



INTERNATIONAL CIVIL AVIATION ORGANIZATION

South American Office - SAM

**REPORT OF THE THIRD MEETING OF THE STRATEGIC GROUP
OF THE SOUTH AMERICAN REGION IN RESPONSE TO COVID-19**

EXECUTIVE REPORT

(July 24, 2020)

THIRD MEETING OF THE SOUTH AMERICA STRATEGIC GROUP IN RESPONSE TO COVID-19

1. INTRODUCTION

The Third meeting of the Strategic Group of the SAM Region in response to COVID-19 (GESAM) was held virtually on July 16, 2020 as a follow-up to the second meeting held on May 5 of this year, in response to the conclusion of the extraordinary meeting of Directors of the SAM region (DGCA SAM RAAC / 17), where it was requested that a strategic working group be established on the guidelines for a regional recovery strategy, including the collaborative effort between States, industry, regional organizations, SRVSOP, in close coordination with CAPSCA and other international organizations.

The objective defined for the third virtual meeting was to report the progress of the priority activities that were included in the Strategic Framework for Aviation Recovery for the South American region, in addition to receiving feedback from States and Industry regarding the reopening activities in some State.

The agenda for the virtual meeting was divided into five topics that addressed the main topics that were discussed during the meeting. The agenda is included in **Attachment I** of this report.

2. OPENING OF THE VIRTUAL MEETING

Mr. Oscar Quesada, Deputy Director of the ICAO-SAM Regional Office, opened the meeting by thanking the participants for their attendance and providing the background on the work of the Strategic Group, and details of the development of the meeting, including the need for all the work carried out are always reviewed so that they remain relevant, following the principle of continuous justification of activities.

As part of the opening, a brief introduction was made of the need to keep the group active for the review of measures in response to COVID-19, in addition to sharing needs, lessons learned, best practices that facilitate the orderly and safe reopening; and promote regional and global harmonization based on the measures implemented by the ICAO Council through the **Aviation Recovery Task Force (CART)**.

The presentations shown that day, in addition to the recording of the Meeting and this report are available on the website: <https://www.icao.int/SAM/COVID-19>

3. ASSISTANCE

It was attended by 60 specialists from the Civil Aviation Authorities of the South American region, the FAA of the United States, EASA of Europe and other organizations including LACAC, ACI-LAC, ALTA, CANSO, IATA, IFALPA, TIACA. The list of participants appears in **Attachment II** of this report.

The Meeting was developed virtually using the Zoom platform, and was developed in Spanish and English.

4. DEVELOPMENT OF THE VIRTUAL MEETING

Agenda item #2: Presentation of progress of the activities of the Strategic Framework on the CRRIC portal

Agenda item # 1 presented the progress related to the activities approved by the RVDGAC of the SAM Region as part of the Strategic Framework of the SAM Region in response to the COVID-19 crisis.

Prior to the presentation of the status, the Secretariat indicated the need for Member States to consider to familiarize themselves with the CRRIC portal. The CRRIC is the *Covid-19 Response and Recovery Implementation Center*, which has been designed as a single site for States, in line with CART recommendation 11, to report on the measures they have implemented of the CART report and its attachment entitled "Takeoff: Guidelines for air transport during the health crisis caused by COVID-19." States were encouraged to assign focal points and register on the portal. In addition, the Secretariat indicated that the activities of the Strategic Framework are registered in the CRRIC.

The SAM Region identified 12 regional activities:

1. SAM Strategic Framework in response to COVID-19
2. Sanitary control protocol for the restart of aeronautical activities in the context of COVID-19
3. Communications plan of the Strategic Framework
4. Survey and exchange of best practices on the use of the public health Passenger location form (PLF)
5. Guidance material on the impact of COVID-19 on the airport's airside (movement area) processes
6. Analyze the gradual reopening of commercial activities at the airport
7. Guidance material and compilation of the measures of the States regarding the extensions of licenses to aeronautical personnel
8. Comparative matrix of AVSEC measures implemented by SAM States in response to COVID19
9. Cargo Transport Optimization
10. Guidance material on aviation safety risks when restarting operations
11. Model Response Plan for the State
12. Meeting between SAM States and multilateral financial institutions

A detail of the presented status of the activities is included in **Attachment III**.

Regarding activity 9, the Secretary of LACAC was invited to make a brief presentation on the development of a memorandum of understanding (MoU) related to cargo transportation. The Secretary commented on the origin and motivation of the initiative and its relationship with the impact of COVID-19 on air cargo transport. In addition, he highlighted, among the main characteristics of the MoU, that it would only apply to exclusive cargo services, for which it grants rights to the seventh freedom of the air with equal opportunities; that it would be complementary to the understandings in application between the States; and that it has a temporary nature and a defined end date.

The participants took note of the activities, their alignment with the CART Report and it was commented that one of the inputs that has been requested from the focal points of the SAM Communication Plan is that the States keep ICAO updated with the status of the decisions on opening dates or other measures.

In addition, the INAC Venezuela delegation presented some advances in their programs and activities in response to the COVID-19 crisis and the implementation of bio-security protocols, including hours of training through webinars and communication to the general public through social networks and government portals.

Agenda item # 3: Status of the works of the Sanitary Protocol

Under agenda item # 3, the Secretariat presented a status of the work of the SRVSOP Medical Panel in relation to the alignment of the Health Protocol with the attachment entitled "Takeoff: Guidelines for air transport during the health crisis caused by COVID-19".

The presentation focused on presenting to the Meeting that Amendment # 1 of the Protocol, available at <https://www.icao.int/SAM/SECURITY-FACILITATION/COVID-19/Pages/COVID19-HealthProtocols.aspx>, is aligned to the 100% with CART. With this, it is assumed that those SAM States that adopt the SRVSOP Sanitary Protocol could fully comply with the CART.

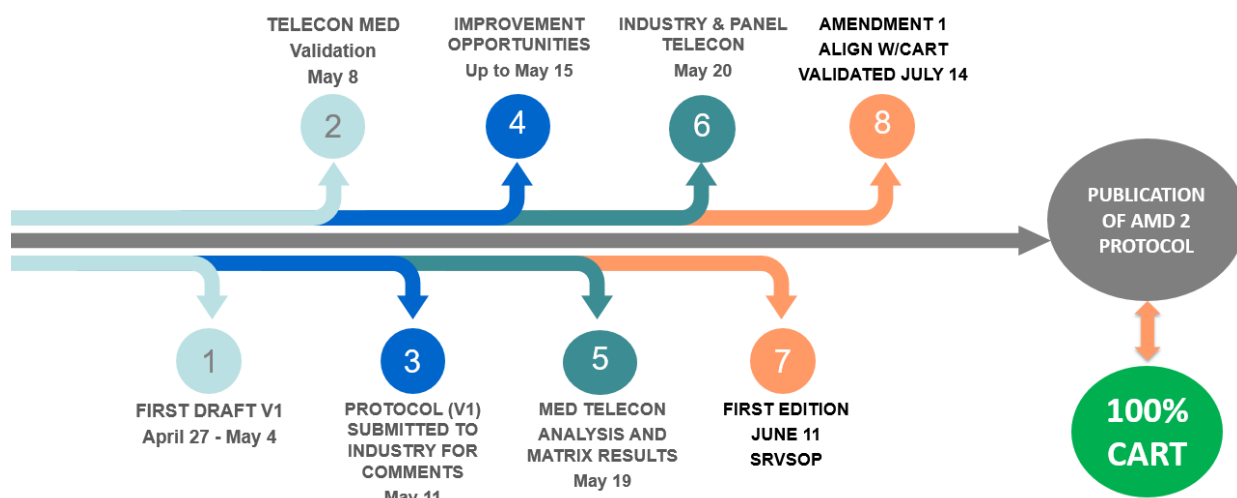


Figure # 1: SRVSOP Health Protocol roadmap

Agenda Item #4 Lessons learned

Agenda item 4 included the participation of the States Brazil and Ecuador who presented their experience in the recovery of their operations, and of ACI-LAC, IATA, CANSO and TIACA in relation to the perspectives of the industry.

Brazil

Brazil presented its experiences regarding the response to the pandemic, beginning with a summary of the key measures adopted that were divided into 4 axes:

1. Air transport as an essential service (keeping the aviation system open);
2. Regulatory flexibility and safety oversight;
3. Health security;
4. Financial sustainability, including the analysis of measures to support the cash flow of airlines and airports.

The State presented graphs that showed the significant reduction in traffic and then a list of lessons learned, among which were mentioned:

- Actions on time and flexible to changing scenarios
- The need for coordination between aviation and public health authorities
- Constant communication and coordination with stakeholders
- “Fast Track” or the use of accelerated processes in complex and urgent decision issues
- Use of new technologies and training

Some of the challenges identified by Brazil:

- Need for coordinated actions in a continental country like Brazil.
- Harmonize national decisions with international recommendations and best practices.
- Financial sustainability of airports and airlines.
- Restart air transport maintaining health security levels.
- Incorporate lessons learned to increase the resilience of the aviation sector.

Ecuador

Ecuador shared its experience on the response of civil aviation to the COVID-19 crisis. Basically, Ecuador never closed its airports to traffic. National traffic was open with restrictions and international cargo operations were also ongoing.

Ecuador reacted quickly to the situation by carrying out a review of all emergency and contingency airport plans at all its aerodromes on February 25. This was very supportive of coordination and response efforts.

Ecuador took several measures initially, such as:

- Special coordination with traffic inside and outside the Galapagos Islands.
- Coordination of humanitarian repeat flights.
- Coordination with the airlines to prepare and deliver the Passenger Health Declarations (March 10)
- Restrictions on passengers from certain states (March 12)
- Contingency plans for your ATS services, ensuring that all control towers have restricted access
- Complete disinfection of its airports.
- Purchase and use of thermal cameras.
- Request that passengers be tested and present results before traveling
- Sanitary measures at airports (gel dispensers, etc.)

An important measure taken by the DGAC was to apply a communication initiative to passengers with reduced mobility in the COVID-19 measures (March 5).

Ecuador also applied various communication actions, including drills, speeches, and supporting reports for airport operators in order to deliver the same message to the local press and passengers, official communication channels via chat, among others.

Finally, Ecuador shared that its lessons learned can be summarized in having multidisciplinary teams, a single voice (DGAC), constant communication campaigns, good relations with public and private entities, using technology and training staff for its use, and finally, generating an action plan to avoid improvisation.

ACI-LAC

ACI-LAC presented the relevant aspects identified by said organization on the impact of the pandemic on airports. Traffic statistics from some States of the Region were presented, in addition to observations regarding the arrival and departure processes under the impact of COVID-19.

According to ACI-LAC, departure processes do not pose an operational challenge and are currently running smoothly despite health measures, however, arrival processes have been significantly impacted due to health controls. It was even mentioned that some destinations have more than one control point, increasing the complexity.

Among the lessons learned and recommendations, ACI-LAC shared:

- Importance of signage and communication to the passenger in the face of new processes – generating confidence in the passenger
- Identify passenger processing areas (arrivals)
- Standardization of processes
- Effective coordination with authorities - especially health authorities:
 - o Sufficient staff
 - o Minimize inspection points
- Sizing resources - especially when increasing operations
- Risk analysis of the Covid-19 impact based on SMS

IATA

Similar to the previous presentation, IATA outlined some challenges during aviation system reset from the aircraft operators' point of view. Among these challenges, the following stood out:

- The difference in the implementation of quarantines makes international traffic difficult.
- The use of physical (paper) formats for passenger health forms, even when there are Electronic means for these forms in the State.
- The unification of the fields required in the form between States.
- The application of specific measures in some States, such as the use of “face shields” in some of them.
- The increase in disruptive passengers as a major challenge for the safety of airport crews and staff.

- Risk measurement criteria in the implementation of health corridors
- The fines applied in some States to operators in relation to COVID-19 measures.
- Responsibility of airlines regarding health issues and electronic travel authorizations.

In addition, IATA has indicated the need for financial support from Governments to civil aviation, including relief in airport costs, taxes, and air traffic services, as well as operational measures such as the exemption of slot use at some airports.

CANSO

CANSO in its presentation indicated that the impact on the provision of navigation services in the majority of the States has been minimal and that its membership has taken measures in most cases to mitigate the impact of this pandemic on the staff.

CANSO introduced a recall program in which it offers member ANSPs free of charge access to a traffic prediction tool thanks to a partnership with Metron Aviation. The tool is available for free until October 31, 2020.

In addition, CANSO presented access to a free simulation tool thanks to a partnership with the company Micro Nav, which will be available in a cloud-based format until November 2020.

TIACA

TIACA began its presentation of some key aspects that are common to all areas of aviation, including cargo, among which are the sanitary protection measures necessary to avoid the spread of COVID-19. However, there are also specific aspects of cargo, as stated in letter SA 127 from the ICAO SAM office on the need for States to support air cargo as a facilitator of the response to the pandemic.

The TIACA representative emphasized the restrictions that the existing bilateral and multilateral agreements impose on the delivery of emergency items. He also listed a number of challenges faced by crews and cargo flights. Among them, the exchange of documentation at the terminals. The use of paper in this documentation greatly increases the probability of contagion. He indicated that this was emphasized in the document "Takeoff" of the CART Report. Therefore, he emphasized the need to use available technology to improve the air cargo documentation process, which is being worked on with the ICAO SAM office.

After the presentation of the representative of TIACA, the Secretary of CLAC emphasized that in view of the expositions, the need to reduce dispersion and harmonize efforts, especially air cargo, and is clear. Therefore, I emphasize the need for States to eliminate barriers due to liberalization effects for the safe transport of air cargo in these times of crisis.

The third meeting concluded with the words of the Director of the ICAO SAM Office, Mr. Fabio Rabbani, thanking everyone present for their participation, collaboration and contribution. He emphasized the importance of the Strategic group as a continuation of the work of the Strategic Framework.

He conclude by inviting the participants to contribute their knowledge and experiences in the regional work and urging the participation of the experts as advisers to their General Directors in the meeting to be held the following week

Annex I

Tentative Agenda

(Prepared by Secretariat)

Agenda item	Proposed process
<p>1. Opening Time: 5 min Purpose: Information Presented by: Secretariat</p>	<ul style="list-style-type: none"> • Introduction and presentation of agenda
<p>2. Presentation of progress of the activities of the Strategic Framework on the CRRIC portal Time: 20 min Purpose: Information Presented by: Secretariat</p>	<ul style="list-style-type: none"> • Presentation of the progress of the Strategic Framework activities and its connection to the CRRIC portal (COVID-19 Response and Recovery Implementation Center)
<p>3. Status of the works of the Sanitary Protocol Time: 10 min Purpose: Información Presented by: Secretariat</p>	<ul style="list-style-type: none"> • Presentation of the progress of the SRVSOP Health Protocol • Comment on next steps, State report, etc.
<p>4. Lessons learned Time: 80 min total Purpose: Information Presented by: Brasil, Ecuador, ACI, IATA, CANSO, TIACA</p>	<ul style="list-style-type: none"> • Presentation of lessons learned and best practices observed by States and Industry Groups.
<p>5. Conclusions Time: 5 min Purpose: Information Presented by: Secretariat</p>	<ul style="list-style-type: none"> • Final comments • Work feedback • Next steps

Annex II**LIST OF PARTICIPANTS****ARGENTINA**

1. Diego Sebastián Idiart

BOLIVIA

2. Javier García-Soruco
3. Francisco Javier Santiago

BRASIL / BRAZIL

4. Ana Paula Cunha Machado Cavalcante
5. Astor de Lima Aversa Neto
6. Marcelo Lina
7. Mariana Olivieri Caixeta Altoé
8. Antonio Salles (DECEA)

CHILE

9. César MacNamara Manriquez
10. Jorge Aguirre
11. Paula Glenia Marinkovic Casas

COLOMBIA

12. Sergio Paris
13. Claudia Olarte

ECUADOR

14. Julia Chavez
15. Lina Diaz

PANAMA

16. Gustavo De León
17. Milagros Gonzalez

PARAGUAY

18. Hernán Colman

PERÚ

19. Iván Cafferata
20. Eduardo Bazo Safra
21. Fernando Torres
22. David Crovetto
23. Adolfo Medina
24. Verónica Pajuelo

VENEZUELA

25. Daniela Caraballo Avellaneda
26. Lenin Sequeira

FAA

27. Norma Campos
28. Krista Berquist

ACI-LAC

29. Rafael Echevarne
30. Francisco Medela
31. María Elena Sandoval

ALTA

32. Gonzalo Yelpo
33. Virginio Corrieri

CANSO

34. Javier Vanegas

EASA

35. Laurent Gruz

IFALPA

36. Daniel Bianco

IATA

37. Alejandro Restrepo

LACLAC

38. Jaime Binder

TIACA

39. Vladimir Zubkov

OACI / ICAO

40. Fabio Rabbani
41. Oscar Quesada Carboni
42. Verónica Chávez
43. Pablo Lampariello
44. Marcelo Ureña
45. Fabio Salvatierra
46. Fernando Hermoza
47. Javier Puente
48. Leonardo Boszczowski
49. Doaldo Navai
50. Roberto Sosa
51. Jorge Armoa
52. José Peña
53. María del Pilar Ariza
54. Murillo Boery
55. Ana María Díaz
56. Tatiana Arbulú
57. Marisa Paez
58. Dora Dueñas
59. Mariel Rodriguez
60. Deborah Coriat
61. Silvia Loayza
62. Alejandro De Bernardi (expert TCB)

Annex III

Status of the activities of the SAM Strategic Framework as of July 16, 2020
(Online status at the CRRIC web portal at <https://portal.icao.int/CRRIC/Pages/default.aspx>)

#	Title	CART Rec.	Description and expected product	Target date	Project Manager ICAO SAM	Commentary	Status
1.	SAM Strategic Framework in response to COVID-19	ALL	Document that serves as a reference for States to implement local measures that help facilitate regional opening, aligned with the Principles and Recommendations of the CART Report.	June 01, 2020 (rev. 1)	Fabio Salva tierra fsalvatierra@icao.int	<ul style="list-style-type: none"> Review 1 published Review continues 	Completed
2.	Health control protocol for the restart of aeronautical activities in the context of COVID-19	REC-04	Development of a Health Control Protocol by the Expert Panel in Aeronautical Medicine SRVSOP	June 11, 2020 (1era Ed)	Ana María Díaz amdiaz@icao.int	<ul style="list-style-type: none"> Work in charge of the MED PANEL of the SRVSOP First published edition In the process of publication Amendment 1 (CART) Continuous improvement 	Completed
3.	Communications plan of the Strategic Framework	REC-11	Development and implementation of the Communications Plan in direct support of the Strategic Aviation Recovery framework	April 24, 2020	Roberto Sosa rsosa@icao.int	<ul style="list-style-type: none"> Review 1 published Review continues 	Completed
4.	Survey and exchange of best practices on the use of the public health passenger location form (PLF)	REC-04;#REC-07;#REC-11	Conduct a survey on the use by SAM States of the Public Health Passenger Location Form (Appendix 13 to Annex 9) and prepare a Working Document for the AVSEC / FAL / RG meeting to promote best practices and identify opportunities improvement.	August 24, 2020	Leonardo Boszczowski boszczowski@icao.int	<ul style="list-style-type: none"> Data is currently being collected and interested parties (States / organizations / industry) are invited to contribute experiences in the use of technologies related to passenger experience in times of COVID-19. 	In process
5.	Guidance material on the impact of COVID-19 on the airport's airside (movement area) processes	REC-10	Produce a document that identifies processes on the air side and assesses the potential impact (delays, etc.) due to COVID-19 measures at airports.	July 31, 2020	Fernando Hermoza fhermoza@icao.int	<ul style="list-style-type: none"> There is a first draft (matrix) that is being reviewed by IATA, ACI, CANSO and a voluntary State 	In process

#	Title	CART Rec.	Description and expected product	Target date	Project Manager ICAO SAM	Commentary	Status
6.	Analyze the gradual reopening of commercial activities at the airport	REC-10	Prepare a document to serve as a reference for airport operators, to facilitate the reopening of commercial activities to support the financial sustainability of airports.	July 31, 2020	Fabio Salva tierra fsalvatierra@icao.int	<ul style="list-style-type: none"> At this time there is a first draft in the ACI LAC format process for presentation to the Strategic Group. 	In process
7.	Guiding material and compilation of the measures of the States regarding the extensions of licenses to aeronautical personnel	REC-03	Development of manuals and guidance material for the CAA on risk management and extensions. In the same sense, the development of models of advisory circulars (AC) so that States can provide guidance to their service providers.	June 10, 2020	Marcelo Ureña murena@icao.int	<ul style="list-style-type: none"> Guidance material available on the SRVSOP portal 	Completed
8.	Comparative matrix of AVSEC measures implemented by SAM States in response to COVID19	REC-08;#REC-11	Survey carried out by SAM RO on the different measures taken by the SAM States on biosecurity processes at airports and exchange of best practices and identifying opportunities for optimization.	June 08, 2020	Pablo Lampanello plampanello@icao.int Leonardo Boszczowski lboszczowski@icao.int	<ul style="list-style-type: none"> Document with restricted access to the AVSEC/ FAL group 	Completed
9.	Cargo Transport Optimization	REC-10	Monitor and support the development of initiatives for the optimization of air cargo transport. Among current initiatives, CLAC is in contact with countries in the region regarding additional traffic rights (seventh freedom) for cargo-only flights. However, new initiatives can be evaluated in the future.	July 31, 2020	Doaldo Navai dnavai@icao.int	<ul style="list-style-type: none"> MoU Initiative: LACAC Coordination (completed). Estimated date for membership: July 24 (or end of July) Initiative to promote digitization in air cargo transport processes in the region: in process 	In process
10.	Guidance material on aviation safety risks when restarting operations	REC-01;#REC-02;#REC-03;#REC-	Identification of aviation safety risks in all areas when restarting operations and guidance material for mitigation.	June 08, 2020	Marcelo Ureña murena@icao.int	<ul style="list-style-type: none"> Guidance material available on the SRVSOP portal. 	Completed

#	Title	CART Rec.	Description and expected product	Target date	Project Manager ICAO SAM	Commentary	Status
		04;#REC-05					
11.	Model Response Plan for the State	REC-05	Prepare a document that serves as a reference for States to implement local measures to facilitate regional opening.	July 31, 2020	Fabio Salva tierra fsalvatierra@icao.int	<ul style="list-style-type: none"> This activity is being worked on together with ICAO TCB. It is being prepared to ensure alignment with the CRRIC portal, CART and the SAM Strategic Framework. You are working in phases, to have deliverables of the plan in less time. 	In process
12.	Meeting between SAM States and multilateral financial institutions	REC-10	Meeting with States and international financial institutions to understand the possible financing needs for the aviation sector and the possible sources of financing and processes.	TBD	Doaldo Navai dnavai@icao.int	<ul style="list-style-type: none"> Survey sent to States on interest in projects with the participation of multilateral banks The response period ended on July 14. Definition of new strategy. 	In process
