

MINUTE
**ICAO VIRTUAL MEETING FOR CIVIL AVIATION AUTHORITIES DIRECTORS GENERAL ON AVIATION
RECOVERY IN THE NORTH AMERICAN, CENTRAL AMERICAN AND CARIBBEAN (NACC) STATES**

15 December 2020

List of Participants

Refer to **Attachment A**.

Agenda:

Refer to **Attachment B**.

Objectives: Inform on the updates to the aviation recovery measures phase II, to the CART Take off Guidance Document by the ICAO Council Aviation Recovery Taskforce (CART), and the latest discussion on the COVID-19 vaccine transportation and certification, as well as the restart and sustainability of aviation and what 2021 will bring.

Opening

- i. Mr. Melvin Cintron, Regional Director, ICAO NACC Regional Office, welcomed participants and emphasized the outstanding joint work done by States, the industry and all stakeholders on the aviation recovery activities, where ICAO is providing a strong leadership and the States are now taking a stronger approach towards the recovery. The current second wave of contagions reminds us all of the critical and timely implementation of measures, and the need to strengthen our coordination and communication, where the logistic and support of aviation for the proper and prompt COVID-19 vaccine transportation are essential to States and their people.
- ii. Dr. Fang Liu, ICAO Secretary General, addressed the participants, informing of the statement issued last week by the President to the Council of ICAO and her, on International Civil Aviation Day, on how innovation will be so critical to how we recover and sustain international civil aviation for future generations. Moreover, she referred to the UN Secretary General's supportive message to the world about the importance of air transport, both with respect to countries' essential, immediate needs, and to our collective objective to lift the world to recovery from COVID-19. ICAO forecasters have noted that the pandemic's financial effects are far more severe than any previous downturn in the international movement of people and goods. April's 90% drop in global passenger demand has levelled out to an expected 60% average worldwide traffic decrease for 2020, as compared to the previous year. In the Latin American and Caribbean region, especially some notable upswings have been made. These results are a testament to the successes achieved together, and to the continued active and integrated cooperation, based on the CART guidelines and using the resources and coordination resources ICAO is making available, essential to further progress. During previous teleconferences, ICAO global and regional activities aimed at supporting the restart and recovery were presented. In addition to the webinars, training, iPACKs, guidance materials, and the monitoring and reporting tools placed at the States' disposal, ICAO has also produced an Airport Status app and additional tools to address the Advance Passenger Information (API) Data Service. She mentioned that ICAO is grateful for the information and follow-up brought to the implementation of the Strategic Approach for Aviation Recovery in the

NAM/CAR Regions, and its tailored activities. CART Phase II now includes new recommendations on how countries should consider and evaluate the COVID-19 personal testing solutions being innovated globally, and it recommends that countries assess their passenger testing options using the risk assessment tools in the new ICAO Manual on Testing and Cross-border Risk Management Measures. The Secretary General recalled that as we embark on CART's Phase II, the ultimate speed and effectiveness of our sector's recovery is highly dependent on the measures we pursue being:

- compatible with safety and security requirements;
- proportionate to the improvement of public health;
- flexible where possible to encourage economic recovery; and
- safeguarded not to distort markets.

- iii. Dr. Liu further commented on the ICAO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) coordination mechanism supporting extensive multi-sectoral collaboration on public health-related measures, as well as the implementation of the CART guidance through ongoing Public Health Corridor (PHC) initiatives. These health corridors and travel bubbles are proving successful in raising public confidence in air travel, and while their effects are still gradual, they are highly encouraged. ICAO has made extensive PHC resources available on the COVID-19 Restart and Recovery Centre (CRRIC), including support of the bilateral and multi-lateral agreements, which permit their effective establishment. She encouraged continued and fruitful cooperation among all the NACC aviation stakeholders and appreciated the collaboration and generous support of donor/Champion States that are providing funds and assistance to the CAR Region, including Canada and United States, China, Korea, Qatar, the United Arab Emirates, and many others that will benefit over 70% of the Least Developing States in the CAR Region with their recoveries. Lastly, she reiterated that our world remains connected by aviation, and that it will continue to be long after the pandemic is behind us. ICAO will continue to work hard to ensure a safe and harmonized COVID-19 recovery for global air transport as the new vaccines begin to put this pandemic behind us. Dr. Liu also asked that governments be alerted regarding their timely financial remittances to ICAO. Many States are now in arrears, and ICAO's ability to provide the support the world of aviation needs right now may soon be placed at risk if this issue is not addressed.
- iv. Mr. Fabio Rabbani, Regional Director, ICAO SAM Regional Office, thanked the collaborative work done between the NACC and SAM Regional Offices on all the activities for COVID-19 aviation recovery and mentioned the stronger need for all States to work together. He thanked the continuous commitment and support by ICAO Headquarters, represented by Dr. Liu, as well as the active participation of the States on the restart/recovery of aviation.
- v. The attending Directors of Civil Aviation of the NAM/CAR Regions States and Territories introduced themselves and thanked ICAO's leadership and assistance to guide and undertake the necessary actions to mitigate the effects of COVID-19 pandemic, aviation restart and recovery and, most of all safeguard safety and the development of aviation in a safe, efficient, sustainable and orderly manner.

Discussions

The Meeting was conducted through presentations and open discussions with participants. Presentations, recording and other related documents is available at the following link:

<https://icao.int/NACC/Pages/meetings-2020-DG5RDVConf.aspx>

Agenda Item 1: Update on and Follow-up to Phase II of the ICAO Council's Aviation Recovery Task Force (CART) Measures

- 1.1 Under P/01, the Secretariat presented updates on the CART recommendations, progress on the CRRIC, as well as the *Take-off* guidance Document. The Meeting recalled that after the first CART recommendations, issued on June 2020, a new ICAO State Letter ref. EC 2/76-20/122, dated 17 November 2020 was sent to the States on the CART Phase II measures. The CART Phase II consists of three new recommendations regarding aviation safety-related measures; testing and cross-border risk management measures, as well as the formation of (PHCs. These new recommendations (12, 13 and 14) complement the eleven previous recommendations of the CART Phase I Report.
- 1.2 States were encouraged to continuously update the status of implementation of the previous CART's recommendations according to the changes that their own State makes in its procedures in its path to recovery. Similarly, it was agreed that States need to work on the implementation of new recommendations 12, 13 and 14 of CART Phase II and that they integrate this information in the online CRRIC platform by 8 January 2021. A greater emphasis was made for States to analyse why there are measures with lower percentage of implementation in their countries and to work on their complete implementation.
- 1.3 Based on the current implementation status of the CART measures and the need for a timely reporting in the CRRIC, the following conclusion was adopted:

Conclusion 1: That, considering the CART Phase II measures and guidance, and the importance of timely reporting into the CRRIC, as well as the States' commitment to implement the CART measures in a harmonized and timely way; States,

- a) assess the new recommendations of the CART Phase II, including the new edition of "Take off Guidance" document and other related documents; and
- b) report by **8 January 2021** the NACC Regional Office and the ICAO CRRIC on:
 - i. the application on the three additional recommendations of the CART Phase II;
 - ii. completion of the implementation of the previous CART Phase I measures, if not yet done so; and
 - iii. implementation of amended guidelines included in the second edition of *Take-off* guidance document.

Agenda Item 2: ICAO New Guidance on COVID-19 Preventive Measures for States' Consideration

- 2.1 Under P/03, the Meeting took note of the latest guidance by ICAO in support of implementing PHCs in their States and on the new guidance in Doc 10152 *Testing and Cross-Border Risk Management Measures Manual* ()), developed by the CAPSCA. For implementing PHCs, the Meeting was cognizant that two or more States must agree to mutually recognize the implemented public health mitigation measures on one or more routes between their States. To enable such mutual recognition, States were strongly encouraged to actively collaborate, share information with other States, and enter into bilateral or multilateral discussions with each other to implement PHCs in a harmonized manner and mitigate the spread of COVID-19.
- 2.2 Under P/04, the recent developments regarding Aviation Security (AVSEC) and Facilitation (FAL) were informed, covering the guidance materials specifically developed during this pandemic in AVSEC, like the "Guidelines for Aviation Security Contingency Measures during the COVID-19 Pandemic" and the "Updated Overview of Threats and Risks to Civil Aviation". The Meeting was reminded on the recent amendments of Annex 17, applicable since July 2020, and Annex 9, applicable in February 2021, and States were invited to the activities planned for 2021, declared the Year of Security Culture (YOSC) by the ICAO Assembly.

Agenda Item 3: ICAO Assistance to COVID-19 Measures Implementation by States

Available iPacks and under development

- 3.1 Under P/05, the Secretariat updated the Meeting on the ICAO Implementation Packages (iPacks), their current deployment and development situation and perspective of the implementation of the iPacks in the CAR States. It was recalled that an iPack is a self-contained package composed of the relevant guidance material, standardized training, tools, subject matter expertise, and guidance for procurement. The idea of the iPack is to facilitate the alignment with the measures and recommendations contained in the CART report by:
 - providing support for States in their aviation restart, recovery and resilience efforts as well as re-engagement with industry;
 - applying the most up-to-date ICAO provisions and other international requirements and guidance related to public health and other relevant topics; and
 - providing an "all-in-one" and user-friendly bundle of implementation support.
- 3.2 As for now, there are four available iPacks:
 - Facilitation (Strengthening National Air Transport Facilitation Committees for the Re-start and the Resilience of Civil Aviation);
 - Safety (Aviation Safety Risk Management (ASRM) related to COVID-19 for Civil Aviation Authorities (CAAs));
 - Aviation Security (Strengthen Aviation Security during the COVID-19 Pandemic), which is undergoing revisions and should be available during first quarter of 2021; and
 - Aerodrome Restart.

- 3.3 The Meeting was informed on the iPack “Establishing a PHC”, that includes associated procedures and relevant tools that will be regularly updated according to the latest scientific developments. It will be aimed at restoring international travel through the implementation of PHC by supporting Civil Aviation Authorities in sharing information, applying mutually accepted public health measures and concluding bilateral or multilateral agreements.

iPack deployment in the CAR Region

- 3.4 The Meeting was briefed on the final stage of deployment of the ASRM iPack in Barbados, Belize, Jamaica and Trinidad and Tobago. The deployment of another ASRM iPacks in Costa Rica, El Salvador, Guatemala, Honduras, México and Nicaragua are to begin in early 2021.
- 3.5 A FAL iPack is planned for the Eastern Caribbean States to start deployment in early 2021.
- 3.6 To support States in a systematic deployment of iPacks, guides have been developed, allowing recipient States to identify roles and responsibilities, expected outcomes, projected timelines and a deployment plan. More information on iPacks can be find at www.icao.int/ipack, or requested through the e-mail ipack@icao.int. In this regard, the Meeting adopted the following conclusion:

Conclusion 2: That, considering the benefits and importance of the iPacks in the aviation recovery/ restart activities, States are encouraged to the continuation of and timely deployment/ active participation in iPacks in support of the States and the region, bearing in mind the planning 2021 and the different new available iPacks and thanks Donor States for funding of the iPacks for the CAR States.

Transportation of COVID-19 vaccines and its logistics

- 3.7 Under P/06, the Secretariat emphasized the prompt and critical States’ support on the transportation of *COVID-19* vaccines and its logistics, highlighting the need for a harmonized and cooperative effort to maintain global connectivity referring to Doc 10152 – *Testing and Cross-border Risk Management Measures Manual*, First Edition — 2020.:
- a) with information on public health risk management strategies to reduce the probability of translocation of the disease from one region to another. The document guides the implementation of a systemic process to identify risks related to the pandemic and mitigate those to an acceptable level as determined by each State.
 - b) States should consider generic decision-making tool (Attachment A to Doc 10152) to be used to determine the inherent and residual risk level of transporting potentially infectious passengers.
 - c) As States endeavor to restart international travel, they will need effective strategies for mitigating the risk of active case importation and disease transmission within the air transport system. Mitigation strategies include transmission suppression and control, testing, and other tools such as symptom screening.
 - d) Given the high complexity of the current public health crisis, there is no single measure that can be deemed as a definitive solution. Every mitigation measure affects the system in different ways.
 - e) Even though several Public health authorities do not universally recommend testing as a routine screening method for asymptomatic international travelers, the current approved COVID-19 tests recommended by Public health authorities are for testing of symptomatic or exposed individuals for diagnostic purposes. Molecular testing (e.g. real-time RT-PCR) is recommended by the WHO for routine diagnosis, some rapid antigen tests have been recommended for emergency use but

not as a diagnostic test for points of entry; while serological tests are not considered suitable for diagnosis of an active COVID-19 infection. States are encouraged to use this guidance to establish a performance-based recommendation for testing regardless of the methodology that the States could consider if using testing as a part of their risk mitigation measures. The Meeting recognized that many States have implemented risk mitigation strategies and a variety of travel restrictions; however; these measures are not harmonized across States. States shall assess their own level of COVID-19 disease burden, health system capacity, availability of testing, and level of risk tolerance, share risk assessments with other States, and begin to discuss developing bilateral agreements to open PHCs and stimulate the return of air travel. Harmonization of procedures is crucial for facilitating air transport, and new practices should be coordinated with other States and stakeholders.

3.8 Based on the discussion, the following conclusions were agreed:

Conclusion 3: That, considering that one of the challenges in implementing the CART measures is the adequate risk assessment/management, States consider supporting their staff with specific training and assistance, with specific attention to the new ICAO guidance on testing and the *Take off* guidance document, part 4 process.

Conclusion 4: That, in order to facilitate the COVID-19 vaccine delivery and ensure an active supporting role of CAAs and services providers, States prioritize the logistics and distribution of said vaccines in the Region, timely providing information to all aviation stakeholders on the distribution mechanism and logistics, highlighting information provided by the PAHO on COVAX mechanism in the region and other available guidance.

Conclusion 5: That consideration and emphasis be provided to air cargo support and arrangements within, and between, States to ensure mitigation or elimination of any impediments in the air cargo area and COVID-19 vaccine distribution as well as the supply chain as a whole.

Agenda Item 4: COVID-19 –Related Aviation Recovery/Restart: High level Commitment and Coordination among all NACC States Civil Aviation Authorities

4.1 Under P/07, the Meeting reviewed the status and concerns on aviation Restart in the NAM/CAR Regions, with the current level of operations, air operations recovery forecast, and several considerations for the sustainability of air operations from the Air Navigation Service (ANS) perspective:

- The NAM/CAR Regions have suffered a traffic reduction in a 70-50% average as compared to 2019 statistics, being April, May and June the lowest for most States/Flight Information Regions (FIRs). Currently, some Air Navigation Service Providers (ANSPs) models show a better recovery than initially forecasted, 24-36 months scenarios, expecting a 5% increase in the first quarter of 2021.
- CAAs and ANSPs need to ensure ANS-related measures in place are sustainable, aligned with government policies. The ICAO NACC Regional Office emphasized the importance to rehearse and update Air Traffic Management (ATM) contingency plans and COVID-19 disinfection procedures for ANS facilities.

- As for reactivation of services and the expected increase of operations, States need to maintain communication/collaboration with stakeholders for traveling and operations forecast, being the best thermometer for future behaviour of the air transportation system. ATS providers need to ensure adequate staffing levels and personnel proficiency, maintaining demand and capacity balancing.

4.2 The Meeting took note on the information regarding the importance to support the efficient distribution of COVID-19 vaccine, taking into consideration the following items:

- Maintain situational awareness of COVID-19 vaccine flights
- Provide special/priority handling as required
- Disseminate information on identified flights to all affected ATC units for priority handling
- Flight operators advise ATS of high priority flights carrying COVID-19 vaccine and/or COVID-19-related medical equipment requiring special handling
- Ensure terminal monitoring with respect to those airports in which vaccine identified aircraft are departing or arriving
- Ensure that air traffic facilities provide priority handling as appropriate.

4.3 Regarding the ANS safety oversight responsibilities, the Secretariat draw attention to the need to maintain safety oversight activities, as circumstances may permit. At this point, the 2021 inspection planning needs to be completed and approval granted. Some States are exploring the possibility to perform ANS virtual inspections or audits. P/07 shared information on the Costa Rica's ANS virtual audit procedures as a case for good practice.

4.4 In this regard, the Meeting invited all States to enhance their Interactions for cross-border mitigating measures in response to COVID-19 and effective aviation restart.

Agenda Item 5: Next Steps and 2021 Planning and Projections

5.1 The Secretariat recalled the importance of the Ministerial Meeting and of this meeting, with the sharing of the challenges and main limitations for the States and the regional aviation recovery from COVID-19, as well as the exchange and discussion of the States and the industry on their activities/initiatives, best practices and lesson learned, fostering a forum for all to have a productive exchange of ideas and overall mutual/regional collaboration to help each other. The next steps/actions to follow by all are greatly dependant on the success on this coordination, where we need to help each other for a harmonized, orderly and sustainable common path for this recovery/restart.

5.2 The new measures suggested by the Council of ICAO and all the guidance shown during this event are part of ICAO leadership as established in its Global Implementation roadmap for all the aviation to move forward in this recovery, but this will only be successful through continuous dialogue and timely coordination among all. The State highest level of support, from Ministers, Presidents was well identified.

- 5.3 Concerning other business, the Secretariat presented WP/01, providing an update to the Project “Harmonization of the legal/regulatory framework in CAR Region”. The Project Document is available at the ICAO Resource Mobilization Platform, for donation purposes, and it is expected to start in January 2021. The Meeting recognized the existing Project support and the commitment by several participants like COCESNA (with a legal expert), ALTA, and others. The Project update is structured into three phases: a) establishing the regional scope of harmonization; b) establishment of a Mechanism of Regulatory Cooperation (MoRC); and c) harmonization of regulations (145, 129, 91 and 121)- Master Regional Regulations on: repair station, foreign air carriers, general operating and flight rules, and operating requirements: domestic, flag, and supplemental operations. From the Project update, States and International organizations were invited to confirm their interest to participate in the Project for the adoption/acceptance of the harmonized regulations **by 15 January 2021**.
- 5.4 CARICOM informed the Meeting of the CARICOM Multilateral Air Services Agreement (MASA), its updates and objectives towards enhancing the air connectivity and development of air transport in the CAR region. The MASA was signed by twelve CARICOM? Member States and entered into force on 17 August 2020, following receipt of the signature from Dominica. **Appendix C** provides a more detailed briefing of the current status of the MASA.
- 5.5 Finally, the ICAO NACC Regional Office reiterated the States its continuous support and assistance on these COVID-19-related activities for the prompt aviation restart, wishing all the participants a happy Holidays Season and a 2021 full of success and timely aviation recovery.



North American, Central American and Caribbean Office (NACC)
Oficina para Norteamérica, Centroamérica y Caribe (NACC)

ATTACHMENT/ADJUNTO A

ICAO Virtual Meeting for Civil Aviation Authorities Directors General on Aviation Recovery in the North American, Central American and Caribbean (NACC) States Reunión Virtual OACI para Directores Generales de las Autoridades de Aviación Civil sobre recuperación de la aviación en los Estados de Norteamérica, Centroamérica y Caribe (NACC)

Zoom Meeting, 15 December 2020 / Reunión Zoom, 15 de diciembre de 2020

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3. Anthony Kirchner

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4. Michael Allen
5. Zanda Bonamy

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6. Nigel Carter

BERMUDA/BERMUDAS

7. Thomas Dunstan

CANADA /CANADÁ

8. Patrick Juneau
9. Tyler Brooks
10. Elsa HENCHIRI

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12. Nicoela McCoy
13. Lindsay Cadenhead

14. Guy Healey
15. Craig Smith
16. Robert Harris
17. Tomy Walsh
18. Mark Dixon
19. Cydric Desbarida

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30. Gabriel Medina
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33. Andrea López
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65. Franklin Hoyer

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- 68. Melvin Cintron
- 69. Fabio Rabbani
- 70. Denis Guindon
- 71. Julio Siu
- 72. Diego Martínez
- 73. Miguel Marín
- 74. Ignacio Iglesia
- 75. Ricardo Delgado
- 76. Jaime Calderón
- 77. Raúl Martínez
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ATTACHMENT B

**ICAO Virtual Meeting for Civil Aviation Authorities Directors General on Aviation Recovery in the
North American, Central American and Caribbean (NACC) States**

Zoom Meeting, 15 December 2020

PROVISIONAL AGENDA

1. Update on and Follow-up to Phase II of the ICAO Council's Aviation Recovery Task Force (CART) Measures
2. ICAO New Guidance on COVID-19 Preventive Measures for States' Consideration
3. ICAO Assistance to COVID-19 Measures Implementation by States
4. COVID-19 –Related Aviation Recovery/Restart: High level Commitment and Coordination among all NACC States Civil Aviation Authorities
5. Next Steps and 2021 Planning and Projections



BRIEF ON THE MULTILATERAL AIR SERVICES AGREEMENT

1. THE MULTILATERAL AIR SERVICES AGREEMENT (MASA)

- The New CARICOM Multilateral Air Services Agreement (MASA) which was approved for adoption at the Twenty-Ninth Inter-Sessional Meeting of the Conference of Heads of Government (*Haiti, February 2018*) has been signed by twelve (12) Member States¹ and entered into force on 17 August 2020 following receipt of the seventh signature from the Republic of Dominica in pursuant to Article 32 thereof.
- The MASA is therefore now in force among the following Member States - Barbados (4 December 2018); Belize (29 July 2019); Guyana (24 July 2019); Trinidad and Tobago (3 July 2019); Saint Lucia (27 March 2020); St Vincent and the Grenadines (17 July 2020) and Dominica (17 August 2020).
- The New CARICOM MASA promotes the objectives of the Community and provides the required regulatory framework within which a CARICOM air carrier, that is, an air carrier which is registered in a Member State, the majority of whose shares are owned by one or more Member States and/or their nationals, can provide air transport services between the Member States which are parties to the Agreement.
- The Agreement provides for the full liberalization of the Community air transport services - the removal of restrictions on ownership and provides for the full liberalization of frequencies, tariffs and capacity. It also provides eligibility criteria for Community carriers, safety and security standards and mechanisms for fair competition.

¹ Antigua and Barbuda (4 December 2018); Barbados (4 December 2018); Belize (27 February 2018); Dominica (27 February 2018); Grenada (26 February 2019); Guyana (27 February 2018); Jamaica (27 February 2019); St. Kitts and Nevis (4 December 2018); Saint Lucia (4 December 2018); St. Vincent and the Grenadines (27 February 2018); Suriname (6 July 2018) and Trinidad and Tobago (27 February 2019)

The **main elements** of the New CARICOM MASA are as follows:

- The Agreement concerns the operation only of CARICOM air carriers. It allows all types of air services to be performed within the Community by those carriers designated by contracting States.
- More than one carrier can be designated by a contracting State to exercise the traffic rights granted under the Agreement. As the MASA has intrinsically made provision for the designation of air carriers on the basis of the Community of Interest Principle,² Member States can also designate airlines established in their State for international air services whereby the proposed carriers can also be from another Member State or a multi-national airline in accordance with ICAO Resolution A38-14³.

Three (3) Member States as at 16 November 2020, the Republic of Trinidad and Tobago (Caribbean Airlines Limited (CAL) and National Helicopter Services Limited); Saint Vincent and the Grenadines (Mustique Airways Ltd; and SVG Air 1990) Ltd and the Cooperative Republic of Guyana (Trans Guyana Airways) have designated air carriers in pursuant to Article 6(1) of the Agreement.

- The traffic rights covered by the Agreement include the free exercise of first, second, third, fourth, fifth and seventh freedom traffic rights for scheduled and freight air services by eligible airlines. The granting of fifth Freedom traffic rights is a significant provision of the MASA as it will contribute to the growth of the intra-Regional market as it affords eligible CARICOM carriers the opportunity to operate between other CARICOM countries on routes originating or ending in its own country/country of origin. In the case of seventh freedom rights, the MASA affords

² Based on this principle an airline of a one Member State which belongs to an economic grouping such as CARICOM can be designated by another developing country of the same economic grouping to exercise its rights under an air services agreement.

³ https://www.icao.int/Meetings/a38/Documents/Resolutions/a38_res_prov_en.pdf (Pg. 43(para10))

the ability of a carrier from a State to operate in a second State to and from a third State.

- The Agreement provides for a fair and equal opportunity for all CARICOM air carriers to compete in the air transportation industry as covered by the Agreement. Contracting parties are required to take account, among other factors, of the requirements of the public for transportation and any unfair competitive practices of carriers.
- There is provision for the designated air carrier to determine the frequency and capacity of the international and domestic air transport it offers on any route. However, the undesirable practice of “dumping” excessive capacity in order to force a competitor out of business can be addressed on the basis of the commitment of contracting States to eliminate unfair competitive practices and to have as their primary objective, the provision, at a reasonable load factor, of capacity adequate to meet the current and reasonably anticipated traffic requirements.
- Contracting States are committed to act in conformity with the provisions of the main Conventions and Annexes to the Chicago Convention which deal with aviation security and to cooperate generally in this regard; and
- There is a facilitating role for the Secretary-General of the Community in matters of consultation and the settlement of disputes.

The **key economic elements** of the MASA are Article 5 – Grant of Rights; Article 6 – Designation of Air Carriers; Article 14 – Commercial Opportunities; Article 17 – Capacity; and Article 18 – Pricing. The **key technical elements** are Article 3 – Licensing Requirements; Article 7 – Grant of Operating Authorizations and Permissions to Air Carriers; Article 11 – Recognition of Certificates; Article 12 – Safety; and Article 13 – Aviation Security.