



**AIRPORTS COUNCIL INTERNATIONAL**  
Latin America and the Caribbean

## **DECLARATION OF MONTEVIDEO**

Adopted by the Regional Board of Airports Council International – Latin America and the Caribbean (ACI-LAC) in Montevideo, Oriental Republic of Uruguay on June, 20th, 2008

Whereas:

Airports Council International- Latin America and the Caribbean (ACI-LAC) represents more than 200 airports in Latin America and the Caribbean; each one facing unique and very particular challenges and air service opportunities. Many airports have permanent discussions with individual airlines about enhancing the efficiency of airport operations, within the existing legal and contractual framework;

The communications sent to many airport operators in the Latin America and Caribbean region by which IATA in an associative level has initiated a campaign targeting the Governments, service providers and airports, among other industry partners, requesting urgent actions to contribute in a significant way to generate real savings and greater cost efficiency;

As it is evident in many important airports, the current operational demand exceeds the airport capacity and some expansion processes are in due course at different levels. Although, there exists a limited amount of information disclose by the airlines, the business model of some airlines and its efficiencies have allowed to achieve positive results consistently in past years (inclusively immediately after the attacks of September 11) having expanded operations that affect directly to the congested airports in the region;

That recent history has demonstrated that overall, the passenger demand will return, at some regions faster than others, like Latin America and the Caribbean, as it did after the realignment of the industry after September 11. This means, that unless airports pay attention in ensuring that the interests of passengers and airlines are protected, the users of aviation will keep being subject to inconveniences, delays and high tariffs;

ACI-LAC and its members share same concerns as IATA about the financial state of the airlines and recognize the importance of discussions between airports and air carriers on enhancing operational and financial efficiency. However, individual airport operators, who best understand their air service and capacity infrastructure requirements, must lead these negotiations with the airlines operating their own airports;

The ACI-LAC Regional Board declares:

First.- Airports fully recognize the difficulties airlines face due to the persistent rise in fuel prices. Furthermore some airports in the Latin America and Caribbean region have been affected by recent airline decisions to realign their commercial offering and improve balance sheets by modifying routes, consolidating services and retiring aircraft, among other measures. However, as we have seen in the past, despite the extraordinary economic pressures that have challenged this industry, long-term demands for air service has proven to be strong. The industry must stand ready to accommodate growth and avoid congestion.

Second.- Airports also face increasing energy and construction costs, but they must maintain their commitment to the communities, to provide the infrastructure that is critical for the economic vitality of the communities they serve and that meets current and future airline requirements.

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Third.- Airport operators have worked permanently and very hard to mitigate user charges to airlines; in the past 25 years airports charges have constituted a constant and very reduced portion of airline costs, despite the increased costs incurred by airports due to the investments performed. Airports are currently a very competitive business and with the permanent goal to offer cost efficient alternatives to the client airlines. Among other things, airports have introduced efficiencies, increased non aeronautical revenue and worked in collaboration with airlines and air navigation service providers to streamline aviation operations. The solutions have evolved by airports working with their local customers and stakeholders: airlines, passengers, shippers and all of the businesses working on the airport platform.

Fourth.- The current situation does not call for hasty readjustments imposed in a general approach, as suggested in the IATA letters. Individual airports and their airline customers (at local level) must confront this new tough situation as partners, developing solutions that are sustainable. The industry must adapt to new economic parameters in what will be a continuous and hard process. In this respect, as ACI-LAC and its members are also concerned about the financial state of the airline industry, we believe that the appropriate venue for such discussions is between the airport and the airlines serving the community (locally), rather than the global approach suggested by IATA in their letters.

In the city of Montevideo, Oriental Republic of Uruguay, on the 20<sup>th</sup> of June, 2008, gathered the ACI-LAC Regional Board, according to the Statutes in force, and with the unanimous vote of the attendees, adopted this Declaration.

**ACI-LAC “The voice of Latin America and Caribbean Airports”**

ACI-LAC, the ACI regional office for Latin America and The Caribbean, is a non profit international organization of the worlds' airports. Its prime purpose is to advance the interests of airports (Public and Private operated) as well as promoting professional excellence in airport management and operations. ACI-LAC has over 75 members operating over 200 airports in 37 countries and territories of Latin American and the Caribbean Region. ACI has over 570 members operating over 1640 airports in 177 countries and territories worldwide. Airport Council International – Latin America and The Caribbean (ACI-LAC) / Consejo Internacional de Aeropuertos - Latinoamérica y el Caribe.  
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