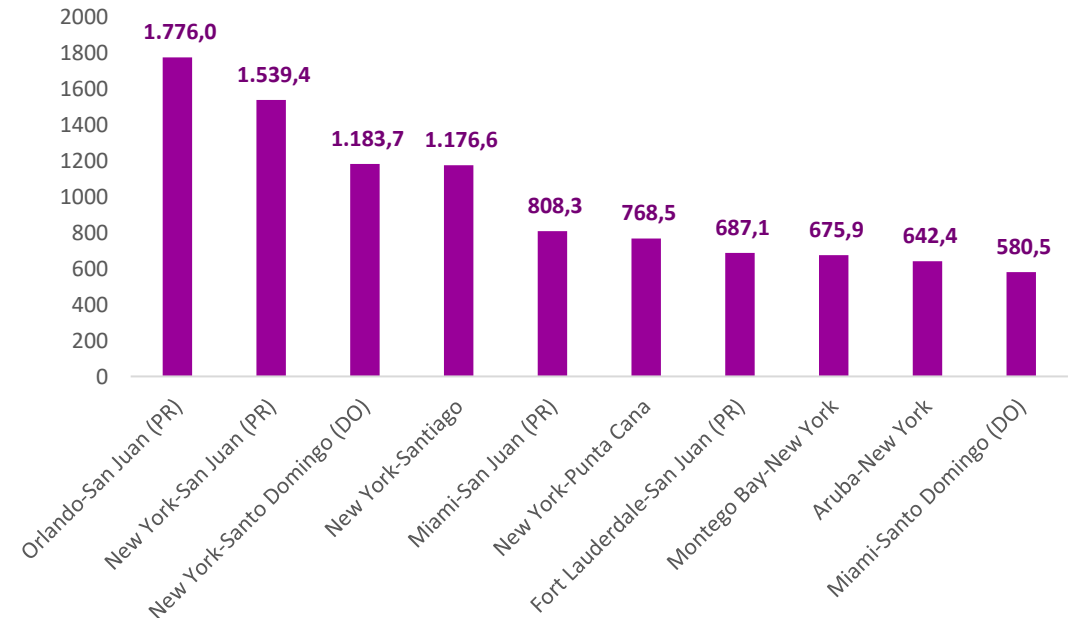
Top ten city pairs (round trip) Inter South America and The Americas, 2022



Top ten city pairs (round trip) Inter Central America and The Americas, 2022



Top ten city pairs (round trip) Inter Caribbean and The Americas, 2022



Source: MIDT

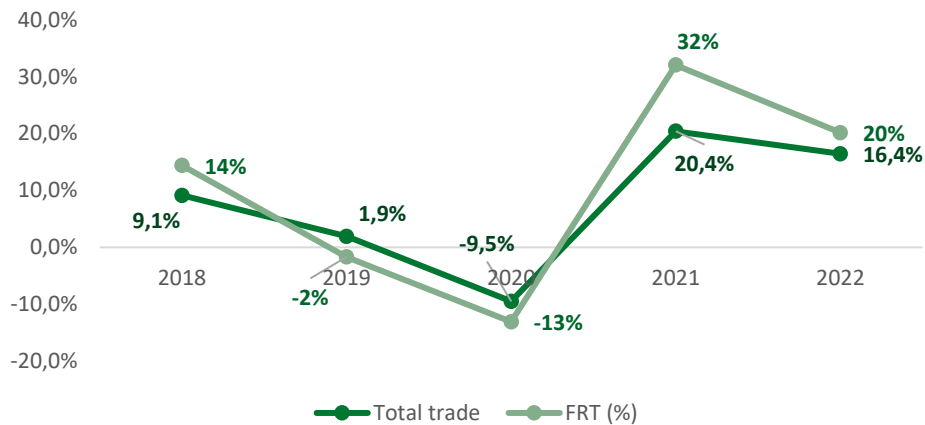
Note: the number of passengers are given in thousands.

04

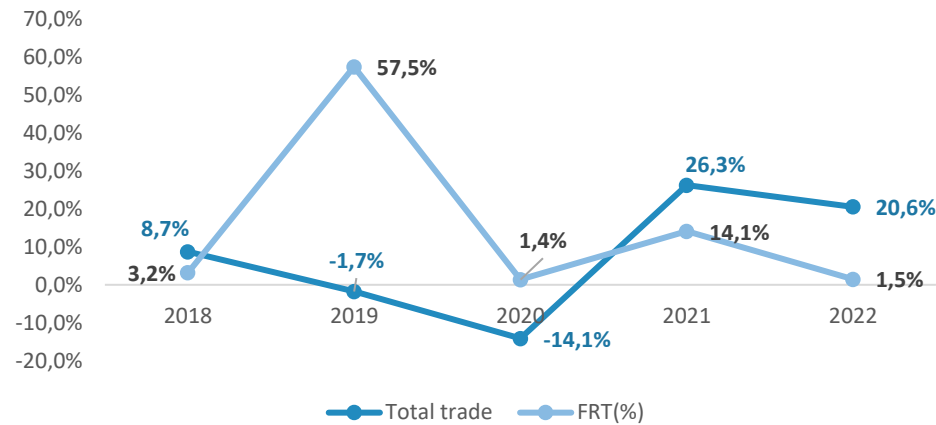
Air Cargo Activities



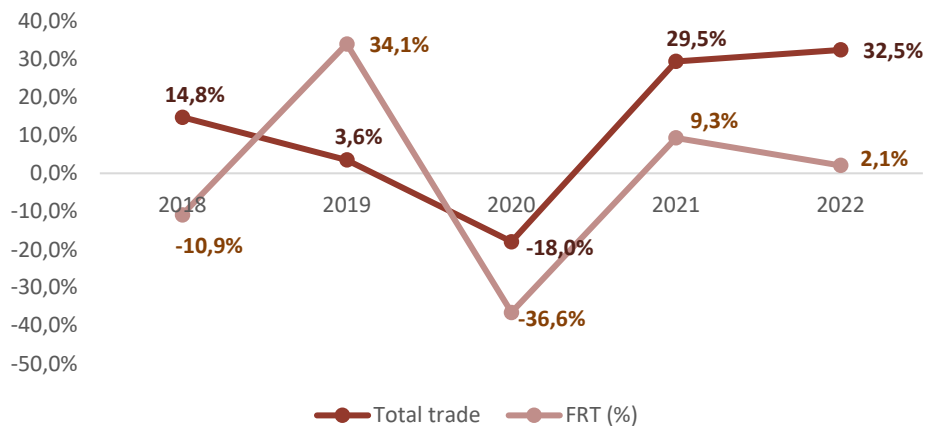
Central America international trade and air freight growth rates, 2018-2022



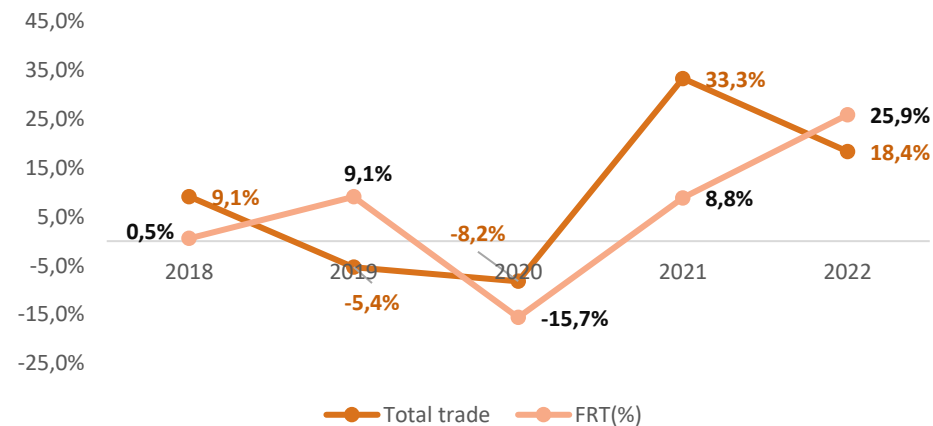
North America international trade and air freight growth rates, 2018-2022



South America international trade and air freight growth rates, 2018-2022



The Caribbean international trade and air freight growth rates, 2018-2022





According to ATAG, supporting delivery of medical equipment to help in the global response to the coronavirus pandemic, airlines, airports and aircraft manufacturers have mobilised resources in novel ways to ensure the delivery of critical medical equipment. In the course of a few months, over two million tonnes of medical and Covid-specific cargo have been transported worldwide, with some airlines operating all-cargo flights for the first time in their history, or using passenger aircraft for cargo-only services.

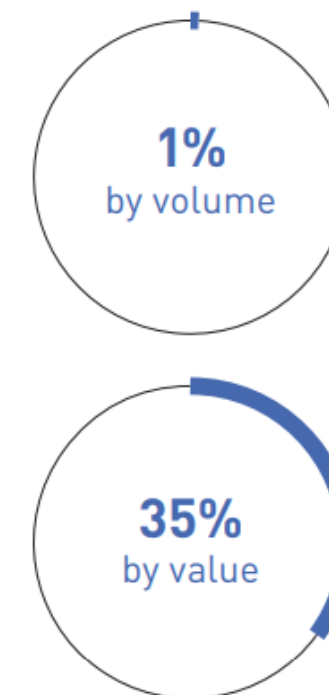
ATAG underlines that 46,400 Special cargo flights transported some 1.5 million tonnes of cargo, mostly medical equipment, to areas in need during the height of the pandemic response.

35%

Air transport carries around 35% of world trade by value and less than 1% by volume³⁸.

High value, time sensitive

Proportion of global trade transported by air³⁹.





Air Cargo Market Analysis

January 2024

The new year kicks off with a promising start for air cargo

- Global air cargo demand kicked off with an impressive 18.4% year-on-year (YoY) growth in January. The industry therefore experienced the highest annual growth in cargo tonne-kilometers (CTK) since the 2021 summer season. Seasonally adjusted (SA) CTKs grew 3.2% month-on-month (MoM).
- International CTKs expanded YoY both globally (+19.8%) and across all major trade lanes. The annual growth was championed by routes and carriers involving the Middle East and Asia.
- On the capacity side, industry-wide available cargo tonne-kilometers (ACTK) rose by 14.6% YoY last month, in large part thanks to the continued expansion of international passenger belly-hold capacity.
- The expansion in traffic compared to January 2023 was supported by easing inflation across major economies. It continued to outpace YoY growth in trade and production figures.
- Industry-wide air cargo yields declined by 10.4% relative to the previous month, with no apparent upward pressure from the Red Sea Shipping Crisis.

	World share ¹	January 2024 (% year-on-year)			January 2024 (% ch vs the same month in 2019)			
		CTK	ACTK	CLF (%-pt)	CTK	ACTK	CLF (%-pt)	CLF (level)
TOTAL MARKET	100.0%	18.4%	14.6%	1.4%	2.8%	5.5%	-1.2%	45.7%
Africa	2.0%	17.0%	19.4%	-0.9%	27.3%	4.4%	7.8%	43.1%
Asia Pacific	33.4%	24.6%	25.0%	-0.2%	-0.3%	12.6%	-5.8%	44.6%
Europe	21.4%	16.4%	12.5%	1.9%	-2.3%	-11.2%	5.0%	55.5%
Latin America	2.8%	13.4%	6.6%	2.1%	11.0%	1.4%	3.0%	34.4%
Middle East	13.5%	25.9%	17.1%	3.1%	12.2%	13.4%	-0.5%	43.9%
North America	27.0%	9.3%	3.8%	2.2%	4.2%	6.6%	-1.0%	43.5%
International	86.6%	19.8%	18.2%	0.7%	4.0%	5.2%	-0.6%	49.6%
Africa	2.0%	16.8%	19.5%	-1.0%	28.4%	5.3%	8.0%	44.4%
Asia Pacific	29.8%	23.0%	28.0%	-2.1%	2.7%	12.5%	-4.9%	50.9%
Europe	21.0%	16.9%	13.1%	1.9%	-2.6%	-11.9%	5.6%	57.6%
Latin America	2.4%	14.2%	5.9%	3.0%	11.5%	8.7%	1.0%	40.3%
Middle East	13.4%	25.9%	17.2%	3.0%	12.2%	13.5%	-0.5%	44.1%
North America	17.9%	14.5%	11.8%	1.1%	5.2%	7.2%	-0.9%	46.4%

Note 1: % of industry CTKs in 2023

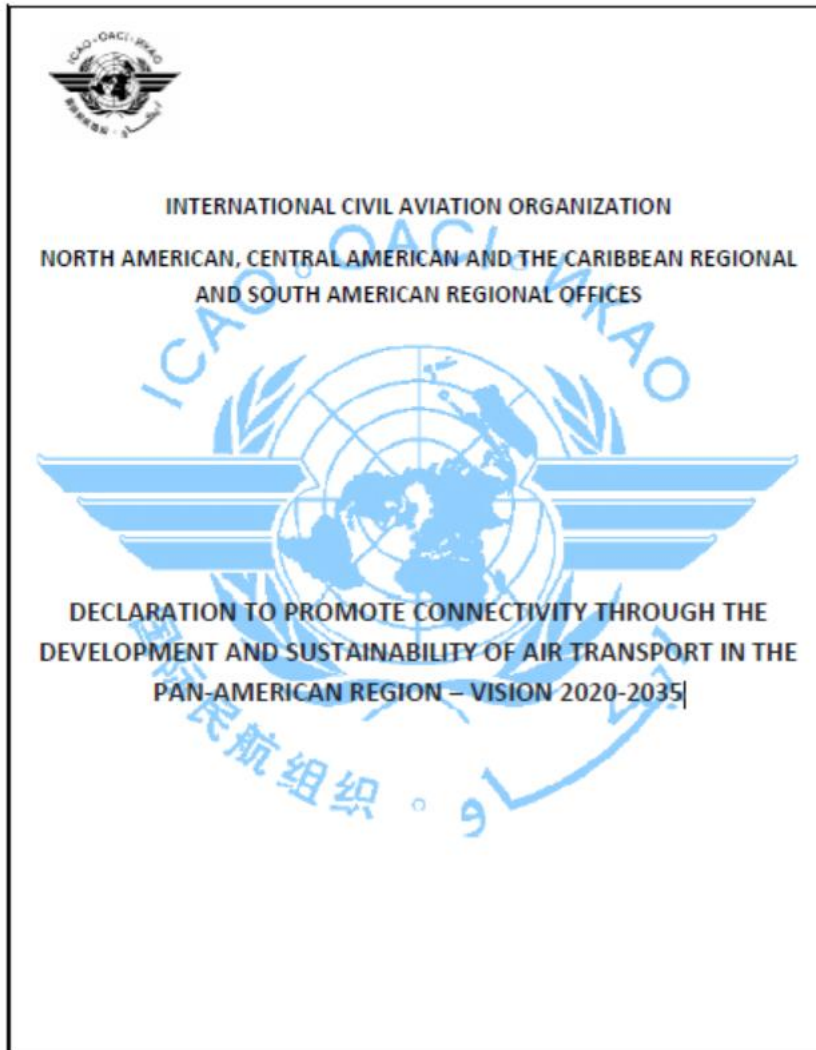
Note 2: the total industry and regional growth rates are based on a constant sample of airlines combining reported data and estimates for missing observations. Airline traffic is allocated according to the region in which the carrier is registered; it should not be considered as regional traffic. Historical statistics are subject to revision.

Latin American carriers experienced a 13.4% increase in cargo volumes compared to January 2023, a notable increase compared to the previous month's gain (+6.4%). Capacity in January was up 6.6% compared to the same month in 2023.

05

NACC/SAM
Air Transport
Actions and
Agreements





Actors: Ministers and Authorities of Pan-American Member States, representatives of international and regional organizations, and the industry,

“promote investment for the development of civil aviation” through the establishment of a framework commitment to collaborate in the sustainable growth of air transport in our regions for the next 15 years.

VISION:

To offer to the population greater access to the benefits of air transport.

The leadership of our regions within the global context of safety, in compliance with international civil aviation standards, and within a harmonized environment.

An aviation system responsible for the sustainability of the environment that is developed in harmony with nature while protecting life on the planet and preserving the natural values that coexist day by day with the aviation activity.

General objectives for the promotion of connectivity through the development and sustainability of air transport in the regions.

Implementation development of the national and regional action plans

NACC and SAM CAA Directors General Actions toward Air Transport development



RAAC/17 - Santiago, 2023

Declaration for the Transformation of the Civil Aviation of the South American Region



RAAC/17 - Strategic Exercise on Competitiveness

- Investment in infrastructure; Market liberalization policies;
- Taxes and fees; Improved connectivity; and
- Incentives for investment



NACC/DCA/11 – Varadero 2023

Current enhancements in air transport in the NAM/CAR Regions, and update on economic and traffic forecasts at the NACC levels; and on ICAO's work related to air transport policy and regulation, as well as infrastructure management.



NACC/DCA/11 – Panel on Recovering Air Connectivity

- Best practices in flight connectivity and frequency
- Exchange of views and ideas on the factors impacting air connectivity and its post COVID-19 recovery.



Webinar Studies on the Regulatory Impact of Air Services Agreements for the Promotion of the Liberalization of the Air Transport Market in Latin America and the Caribbean
(On-line, 13 September 2022)

The webinar *was* an initiative of ICAO and the Inter-American Development Bank (IADB), which aims to present the benefits of the studies and promote the liberalization of the air transport market in Latin America and the Caribbean, raising awareness among the civil aviation authorities, economic regulators and industry stakeholders on the key role of wide market access.



This event focused on the analysis and the impacts of the studies carried out on air services agreements and on presenting the specific benefits provided to the sector, the understanding the importance of aviation liberalization policies, the economic benefits as well as knowledge of the methodologies and techniques used by ICAO and the IADB, and the necessary steps to carry out other studies.



How to further promote the liberalization of Air Transport in the Latin American and Caribbean Regions? Results and benefits of Air Transport liberalization studies



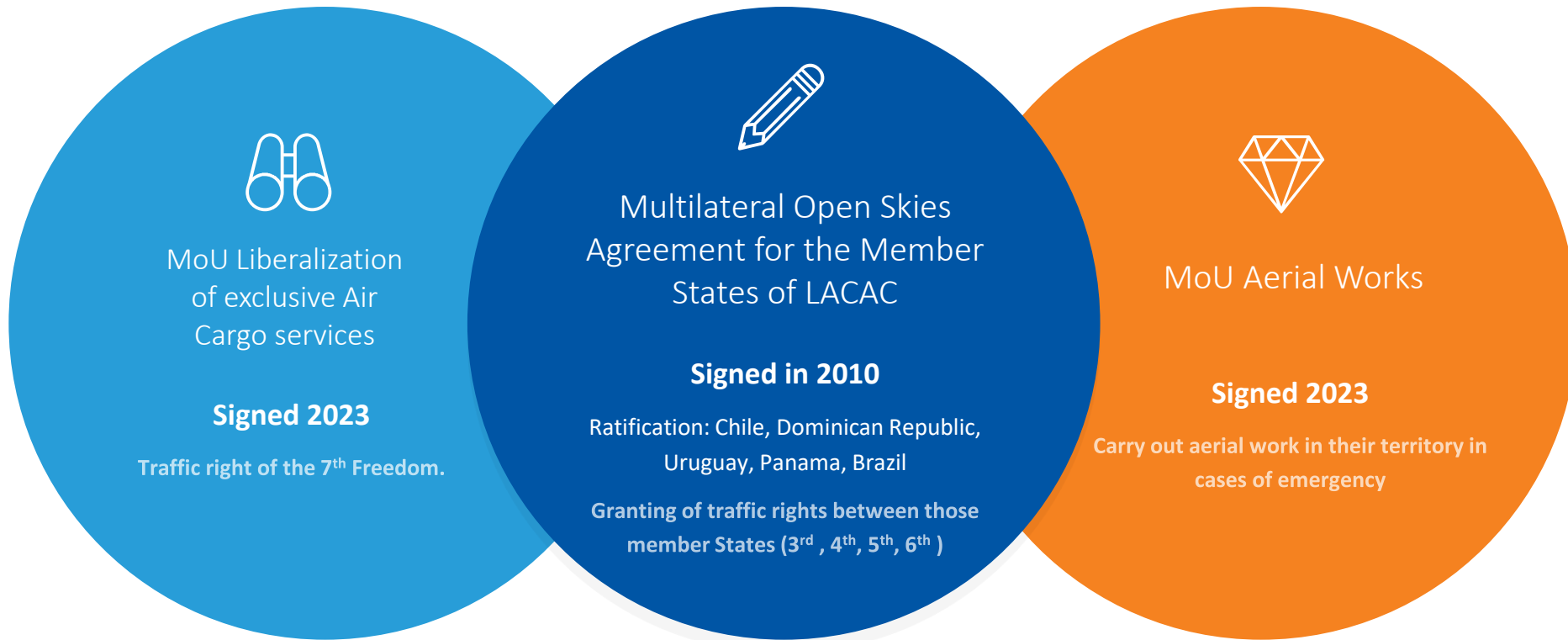
- ✓ Analysis of the Regulatory Impact of Air Services Agreements in Brazil
- ✓ Air Transport Case Study – Dominican Republic

06

Air Services Agreements- Liberalization of Air Transport in the Region



Air Services Agreements - Liberalization of Air Transport in the Region



WASA LIBRARY SEARCH - Summary of Provisions

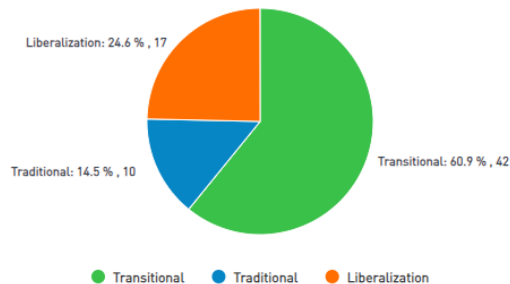
Agreement Between And

Show Search Criteria +

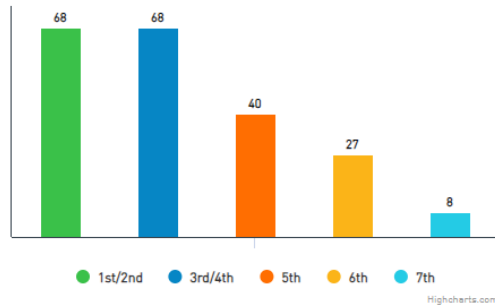
RESULT

Total Agreements found: 69 | Total Amendments found: 22

Statistics of agreement by type



Grant of Traffic Rights



Rows per page:

State A	State B	Date	Summary	Agreement	Compare
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DOMINICAN REPUBLIC	ARGENTINA	06/12/2006	View		<input type="checkbox"/>
DOMINICAN REPUBLIC	ARUBA	06/06/2014	View		<input type="checkbox"/>
DOMINICAN REPUBLIC	AUSTRIA	19/04/2007	View		<input type="checkbox"/>
DOMINICAN REPUBLIC	BAHAMAS	06/12/2017	View		<input type="checkbox"/>
DOMINICAN REPUBLIC	BELGIUM	05/06/1998	View		<input type="checkbox"/>
DOMINICAN REPUBLIC	BRAZIL	07/08/2009	View		<input type="checkbox"/>
DOMINICAN REPUBLIC	CANADA	05/09/2008	View		<input type="checkbox"/>
DOMINICAN REPUBLIC	CHILE	03/04/2009	View		<input type="checkbox"/>
DOMINICAN REPUBLIC	CHINA	02/11/2018	View		<input type="checkbox"/>
DOMINICAN REPUBLIC	COLOMBIA	02/08/1973	View		<input type="checkbox"/>
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DOMINICAN REPUBLIC	ECUADOR	18/06/2014	View		<input type="checkbox"/>



WASA LIBRARY SEARCH - Route Planning

Agreement Between And

Region: City:

RESULT

Rows per page: 50

State A	State B	Date	Routes	Agreement
BAHAMAS	JAMAICA	26/11/1973	<input type="button" value="View"/>	

ROUTE PLANNING

JAMAICA → BAHAMAS

ICAO Number 2462

Registered

Type	Point(s) in Party A	Restriction	Intermediate Point	Restriction	Point(s) in Party B	Restriction	Beyond Point	Restriction	General Conditions	MEMO
A	JAMAICA				BAHAMAS		CHICAGO, IL			
							DETROIT, MI			
							NEW YORK, NY			
A	JAMAICA				NASSAU		CHICAGO, IL			
A	JAMAICA				NASSAU		DETROIT, MI	D		

CONDITIONS/RESTRICTIONS APPLICABLE TO ROUTES

- A - Allowance for additional traffic point(s)
- B - Exemption of certain operations or routes from restriction
- C - Allowance for omission of points with or without permission
- D - Time restrictions on exercise of rights granted
- E - Restrictions on designation of airlines
- F - Restrictions as to number of points served on route
- G - Limitations on capacity, frequency or scheduling on particular route(s)
- H - Reference to stopover
- I - Scheduled all-cargo routes only
- J - Non-scheduled routes only
- K - Separate agreement or exchange of diplomatic notes concerning the route exchange
- L - Geographic restriction on exercise of traffic rights within a country of region
- M - Other significant operational or traffic conditions/restrictions
- N - Code share routes



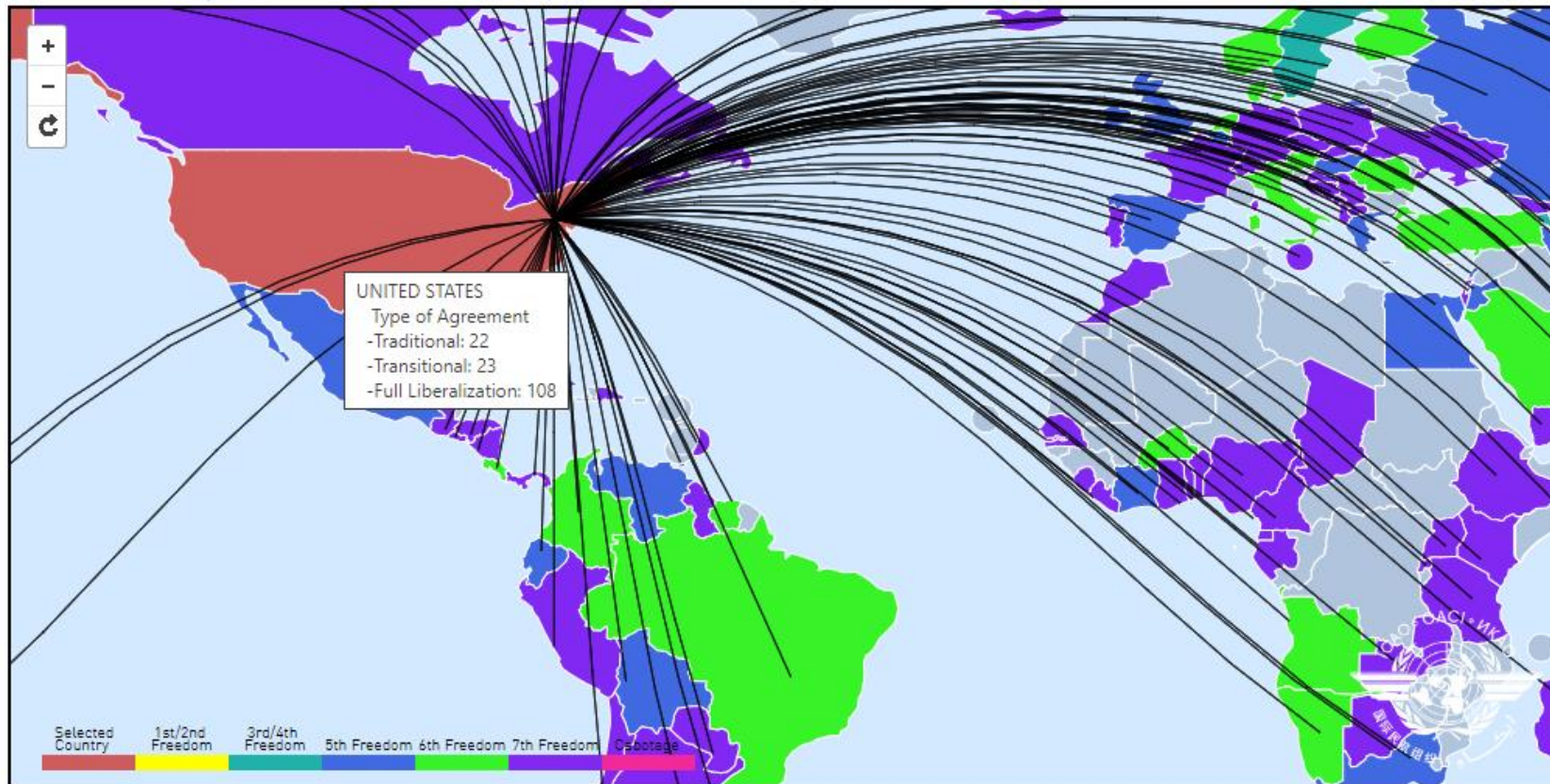
ICAO

WORLD AIR SERVICES AGREEMENTS



WASA Map

Selected Country: **United States**





Thank You!