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## International air transport association annual report

IATA redirects here. For more uses, see IATA (disambiguation page). We must not be confused with the International Civil Aviation Organisation. Coordinates: 45°30′02″S 73°33′42″W﻿ / ﻿45.5006°S 73.5617°W﻿ / -45.5006; -73.5617 International Air Transport AssociationAbbreviationIATAFormation19. 75 years ago (1945-04-19) in Havana, CubaTypeInternational Trade AssociationHeadquarters800, Place Victoria (rue Gauvin), Montreal, QuebecCanadaMembership 290 airlines in 120 countriesDG and CEOAlexandre de JuniacWebsitewww.iata.org International Air Transport Association (IATA /发音) is a trade association of global airlines founded in 1945. IATA was described as a cartel because in addition to setting technical standards for airlines IATA also organized tariff conferences that served as a forum for pricing. [1] In 2016, 290 airlines, mainly major carriers representing 117 countries, accounted for approximately 82% of total available air traffic for miles. [2] [self-published source?] IATA supports the activities of airlines and helps formulate industry policies and standards. It is based in Montréal, Canada, with executive offices in Geneva, Switzerland. [3] The history of IATA was established in April 1945 in Havana, Cuba. He succeeds the International Air Traffic Association, which was established in 1919 in The Hague, Netherlands. [4] The [better resource needed] by IATA for its founding company consisted of 57 airlines from 31 countries. Much of IATA's early work was technical and IATA granted input to the newly created International Civil Aviation Organisation (ICAO), which was reflected in the Annexes to the Chicago Convention, an international treaty that still governs technical international air transport. The Chicago Convention did not lead to a consensus on economic regulation of the aviation industry. According to Warren Koffler, IATA was created to fill the resulting void and provide international air carriers with a price-setting mechanism. [5] At the end of the 1940s, the Commission announced that it had been in the IATA Secretary J.G Gazdik said the aim of the organisation was to set prices at reasonable levels, with due regard to operating costs, to ensure reasonable profits for airlines. [6] In 1947, when many airlines were government-owned and loss-making, IATA operated as a cartel which governments accused of establishing a solid fare structure to avoid price competition. The first transport conference was held in 1947. [7] In Rio de Janeiro and reached unanimous agreement on around 400 resolutions. IATA Director-General William Hildred described that around 200 resolutions at the Rio de Janeiro conference were related to the introduction of a single tariff structure charged for international air transport. [8] The American Civil Aviation Council did not intervene to stop IATA pricing, and in 1954 Professor Louis B. Schwartz denounced the council's inaction as an abdication of judicial responsibility. [9] At the beginning of the 1950s [10]. IATA responded by imposing strict restrictions on the quality of air services. In 1958, IATA issued a formal ruling preventing airlines from serving economy passengers sandwiches with luxury ingredients. [11] [12] Economist Walter Adams noted that the limited competition in services permitted by IATA tended only to redirect traffic from one air carrier to another without at the same time widening the overall air transport market. [13] From 1956 to 1975, IATA resolutions limited travel agents' commissions to 7% of ticket prices. Legal scholar Kenneth Elzinga argued that IATA's commission cap harmed consumers by reducing incentives for travel agents to offer better services to consumers. [14] In 1982, IATA was described as a global aviation cartel. [1] IATA has enjoyed immunity from antitrust law in several countries. [15] In 2006, the US Department of Justice adopted a regulation on the withdrawal of antitrust immunity from IATA customs conferences. [16] The coronavirus pandemic interrupted routine flights around the world in March 2020. In the immediate aftermath, most airlines, because of the physical distancing policies implemented by national governments, reduced their seat load by removing the sale of a middle seat in row three. On average, this reduction was normal for a load factor of 62 %, which is well below the IATA industry's level of equalation of 77 %. Fares would have to rise by up to 54% if the carrier even broke, according to IATA calculations, which stop that the risk of transmission is reduced due to forward-facing seats that prevent personal contact and air flows from the ceiling to the floor, which restrict the circulation of airway droplets. North American carriers such as WestJet, Air Canada and American Airlines planned to resume normal sales on July 1, 2015. This industry-driven policy garnered an immediate push-back from some Canadians, including those who felt cheated, while Transportation Minister Marc Garneau noted that the on-board pitch requirement is a recommendation only and therefore not mandatory, while its Transportation Canada Department cited physical distancing as prophylactic among the key positive points in the guide prepared for the Canadian aerospace industry. [19] IATA's Security Focus Area states that safety is its number one priority. [20] The main security instrument is the IATA Operational Security Audit (IOSA). IOSA has also been mandated at the state level by several countries. In 2017, air travel posted its safest year in history, surpassing the previous record set in 2012. The new global crash rate for west-built aircraft has become the equivalent of one accident every 7.36 million flights. [21] Future improvements based on data sharing with a resource-powered database and stored by the Global Security Information Center. In June 2014, IATA set up a special panel to study real-time aircraft tracking measures. This was in response to the disappearance of Malaysia Airlines Flight 370 without a trace 8. [22] The simplification of business simplification[23] began in 2004. This initiative introduced a number of key concepts for passenger transport, including an electronic ticket[24] and a barcode boarding pass. Fast Travel uses many other innovations, including a variety of self-service luggage options. The innovative program, launched in 2012, is a new distribution capability. [25] This will replace the EDIFACT internet reporting standard, which is still the basis of the travel agency's global distribution system/channel, and will replace the XML standard. [26] This will allow the same opportunities to be offered to high street travel shoppers as those offered directly through airline websites. The filing with the U.S. Department of Transportation yielded more than 400 comments. [27] [28] IATA members for the environment and all industry stakeholders agreed on three sequential environmental objectives:[29][30] Average improvement in fuel efficiency of 1.5% per year since 2000 2000 9 to 2020 And a cap on net carbon emissions from aviation from 2020 (carbon neutral growth) And a 50% reduction in net carbon emissions in aviation by 2050 compared to 2005 levels. At the IATA 2013 Annual General Assembly in Cape Town, South Africa, members overwhelmingly approved a resolution on the implementation of the Carbon Neutral Aviation Growth Strategy (CNG2020). [31] A representative of the European Transport and Environment Federation criticised the resolution for relying on carbon offsets instead of directly reducing carbon emissions in aviation. [31] IATA services provide advisory and training services in a number of areas. Publications - standards Under the auspices of IATA, several standards are defined. One of the most important is the transport of dangerous goods (HAZMAT). See also Air Transport Action Group (ATAG) Conex box Flight Planning IATA Airport Code IATA Operational Security Audit (IOSA) International Association of Network Travel Agents (IATAN) International Civil Aviation Organization (ICAO) International Transport Aircraft Trading Company Kenneth Beaumont Standard Schedules Information Manual Links ^ and b Hannigan, John A. (1982). Hostile Skies: The decline of the world's air cartel. *Pacific Sociological Review*. 25 (1): 107-136. doi:10.2307/1388890. ISSN 0030-8919. JSTOR 1388890. S2CID 158297510. ^ IATA by region. International Air Transport Association. February 2016. [self-published source?] ^ International Air Transport Association. CAPA Aviation Centre. February 2015. ^ ^ Höhe. 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