



**INTERNATIONAL CIVIL AVIATION ORGANIZATION**

**South American Regional Office**

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

**REPORT**

**(11 August 2021)**

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## HISTORY OF THE MEETING

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

The Fifth Virtual Meeting of Civil Aviation General Directors of the South American Region on the Response to COVID-19 was carried out on 11 August 2021, at 09.00hs, Lima (GMT-5).

### ii-2 MESSAGE OF ICAO SECRETARY GENERAL, MR. JUAN CARLOS SALAZAR

Mr. Juan Carlos Salazar, ICAO Secretary General, expressed his appreciation to Mr. Fabio Rabbani, Regional Director of the South American Office, for convening this virtual meeting, the first since he started his tasks as new Secretary General of the Organization.

He stressed that one of the main objectives of the Meeting was to analyze the achievements reached to date and, at the same time, recognize the challenges that this pandemic continues to impose on the civil aviation system, particularly in the South American Region. In addition, he highlighted the need to identify opportunities to innovate and improve aviation safety, provide more efficient air navigation services and explore new ways to optimize aviation safety and facilitation in this context of recovery.

On behalf of ICAO, he thanked the governments of Qatar and Saudi Arabia for funding a project to apply the OECD methodology for measuring the good governance of regulators in more than 30 regulators in the CAR and SAM regions.

Finally, he invited States to a crucial event: the High-Level Conference on COVID-19 convened by ICAO for next October. He urged them to actively participate in this historic conference and also to encourage their ministers to attend. This will allow us to jointly identify and then implement the best ways to ensure that our aviation sector recovers and "builds back better," and to further strengthen our collective effort to harmonize the actions we take, through more effective implementation of CART recommendations and related risk management strategies.

### ii-3 OPENING OF THE VIRTUAL MEETING

Mr. Fabio Rabbani, SAM Office Regional Director, thanked the Secretary General for attending the meeting and for his opening remarks to the participants. He summarized the need to strengthen the resilience and efficiency of the sector, as well as to invite all States to participate actively and effectively with the presence of their Ministers at the HLCC conference.

#### *Argentina*

The Administrator of ANAC Argentina, Ms. Paola Tamburelli, welcomed the new ICAO Secretary General and thanked the SAM Regional Office for its work. She restated the message that "we are not alone" and that we must always seek to improve the joint work of all Member States to share our skies and ensure a safe and efficient sky for everyone. She highlighted the resource needs in the context of COVID, but emphasized the work and main mission of the authorities to preserve the lives of aeronautical workers and the traveling public. She said goodbye reinforcing the idea that we have great challenges, but together we will be able to work in this harmonized aeronautical recovery.

*Brazil*

The Director-President of ANAC of Brazil, Mr. Juliano Noman, began his speech by greeting the new Secretary General and placing the State of Brazil at his disposal for any effort that ICAO may require.

*Colombia*

The Director General of the Civil Aviation Authority (UAEAC) of Colombia, Dr. Jair Orlando Fajardo, began his speech by greeting the States and the new Secretary General. He asked the Secretary for his support for the Region and emphasized a warm greeting to the former Director of the UAEAC, now Secretary General of ICAO. He took the opportunity to invite the States to the ICAO Air Services Negotiation event (ICAN 2021), to be held in Medellin, Colombia, from 6 to 10 December of this year (<https://www.icao.int/Meetings/ICAN2021/Pages/default.aspx>).

*Panama*

The Director General of the Civil Aviation of Panama, Cap. Gustavo Pérez, congratulated the new Secretary General in the beginning of his administration, and emphasized the importance of international civil aviation in these difficult times, highlighting the challenge ahead for States and ICAO.

*United States (FAA)*

Mr. Nick Reyes of the United States' FAA joined the rest of the States in greeting and welcoming the new ICAO Secretary General. He emphasized the words of the Secretary General and the SAM Regional Director regarding the resources and budgets necessary for the aviation sector and its recovery, especially in the current uncertainty. It is important to organize a regional strategy to address the loss of resources (human and financial) so that the States can help each other more. He expressed the need for the CAR/SAM States and the FAA to mutually analyze how they can contribute to overcome this crisis. He acknowledged that this has already begun with the Caribbean States and will begin with South America the following week. He took the opportunity to announce the new position of Mr. Giles Strickler, who will be in charge of the FAA's regional efforts.

*Bolivia*

The Executive Director of the DGCA of Bolivia, Gen. AF Celier Arispe Rosas, began by greeting the Secretariat and the States, especially the new Secretary General Mr. Juan Carlos Salazar, Mr. Fabio Rabbani and the Directors General, his colleagues in the Region. He emphasized that the Bolivian State, through the DGAC, will give its full support to the work to be carried out by the new Secretary General in ICAO. He indicated that it is our task to resume the aviation activities, looking for strategies, the way to have the best human talent to face this challenge.

*Venezuela*

The President of INAC of the Bolivarian Republic of Venezuela, M/G Juan Manuel Teixeira Díaz, cordially greeted all the participants and congratulated on behalf of all INAC staff the new Secretary General and the Secretariat, that have implemented virtual activities to support recovery. He stressed that, despite the efforts to combat the pandemic, the numbers are not improving, so it is important to continue reducing the transport of infected persons, applying security protocols in the States. He highlighted that, out of every 100 passengers entering Venezuela, only 0.7 enter infected. He indicated that, in order to encourage air transport, the Executive has instructed the reduction of tariffs and aeronautical

rights for overflights and radio aids, as well as discounts in aviation fuel. He emphasized that in last July they reactivated national aviation and in October they will reactivate general aviation, taking into consideration the measures to do it in a safe way. He concluded expressing his State's willingness and commitment to continue collaborating and facilitating regional integration.

#### *Chile*

The Director of the DGAC of Chile, Air Brigadier General Raúl Jorquera Conrads, began his speech by greeting all the participants. He expressed his deep congratulations and recognition to the new Secretary General, reinforcing his support in this context.

#### *Uruguay*

The National Director of DINACIA of Uruguay, Brig. Gen. (A) Gaetano Battagliese, congratulated the new Secretary General, emphasizing that a Latin American in this position will have a great impact in the Region. Regarding the recovery of aviation, he highlighted the work being done with the Regional Office.

#### *Guyana*

The Director of the Civil Aviation Authority of Guyana, Lt. Cel. Egbert Field, began by congratulating the new Secretary General and noted that he is leading us through very difficult times, but that he can always count on Guyana's support. He emphasized that they rely heavily on ICAO to provide that leadership with innovative initiatives.

#### *Paraguay*

The President of DINAC of Paraguay, Mr. Félix Masao Kanazawa, greeted the new Secretary General and highlighted the work of the Regional Office under the leadership of Mr. Fabio Rabbani. He indicated that he sees a glimmer of hope with all the work being carried out by ICAO to harmonize recovery measures. He indicated that the new conference is an event of great importance to take these measures to a global level, which will benefit the Industry and the States.

#### *Suriname*

The Director of the Civil Aviation Safety Authority of Suriname, Mr. Brian De Souza, expressed his congratulations to Mr. Salazar on his appointment. He stressed that despite the impact of COVID, it is now imperative to share information to facilitate regional recovery.

#### *ICAO Secretary General*

The Secretary General thanked all colleagues Directors of Civil Aviation for their words of encouragement. He emphasized that they may rest assured that the doors of the ICAO Secretariat are always open.

**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. He presented the proposed conclusion. The detail of this conclusion is presented in section ii-8 of this part of the report.

The conclusion proposes an alignment of the States in accordance with its Appendix A, which for ease of reading is also included in section ii-8 of this part of the report.

**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: Preparation of the SAM region for HLCC 2021**
- Agenda Item 2: Innovation in aspects of Operational Safety, Capacity and Efficiency in the provision of services and navigation infrastructure in the framework of recovery**
- Agenda Item 3: Innovation in Aviation Facilitation and Security aspects in the recovery framework**
- Agenda Item 4: Institutional strength to accompany innovation processes in aeronautical regulators in the post-COVID era**
- Agenda Item 5: Other business**

**ii-7 ATTENDANCE**

The Virtual Meeting was attended by twelve States of the SAM Region, one State of the NAM/CAR Region, as well as ten international organizations, totalizing 93 participants. La lista de participantes figura en la página iii.1.

ii-8

## LIST OF PROPOSED CONCLUSIONS

<b>CONCLUSION RV5 DGAC/01 – ADOPTION OF REGIONAL STRATEGIC GUIDELINES IN THE FRAMEWORK OF THE PREPARATION FOR THE HLCC 2021 AND THE RECOVERY AND CREATION OF RESILIENCE IN AIR TRANSPORT</b>	
<p><b>That:</b></p> <p>1) The Fifth Virtual Meeting of Directors General of Civil Aviation of the SAM Region on the Response to COVID-19, agrees on the strategic guidelines in the <b>Appendix A</b> for:</p> <p style="margin-left: 40px;">a) the development of speeches by State’s Ministers in the High Level COVID-19 Conference (HLCC 2021);</p> <p style="margin-left: 40px;">b) the discussions carried out by SAM States during the HLCC 2021;</p> <p style="margin-left: 40px;">c) the strategic planning of Civil Aviation Authorities and ICAO South American Regional Office, within the framework of the recovery process and the creation of resilience in air transport; and</p> <p>2) ICAO South American Regional Office to continue coordinating and informing on the agreements reached in this Meeting in preparation for the HLCC.</p>	<p><b>Expected Impact:</b></p> <p><input checked="" type="checkbox"/> Political / Global</p> <p><input type="checkbox"/> Inter-regional</p> <p><input checked="" type="checkbox"/> Economico</p> <p><input checked="" type="checkbox"/> Environmental</p> <p><input checked="" type="checkbox"/> Technical/Operational</p>
<p><b>Why:</b></p> <p>To enable the decision making of the HLCC 2021 and align strategies in the planning for the recovery and creation of resilience in air transport.</p>	
<p><b>When:</b></p> <p>Before HLCC 2021</p>	<p><b>Status:</b></p> <p>To be considered and adopted by the Fifth Virtual Meeting of Directors General of Civil Aviation of the SAM Region on the Response to COVID-19.</p>
<p><b>Who:</b> SAM Region Civil Aviation Authorities.</p>	

## APPENDIX A

### REGIONAL STRATEGIC GUIDELINES IN THE FRAMEWORK OF THE PREPARATION FOR THE HLCC 2021 AND THE RECOVERY AND CREATION OF RESILIENCE IN AIR TRANSPORT

#### Cross-cutting issues

- Strengthen the facilitating and articulating role of the CAAs, both nationally and internationally, being sensitive to the reactivation needs of the aeronautical industry.
- SAM States will continue reporting to the CRRIC their progress in adopting the Recommendations and the implementing of the sanitary measures from the CART.
- Adoption of an adjustable, harmonized and non-discriminatory risk management, based on scientific evidence (following CART and WHO recommendations)
- Promote the interoperability and non-discrimination in the international civil aviation system of vaccine/tests certificates.
- Fair competition and non-discrimination to operators (air carriers) in any State measure to prevent the transmission of COVID-19 that are required for international air transport operations.
- Promote inter-sectoral communication of measures to prevent COVID-19 at the government level.
- Request that ICAO provide guidance on the recognition of the equivalence of security measures between States to implement the One Stop Security (OSS) arrangements for the establishment of a multilateral arrangement for the recognition of Regional equivalence between interested States of the SAM Region and other ICAO Regions.
- Support to the initiatives to establish Public Health Corridors - PHC
- Encourage the digitalization for data Exchange and enable seamless, non-contact processes during the COVID-19 pandemic and beyond (Visible Digital Seals).

#### AVSEC/FAL

- Effectively adopt the National Air Transportation Facilitation Program (NATFP).
- Strengthen the role of the Air Transport Facilitation Committees (NATFC) or equivalent committees.
- Encourage Civil Aviation Authorities to update their organizational charts and develop training programs for facilitation experts.
- States should review their current legal approach and compliance measures regarding unruly and disruptive passengers in order to assess whether they are effective and meet the purpose. (Strengthening of measures)
- Actively participate in CAPSCA to develop strategies to implement the recommendations of both the CART and of the Public Health Authorities.

#### Safety

- Strengthen and continue supporting the effective implementation of the State Safety Program (SSP) as key processes of recovery and sustainability of the Civil Aviation Authorities.
- Sensitize the HLCC about ICAO training needed by the States.
- Continue implementing risk-based processes that generate greater efficiency in CAAs with a lower impact on costs to service providers, for example:
  - SMS safety management processes
  - Risk-based surveillance
  - Runway Safety Teams
  - Recognition of multinational certifications from SRVSOP.
- Continue promoting the certification of aerodromes as a key element in strengthening operational safety.

**Air Navigation**

- Facilitate vaccination of ATC personnel and personnel from essential air navigation services area, supporting the operation of the international civil aviation system.
- Enabling ATC facilities to reduce distancing measures and allow ATS services to absorb the demand once COVID-19 restrictions are lifted.
- Review effectiveness and update of operational recovery plans (Contingency Plan).
- Support the preparation of Volume III of the CAR / SAM Regional Air Navigation Plan to optimize the planning and implementation of air navigation services and infrastructure, with a cost-efficient focus and emphasis in the use of key performance indicators (KPIs).
- Foster KPI management for the execution of the National Air navigation Plans Effective use of key performance indicators (KPIs) from National air navigation plans, in order to inefficiencies in the air navigation services and infrastructure, for the implementation of short-term solutions, without additional investment.
- Application of the principles of ICAO Document 9082 for the collaborative setting of charges for air navigation services and infrastructure.
- Improve internal and external communication in the event of interruptions in air navigation services.

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**LIST OF PARTICIPANTS****ARGENTINA**

1. Paola Tamburelli
2. Florencia Dovichi
3. Gabriela Logatto

**BOLIVIA**

4. Celier Arispe Rosas
5. Alejandra Cortéz
6. Sergio Miranda

**BRAZIL**

7. Juliano Alcántara Noman
8. Marcela Anselmi
9. Diego José Pereira da Silva
10. Astor Neto
11. Marcio Bruno Bonotto
12. Eduardo Miguel Soares
13. Jorge Avila
14. Rafael Botelho Faria

**CHILE**

15. Raúl Jorquera
16. Arnaldo Passalacqua
17. Alfredo Castillo
18. Claudio Pandolfi
19. Paula Marinkovic
20. Martín Mackenna
21. Juan Carlos Casanova
22. David Dueñas

**COLOMBIA**

23. Jair Orlando Fajardo
24. Francisco Ospina Ramírez
25. Claudia Olarte
26. Jazmin Alexandra Palomino Pineda
27. María Diaz
28. Daniela Rodríguez

**ECUADOR**

29. Oswaldo Ramos

**GUYANA**

30. Egbert Field

**PANAMA**

31. Gustavo Pérez Morales

**PARAGUAY**

32. Félix Kanazawa Makino
33. José Luis Chaves
34. Tomás Yentzch Irala
35. Gustavo Sandoval
36. Guillermo Bonetto
37. María Liz Viveros de Bazán
38. Hernán Colman
39. Raquel Guastella

**SURINAME**

40. Brian de Souza

**UNITED STATES**

41. Nicholas Reyes
42. Claudio Bartolucci
43. Stephanie Braxton

**URUGUAY**

44. Gaetano Battagliese
45. Virginia Silvera

**VENEZUELA**

46. Juan Manuel Teixeira
47. Daniela Caraballo
48. Lenin Sequeira

**ACI-LAC**

49. Rafael Echevarne

**ALTA**

50. José Ricardo Botelho

51. Gonzalo Yelpo

52. Virginio Corrieri

**BOEING**

53. Paulo Monteiro

**CANSO**

54. Javier Vanegas

**IATA**

55. Jose Antonio Ruiz

56. Alejandro Restrepo

57. Michelle Vilchez

58. Lars Pottgiesser

**IBAC**

59. Andreas Meyer

**IFALPA**

60. Diana Martínez

**ITAHSA**

61. Joaquín Ramírez Reyes

**LACAC**

62. Jaime Binder

**WMO**

63. Roberta Andraghetti

**ICAO SECRETARIAT**

64. Juan Carlos Salazar

65. Stephen Creamer

66. Mohamed Rama

67. Jorge Vargas

68. Melvin Cintron

69. Fabio Rabbani

70. Oscar Quesada

71. Javier Lopez Gonzalez

72. Guillermo Iovino

73. Mekki Lahlou

74. Marcelo Ureña

75. Verónica Chávez

76. Pablo Lampariello

77. Fabio Salvatierra

78. Fernando Hermoza

79. Javier Puente

80. Leonardo Boszczowski

81. María del Pilar Ariza

82. Roberto Sosa

83. Fernando Coelho

84. Doaldo Navai Junior

85. Daniel Barafani

86. Thiago Lirio

87. Ana María Díaz

88. Jorge Barrios

89. Valeria Ramos

90. José Peña

91. Roberto Arca

92. Pedro Avella

93. Arturo Martínez

**Agenda Item 1: Preparation of the SAM region for HLCC 2021**

1.1 Under this agenda item, the following working papers and presentation were displayed:

- WP/02 – Follow up on conclusions of previous RV4DGAC and GESAM7, *Presented by the Secretariat*
- WP/03 – CRRIC Status in the SAM Region, *Presented by the Secretariat/05 -*
- WP/05 – Measures and Challenges faced during the Recovery of Air Transport – *Presented by Brazil*
- P/01 – Preparation for HLCC 2021, *Presented by the Secretariat*

***WP/02 – Follow up on conclusions of previous RV4DGAC and GESAM7***

1.2 WP/02 provides a summary of on the status of the conclusions of the past Virtual Meeting of Directors General of Civil Aviation and the Virtual Meeting of the Strategic Group in response to COVID-19 of the SAM Region.

1.3 The presentation of the working paper made special emphasis on conclusions GESAM7/01 and GESAM7/02 promoted by the Seventh Meeting of the SAM Strategic Group in response to COVID-19, which summarize that the State Focal Points should consider among the topics that could be addressed by their Ministers during the HLCC 2021 Conference, the working papers related to *Elements to take into account for the future integration of the SSPIA assessments with the traditional USOAP CMA assessments* and the one related to SSP implementation as a tool to support recovery efforts.

1.4 The Meeting took note of the contents of WP/02 for la formulation of the final conclusions of the Meeting.

***WP/03 – CRRIC Status in the SAM Region***

1.5 WP/03 presented the progress on the level of adoption of the CART Phase III Recommendations and Health Measures; reminding the attendees that the new edition of CART complemented the multilayer risk management strategy with considerations on testing protocols and proof-of-results certification interoperability, as well as guidance on vaccination for crew; guidance on public health corridors (PHCs), the use of appropriate masks for air travel, and the revision of the Manual on Testing and Cross-Border Risk Management Measures (Doc. 10152).

1.6 The Meeting took note of the information on the progress in the adoption of the CART Phase III recommendations, which based on the collaborative work between the States of the SAM Region allowed the progress in the adoption of the Recommendations and Sanitary Measures to be one of the best among all ICAO regions; however, attendees were also reminded that some gaps in adoption were still identified and it was important to work on reducing the gap to support the process of recovery and resilience of aviation at the regional level.

1.7 Finally, WP/03 reminded the attendees that CRRIC is the platform for reporting the adoption of Recommendations and Health Measures and that it is essential that States complete and keep updated the information in CRRIC, mainly related to the reporting of the adoption of recommendations and health measures.

***WP/05 – Measures and Challenges faced during the Recovery of Air Transport (Brazil)***

1.8 Working paper WP/05 presented for the consideration of the Directors General of Civil Aviation of the SAM Region two of the major challenges that, from Brazil's point of view, air transport will face in its recovery process from the current crisis. These challenges will surely be discussed during the ICAO High Level Conference on COVID 19 and will require the coordinated positioning of our Region, especially considering the strong impact of the crisis on Latin American aviation.

1.9 Health measures, although necessary for the prevention, containment and management of cases of COVID 19 infection, should be based on scientific evidence and applied proportionally to the epidemiological risk identified in the countries of origin. In addition, as vaccination progresses in the countries, it is necessary to ensure the interoperability of digital systems containing passenger health information, with a view to facilitating international air transport. In summary, it is necessary that States and industry adopt coherent and effective pandemic control measures, while enabling the safe and efficient resumption of air operations.

1.10 Finally, the Meeting took note of the suggestions of Brazil to take advantage of this moment of recovery of the sector to reinforce the basic principles that have allowed the sustainable development of the aviation industry and that are preserved in the Chicago Convention, that is, fair competition and non-discrimination. In addition, to promote, in coordination with the health bodies of its States, the adoption of risk management that is adaptive and non-discriminatory, with harmonized practices and based on scientific evidence to the greatest extent possible, also ensuring the interoperability of vaccination certificate control and testing systems. Recognize the important role of fair competition and non-discrimination for the sustainable development of aviation in our Region, as well as to recognize the importance of non-discrimination of vaccines when required as a condition for entry into the countries; and reach a common position of the region during the Ministerial Plenary of the High Level Conference on COVID-19.

***P/01 – Preparations for HLCC 2021***

1.11 ICAO Secretariat made a presentation about an update of the preparations for the High Level Conference on COVID-19 (HLCC), October 2021.

1.12 The High-Level Conference on COVID-19 (HLCC 2021) will be held from 12 to 22 October 2021. The Conference, under the proposed theme of "One Vision for Aviation Recovery, Resilience and Sustainability beyond the Global Pandemic" aims to reach global consensus on a multilateral approach, supported by the political will and commitments of States, to enable the safe and efficient recovery of aviation from the COVID-19 crisis and building a foundation to strengthen resilience in aviation and make it more sustainable in the future.

1.13 It was explained that the Conference consists of the plenary sessions (opening, three Ministerial and closing) and two technical streams, i.e. Safety and Facilitation. The Conference is expected to agree on a package of the following deliverables: a) Chair's Summary, which provides an overview of the decisions at Ministerial Plenary (round tables I and II on 12 and 13 October); b) reports containing conclusions and recommendations by the Safety and Facilitation Streams within the scope of their respective agenda; and c) Declaration of the Conference, which will be adopted at the closing Ministerial Plenary on 22 October 2021.

1.14 In addition, it was informed that further information, including guides on how to submit working papers, etc., can be found on the Conference portal prepared by ICAO, which can be accessed at [High-level Conference on COVID-19 \(icao.int\)](https://www.icao.int/High-level%20Conference%20on%20COVID-19).

1.15 Those delegations whose Ministers or Vice-Ministers wish to participate in the ministerial plenaries are required to inform the Secretariat separately at [hlcc@icao.int](mailto:hlcc@icao.int) not later than 1<sup>st</sup> October 2021.

1.16 A schedule of activities and working papers in preparation for the HLCC was presented, all of which are available in the event's website.

**Agenda Item 2: Innovation in aspects of Operational Safety, Capacity and Efficiency in the provision of services and navigation infrastructure in the framework of recovery**

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

- WP/04 – Importance of the SSP in the future processes of Aviation Recovery and CAAs Sustainability, *Presented by the Secretariat*
- WP/06 – Safeguarding the Safety of Flight during/post Pandemic, *Presented by IATA*
- WP/13 – Relevant Safety, Security and Air Navigation Implementation matters, *Presented by IATA*
- IP/02 – Working Papers to be presented by the SAM Region to the High Level Conference on COVID-19 (HLCC 2021) under the Safety Stream, *Presented by the Secretariat*
- IP/04- Aerodrome Certification Implementation as a Measure to increase efficiencies in the States' Safety Management, *Presented by the Secretariat*
- IP/05 – Benefits of the Harmonization of Latin American Aeronautical Regulations (LAR) in a Post-COVID environment, *Presented by the Secretariat*
- IP/09 – Drafting of CAR/SAM Regional Air Navigation Plan, Volume III, and its benefits to the Management of Air Navigation Services and Infrastructure Planning, *Presented by the Secretariat*
- IP/10 – Reporting the deficient operation of Air Navigation Service Provision Centres, *Presented by the Secretariat*

**WP/04 - Importance of the SSP in the future processes of Aviation Recovery and CAAs Sustainability**

2.2 Working paper WP/04 presented by ICAO Secretariat presented to the Directors General of Civil Aviation of the South American Region the benefits of SSP implementation in States, especially those with significant resource constraints due to the COVID-19 pandemic, through an improved risk-based safety management, that leads to greater efficiencies and thus lower costs for the civil aviation system and administrations.

2.3 After the strong impact on the finances of States and Civil Aviation Authorities due to the COVID-19 pandemic, such as: loss and/or reduction of personnel, reduction of financial resources, among others, it is necessary for States to seek alternatives to do "more with less", looking for those efficiencies that can achieve the expected result without undermining the quality and safety levels expected. This working paper calls on the CAAs to seek in the implementation of the SSP an alternative to work more efficiently and effectively in the management of operational safety at the State level.

2.4 Finally, the note indicates that this implementation will allow: taking advantage of the economic, efficiency and safety benefits offered by the program, once it has been implemented; significantly improving safety, increasing effective implementation (EI) rates and decreasing accident rates in all aviation sectors of each State; and reaching the goals of the GASP, SAMSP and NASPs of the States.

2.5 Venezuela highlighted the importance of the working paper and the implementation of the SSP, as well as some progress made by the State in the implementation of electronic tools for safety management and the implementation of new risk-based surveillance processes. The implementation of a national safety plan, based on ICAO's regional and global safety plans was also highlighted. Finally, they expressed their support to NE/04 and the proposed conclusion.

2.6 Paraguay congratulated the Secretariat for the paper and raised the importance of the SSP in the States and the implementation of this system as an innovative measure for safety management in the States. Finally, they supported the paper and the proposed conclusion.

2.7 Bolivia also highlighted the importance of the work of implementing the SSP in the States. It considered that the States should continue this work under the guidance of ICAO.

2.8 Finally, the Secretariat stressed its commitment with the States to make the SAM Region a leading Region and take advantage of the benefits of this implementation.

2.9 The Meeting took note of the Secretariat and the States comments and considered it appropriate to include the conclusion proposed in WP/04 as part of the Conclusion of the Meeting.

#### ***WP/06 – Safeguarding the Safety of Flight during/post Pandemic***

2.10 WP/06 presented some of the challenges related to the safe recovery of the aviation industry regarding the provision of enough staff to improve flight operations.

2.11 The varying traffic levels, changing conditions on the ground, and interactions between flight crew and air traffic control are essential to understand the stressing factors in the system and address them appropriately.

2.12 It is essential that States ensure alignment and harmonization in the dissemination of operational and critical information for safety and that service providers ensure adequate staffing.

2.13 The persistent impact of the COVID-19 pandemic on flight operations, airports and air traffic control (ATC) facilities, sometimes resulting in a reduction in the number of controllers or temporary closure, remains an obstacle to the safe recovery of the industry. As the delta variant of COVID-19 continues to affect the Region, the possible closure of the facilities, known as "ATC Zero events," will continue to affect flight operations.

2.14 The Secretariat noted that the work of the States in preparing Volume III of the CARSAM Regional Air Navigation Plan addresses much of what is expressed in the working paper.

2.15 Venezuela indicated the implementation of a contingency plan for ANS services since the beginning of the pandemic, in order to maintain operational safety and production of air navigation services at FIR Maiquetía. The State expressed its support to this paper.

2.16 On its side, CANSO thanked IATA for the paper, as well as for several initiatives of work between CANSO and IATA such as the direct routes, with large savings calculated in the first tests.

#### ***WP/13 – Relevant Safety, Security and Air Navigation Implementation matters (IATA)***

2.17 This working paper provided a high-level view of the air navigation capacity, cost efficiency, regulatory issues and staff preparedness vital for the recovery of air transport following the impact of COVID-19.

2.18 IATA in the paper recommended to apply greater diligence to ensure that the infrastructure, airspace, regulatory framework and resources have been assessed to ensure that appropriate measures are in place to support the increased demand during and after recovery. It also proposed to assess air navigation

capacity, efficiency, regulatory issues and personnel readiness through a collaborative approach to ensure that the air transportation system has the capacity to handle the increased demand.

2.19 With respect to both papers presented by IATA, the Secretariat highlighted the relevance of the issues presented in working paper WP/13, indicating the need to guarantee infrastructure without further increasing costs for operators severely hit by the pandemic. Implement best regulatory practices while avoiding barriers to the sector, applying ICAO recommendations on airport and air navigation service charges.

***List of information Papers presented under this agenda item***

*IP/02 – Working Papers to be presented by the SAM Region to the High Level Conference on COVID-19 (HLCC 2021) under the Safety Stream*

*IP/04- Aerodrome Certification Implementation as a Measure to increase efficiencies in the States' Safety Management*

*IP/05 – Benefits of the Harmonization of Latin American Aeronautical Regulations (LAR) in a Post-COVID environment*

*IP/09 – Drafting of CAR/SAM Regional Air Navigation Plan, Volume III, and its benefits to the Management of Air Navigation Services and Infrastructure Planning*

*IP/10 – Reporting the deficient operation of Air Navigation Service Provision Centres*

**Agenda Item 3: Innovation in Aviation Facilitation and Security aspects in the recovery framework**

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

- WP/07 – Facing COVID in the Aeronautical System, The Experience of Chile, *Presented by Chile*
- WP/08 – Recognition of Equivalence of Security Measures – One Stop Security (OSS) and Public Health Corridors (PHC), *Presented by Colombia*
- WP/10 – Exchange of Information on Laboratories authorized to apply PCR Tests, *Presented by Venezuela*
- WP/11 – Facilitation of Air Transport in the Context of COVID -19, *Presented by the Secretariat*
- WP/12 – Agreement on the Health Corridors in the SAM Region, *Presented by Bolivia*
- IP/06 – Unruly and Disruptive passenger incidents in the context of the COVID-19 Pandemic, *Presented by IATA*
- IP/07 – IATA Views on response to Pandemics and Public Health Emergencies, *Presented by IATA*
- IP/11 – New WHO guidelines on social and public health measures in the context of COVID-19, *Presented by the Secretariat*
- P/02 – Technical Considerations to implement a risk-based approach for international travel in the context of COVID-19, *Presented by WHO*
- P/03 – Update on ICAO Technical Cooperation activities, *Presented by the Secretariat*

***WP/07 - Facing COVID in the Aeronautical System, The Experience of Chile***

3.2 Working paper WP/07 presented Chile's experience in maintaining available aerodrome and AVSEC/FAL services for air cargo and people, to ensure the connectivity of the regions, mobility of its citizens, and to promote the resilience of the aeronautical system to face COVID-19.}

3.3 As any complex system, the measures adopted in Chile to promote the resilience of the aeronautical system in the aerodrome and AVSEC/FAL services in cargo and passengers at a given airport, are not the result of isolated decisions of the aeronautical authority, but the decisions coordinated with other government authorities. Thus, Chile presented how they have successfully implemented each and every one of the required coordination at different levels of action and areas of influence in the community that manages and implements pandemic control provisions.

3.4 The Secretariat commented that resilience comes from the lessons learned in these processes, as shown by Chile in its working paper. In addition, the importance that there is no single solution and much flexibility is required in their application. Finally, the Meeting took note of the paper presented by Chile.

***WP/08 – Recognition of Equivalence of Security Measures – One Stop Security (OSS) and Public Health Corridors (PHC) - Colombia***

3.5 The Meeting took note of working paper WP/08 presenting to the Meeting a proposal from the Colombia urging the States to establish a MoU related to Public Health or Sanitary Corridors - PHC,

aligned with the measures promulgated by the ICAO Council (CART) and by the World Health Organization - WHO aimed at the air transport sector.

3.6 In this regard, States should establish a common PHC Coordination Group (PHC-CG) composed of a multidisciplinary team (focal points) designated by each State; the focal points will coordinate with the local public health authority and serve as a key point of contact for the other State on issues related to the management and timely and accurate exchange of data on the public health situation.

3.7 The Secretariat supported the benefit of this approach, especially in the discussions with health authorities, as they are flexible and based on the level of risk identified. It was highlighted that the implementation of a One Stop Security (OSS) could also be beneficial, especially in a context where such measures would facilitate the safe transit of passengers.

#### ***WP/10 – Exchange of Information on Laboratories authorized to apply PCR Tests - Venezuela***

3.8 The Meeting took note of the proposal for the creation of communication and information exchange mechanisms at a regional level related to the laboratories authorized or certified by the States to perform PCR tests to diagnose COVID-19, which must be presented by passengers upon entry or exit from a State, in accordance with the requirements of the health authorities of the States that so require, in order to contribute to the unification of efforts and criteria for an effective border health risk management.

3.9 The Secretariat highlighted the importance of the principles of transparency and non-discrimination indicated in this paper.

#### ***WP/11 – Facilitation of Air Transport in the Context of COVID -19 - Secretariat***

3.10 Working paper WP/11 presented aspects on facilitation in the context of COVID-19 that are related to the recommendations in the reports of Phases I, II and III of ICAO Council Aviation Recovery Task Force (CART) and also in the agenda of the High Level Conference on COVID-19 (HLCC 2021).

3.11 The objective was to encourage the States of the Region to consider and promote facilitation in the framework of air transport and to participate in HLCC 2021 sharing their experiences and actions in the area of facilitation to confront the pandemic.

3.12 Finally, the Secretariat urged States to consider developing actions to strengthen the issue of facilitation in the States, as a policy for the development of air transport and to confront the COVID-19 pandemic and other Public Health Events of International Concern (PHEICs) that may affect us in the future.

3.13 Colombia reiterated its support to WP/11, recognizing the importance of facilitation as a tool to combat the impact of COVID-19 in the aviation system. It also highlighted once again the need to support the implementation of PHCs as a solution not only for air transport, but also for other types of international transport.

***WP/12 – Agreement on the Health Corridors in the SAM Region - Bolivia***

3.14 Under WP/12, Bolivia highlighted the importance that the States of the SAM Region join the Memorandum of Understanding (MoU) on the implementation of the Health Corridors for the economic reactivation of air transport, validating the biosecurity measures established in the *Take-Off* guidance document.

3.15 Bolivia congratulated its counterparts from Peru, Colombia and Uruguay, who are currently the projectors of this first MoU, but stressed that it is necessary for other countries to join this challenge that will allow us to reactivate.

3.16 The Secretariat thanked the paper presented by Bolivia and highlighted that the technical criteria and risk analysis is progressing at a good pace. It was emphasized that promoting transparency and reliability among the parties is a very strong message that is being achieved by this effort.

***P/02 – Technical Considerations to implement a risk-based approach for international travel in the context of COVID-19 - PAHO***

3.17 The Pan American Health Organization (PAHO) made a presentation on a risk-based approach for international travel in the context of COVID-19, emphasizing the importance of dialogue, taking into account the facilitating role of the civil aviation sector in the general response to the pandemic. The concept of "step by step" presented by Chile in WP/07 was highlighted, which allows for flexibility in the response, taking one step backwards and two steps forwards when necessary.

3.18 The presentation summarized the temporary recommendations to the Member States and presented several links of interest with documents that can be reviewed by the States.

***P/03 – Update on ICAO Technical Cooperation activities, Presented by the Secretariat – ICAO TCB***

3.19 Presentation P/03 showed a summary of the activities available from the ICAO Technical Cooperation Bureau. The availability of iPACKS or implementation packages in response to the COVID-19 crisis was highlighted. It was also noted that all the information on the iPACKS can be found at <https://www.icao.int/ipack>.

3.20 It was also mentioned that ICAO has an initiative to offer up to 50% discount on online and virtual classroom courses for women in aviation until December 31, 2021. Courses under this initiative are available at <https://www.icao.int/training/Pages/empowering-women-through-training.aspx>. Other courses are available at <https://www.icao.int/Training>.

***List of information papers presented under this agenda item***

*IP/06 – Unruly and Disruptive passenger incidents in the context of the COVID-19 Pandemic*

*IP/07 – IATA Views on response to Pandemics and Public Health Emergencies*

*IP/11 – New WHO guidelines on social and public health measures in the context of COVID-19*

**Agenda Item 4: Institutional strength to accompany innovation processes in aeronautical regulators in the post-COVID era**

4.1 Under this agenda item, the following information paper and presentation were presented:

- IP/08 – ICAO-OECD Project on AACs Governance Indicators, *Presented by the Secretariat*
- P/04 – OECD Indicators on the Governance of Sector Regulators, *Presented by the Secretariat*

***P/04 – OECD Indicators on the Governance of Sector Regulators***

4.2 Under item 4, the Secretariat made presentation P/04 about OECD indicators on the governance of sector regulators. ICAO, in the framework of the Declaration of the Fourth ICAO World Civil Aviation Forum (IWAF/4), developed a joint project with the OECD (Organisation for Economic Co-operation and Development) on *Extending the Indicators on the Governance of Sector Regulators to Caribbean, Central and South American civil aviation authorities*. This work is being carried out in collaboration with the ICAO NACC Office.

4.3 OECD is applying for the Civil Aviation Authorities of the CAR and SAM regions, a series of indicators of good management practices in the governance of economic regulators. This measures, among other things, the clarity of the CAA's role, how undue influences are prevented, maintenance of trust, decision making, governance structure, statement of accounts and transparency, performance evaluation, financing and involvement of the industry actors they regulate.

4.4 For its development, questionnaires on these indicators were sent to more than 29 States in the CAR and SAM regions.

4.5 A timetable was shown indicating that the project is currently in the data analysis phase and the results are expected to be available around October.

4.6 Finally, it is expected that the results of the study could help to sensitize States to incorporate changes for a greater institutional strength of civil aviation regulators.

4.7 The Regional Director of the ICAO NACC Office highlighted the coordination of both offices in this work to ensure that the benefit reaches both regions equally. He highlighted the opportunities that arise in relation to this work as it also serves the Secretariat to measure its performance in supporting its States.

4.8 He highlighted the opportunities for the Region in terms of reactivation, mainly in the tourism sector. He also highlighted the need to generate confidence by leading a harmonized work and in accordance with the recommendations of ICAO and WHO. The Meeting took note of the comments of the Secretariat.

**Agenda Item 5: Other matters**

NIL