



## 24<sup>th</sup> LACAC Assembly provides platform for agreement and action on air transport sustainability and recovery objectives

For immediate release

**Montréal and Montevideo, 30 March 2022** – Aviation’s [Long Term Aspirational Goal \(LTAG\)](#) for CO<sub>2</sub> emissions reduction, and how [Sustainable Aviation Fuels \(SAF\)](#) will play a key role in attaining future air transport emissions objectives, featured prominently among other air transport sustainability and recovery topics discussed last week between ICAO and Latin American aviation leaders.

The related meetings with ICAO Council President Salvatore Sciacchitano, and Secretary General Juan Carlos Salazar, took place alongside the 24th Ordinary Assembly of the Latin American Civil Aviation Commission (LACAC), which closed in Montevideo on Friday.

The ICAO leaders also addressed the opening and closing of the Assembly, providing latest global insights to help inform Latin American planning and progress.

On the topic of air transport sustainability, and in addition to updates on the LTAG process and role expected to be played by SAF, the ICAO officials also called for States’ full participation in the [Carbon Offsetting and Reduction Scheme for International Aviation \(CORSA\)](#).

On the topic of aviation recovery, ICAO’s leadership stressed the critical importance of improved coordination among government and industry toward increasing the resilience of the sector against future pandemic events, notably with respect to priorities for contactless passenger facilitation solutions, and the establishment of [Public Health Corridors \(PHCs\)](#).

Full participation by States in [ICAO’s Public Key Directory \(PKD\)](#), including the Health Master List, and their implementation of ICAO’s [Traveller Identification Programme \(TRIP\)](#), were also highlighted as important foundational components of what countries must now work toward as part of international aviation’s post-pandemic new normal.

In his opening remarks to the LACAC Assembly, Council President Sciacchitano praised the cohesion of Latin America’s collaborative response to the pandemic to-date.

“This region’s international passenger traffic is currently being projected to recover to over 90 per cent of the pre-crisis level by the end of 2022,” he noted, “and much of this regional success can be attributed to the exemplary levels of international cooperation that Latin American aviation have been benefitting from for many years now.”

“Recovery successes in Latin America must also be attributed in part to the recommendations issued by the ICAO Council’s [COVID-19 Aviation Task Force](#), or CART,” he also emphasized, “and to the directly related and exemplary government and industry cooperation which was established to support their effective implementation”

ICAO Secretary General Salazar underscored that he was encouraged by the improved management of the pandemic globally, and highlighted that there’s significant pent-up travel and tourism demand which could have some very positive impacts on passenger volumes in the months ahead.

“This can only be taken full advantage of, however, if we continue to demonstrate solidarity and commitment to our shared air transport and economic recovery objectives,” he stressed.

ICAO’s leaders highlighted that the 41<sup>st</sup> session of the ICAO Assembly will begin in September 2022, providing LACAC States with a vital opportunity to contribute to global momentum on a variety of aviation safety, security, and sustainability issues.

This could be achieved by showcasing the variety of innovative initiatives and programmes that have enabled the region’s achievements in aviation development, along with the agreements and progress LACAC States achieved at their 24th Assembly.

The President and the Secretary General were accompanied on their mission to Uruguay by ICAO’s Regional Director for South America, Fabio Rabbani; and Regional Director for North America, Central America, and the Caribbean, Melvin Cintron.

Ministerial meetings concluded during the Uruguay mission included bilateral talks with the Minister of Foreign Affairs, Francisco Bustillo, and the Minister of Defence, Javier García, of the host State. A meeting was also held with the Minister of Transport of Malaysia, Datuk Seri Ir. Dr. Wee Ka Siong, who attended the LACAC meeting.

ICAO’s leadership also met with the leaders of South American States’ civil aviation authorities, and official representatives from Qatar, Singapore and the Republic of Korea.



ICAO Council President Salvatore Sciacchitano and Secretary General Juan Carlos Salazar conducted missions to Uruguay last week, where they addressed and participated in the 24th Ordinary Assembly of the Latin American Civil Aviation Commission (LACAC). From left to right: Melvin Cintron, ICAO Regional Director for North America, Central America, and the Caribbean; Diego Escuder, the Director General of the Secretariat of the Ministry of Foreign Affairs of Uruguay; ICAO Secretary General Juan Carlos Salazar; Ricardo González Arenas, the Director General for Political Affairs of the Ministry of Foreign Affairs of Uruguay; Francisco Bustillo, the Minister of Foreign Affairs of Uruguay; ICAO Council President Salvatore Sciacchitano; and Fabio Rabbani, ICAO’s Regional Director for South America. *Photo courtesy the Ministry of Foreign Affairs of Uruguay.*

## Resources for Editors

[ICAO's South American Regional Office](#)

[ICAO's North American, Central American and Caribbean Regional Office](#)

### About ICAO

A specialized agency of the United Nations, ICAO was created by governments in 1944 to support their diplomacy on international air transport matters. Since that time, countries have adopted over 12,000 standards and practices through ICAO which help to align their national regulations relevant to aviation safety, security, efficiency, capacity and environmental protection, enabling a truly global network to be realized. ICAO forums also provide opportunities for

advice and advocacy to be shared with government decision-makers by industry groups, civil society NGOs, and other officially-recognized air transport stakeholders.

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