

- iii. The Secretary General mentioned the High-Level Conference on COVID-19 (HLCC) scheduled for October, which goal is to generate the political will needed to confront COVID-19 through effective multilateral action, and to establish formal commitments supporting the safe and efficient recovery of civil aviation, and its increased long-term resilience and sustainability. She emphasized that the NAM/CAR Regions show solid potential for recuperation and reactivation, and for serving as an example to other regions on how tourism can play an integral role in the sustainable economic recovery of States. She encouraged States continued use of the information sharing and monitoring resources consolidated on ICAO's COVID-19 Response and Recovery Implementation Centre (CRRIC), and also the tailored guidance material, training, tools, and expert support . Finally, she expressed her gratitude for the partnership and support of the NAM/CAR States throughout the past six years since she took office.
- iv. Mr. Fabio Rabbani, Regional Director, ICAO South American (SAM) Regional Office, expressed that even though the air operations in the region are recovering at a slow pace, States and stakeholders are to work together to create better conditions for COVID-19 aviation recovery. He thanked the close coordination and joint work of the NACC and SAM Regional Offices and 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. From the participating States, United States thanked ICAO's leadership and assistance to guide and undertake the necessary actions to conduct an organized, coordinated aviation restart and recovery, with the inclusion of all aviation stakeholders.

Discussions

The Meeting was conducted through presentations and working/information papers, with open discussions of participants. The related documentation is available at the following link:

<https://www.icao.int/NACC/Pages/meetings-2021-DG1RDVConf.aspx>

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

- 1.1 The Secretariat presented updates, under P/01, explaining the CART Phase III measures and providing an overview of the CART measures implementation, as well as showing the status of CRRIC updates by the NACC States. The outcomes of CART Phase III, approved in the ICAO Council 222nd session on 12 March 2021, provided additional recommendations and guidance to the States to help them cope with the significant fallouts caused by the prolonged duration of the crisis. Three main documents gather CART Phase III outcomes:

- CART Phase III report, which introduces six new and two revised CART recommendations and outlines considerations for the way forward.
- Take-Off Guidance Document (TOGD) (third edition), which provides latest operational and public health guidance related to air travel.
- Testing and Cross-Border Risk Management Measures Guidance Manual, updated with Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) and WHO's inputs.

1.2 Below is a summary of the recommendations under CART Phase III:

- **Recommendation 12 revised.** Extension of alleviations beyond the initial target date of 31 March 2021 provided that a Targeted Exemption system is in place.
- **Recommendation 14 revised.** States considering the formation of a Public Health Corridor (PHCs) should actively share information. To facilitate the implementation, the ICAO Implementation Package (iPack) on establishing a PHC is available to the States.
- **New Recommendation 15.** States are requested to implement Addenda Nos. 1 and 2 to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284). This will facilitate the air transport of COVID-19 vaccines and related medications.
- **New Recommendation 16.** States are encouraged to facilitate the transportation of essential goods, supplies and vaccines by lifting restrictions to air cargo operations.
- **New Recommendation 17.** Implementation of testing certificates that are secure, trustworthy, verifiable, convenient to use, compliant with data protection legislation and globally interoperable, as outlined in the Testing and Cross-Border Risk Management Measures Guidance Manual (Doc 10152).
- **New Recommendation 18.** States should facilitate access for aircrew vaccination within the recommendation of the WHO Strategic Advisory Group of Experts on Immunization (SAGE).
- **New Recommendation 19.** Vaccination should not be a prerequisite for international travel.
- **New Recommendation 20.** The key to the success of aviation recovery is ensuring that ICAO's CART guidance is considered by all the Government administrations for overall national recovery planning.
- Additional information can be found in ICAO's CART dedicated webpage: www.icao.int/covid/cart/Pages/default.aspx.

1.3 Based on the current implementation status of the CART measures and the need for a timely reporting into the CRRIC, the following conclusion was adopted:

Conclusion 1: That, considering the CART Phase III 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 manner; States,

- a) assess the new recommendations of the CART Phase III, including the revised edition of “*Take off*” guidance document and other related documents; and
 - b) report by **26 May 2021** to the NACC Regional Office and the ICAO CRRIC on:
 - i. the application on the new (6) and revised (2) recommendations of the CART Phase III;
 - ii. implementation of the PHCs;
 - iii. completion of the implementation of the previous CART measures, if not yet done so; and
 - iv. Implementation of the guidelines included in the last edition of *Take-off* guidance document and Testing and Cross-Border Risk Management Measures Guidance Manual (Doc 10152).
- 1.4 IATA shared with the Meeting its information on IATA Travel Pass under WP/03, commenting that the reopening of international borders without quarantines and reinstatement of air traffic service during and after the COVID-19 pandemic, depends on State`s capacity to minimize the risk of importation in its greatest extent possible, consistent application of standards and best practices in accordance to ICAO CART recommendations, and rebuilding passenger confidence in the correct application of biosafety measures throughout the travel journey. International air travel remains 88% down compared to 2019 levels because of travel restrictions imposed in response to COVID-19. Measures adopted by governments usually involve, among others, the requirement for passengers to present to both airline and government proof of negative Covid-19 test and/or vaccination certificates to be able to travel. Digital passes, including IATA Travel Pass, offer a win-win solution for governments, passengers, and airlines by providing confidence in the Covid-19 test and vaccine verification status of travellers. In this regard, IATA urged States to engage with industry and explore acceptance of the IATA Travel Pass solution as the most effective means by which borders can remain open without the need of imposing quarantine or self-isolation requirements to international travellers.
- 1.5 ICAO commented that the IATA Travel Pass and other tools available by the different industry partners are valuable for aviation and passenger confidence recovery. ICAO does not develop specific tool but works on developing and implementing the framework for the global interoperation of these tools, exchange of data held at States, easily authenticated and commonly acceptance by States
- 1.6 IATA presented its considerations on Face Coverings On-board Aircraft under WP/05, following the CART recommendations. In some States, regulations are in place mandating the wearing of masks on-board. Airlines have implemented the requirement and most passengers are wearing masks to protect themselves, fellow passengers, and crew. However, IATA member airlines report that a minority of passengers (not exempted from the requirement) fail to wear masks as instructed despite repeated requests to do so. In some cases, this has led to physical confrontation and the diversion of flights with all the associated problems of biosafety, inconvenience, and operational cost.

- 1.7 Like any other type of unruly conduct, offenses committed on board aircraft, regardless of the reasons behind the disruptive behaviour, involve situations that threaten flight safety and security which need to be legally addressed upon arrival to the destination. The Montreal Protocol (MP14) to the Tokyo Convention addresses the problem of jurisdiction at the place of landing, if this place is different to the place of aircraft registration. As such, IATA asked the States to support airlines regarding this requirement so that the industry can ensure aviation is not a vector of COVID-19. The Meeting supported IATA proposal and agreed on the following Conclusion

Conclusion 2: Face Coverings On-board Aircraft

That, in order to support the prevention and protection of the passengers, airline personnel, and crew members from the contagion of COVID-19; that NAM/CAR States:

- a) prioritize the ratification of The Montreal Protocol 2014;
- b) consider the potential for the wider use of civil and administrative penalties relating to offenses and certain other acts committed by unruly and disruptive passengers;
- c) underline the understanding that failure to follow requirement to wear face masks poses a risk to public health, safety and security and would be considered as unruly behaviour;
- d) refer to the updated ICAO Doc 10117, CART recommendations and guidance material and implement respective requirements; and
- e) encourage airlines to use the guidance developed by IATA.

Agenda Item 2: COVID-19 Vaccine Transportation and Certification

- 2.1 Under P/02 Rev., the Meeting was informed on the public health risk mitigation measures that are a guideline for the States in the last section of the Appendix 1 of the *“Take-off”* document, in which additionally the PHCs are described as a collaborative application strategy for the States to reduce to the minimum COVID-19 infections through aviation. The Meeting took note that for the PHC establishment:
- a) two or more States or regions shall agree the recognition of the public health mitigation measures that each one has implemented in one or more routes between its States;
 - b) specific assistance in the Implementation Package (iPack) exists;

- c) general tools published in the web page of ICAO dedicated to the PHCs exist; and
 - d) a new application with an agreement model on PHCs and an on-line tool for the creation of such agreements aiming to facilitate the discussion between two or more States and/or region.
- 2.2 In the 2nd Edition of Doc 10152, the Meeting was informed that there are updated test protocols in view of the latest scientific knowledge, with additional guidance on standardization and validation of the test certificate. Furthermore, it has a new section on the vaccination concepts, its potential role in the multilayer risk management strategy and vaccination protocols for aviation workers and an expansion of the PHC section.
- 2.3 Under WP/02, IATA suggested governments to put procedures in place to ensure that travellers who has been vaccinated should not need to undergo COVID testing, urging States to regulate for the acceptance of COVID-19 vaccine certificate in lieu of other health-related entry requirements when applicable. ICAO recalled Phase III as follows:
- a) Recommendation 17 encouraging States to request evidence of testing that is secure, trustworthy, verifiable, convenient to use, compliant with data protection legislation and internationally interoperable. Existing solutions should be considered and could incorporate a visible digital seal. This may be applicable to vaccination certificates.
 - b) Recommendation 19: If and at such time as evidence shows that vaccinated persons would not transmit the SARS-CoV-2 virus or would present a reduced risk of transmitting the virus, Member States could consider exempting such persons from testing and/or quarantine measures, in accordance with a State's accepted risk threshold, national framework, the COVID-19 situation and the multi-layered risk.
- 2.4. Under P/03, Airbus shared its E2E Travel Risk Assessment , showing the importance of a standardized communication and understanding among of the stakeholders, being cautious for the potential pandemic in the future. It also explained the end-to-end risk assessment model from entering departure airport to leaving destination airport with multilayer security barriers and the assembling of dedicated detailed models for instance in the screening models.

Agenda Item 3: ICAO Assistance on COVID-19 Measures Implementation

Available iPACks and Resource Mobility

- 3.1 Under P/04, the Secretariat updated the Meeting on the ICAO Implementation Packages (iPacks), informing about the Aviation Safety Risk Management (ASRM) iPack already deployed in the CAR Region to English-Speaking Caribbean States, as well as the upcoming iPacks for implementation: ASRM for Central American States and Mexico, Facilitation, Aerodrome Restart, and Aviation Security Quality Oversight. Similarly, the Meeting was informed that the following iPacks are being developed: Establishing Public Health Corridors (PHC), Air Cargo Safety Management, Developing National Safety Plans, and Maintaining NOTAM. The Secretariat introduced the Resource Mobilization Platform (RMP) to the Meeting, explaining that the RMP allows potential donors the access to the catalogue of assistance projects, which could help them to make a decision on the contribution. The Secretariat informed that the platform is accessible to all ICAO Council States.

- 3.2 The Meeting thanked the work of ICAO for the assistance to States and donor States for their help on funding iPacks for the NACC States. The Meeting recognized the importance to actively implement/participate in the iPacks, and as such agreed on the following conclusion:

Conclusion 3: That, for the best benefits and support to States when being assisted by the ICAO iPacks, States participating in iPacks designate the proper experts to implement the iPacks and ensure the highest level of State support at the Civil Aviation Authority (CAA) to these experts for the timely and effective implementation of the iPacks.

ICAO COVID-19 Operational Matters and Air Transport Facilitation

- 3.3 Under P/05 and IP/08, the Meeting took note that the States and Territories of the NAM/CAR Regions implemented measures to reduce or prevent the COVID-19 spread; and that the context in which these measures have affected aeronautical operations has different implications. Almost all States closed their airports, gradually allowing the development of humanitarian and repatriation flights, landing in emergencies and freeing cargo operations from these restrictions, for obvious reasons. The lowest peak in traffic started between the end of March and the beginning of April 2020, where it was reduced to 90% as compared with 2019 figures. This peak continued in May-June, with a slight sustained recovery from July 2020. Air Traffic Services (ATS) provision continued, with limitations related to traffic reductions and restrictions imposed by public health authorities throughout the region. Contingency procedures were established and updated to address COVID-19 contagion.
- 3.4 The ICAO NACC Regional Office had to adapt its programme of activities to respond to the context being faced, planning new orientation activities and scheduling some activities, which could not be postponed, to be attended virtually. As a result, the 2020 work programme was successfully completed and work continues on this same approach so far in 2021. The Meeting took note of the guidance and best practices learned in this process to assist all States in the continuity of their Air Navigation Services (ANS) provision and keeping their operational staff safe and healthy, highlighting the following:
- a) Current situation and Activities for 2021: Even though some States maintain the travel restrictions previously imposed, the majority begin to relax the measures triggering a slight increase in operations. Despite the fact that air traffic is still significantly below 2019 statistics, there are peaks in operations that service providers adapt to attend quite well, implementing flexible schedules with additional staff for specific periods during the day. The NAM/CAR Regions Air Navigation Implementation Working Group (ANI/WG) Air Traffic Flow Management (ATFM) Task Force keeps monitoring the situation, having monthly discussions to evaluate the behaviour of traffic at a regional level and promote the necessary actions to allow an adequate evolution of operations.

b) Short and Medium Term Challenges: In the short and medium terms, the main challenges some States and Territories will face concerning ATS are:

- the economic impact derived from the reduction in revenues;
- the maintenance of personnel competencies and the granting of ratings in reduced operation environment;
- completion of the annual surveillance activities and fulfilling State safety oversight responsibilities; and
- continue adapting to respond to different patterns in the increase of operations.

3.5 The Meeting recognized that the COVID-19 pandemic would continue to affect aviation-related activities in the near future and the road to recovery of operations will not be simple and undoubtedly, there will be new challenges that must be addressed based on cooperation and mutual collaboration.

International Organizations/Industry interventions

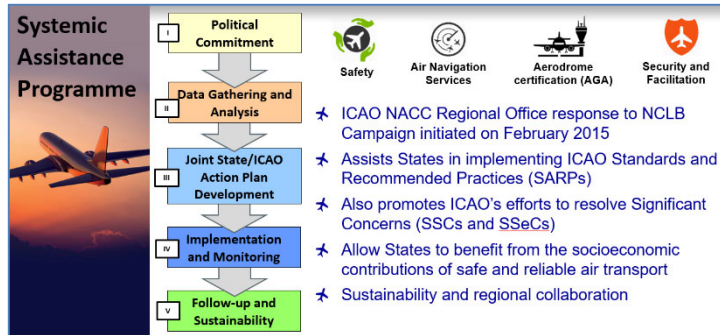
3.6 The Meeting took note of the different interventions on the implementation of measures due to COVID-19 and support done by the International Organizations working together with the States and ICAO, as, i.e.:

- ALTA suggested the industry to collaborate in developing implementation of measures due to COVID-19 in a globally harmonized manner to avoid unnecessary rules and to ensure the information reaches the stakeholders.
- IATA expressed being in agreement with the statements of ALTA and supports the coordination between States.
- ACI-LAC informed about the Airport Health Accreditation Initiative of which 57 airports have already implemented it. ACI-LAC offered this accreditation free of cost to the airports in the Caribbean but unfortunately, so far, very few of them have taken advantage of this offer. The offer remains active for the States.
- CANSO fully supports the efforts of the CART and congratulated all who were involved in making this reality. Furthermore, CANSO expressed its gratitude to the ICAO NACC Regional Office for the support on the CANSO Air Traffic Flow Management Data Exchange Network for the Americas (Cadena) initiative. CANSO will support the Air navigation services providers (ANSPs) in achieving said initiative.

Agenda Item 4: Relevant Safety, Security and Air Navigation Implementation Matters

4.1 Under P/06, the Meeting was briefed on the relevant safety, security and air navigation implementation as well on air transport and environmental protection updates, highlighting the following:

a) The NACC Systemic Assistance Programme (SAP) is the NACC Regional Office’s strategy tailored for the NAM/CAR Regions to implement the ICAO “No Country Left Behind” (NCLB) Campaign. A review of 2019-2021 achievements and progress were highlighted,



showing that in 2020 this Programme did not accomplish as planned due to the COVID-19 pandemic limitations and States reprioritization of activities. Finally, the upcoming major challenges in the NAM/CAR Regions were pointed out.

b) Relevant Safety matters (details provided under WP/01 Rev): Updates were commented on the initiatives put in place by the NACC Regional Office in the different fields of the Safety Management (The State Safety Programme (SSP) implementation initiative, the Safety Oversight System Improvement Project, the Regional regulatory harmonization project, and the Project proposal to address safety issues on behalf of Regional Aviation Safety Group–Pan America (RASG-PA)), as well as the continued support provided to States during the pandemic on safety matters such as risk assessment, target exemptions and others. The final version 1.0 of the NACC Regional Safety Plan (RASP) was presented after the technical review by the States technical staff and ICAO for approval by the Meeting. This final version included the comments suggested by the States and highlights:

- The strategic approach of the NACC Regional Office to address the safety risks identified in the NACC States.
- The objectives and targets for the three-year period, aligned with the ICAO Global Aviation Safety Plan (GASP) and in coordination with the RAGS-PA, and
- The safety improvement initiatives that the NACC Regional Office jointly with the States, Regional Safety Oversight Organizations (RSOOs) and the industry, should follow to improve safety in the NAM/CAR Regions

Considering the need by some States for additional time to review the last changes and for the Spanish version of the document to be submitted, the Meeting acknowledged receipt of this version and adopted the following conclusion:

Conclusion 4: That, for the continuation of the States' safety aviation implementation matters in line with the GASP requirements, the NACC States:

- a) acknowledge that ICAO delivered a RASP version 1 for the consideration of States at this meeting, and
- b) provide final approval of the RASP via email by 27 May 2021 (otherwise approval is assumed).
- c) Relevant Accident and Incident Investigation (AIG) updates (details provided under IP/07): The Secretariat emphasized that the area of AIG is one of the less implemented, and that is a high priority in the CAR Region. It was explained that, due to the characteristics of the aviation in the CAR Region, the regional approach is the only viable solution. This can be achieved only if States allocate appropriate resources to achieve a minimum level of national efficiency, since this would constitute the necessary foundation upon which any Regional Accident Investigation Organization (RAIO) would be able to succeed. It was emphasized that for the NACC AIG Strategy's success, the following is required from each State:
 - Commitment
 - Designated AIG focal point (preferably a qualified investigator)
 - Permanent full time staff (may be the focal point)
- d) Relevant ANS matters (details provided under IP/01): The Secretariat provided a summary of the activities carried out in the different air navigation areas during 2020 and the first quarter of 2021, as well as the agreements established during the GREPECAS Programmes and Projects Review Committee (PPRC) Second Virtual Meeting (ePPRC/02) and the Evaluation for CAR/SAM Planning and Implementation Regional Group (GREPECAS) Projects Updates meeting with respect to air navigation activities:
 - i. The following relevant matters were addressed according with the different ANS:

| ANS area | Relevant achievements |
|----------|---|
| AGA | <ul style="list-style-type: none">• CAR certified aerodromes increased to 61% of 145 international aerodromes in 2020• Assistance to ECCAA - ICAO Programme for Aviation Volunteers (IPAV) project• Runway Safety Team (RST) events and new Global Reporting Format (GRF) -> November 2021 |
| ATM | <ul style="list-style-type: none">• CAR / SAM ATS route network optimization agreement 2 routes publication dates• Key Performance Indicators implementation agreement for Air Traffic Flow Management (ATFM)• Harmonization of ATM contingency procedures• Global Navigation Satellite System (GNSS) Longitudinal Separation (Port-au-Prince Flight Information Region (FIR)) |
| AIM | <ul style="list-style-type: none">• Implementation of the AIM Collaborative Plan• Transition Status to AIM and System Wide Information Management (SWIM) (AIM 2.0) - Training/Documentation• Global AIM Notice Distributed by Means of Telecommunication (NOTAM) Campaign 2021 |

| ANS area | Relevant achievements |
|----------|--|
| | <ul style="list-style-type: none"> • Contingency plans for NOTAM (NACC) • Review of the Procedures for Air Navigation Services (PANS) AIM Data Sets |
| CNS | <ul style="list-style-type: none"> • Guidance to States with CNS Maintenance due to COVID-19 • Improvements to the Air traffic service (ATS) Voice Link (MEVA) Workshop on Failure management up to 99.9% • 1st phase of a new CAR telecommunications network (MEVA network update) • Remote piloted aircraft system - Unmanned aircraft systems (RPAS-UAS) • Cybersecurity assistance |
| MET | <ul style="list-style-type: none"> • ICAO Weather Information Exchange Model implementation and assistance in the CAR Region, such as: Cuba–United States IWXXM interoperability testing, MET Plan and Roadmap in System wide information management (SWIM) and Webinar on the Implementation of the IWXXM • Workshop on the operational meteorological (OPMET) International Bank of Brasilia (Virtual, 13 to 14 April 2021). |
| SAR | <ul style="list-style-type: none"> • SAR worked in support of the signing of Letters of Agreement (LoAs) SAR • High-level support is required and prioritizing and achieving goals |

ii. About implementation of enhancements to GREPECAS and meetings carried out during 2020, the following activities were highlighted:

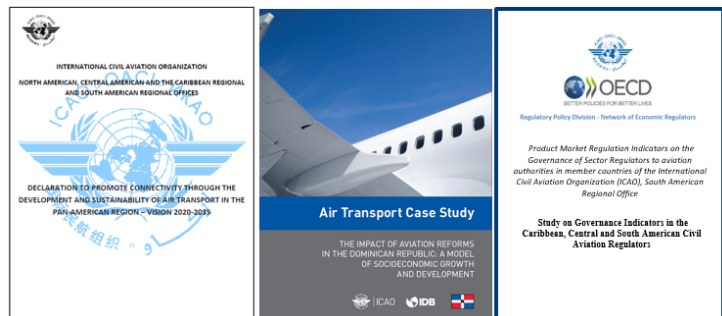
- Project under GREPECAS based on Results Oriented and Performance Based Approach
- Continuous and coherent development of the CAR/SAM Air Navigation Plan (ANP) aligned to the GANP
- Analysis of safety problems with the new GREPECAS Data Analysis Working Group (DAWG) and RASG-PA groups
- Identification and assistance to address specific deficiencies in the field of air navigation
- States/the industry Fully support harmonization and smooth operations in both regions through GREPECAS projects/programmes and its different Implementation activities - collaboration and cooperation
- Under development by the GREPECAS Chairpersonship and Secretariat: Comprehensive management command control system/Improvement of the methodology of existing programmes and projects

e) AVSEC/FAL relevant matters (details provided under IP/02): The 2020 relevant events and accomplishments in AVSEC and FAL were informed to the Meeting, together with the 2021 priorities and activities for the



NAM/CAR Region. Efforts in 2020 have been directed to adapt guidance and procedures to the new reality and ensure that States implemented harmonized contingency measures while maintaining a strong aviation security system. Although assistance was provided on-site, the work programme shifted to remote assistance and online events. Although 2021 continues with lockdowns and travel restrictions imposed by the States, ICAO NACC Regional Office activities will continue to be conducted remotely. ICAO has also declared 2021 as “Year of Security Culture (YOSC)” and this means additional resources to develop guidance and training on the subject (www.icao.int/Security/Security-Culture/Pages/default.aspx.)

f) Air Transport activities (details provided under IP/03): The Meeting recognized that the sustainable and coordinated development of air transport is a key factor for the recovery of States’ economies and for its continuous and efficient growth. As such the Meeting reported its following-up on and participation in economic studies, use of data analysis, and guidance and involvement in the regional initiatives not only limited to the COVID-19 aviation recovery but also through using as a reference or supporting:



- i. the Panamerican Declaration on Air Transport: Declaration to Promote Connectivity through the Development and Sustainability of Air Transport in the Pan-American Region – VISION 2020-2035 (https://www.icao.int/NACC/Documents/Agreements/Declaration%20IWA4_EN.pdf)
- ii. The Impact of Aviation is State socioeconomic Growth – Dominican Republic Case study (https://www.icao.int/sustainability/Documents/Air%20Transport%20Economic%20Studies/Dominican%20Republic_2020/ICAO%20AirTrans-CaseStudy-DR.pdf)
- iii. Study on Governance Indicators in the Caribbean, Central and South American Civil Aviation Regulators: ICAO –OECD Study

g) Environmental Protection activities (details provided under IP/04): ICAO informed on the implementation status of the ICAO activities related to environmental protection, as well as outreach and capacity building activities to further support ICAO Member States from the NAM

and CAR Regions; where States were requested to take actions on the following suggested measures:

- continue including environmental protection in the States' planning and implementation activities related to the improvement of the civil aviation system;
- ensure that a Focal Point for each Member State is assigned to lead the development of the SAP on CO₂ emission reduction activities and to prepare or update these action plans calculating the expected results of implementing mitigation measures and submit it to ICAO preferable by the end of June 2021;
- recognize the urgency of actions in 2020 and 2021 by States and aeroplane operators for the implementation of CORSIA. Ensure the nomination of State CORSIA Focal Points and States' participation in ICAO's assistance mechanisms, and capacity building activities, particularly the CORSIA Buddy Partnerships notifying ICAO its interest and recognizing the importance of a coordinated approach under the umbrella of ICAO; and
- participate in all ICAO events particularly the ICAO Global Aviation Dialogues on the feasibility of a long-term global aspirational goal for international aviation CO₂ emissions reductions (GLAD-LTAG).



4.2 Under WP/04, IATA commented on the industry requirements for post COVID-19 recovery, providing a high-level view of regional air navigation capacity, operational and cost efficiency evaluation, regulatory issues and workforce readiness, vital to air transport's recovery from the impact COVID-19. IATA mentioned that States have to increase diligence regional air navigation capacity to ensure proper ANS infrastructure, airspace implementation, regulatory framework based in analysis of the traffic demand after COVID-19 recovery. IATA invited the Meeting to:

- invest in adequate infrastructure justified by a business case, validated by airlines, to support air navigation capacity and to accommodate anticipated 2021 traffic demand and beyond, supporting by adequate regulation and provide a clear benefits for everybody; and
- having a better communication protocols between all Stakeholders, data analysis and finding the best key performance indicators to evaluate a safe and efficient regional air navigation implementation in the next years.

