



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

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

**PRELIMINARY REPORT**

**(22 May 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.**

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## HISTORY OF THE MEETING

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

The Second 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 May 2020, at 13.00hs.

### 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 the meeting, and highlighted that regional coordination and collaboration is essential in keeping leadership in these times of crisis. She reiterated that ICAO is doing everything in its capacity to accelerate air transport recovery.

Dr. Liu highlighted that States should think beyond local recovery, towards a regional and global context, with the participation of all involved, from the government and non-government.

In addition, the Secretary General expressed her satisfaction for the South American Regional Office initiative to organize this regional forum and for the preparation of the Strategic Framework for International Air Transport Recovery in the SAM Region in response to COVID-19, as an example of effective proactivity and regional coordination. She highlighted that the establishment of regional common challenges will avoid the waste of resources and duplication of efforts.

She mentioned that both the Regional Office and the States have the important responsibility of involving ministerial levels, emphasizing the importance of aviation industry for economic recovery of the States to deal with the pandemic.

She also mentioned the creation, by ICAO Council, of the COVID-19 Aviation Recovery Task Force<sup>9</sup>. This team will have the objective of identifying priorities and recommend strategic policies, both for States and the industry.

Subsequently, some States expressed their appreciation for the presence of ICAO Secretary General in the Meeting stressing her support for the process of recovery of the crisis generated by COVID-19. The States highlighted ICAO's and Regional Office's leadership and efforts to mitigate the impact of the pandemic, expressing the need to ensure that the scope of regional efforts should also focus on financial assistance measures. The States reiterated their commitment to support and encourage regional efforts promoted by ICAO emphasizing the collaboration as an essential mechanism for a safely and efficient air transport recovery.

Finalizing her intervention, Dr. Liu informed that ICAO will continue its leadership role at a global and regional levels during this crisis, at a political and technical levels. At a political level, stressing the importance of the aeronautical sector to foster global economy recovery, and highlighting the importance of financial assistance for the industry. And at a technical level, ensuring that the guidance material, the tools and the experts are available in the region to guarantee the safely restarting of operations.

Finally, Dr. Liu restated her confidence in the Region and in its collaborative working capacity to transform challenges in opportunities.

**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 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 participants and informed that he expects that this meeting makes 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. He also thanked the support and compliments comments of FAA, IATA, CANSO, IDB, IFALPA and AIRBUS.

**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:            Message of ICAO Secretary General, Dr. Fang Liu**

**Agenda Item 2:            Exchange of information on the current situation and progress of the States for the restarting of operations**

**Agenda Item 3:            Review of the agreements of the First Virtual and Synchronic Meeting of the South American Civil Aviation Directors and industry associations**

d) Sanitary protocolos

e) Strategic Framework for South American civil aviation in response to COVID-19 crisis

f) Report of the progress of the activities of the Strategic framework

**Agenda Item 4:            Other business**

**ii-7 ATTENDANCE**

The Virtual Meeting was attended by twelve States of the SAM Region, one States of the NAM/CAR Region, as well as eight international organizations and one aircraft manufacturer, totalizing 54 participants. La lista de participantes figura en la página iii.1.

**ii-8 LIST OF CONCLUSIONS**

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CONC RV2 DGAC/01	ENDORSEMENT OF THE FIRST DRAFT OF THE STRATEGIC FRAMEWORK AND ACTIVITIES WITH COMMENTS	3-3

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

1. Paola Tamburelli
2. Maria Cecilia Avezzano
3. Rossana Goette

**BOLIVIA**

4. Javier García Soruco
5. Angel Germán Rosas Cossio
6. Francisco Santiago

**BRASIL / BRAZIL**

7. Juliano Alcântara Noman
8. Ana Paula Cunha Machado Cavalcante
9. Diego José Pereira da Silva
10. Ricardo Elías Cosendey
11. Leandro Monteiro de Souza Miranda
12. Astor Neto
13. Marcelo Lima

**CHILE**

14. Victor O.Villalobos
15. German Olave

**COLOMBIA**

16. Mauricio Ramírez Koppel
17. Juan Carlos Salazar Gómez
18. Sergio Paris Mendoza
19. Lina Marcela Morales Botero
20. Alexandra Palomino

**ECUADOR**

21. Anyelo Acosta Arroyo
22. Wuilman Edgar Gallo

**ESTADOS UNIDOS / UNITED STATES**

23. Nicholas Reyes
24. Carl N. Johnson

**GUYANA**

25. Egbert Field
26. Saheed Sulaman

**PANAMA**

27. Gustavo Pérez Morales
28. Gustavo De León

**PARAGUAY**

29. Hernan J. Colman Quintana
30. Raquel Guastella

**PERÚ**

31. Juan Carlos Pavic
32. Donald Castillo
33. Roberto Seminario
34. Patricia Durán

**URUGUAY**

35. Rodolfo Pereyra
36. Pablo Simone

**VENEZUELA**

37. Freddy Borges Flores
38. Daniela Caraballo Avellaneda
39. Lenin Sequeira

**ACI-LAC**

40. Rafael Echevarne

**AIRBUS**

41. Andreas Kohn
42. David Zwegers

**ALTA**

43. Luis Felipe de Oliveira
44. Gonzalo Yelpo
45. Virginio Corrieri de Castro

**CANSO**

46. Javier Vanegas
47. Franklin Hoyer

**CLAC/LACAC**

48. Jaime Binder

**EASA**

49. Gruz Laurent

**IATA**

50. Peter Cerda
51. José Antonio Ruiz Llorente
52. Alejandro Restrepo

**IDB**

53. Eduardo Café

**IFALPA**

54. Daniel Bianco

**OACI / ICAO**

55. Fang Liu
56. Fabio Rahnemay Rabbani
57. Oscar Quesada Carboni
58. Marcelo Ureña
59. Verónica Chávez
60. Pablo Lampariello
61. Jorge Armoa
62. Fabio Salvatierra
63. Fernando Hermoza
64. Javier Puente

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

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

- WP/01 – Provisional Agenda, presented by the Secretariat

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

**Agenda Item 2: Exchange of information on the current situation and progress of the States for the restarting of operations**

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

- WP/13 - Additional Considerations regarding the Aviation Security measures during the COVID-19 Pandemic (presented by Venezuela)
- WP/14 - Measures applied by the State of Venezuela for the Reactivation and Normalization of Operations in the Air Sector 2020, during and after the suspension of Operations as a Consequence of COVID-19 (presented by Venezuela)
- WP/16 - Measures adopted by Brazil in Response to COVID-19 (presented by Brazil)
- WP/17 - Measures adopted by Bolivia for the Containment of COVID-19 (presented by Bolivia)

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

2.1 The Meeting took note of the proposal of additional procedures for AVSEC personnel to ensure safe, efficient and continuous operations in aviation security measures (AVSEC), to protect these personnel of the risks of spread of COVID-19.

2.2 In this regard, it was decided that the initiative should be addressed in the ICAO/LACAC AVSEC/FAL Regional Group where, among others, these topics will be addressed in an Extraordinary Virtual Meeting of the Regional Group to be carried out on 28 May 2020, and where the activities and additional procedures presented could be discussed and assessed to avoid duplication of efforts in the NACC and SAM States. The results of such meeting will be endorsed to the ICAO AVSEC Experts Panel for its knowledge and consideration, in their next meeting.

2.3 In this regard, the Meeting took note of the additional activities regarding aviation security measures adopted by Venezuela during the COVID-19 pandemic, highlighting the measures related with a) Aviation Security (AVSEC) Personnel; b) Passenger inspection and hand luggage, and inspection of non-passengers and their possessions who enter Restricted Security Zones; d) Exchange of information; and d) Quality Control in Aviation Security.

**Measures applied by the State of Venezuela for the Reactivation and Normalization of Operations in the Air Sector 2020, during and after the suspension of Operations as a Consequence of COVID-19**

2.4 The participants took note of the contents of the plan for reactivation and normalization of operations in the air sector to resume commercial aviation operations under acceptable safety levels and civil aviation protection, with the objective of maintaining the essential transport flows during the contingency generated by the COVID-19 outbreak, and once finalized the Alarm State adopted by the different Governments of the Region, considering the criteria presented in item 2.4 of WP/14 and the tasks to be developed, presented in item 3 of the same WP.

2.5 The plan would consist of 6 Annexes: Aviation Security; Air Transport, Air Navigation Services; Aviation Sector Training; Media Plan; and International Relations.

**Measures adopted by Brazil in Response to COVID-19**

2.6 Brazil presented in WP/16 their experiences to confront the situation under COVID-19 pandemic in order to ensure the minimum operation of the aviation industry, considered strategic to overcome the crisis, and to support the aviation industry in overcoming the financial crisis that hit the sector as an instrument of exchange of information in order to promote the harmonization of the practices in the Region. The Meeting took note of the temporary regulatory flexibilization measures considered reasonable in view of the reduction in the volume of activities related to air transport of passengers and cargo, airports, civil aviation professionals and federal government measures related to fees and health protocols. The details of the measures adopted are presented in Attachment I to the working paper.

**Measures adopted by Bolivia for the Containment of COVID-19**

2.7 WP/17 presented the measures adopted by Bolivia for the containment of COVID-19 in order to ensure the gradual return to commercial operations, such as the adoption of national shared codes, which allow operators to share efforts in times of low demand optimizing the operative capacities and warranting internal connectivity, the adoption of the Sanitary Corridor with biosecurity measures to obtain “clean” passengers, terminals, aircraft and crew and the preparation of an Information Card with instructions to passengers on the conditions that should be accomplished to access the air transport service.

**Agenda Item 3: Review of the agreements of the First Virtual and Synchronic Meeting of the South American Civil Aviation Directors and industry associations**

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

**a) Sanitary protocols**

- WP/02 – Progress of the health control protocol for the restart of aeronautical activities in the context of COVID-19 (presented by the SRVSOP)
- WP/09 – Protocol for the operation of airports in the context of the emergency due to the SARS-COV-2 (COVID-19) pandemic (presented by Colombia)

**Health protocols**

3.1.1 The Secretariat recalled that the previous meeting had requested the SRVSOP Aviation Medicine Panel to develop a health protocol. Although the protocol is not binding, it is expected that the requirements established by States be harmonised with this document, in order to avoid barriers to the industry during reactivation, also allowing States to communicate their differences in case they were required.

**Progress made in the development of the health control protocol for the restart of aeronautical activities in the context of COVID-19, presented by the SRVSOP Technical Committee**

3.1.2 The SRVSOP Technical Committee presented WP/02 on the progress made by the SRVSOP Aviation Medicine Panel in the development of the health control protocol, within a collaborative framework involving States and the industry, that would contribute to a prompt and safe reactivation of regional and global commercial air transport in face of COVID-19.

3.1.3 In this regard, it was noted that a first version of the proposal was available. It had been developed taking into account the guidelines emanating from ICAO, CAPSCA, WHO/PAHO, as well as various publications of other States and international organisations, providing its structure and content with a health corridor approach, promoted by CAPSCA, with specific requirements for passengers, crews, airport facilities, and aircraft, classified in stages, from pre-flight activities to the arrival at the airport of destination.

3.1.4 The Meeting took note that the proposal had been delivered to the industry for feedback, and that a virtual meeting with the MED Panel had been held on 20 May through a teleconference, with the participation of representatives of six (6) organisations: AIRBUS, IATA, ALTA, CANSO, IFALPA, and ACI-LAC. Based on these discussions, Version 2 of the protocol would be developed and circulated to the States in a second round of consultation, highlighting that this document would be subject to a process of revision and continuous improvement based on the evolution of the crisis and scientific evidence and developments.

**Protocol for the operation of airports in the context of the SAR-COV-2 (COVID-19) pandemic, presented by Colombia**

3.1.5 Colombia acknowledged the work done by the SRVSOP and presented the progress made by its aeronautical authority in the development of a biosafety protocol to address COVID-19. Public and private entities had participated in this effort, since it was felt that only through cooperation would it be

possible to achieve regional recovery and better address this crisis. It was noted that the protocol had been submitted to the approval of the health authority.

3.1.6 The proposal was based on specific values aimed at restoring the trust of air transport users and governments. It established the obligations of passengers, airport operators, airlines, and aircraft operators, local health authorities and the Special Civil Aviation Administration Unit. It presented the proposal of a virtual application, CoronAPP, to be used by health authorities for epidemiological monitoring, and of health slots to balance the capacity of the airport to process a given number of passengers with compliance with biosafety measures, and thus wished to share this experience with States and the SRVSOP.

3.1.7 Following the presentation of both working papers, Venezuela requested the floor to support the working paper presented by the SRVSOP in the sense that, once the protocol was approved, States should proceed to its harmonisation and reporting of differences, and expressed its acknowledgment to Colombia for sharing its experience at this meeting.

3.1.8 Venezuela also noted that, on 18 December 2019, they had established the “*Carnet de la Patria*”, a technological platform containing a module entitled *epidemiology*, showing a survey on COVID-19 that, by 21 May, had been responded by more than twelve million people, information that would be of great value to the health authority.

3.1.9 The Meeting acknowledged the work done by the members of the SRVSOP Aviation Medicine Panel and the team working with them, in the production, in record time, of the first version of the draft health protocol, and expressed its appreciation to industry associations and aircraft manufacturers for their proactive participation in this effort, identifying opportunities for improvement in a constructive environment, underscoring the importance of harmonisation by States.

**b) Strategic framework for civil aviation in the South American Region in response to the COVID-19 crisis**

- WP/03 – Proposed strategic framework for the recovery of international air transport in the SAM Region in response to COVID19 (presented by the Secretariat)
- WP/08 – ICAO collaborative leadership to reconnect the hemisphere (presented by Colombia)
- WP/10 – Identification of variables for the civil aviation recovery phase (presented by Colombia)
- WP/11 – Fundamental role of multilateral banks in the strategic framework for the recovery of international air transport in the SAM Region in response to COVID-19 (presented by Colombia)

**3.2 Proposed strategic framework for the recovery of international air transport in the SAM Region in response to COVID-19**

3.2.1 The Meeting was presented with the results of the work sessions of the SAM Strategic Group and the first draft of the Strategic framework for civil aviation in the SAM Region in response to the COVID19 crisis.

3.2.2 Several States acknowledged, supported, and recognised the importance of the work done by the group of experts, with the support of the Secretariat, in such short period of time, and recommended the inclusion of comments made by the various States. They noted that the structure reflected the challenges

faced by all and highlighted the importance of including any opportunities for improvement identified, without causing delays in the work. Emphasis was made on focus areas, selected activities, and activity worksheets, as the appropriate work methodology.

3.2.3 In turn, the Inter-American Development Bank (IDB) expressed its acknowledgment for being invited to participate in the process, reaffirming its work in collaboration with ICAO (under a memorandum of understanding) and directly with the member States of the Region. It was noted that the IDB was willing to provide funding to the States under two lines of work: one with prototypes to resolve the emerging needs of States, especially in the health area, but also in other lines, such as transport; and another line of technical assistance, with sufficient resources to hire experts to assist in the resolution of local problems.

3.2.4 LACAC endorsed and saluted the work done in the SAM Region and promptness in developing a framework in such short time, noting that it had to be harmonised with the work being carried out in ICAO Headquarters under the CART.

3.2.5 The Meeting agreed that the document was on the right track and that it would serve as a reference in the Region on how to respond to the crisis, with comments being incorporated into the document. Accordingly, it formulated the following conclusion:

<b>CONCLUSION</b> <b>RV2 DGAC/02 –</b>		<b>SUPPORT TO THE FIRST DRAFT OF THE STRATEGIC FRAMEWORK AND ACTIVITIES, WITH COMMENTS</b>	
<b>That:</b> Taking into account that the first draft of the strategic framework for civil aviation in South America in response to COVID-19, developed by the Strategic Group, responds initially to the expectations of member States:		<b>Expected impact:</b>	
<ul style="list-style-type: none"> <li>a) Endorses the work done, with the caveat that comments made by States should be included and circulated in a revised version;</li> <li>b) Approves the start of selected activities, including the establishment of working groups for their implementation; and</li> <li>c) Urges member States and international organisations to actively participate in the tasks related to the activities and provide continuous feedback to the Secretariat and the Meeting.</li> </ul>		<ul style="list-style-type: none"> <li><input checked="" type="checkbox"/> Political / Global</li> <li><input type="checkbox"/> Interregional</li> <li><input checked="" type="checkbox"/> Economic</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Technical/Operational</li> </ul>	
<b>Why:</b> To guarantee a harmonised and organised response by member States, consistent with the impact of COVID-19 on regional aviation.			
<b>When:</b> Immediately		<b>Status:</b> Pending adoption	
<b>Who:</b> <input checked="" type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Others:			

### 3.3 **ICAO collaborative leadership for reconnecting the hemisphere / presented by Colombia**

3.3.1 The Meeting took note of WP/08, presented by Colombia, on the need for a collaborative leadership approach, since aviation recovery was a challenge faced by all stakeholders under one same vision, aimed at fostering demand and adapting services and regulations to facilitate activities. The working paper underlined the importance of participatory work, seeking common goals. It also emphasised the importance of listening to all the parties, such as institutions supporting the sector (IATA, IDB, CANSO, *inter alia*) that wanted to contribute in the search for solutions.

3.3.2 The working paper also highlighted the value of the ICAO strategic objective related to the economic development of air transport, in furthering the development of a sound and cost-effective aviation system. Likewise, it recognised the importance of collaborative leadership for rallying all the actors of the productive chain around a hemispheric reactivation plan.

3.3.3 In its comments, Venezuela supported the role of ICAO as the maximum civil aviation regulatory body of the United Nations. It also considered that the biggest challenge would be the reconstruction of civil aviation, taking into consideration the contributions and initiatives of all stakeholders, and based on the principles of unity in adversity, equal opportunities, and transparency.

3.3.4 The Regional Director invited the Meeting to take note of the working paper presented by Colombia, underlining that we should continue to work, not only as SAM Region, but as an entire hemisphere, and highlighted the joint work carried out by the two ICAO Regional Offices in the American continent.

### 3.4 **Identification of variables for the civil aviation recovery stage / presented by Colombia**

3.4.1 The Meeting took note of WP/10 on the work carried out by Colombia, showing and describing the effects and challenges facing civil aviation today, as well as its future development, and setting forth the following crosscutting variables:

- a) Trust between air transport and public health, since health authorities are largely in charge of decision-making. It noted that CAPSCA and the development of the health protocol would be very useful.
- b) Uncertainty of air transport users. Acknowledging that the large amount of misleading information contributed to making the use of air transport less and less attractive. A way must be found to change this perception through a communications strategy based on scientific data, and involving stakeholders.
- c) Economic impact on stakeholders, and how it was transferred to other sectors within the aviation system and others, such as tourism.
- d) The economic impact will persist for some time, due to global economic slowdown.
- e) A digital world will prevail, which we must see not as a threat, but as an opportunity.
- f) Widespread exchange of opinions about the post-pandemic era, which will set trends that will need to be used in favour of air transport, such as aviation and the environment. These trends must be identified, along with their variables, so that they can be reinforced or mitigated, and actions proposed in a collaborative manner.

3.4.2 Colombia considered that these variables should be taken into account in a regional analysis of the trends that required some action from the authorities and of the risks that needed to be identified and mitigated.

3.4.3 Venezuela highlighted the variable related to user confidence in air transport. It also noted that the consistent and viable biosafety programme for civil aviation should be designed in such a way as not to become a burden for the user alone, since this issue required a sharing of responsibilities, involving all stakeholders who used or provided services.

3.4.4 The Meeting took note of the comments, and requested the Regional Office to consider this feedback in future revisions of the strategic framework and its activities, especially considering user confidence and the burden that these measures would place on stakeholders. This task could be referred to the Strategic Group.

### 3.5 **Key role of multilateral banks in the strategic framework for the recovery of international air transport in the SAM Region in response to COVID-19 / presented by Colombia**

3.5.1 The Meeting then reviewed WP/11 presented by Colombia on a proposal to recognise the importance of international banks in the development of aviation and the advantages of assistance and continuous support, giving examples of various institutions, such as the World Bank, the International Finance Corporation (IFC), the Inter-American Development Bank (IDB), among others, and their roles. The paper also noted that the loan structuring process or innovative financing schemes started with a contact between the representatives of the lender and the borrower to discuss visions and to design a regional programme or project taking into account the needs of the sector, which could be one of the activities of the strategic framework. This regional programme or project could be used to have further discussions with multilateral banks to improve the initial document and arrive at a concrete proposal for the recovery of the sector, under the leadership of ICAO and with the mandate of the SAM civil aviation general directors, starting with an initial outreach meeting.

3.5.2 The Meeting agreed with the proposed initiative and instructed the Regional Office to initiate actions for its implementation with the support of Colombia and LACAC.

#### c) **Progress report on strategic framework activities**

- WP/04 - Progress on the "Communications Plan" activity (presented by the Secretariat)
- WP/05 - Progress on the "Safety Risk Map" activity (presented by the Secretariat)
- WP/07 - Dashboard on regional plans (presented by the Secretariat)

### 3.6 **Communications plan for the Strategic Framework for the recovery of international air transport in the SAM Region in response to the COVID-19 crisis**

3.6.1 The Meeting took note of the progress made on the Communications Plan (WP/04) as one of the key activities identified during the meetings of the Strategic Framework Task Force and the first virtual meeting of civil aviation general directors. It was noted that consideration should be given to all stakeholders involved in the recovery strategy, including not only the air transport sector, but also other sectors such as health, tourism and other government entities and organisations involved in the reactivation of air transport in the SAM Region.

3.6.2 The Regional Director reminded the Meeting that the objective of the Communications Plan was to ensure effective communication of information related to the Strategic Recovery Framework, helping to reduce the level of uncertainty among all stakeholders, including passengers, crews, and organisations involved in aviation activities.

3.6.3 During the presentation of WP/04, the Secretariat described the process of development of the Communications Plan, where an initial proposal had been presented at the second meeting of the working group, and submitted for consultation within the draft Strategic Framework for the recovery of aviation in the SAM Region.

3.6.4 The Secretariat reported that, as part of the consultation process, several comments to improve the Communications Plan had been received, underlining the comments made by the Colombian authority and other SAM States, which would reinforce the document in the new version being prepared by the Secretariat.

3.6.5 The Secretariat noted that, as part of the communications strategy related to the Communications Plan, the SAM Regional Office website had been updated to facilitate access to information, simplifying the categories of the material available on the site. Also, the new interface gave more visibility to access to the Strategic Framework, information on COVID-19-related meetings, health protocols, resources developed by the SRVSOP and the interactive map containing important information on COVID-19 in each SAM State.

3.6.6 The Secretariat highlighted the importance of establishing a joint work strategy with civil aviation authorities of the SAM Region and other stakeholders for the exchange of information related to the Strategic Framework for the recovery of air transport in the SAM Region.

3.6.7 The Meeting thanked the Regional Office for drafting of the Communications Plan and for the comments made on the document, and reiterated its support to all activities related to the Strategic Framework for the recovery of air transport, including the Communications Plan, as a key initiative to regain the confidence of air transport users. The Meeting adopted the recommendation for States to designate their communications focal points, in response to State Letter (LC 4/1 - SA162 of 12 May 2020) for the establishment, in coordination with the SAM Regional Office, of a single communication strategy for the reactivation of air transport in the SAM Region, in accordance with the Strategic Framework and Communications Plan.

### 3.7 **Progress on the "Safety Risk Map" activity**

3.7.1 Under this agenda item, the Meeting took note, through WP/05 presented by the Secretariat, of ICAO Secretary General State letter AN 11/55-20/50 of 3 April 2020, on the urgent need to reduce the risks posed by the spread of COVID-19 through air transport, while maintaining essential air transport operations and ensuring an orderly return to normal activities in due course.

3.7.2 The Secretary General also encouraged States to be flexible in maintaining the validity of certificates, licenses and other approvals during the COVID-19 pandemic, while observing their obligations under the Convention on International Civil Aviation.

3.7.3 In this context, SAM States analysed the need to establish a strategic framework to prepare their authorities and service providers for the reopening of air operations as one of the key elements in the recovery and financial sustainability of civil aviation systems of the States.

### 3.8 **Risk management as a result of operational changes**

3.8.1 With regard to *risk management as a result of operational changes*, the Meeting considered that it was clear that many changes had occurred within the civil aviation systems of States as a result of the pandemic, and that no operation should be undertaken until all the identified safety risks had been assessed. In this regard, the SAM Regional Office, together with Headquarters and the SRVSOP, were

participating in the following activities that had enabled progress to be made on the safety risk map of the SAM Region:

#### **Notification of temporary differences in the COVID-19 CRD/EFOD subsystem**

3.8.1.1 The Meeting noted that, ten (10) of thirteen (13) SAM States had notified differences, with Guyana, Panama and Suriname still pending notification.

#### **Publication of ICAO Quick Reference Guides (QRGs)**

3.8.1.2 To assist in the implementation and management of temporary differences, ICAO, with the support of various panels, study groups and other industry panels, had issued fourteen (14) QRGs, shown in **Appendix A** to this part of the report.

#### **Participation of the SAM Regional Office and SRVSOP in the analysis of QRGs**

3.8.1.3 The Meeting noted that the SAM Regional Office and the SRVSOP were actively participating in the analysis and development of ICAO airworthiness (AIR) and operations (OPS) QRGs, providing comments and identifying issues driving the development of guidelines by the panels, study groups and industry specialists.

#### **3.9 Development of guidance material by the SRVSOP on risk management and temporary exemptions**

3.9.1 To support its States in risk management and temporary exemptions, the SRVSOP was developing guidance handbooks for civil aviation authorities and advisory circulars (CA) for the industry. This guidance material also elaborated on the content of QRGs and provided a framework for States to manage safety risks during the pandemic, prior to, and at the start of, normal operations. A list of documents developed by the SRVSOP is provided in **Appendix B** to this part of the report.

3.9.2 The Meeting took note of the information presented, and requested Guyana, Panama and Suriname to notify their differences and acknowledge the differences of other States, in order to eliminate regulatory uncertainty. It also requested SAM States to permit the participation of their experts in the development of COVID-19 guidance material, to implement the material contained in guidance handbooks and advisory circulars in preparation for the resumption of operations, and to promote the orderly and safe return of air operations, where appropriate.

3.9.3 The Meeting agreed with the recommendations of WP/05 to support the SRVSOP in the development of guidance material, considering safety as the lifeline of civil aviation not to be overlooked, while requesting the strengthening of on-line training and the identification of remote oversight and monitoring schemes to improve safety control.

#### **3.10 Dashboard of SAM States regional plans**

3.10.1 Under this agenda item, the Secretariat presented WP/07 - Dashboard of Regional Plans, noting that SAM States had at their disposal a centre for monitoring recovery plans drafted by States to address the COVID-19 contingency. It was noted that this information could be used to enable the continuation and/or restart of air operations in the Region in a safe, reliable and orderly manner, all this with the purpose of increasing the confidence of the aviation industry stakeholders.

3.10.2 States were encouraged to designate a State communications liaison tasked with validating the information collected by the ICAO SAM Regional Office and that would be made available to States on the COVID-19 site of the ICAO SAM website, as requested by the aforementioned State letter.

3.10.3 The CAAs were also encouraged to consider the creation of a specific address within their websites, where specifications for the reactivation of national and international operations, requirements, forms, etc., would be included, when available, for their inclusion in the interactive map.

3.10.4 The Secretariat described the interactive map on the dashboard, and identified the sources of the information so far made available to SAM States. The Meeting recognised the importance of the proposals made in this working paper, as well as the compilation of the plans of SAM States, and proposed that this information be used in the establishment of health air corridors in order to make air operations between SAM States feasible from a biosecurity point of view and to verify the compatibility of the measures adopted. Similarly, it was requested that references to Wikipedia be removed as they could contain editable and unofficial information.

**APPENDIX A****QUICK REFERENCE GUIDES (QRGS) DEVELOPED BY ICAO****Personnel licensing (PEL) / Aeronautical medicine (MED)**

1. Flight crew license and rating validity extension **v1.0**
2. Medical assessment – Certificate validity extension **v1.0**

**Operation of aircraft (OPS)**

3. Recent experience requirements – pilot-in-command, co-pilot and cruise relief pilot **v2.0**
4. Helicopter recent experience – Pilot-In-Command Operational Qualification **v1.0**
5. Aeroplane recent experience - Pilot - In - Command area, route and aerodrome (ARA) qualifications **v1.0**
6. Pilots proficiency checks **v1.0**
7. Variations to existing flight and duty time limitations **v1.0**
8. Flight crew member training programmes **v1.0**
9. Minimum cabin crew requirements when transporting cargo in the passenger cabin **v1.0**
10. Cabin crew recurrent training requirements **v1.0**
11. Recurrent dangerous goods training **v1.0**

**Air Navigation Services (ANS)**

12. ATCO recency requirement extension **v1.0**
  13. ATCO training alleviation as a consequence of COVID-19 spread **v1.1**
  14. Periodicity of flight inspection of radio navigation aids **v1.0**
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**APPENDIX B****GUIDANCE MATERIAL DEVELOPED BY THE SRVSOP****Guidance handbooks**

1. Guidance handbook for the analysis and management of risks applicable to the extension of the expiration of the aeronautical medical certificate (CMA) by COVID-19;
2. Guidance handbook for the analysis and management of risks applicable to the extension of the expiration of the certificate of airworthiness (CofA) by COVID-19;
3. Guidance handbook for the analysis and management of risks applicable to the extension of the expiration of the certificate of an approved maintenance organization (OMA) LAR 145 by COVID-19; and
4. Guidance handbook for the analysis and management of the risks applicable to the issuance of exemptions to air operators by COVID-19

**Model of advisories circulars**

1. Model advisory circular (CA) to maintain airworthiness while protecting maintenance personnel

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**Agenda Item 4: Other business**

4. Under this agenda item, the following working and information papers were presented:

- WP/12 – Procedure for Repatriation Flights during the COVID-19 Pandemic (presented by the Bolivarian Republic of Venezuela)
- WP/15 – Isolation Capsule for the Transfer of Passengers with Suspected Infection by COVID-19 (presented by the Bolivarian Republic of Venezuela)
- IP/02 - Measures adopted by the State of Venezuela for COVID-19: “Contingency Plan for Air Traffic Management (ATM) in the Event of Public Health Emergency of International Importance in and around ATM Facilities” (presented by the Bolivarian Republic of Venezuela)

**Procedure for Repatriation Flights during the COVID-19 Pandemic**

4.1 The Meeting took note of the information presented in WP/12 regarding the repatriation flights during the COVID-19 pandemic.

**Isolation Capsule for the Transfer of Passengers with Suspected Infection by COVID-19**

4.2 The Meeting was informed on an innovative initiative for the development of an alternate biosecurity model, which assures the transport of passengers in an Isolation Capsule in cases of suspect of COVID-19.

4.3 In this regard, the Regional Director proposed that the initiative could be addressed in the Strategic Group, in order to be discussed in more detail. This initiative includes new elements, which would be good to discuss regarding the viability, sustainability and responsibilities in this process, to be assessed with other initiatives or similar activities by the focal points of the Group.

**Measures adopted by the State of Venezuela for COVID-19: “Contingency Plan for Air Traffic Management (ATM) in the Event of Public Health Emergency of International Importance in and around ATM Facilities”**

4.4 Venezuela presented information about their ATM Contingency Plan, indicating that they are maintaining without interruption the provision of air navigation services, considering the facilities for flights in technical or emergency stopovers, repatriation and humanitarian flights. In this regard, Venezuela has arranged measures to ensure the health of the technical and operative personnel.