



**INTERNATIONAL CIVIL AVIATION ORGANIZATION  
South American Regional Office**

**THIRD VIRTUAL MEETING OF CIVIL AVIATION GENERAL  
DIRECTORS OF THE SOUTH AMERICAN REGION ON THE  
RESPONSE TO COVID-19**

**REPORT**

**(22 September 2020)**

**The designations employed and the presentation of material in this publication do not imply the expression of any opinion whatsoever on the part of ICAO concerning the legal status of any country, territory, city or area or of its authorities, or concerning the delimitation of its frontiers or boundaries.**

## TABLE OF CONTENTS

i -	Table of contents.....	i-1
ii -	History of the Meeting .....	ii-1
	Place and duration of the Meeting .....	ii-1
	Message of the Secretary General, Dr. Fang Liu .....	ii-1
	Opening of the Virtual Meeting .....	ii-1
	Closure of the Virtual Meeting .....	ii-2
	Working languages .....	ii-2
	Agenda .....	ii-2
	Attendance .....	ii-2
	List of Conclusions .....	ii-3
iii -	List of participants .....	iii-1
	Report on Agenda Item 1 .....	1-1
	Approval of the Agenda	
	Report on Agenda Item 2 .....	2-1
	Progress of the activities of SAM strategic framework in response to COVID-19	
	Report on Agenda Item 3 .....	3-1
	Feedback on the progress and challenges in the implementation of CART recommendations and exchange of experiences	
	Report on Agenda Item 4 .....	4-1
	Provide guidance on the mechanisms for financial sustainability of the civil aviation system within the framework of the crisis	
	Report on Agenda Item 5 .....	5-1
	ICAO Technical Cooperation Bureau – iPACKs	



## **HISTORY OF THE MEETING**

### **ii-1 PLACE AND DURATION OF THE MEETING**

The Third Virtual Meeting of Civil Aviation General Directors of the South American Region on the Response to COVID-19, was carried out on a virtual mode on 22 September 2020, at 08.30hs.

### **ii-2 MESSAGE OF ICAO SECRETARY GENERAL, DR. FANG LIU**

Dr. Fang Liu, ICAO Secretary General, expressed her appreciation to Mr. Fabio Rabbani, Regional Director of the South American Office, for the organization of this latest virtual meeting.

She mentioned that COVID-19 has wreaked havoc on every sphere of human activity, expressing special concern on the impacts in aviation, area in which passenger air traffic was restricted, and in cargo traffic, in which air transport is being replaced by other means of transportation, slower, but cheaper.

Dr. Liu recalled the Meeting that during previous teleconferences to DGCAs, a full range of ICAO global and regional activities was presented, aimed at supporting the restart and recovery, all based in the CART work and recommendations. She also mentioned that these tasks involve joint efforts among ICAO, the industry and the States. She mentioned, as well, the validation of biosecurity protocols to generate public health corridors, procedures validated by CAPSCA.

In addition, the Secretary General informed States on the measures implemented by the USOAP Programme, aimed at continuing with the work of Safety Oversight of the Authority in spite of the pandemic, and encourage States to take advantage of any changes in their respective operating status to review and update the modules in the USOAP Continuous Monitoring Approach Online Framework.

Finalizing her intervention, Dr. Liu mentioned that the air transport restart is highly dependent on governments aligning their CART-driven responses to COVID-19, and that the success of this alignment relies strongly on the regional coordination effectiveness achieved at the DGCA level. At this point, she emphasized that SAM Region response to CART and the alignment of its health protocols, has so far been among the best in the world thanks to its collective efforts, however, she indicated that a greater international support is still required to sensitize decision-makers and to integrate CART take-off measures.

### **ii-3 OPENING OF THE VIRTUAL MEETING**

Mr. Fabio Rabbani, SAM Office Regional Director, thanked the Secretary General for attending the meeting and for her opening remarks to the participants. In addition, he thanked the civil aviation authorities of the Region for their efforts to participate in the meeting and the presence of Mr. Melvin Cintron, NACC Office Regional Director. He also thanked the States for the working and information papers presented, setting the objectives of the meeting.

**ii-4 CLOSURE OF THE VIRTUAL MEETING**

After finalizing the agenda items, the SAM Office Regional Director thanked the participation of the general directors and all the participants, specially the participation of the directors of Chile and Colombia for their collaboration as moderators of the meeting, as well as the participation of panelists from Argentina, Ecuador, Guyana, Uruguay, ACI, IATA, CANSO, and IDB. He also thanked the participation of the Technical Cooperation Bureau and the Partnerships and Resource Mobilization Section of ICAO Headquarters. He expressed that he expects that this meeting could be part of a continuous process of improvement, outlining that we are making progress and that we have to be prepared for the growth of the demand and to advance even more.

The Regional Director also requested the Strategic Group to make an assessment of the items and recommendations discussed at the Meeting to identify and suggest action plans if they are required, and that the Communications Plan be duly adjusted to meet the expectations expressed in the Meeting and allow easy access to the dynamic information that we have during this pandemic. Finally, he thanked the support comments of the participants.

**ii-5 WORKING LANGUAGES**

The working languages of the Meeting and of its documentation were Spanish and English.

**ii-6 AGENDA**

The following agenda was adopted:

**Agenda Item 1: Approval of the Agenda**

**Agenda Item 2: Progress of the activities of SAM strategic framework in response to COVID-19**

**Agenda Item 3: Feedback on the progress and challenges in the implementation of CART recommendations and exchange of experiences**

**Agenda Item 4: Provide guidance on the mechanisms for financial sustainability of the civil aviation system within the framework of the crisis**

**Agenda Item 5: ICAO Technical Cooperation - iPACKs**

**ii-7 ATTENDANCE**

The Virtual Meeting was attended by thirteen States of the SAM Region, one State of the NAM/CAR Region, as well as eight international organizations and one aircraft manufacturer, totalizing 103 participants. La lista de participantes figura en la página iii.1.

ii-8

**LIST OF CONCLUSIONS**

No conclusions were formulated during this meeting.



**LIST DE PARTICIPANTS****ARGENTINA**

1. Paola Tamburelli
2. Florencia Dovichi
3. Romina Minotti

**BOLIVIA**

4. German Rosas Cossio
5. Javier Garcia Soruco
6. Francisco Santiago Pergolesi
7. Sergio Alberto Pérez Torrejón
8. Alejandra Cortéz

**BRAZIL/BRASIL**

9. Astor Neto
10. Diego José Pereira da Silva
11. Luiz Andre de Abreu Gordo
12. Priscilla Vieira
13. Darlan Santos
14. Ricardo Elías Consendey
15. Fernando César da Costa e Silva Braga
16. Fabio da Silva Santos

**CHILE**

17. Víctor Villalobos
18. Alberto Mena
19. Germán Olave
20. Viviana Iturriaga
21. César Mac-Namara
22. Julio Schnettler
23. Claudia Cardinali
24. Paulina Radrigan
25. Juan Gutiérrezz
26. Juan Luis Rodríguez

**COLOMBIA**

27. Juan Carlos Salazar
28. Juan Ramírez
29. Claudia Olarte
30. Luis Alberto Valencia Valencia
31. Sergio Paris
32. Jazmin Alexandra Palomino Pineda
33. Lina María Diaz
34. María Camila Díaz
35. Daniela Rodríguez

**ECUADOR**

36. Anyelo Acosta

**ESTADOS UNIDOS/UNITED STATES**

37. Claudio Bartolucci
38. Nicholas Reyes

**GUYANA**

39. Egbert Field
40. Saheed Sulaman
41. Cameba Bayley-Sundar

**PANAMA/PANAMÁ**

42. Gustavo Pérez Morales
43. Gustavo De León

**PARAGUAY**

44. Félix Kanazawa Makino
45. Gustavo Sandoval Lamas
46. Douglas Cubilla

**PERU/PERÚ**

47. Luis Núñez Vidal
48. Donald Castillo

**SURINAME**

49. Anjulio Wolf
50. Cosmo Wong

**URUGUAY**

51. Gaetano Battagliese
52. Virginia Silvera

**VENEZUELA**

53. Juan Manuel Teixeira
54. Daniela Caraballo
55. David Campos
56. Lenin Sequeira

**ACI-LAC**

57. Rafael Echevarne
58. María Elena Sandoval

**ALTA**

59. José Ricardo Botelho
60. Gonzalo Yelpe
61. Virginio Augusto Corrieri de Castro

**BOEING**

62. Henry Herbert

**CANSO**

63. Javier Vanegas

**CLAC/LACAC**

64. Jaime Binder

**IATA**

65. Peter Cerda

66. Jose Antonio Ruiz

67. Oracio Marquez

68. Alejandro Restrepo

69. Lars Pottgiesser

70. Michelle Vilchez

**IDB/BID**

71. Reinaldo Fioravanti

**IFALPA**

72. Daniel Bianco

**ITC**

73. Facundo Morán

**ICAO SECRETARIAT/SECRETARÍA  
DE LA OACI**

74. Fang Liu

75. Stephen Creamer

76. Melvin Cintron

77. Fabio Rabbani

78. Oscar Quesada

79. Sylvain Lefoyer

80. Julio Siu

81. Michel Vreedenburgh

82. Javier López González

83. Johanna Jordaan

84. Thilly de Bodt

85. Ignacio Iglesia

86. Marcelo Ureña

87. Verónica Chávez

88. Pablo Lampariello

89. Jorge Armoa

90. Fabio Salvatierra

91. Fernando Hermoza

92. Javier Puente

93. Javier Sanchez

94. Pamela Burga

95. Leonardo Boszczowski

96. María del Pilar Ariza

97. Roberto Sosa

98. Murillo Boery

99. Doaldo Navai Junior

100. Georgios Paltakis

101. José Antonio Peña Valero

102. Ana María Díaz

103. Jorge Luis Barrios

**Agenda Item 1: Approval of the Agenda**

1.1 Under this agenda item, the following working paper was presented:

- WP/01 – Tentative Agenda, *Presented by the Secretariat*
- WP/02 - Recognition of Equivalence of Security Measures - Single Security Control in Times of COVID-19, *Presented by Colombia*
- PPT - MOU virtual signature – OSS, *Presented by the Secretariat*

1.2 The Meeting approved, with no comments, the Tentative Agenda presented by the Secretariat.

1.3 After approving the agenda, the OSS (*One Stop Security*) Chile, Colombia, Peru Agreement on Multinational Cooperation in Civil Aviation Security (AVSEC) and recognition of the equivalence of civil aviation security measures was signed.

**Agenda Item 2: Progress of the activities of SAM strategic framework in response to COVID-19**

2.1 Under this agenda item, the following papers and presentations were displayed:

- WP/03 - CRRIC Adoption Progress of the CART Recommendations and Public Health Risk Mitigation Measures, *Presented by the Secretariat*
- IP/02 - Status of the Activities of Strategic Framework for the Recovery of International Air Transport in the SAM Region in Response to COVID-19, *Presented by the Secretariat*
- IP/03 - Summary of Session # 4 of the Strategic Group in Response to COVID -19 of the SAM Region, *Presented by the Secretariat*
- IP/05 - Operational measures taken to manage risks during the restart and recovery of air operations, *Presented by the Secretariat*
- PPT - Progress in the Activities of the Strategic Framework, *Presented by the Secretariat*
- PPT – Progress on the activities of SAM Strategic Framework in response to COVID-19, *Presented by IATA*
- PPT – ICAO – Response to COVID-19, Industry Feedback, *Presented by ACI*

**Additional Considerations regarding the Aviation Security measures during the COVID-19 Pandemic**

2.2 The Secretariat made a presentation on the Activities of the SAM Strategic Framework in response to COVID-19, which compiled the information presented in detail in working paper WP/03 and information papers IP/02 and IP/03. The presentation emphasized the need for States that have not reported to the CRRIC to do so in order to facilitate regional harmonization. The presentation emphasized the need for States that have not reported to CRRIC to do so in order to facilitate regional harmonization. It was also commented on the progress of the Strategic Framework activities and the feedback from the States and the Industry in Session #4 of the Strategic Group.

2.3 Subsequently, industry members represented by IATA, ACI-LAC and CANSO presented their considerations, emphasizing the need to harmonize biosafety measures, simplification of procedures, incentive policies, among others.

2.4 The Secretariat emphasized the need to maintain transparency among the parties at this time of opening, the meeting also took note that the comments resulting from the Strategic Group Sessions were submitted to the CART for analysis and that both ICAO Regional Offices are coordinating a meeting with the Pan American Health Organization (PAHO) given its importance in the implementation of aviation health measures.

**Operational measures taken to manage risks during the restart and recovery of air operations (IP/05)**

2.5 The Meeting took note of the progress of the activities carried out by ICAO South American Regional Office and the Regional Safety Oversight Cooperation System (*Sistema Regional de Cooperación para la Vigilancia de la Seguridad Operacional - SRVSOP*) related to Recommendation 3 of ICAO Council CART in the safety area were presented, encouraging States to expedite the preparation of the guidance material for safety management of new operations or modification of operations during this crisis.

2.6 Note was taken of the material produced by ICAO and the SRVSOP, as quick reference guidelines (QRGs), guidance booklets, advisory circulars and, even a survey and a COVID-19 planning and monitoring tool, for States to manage the possible delay in the renewal and issuance of certificates, licenses, qualifications, authorizations and other approvals due to the reduction of aeronautical activities during the crisis. See **Appendices A, B and C** of information paper IP/05.

**Agenda Item 3: Feedback on the progress and challenges in the implementation of CART recommendations and exchange of experiences**

3.1 Under this agenda item, the following papers were presented:

- WP/04 - Reactivation of International Air Transport Services, *Presented by Colombia*
- WP/06 - Proposal for the unification of the public health form for the location of passengers and the COVID-19 health self-declaration form for the public passenger, *Presented by Venezuela*
- WP/07 - Management of emerging risks in front of the challenges associated with the competence of aeronautical personnel during the non-face-to-face training process, *Presented by Venezuela*
- WP/08 - Challenges in the establishment and application of mitigation measures in the field of public health in air operations, *Presented by Venezuela*
- WP/09 - Study of the current status of mental health of the aeronautical population as an emerging danger in the context of COVID-19, *Presented by Venezuela*
- WP/10 - Temporary Advisory Circular AVSEC COVID-19, *Presented by Paraguay*

**Complementary Considerations on Aviation Security Measures during COVID-19 Pandemic**

3.2 The Meeting took note of the proposal on complementary procedures for AVSEC personnel to guarantee safe, efficient and continuous operations in aviation security (AVSEC) measures, to protect these personnel from COVID-19 spreading risks.

3.3 In this regard, it was concluded, this is an issue that requires a lot of regional harmonization, as well as to share States' best practices.

**Measures applied by the State of Colombia for the Reactivation of international air transport services (WP/04)**

3.4 The Director of the civil aviation authority (UAEAC) of Colombia informed that, for his State, the resumption of international operations become an imperative issue and have been working after the reactivation of aviation. For the international operation, Colombia considered the following prioritization criteria:

- International opening: Countries/roads open to international traffic
- Airport capacity: Airport capacity to process international flights
- Commercial: Airline interest in implementing flights

3.5 In addition, the Meeting was informed that Colombia will establish a gradual reopening starting on 21 September, and that this gradual reactivation of airports operation and air routes, will be by phases and scenarios, and will be accompanied by biosafety measures to protect the health of users and employees in the sector.

3.6 In this regard, information was provided about the issuance of Resolution 1627 on 15 September 2020, whereby the COVID-19 risk management and control biosafety protocol was adopted for the international transport of people by air.

3.7 Finally, the State of Colombia invited the Meeting to establish safe air corridors, to which end Colombia is willing to meet with the authorities of the countries that are considering opening their borders, and to share experiences and best practices with a view to the restart of air services.

**Measures applied by the State of Venezuela for the Reactivation and Standardization of Operations of the Aviation Sector 2020, during and once overcome the suspension of Operations as a Consequence of COVID-19**

3.8 WP/06 presented the proposal for the unification of the information required in different health control documents, including the Passenger Locator Form (PLF) and the COVID-19 Passenger Health Self-Declaration Form. It was emphasized that the proposal is aligned with ICAO guidelines issued through State Letter EC 6/3 - 20/90 and is aimed at avoiding duplication of the information presented by the passengers. It even highlighted the possibility of submitting the information electronically as a practice to reduce the risk of COVID transmission by reducing the volume of documents.

3.9 WP/07 shared the experiences in order to manage the hazards and risks identified during non-face-to-face learning processes, and suggested States to take note of the information and consider using similar material to strengthen the non-face-to-face learning processes.

3.10 WP/08 presented considerations related to CART Recommendations 4 and 5, highlighting the current measures of the “Take-Off” document and showing their actions to confront the threats, hazards and risks emerging in the aeronautical industry sectors.

3.11 WP/09 proposed to explore the current state of mental health of the aviation population in the context of COVID-19, informing about an anonymous survey-type instrument aimed at obtaining reliable data to identify emerging threats related to mental health and to guide safety risk management. It also emphasized the work of the SRVSOP Licenses and Aeronautical Medicine Experts Panel in the development of Advisory Circular CA-PEL-67-003 "Mental Health in Aeronautical Personnel during the COVID-19 Pandemic", and suggested that the Meeting could consider the elaboration of studies that allow exploring the mental health risk of the aeronautical population.

3.12 The representative of Paraguay presented WP/10 about the Temporary Advisory Circular on COVID 19 as a guidance document to all the institutions for the resume of air operations in Paraguay.

3.13 Participants took note of the contents of this working paper.

**Feedback on the progress and challenges in the implementation of CART recommendations**

3.14 Under this agenda item, the representative of Chile acted as moderator of a panel composed by Argentina, Ecuador and Uruguay, discussing about the progress and challenges presented by their States in the implementation of CART recommendations and exchanging experiences, emphasizing the following issues in common:

- ✓ From the exchange of experiences, it could be summarized that the CART is a very developed and ambitious document, but it is designed to comply with 193 States, thus, it might not reflect the need of one particular State, and a more thorough study of the real needs with the desirable results should be made. It might need a harmonization at a national, regional and international levels, among policies, communications and guidance material of several organizations and interested parties, and an “evaluation” of the measures related with public health in the CRRIC tool (e.g., to distinguish among essential, desirable or optional). Harmonization of the risk assessments to support the

reopening of the borders, including health requirements to allow the access of persons (quarantine and test requirements).

- ✓ It would be important to carry out a study at a global level of the impact of all these measures regarding the repercussions in the different areas of a State's activity, such as: the difficulty to incorporate technology (e.g., digital identification, delivery of self-service bags, non-contact kiosks) in verification processes that would otherwise be manual due to financial/operational restrictions, infrastructure and financial restrictions to implement physical distancing during the high demand, also the challenges related to the tests within the airports; among others.
- ✓ Finally, it was summarized that the problem of reactivation was never at the level of the aeronautical authority, but at the level of the Government, and with a more visible support of the CART Document by the World Health Organization (WHO) to facilitate recognition by the States' Public Health Authorities.
- ✓ There are opportunities that could be taken with the inclusion of appropriate guidance from ICAO and/or WHO regarding testing policies.
- ✓ Practical challenges could be included in verifying implementation of measures (e.g. physical distancing; sanitation) could also be included due to the lack of supervision and personnel of the Public Health Authority at airports.

#### **Measures adopted by Bolivia in the scope of COVID-19 containment**

3.15 The representative of Bolivia informed about the measures adopted by this State, informing that since 1 September they opened the airports to international flights. The State implemented the methodology of working via webinar to reach every interested party and to inform the community about the biosafety measures to recover user's confidence. He mentioned that the Plurinational State of Bolivia implemented CART measures, as well as the South American strategy. Additionally, he informed that they worked via the National Facilitation Council, in which the health authorities have been inserted. He proposed that the Secretariat organize a webinar with all the States of the Region on the sanitary measures implemented by the airports to recover the confidence of users as SAM Region.

#### **Measures adopted by Panama in the scope of COVID-19 containment**

3.16 The State of Panama informed that on 28 September they will re-enable domestic flights, and from 12 October international flights. He informed about the biosafety protocols that have been implemented to minimize COVID-19 infection. These are alienated to the CART, and in their implementation, they have been working with all the airports at the national level. In that sense, they have trained the aeronautical personnel for the application of these protocols, which have already been approved by the Ministry of Health, both in domestic and international flights.

3.17 They have conducted drills with airports and airlines on the evacuation of passengers supposedly affected by COVID-19. In this same line, covering all areas related to aviation, hangars, flight schools, aeronautical workshops and everything related to general aviation have been inspected in order to operate safely and with the effective application of biosafety protocols.

**Agenda Item 4: Provide guidance on the mechanisms for financial sustainability of the civil aviation system within the framework of the crisis**

4.1 Under this agenda item, the following papers and presentations were displayed:

- IP/04 – Articulation for Possible External Financial Needs, *Presented by the Secretariat*
- PPT - Mechanism for financial sustainability of the civil aviation system in the context of the crisis, *Presented by Guyana*
- PPT - Status of Air Transport Market in Latin America in the framework of COVID-19 Pandemic and IDB experience in the Sector, *Presented by IDB*
- WP/05 – Need for a Coordinated Action to establish Recommendations to address the Charges to Civil Aviation, *Presented by Colombia*
- PPT - Resource Mobilization, *Presented by the Secretariat*

4.2 Agenda item 4 was chaired by the Director General of Civil Aviation of Colombia, who urged the participating authorities to think about the imminent post-pandemic; what comes after overcoming the restrictions that are affecting the entire civil aviation chain; to think about the financial mechanisms in the post-pandemic recovery framework; and how to join efforts to bring the aviation sector into business in the immediate future.

**Articulation for Possible External Financial Needs (IP/04)**

4.3 The Secretariat presented information paper IP/04. It was explained that the initiative was proposed at the last meeting of Directors General of the SAM Region, and that in order to better understand the concerns of the SAM Region regarding potential funding needs, a survey was prepared and distributed to the States of the region. The results were presented, as well as some of the Secretariat's considerations regarding the findings and contacts with multilateral banks.

**Mechanism for financial sustainability of the civil aviation system within the framework of the crisis**

4.4 Under this agenda item, the Director General of Civil Aviation of Guyana made a presentation summarizing the impact of the pandemic in the Guyana's aviation sector. He mentioned the reduction in take-offs and international overflights, which has substantially affected the revenue generated by the fees and charges for this activity. He also commented on the reduction in international passenger traffic. He presented the repercussions of this situation in the aeronautical authority and the industry, as well as actions and suggestions for recovery.

**Status of air transport market in Latin America in the framework of COVID-19 Pandemic and IDB experience in the Sector**

4.5 The representative of the Inter-American Development Bank made a presentation on the experience of the bank in the aviation sector and on the products with which IDB works. Some of the products presented are the regional initiatives, non-reimbursable technical assistance, investment loans, policy loans and loans to the private sector. He presented the operation and examples for each one of them.

**Need for a Coordinated Action to establish Recommendations to address the Charges to Civil Aviation (WP/05)**

4.6 Under this agenda item, Colombia presented WP/05. In his presentation, he addressed the perspective on the impacts of the COVID and the chain between the actors. He recommended to highlight the value of a coordinated action under the principles of Document 9082 to be undertaken by ICAO, States and actors to avoid the destruction of the demand with the increase in charges to aviation and the potentiality to use future flows of the sector in guarantee of distribution of long-term losses. He also entrusted ICAO to promote a coordinated action task force to organize dialogue on these issues, monitor the decisions of the actors in each State and issue recommendations aimed at returning to the desired volumes of demand before the prevailing COVID-19.

**Resource Mobilization**

4.7 The ICAO team of Partnerships and Resource Mobilization made a presentation informing about the actions taken by ICAO regarding resource mobilization, in coordination with other parties, to support the implementation of the COVID-19 related measures, as per CART recommendations, including iPACKs. They also presented ICAO's initiative to finance some iPACKS with own resources and highlighted the importance of States' active participation.

**Agenda Item 5: ICAO Technical Cooperation Bureau – iPACKs**

5.1 Under this agenda item, the process of the ICAO Technical Cooperation bureau to support States for the reactivation of aviation, through the iPACK tool, was presented. For this agenda item the following presentation was considered:

- PPT – iPACKs Generic, *Presented by the Secretariat*

5.2 The ICAO Technical Cooperation Bureau (TCB) informed the Meeting that the iPacks comprise standardized guidance material, training workshops, tools and specialized support focused on priority areas for the safe restart of aviation operations. The iPacks are intended to facilitate and guide State entities, aviation service providers, the interested parties of the supply chain and their personnel in the implementation of ICAO provisions.

5.3 TCB informed States that there are iPACKs in process of development for the areas of Aviation Safety Risk Management (ARSM), Facilitation (FAL) and Aviation Security (AVSEC). Currently, there are 6 iPACKs in ARSM, 7 in the FAL area and 7 in the AVSEC area. They also told the Meeting that the United States Federal Aviation Administration (FAA) supports the deployment of 5 iPACKs worldwide.

5.4 Finally, States were invited to obtain more information about the processes, objectives and developments of the iPACKs in the link <http://www.icao.int/iPACK>.