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P/05 - ICAO COVID-19 OPERATIONAL MATTERS AND AIR TRANSPORT FACILITATION

North American, Central American and
Caribbean (NACC) States Civil Aviation
Authorities Directors General Virtual
Meeting on COVID-19 Aviation Recovery
and Restart

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- ✈ The declaration of the COVID-19 outbreak as a Public Health Emergency of International Concern (PHEIC), in January 2020, immediately affected air operations worldwide.
- ✈ Due to the nature and propagation of COVID-19, States across the globe implemented a number of control measures, including travel and operational restrictions, causing an almost total paralysis of the flow of passengers, affecting air operators, airports and related services.



- ✈ States and Territories of the NAM/CAR Regions implemented measures to reduce or prevent the spread of this disease; the context in which these measures have affected aeronautical operations has different implications.
- ✈ The lowest peak in traffic started between the end of March and the beginning of April 2020, where traffic reduced to 90% compared with 2019 figures. This peak continued in May-June, with a slight sustained recovery from July 2020.
- ✈ 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.
- ✈ The ICAO NACC Regional Office had to adapt its program of activities to respond to the context we are facing, planning new orientation activities and scheduling some activities, which cannot be postponed, to be attended virtually.
- ✈ As a result, the 2020 work program was successfully completed and work continues on this same approach so far in 2021.



- ✈ With the progress of the vaccination process in the United States, the forecasts for operations take a much more optimistic outlook toward a much-needed recovery for States and Territories in our Region.
- ✈ 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 ANI/WG ATFM Task Force keeps monitoring the situation, having monthly discussions to evaluate the behavior of traffic at a regional level and promote the necessary actions to allow an adequate evolution of operations.
- ✈ Recurrent and on the job training are gradually restarted. It is important to recognize the challenges that the current ATS personnel training and evaluation processes face, considering complementary activities to ensure that the personnel's competencies will respond to the expected conditions of air traffic operations. Accordingly, the ICAO NACC Office, with the collaboration of the FAA of the United States, prepares a workshop to raise awareness of the ATS personnel training in a post- COVID-19 context.
- ✈ In cases in which the vaccination process for ATS personnel has started, the model used by the FAA is the main reference, considering the voluntary application of vaccines and programming a rest period of 48 hours before scheduling operational work.
- ✈ For safety oversight, the situation is still very complex. Some States have indefinitely postponed their ATS surveillance activities, while a few have taken the experience of this past year to incorporate remote surveillance activities and other safety monitoring mechanisms.
- ✈ The ICAO NACC Office works in a project, in collaboration with IDAC of the Dominican Republic, the DGAC of Costa Rica and the FAA, to develop reference material for the establishment of safety oversight systems for ANS considering alternative mechanisms to carry out surveillance activities.



- ✈ 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.



- ✈ The COVID 19 pandemic will continue to impact aviation-related activities in the near future. Obviously, the road to recovery of operations will not be simple and we will undoubtedly have new challenges that we must address based on cooperation and mutual collaboration.
- ✈ The ICAO NACC Regional Office must continue adjusting its initiatives, in order to continue supporting the Region in its recovery, incorporating and complementing activities to address emerging situations.



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