



INTERNATIONAL CIVIL AVIATION ORGANIZATION

South American Office

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

EXECUTIVE REPORT

(April 08, 2021)

SIXTH MEETING OF THE SOUTH AMERICAN STRATEGIC GROUP IN RESPONSE TO COVID-19

1. INTRODUCTION

The sixth meeting of the Strategic Group of the SAM Region in response to COVID-19 (GESAM) was held on April 8, 2021, supported by the conclusion of the last extraordinary meeting of Directors of the SAM Region (DGAC SAM RAAC/17) where it was requested that a strategic working group be established on the guidelines for a regional recovery strategy, which would include the collaborative effort between the States, industry, regional organizations, SRVSOP, in close coordination with CAPSCA and other international organizations.

The objective defined for the sixth virtual meeting was to report the progress of Phase III of the *Special Aviation Recovery Team (CART)* and the third edition of *Takeoff: Guidelines for air transport during the health crisis caused by COVID-19*, which incorporates additional recommendations and further guidance considering the latest developments in the COVID-19 crisis. As a second objective, the Meeting was held to receive feedback from States and Industry regarding the current situation in their environments and potential challenges and opportunities in the implementation of the new CART III Recommendation 20.

The virtual meeting agenda was divided into 2 sessions and a total of nine topics that addressed the main topics that were discussed during the meeting. The agenda is included in **Attachment I** of this report.

2. VIRTUAL MEETING OPENING

Mr. Fabio Rabbani, Director of the ICAO SAM Regional Office opened the meeting by thanking the participants for their attendance and conveying the message of the need for both States and Industry to be able to push new business models to overcome the crisis. It recognized the achievements and advances of the new CART, including the operational safety provisions, health corridors, risk analysis, health certificates, and the common recognition of vaccination actions, the latter, still under discussion with WHO (World Health Organization). He also highlighted how CART III now also brings economic aspects and the release of air cargo to facilitate trade and transfer of vaccines.

Mr. Rabbani highlighted that many States are going through the worst moment of the pandemic, and that this has led to actions that do not necessarily follow the recommendations of the CART. He highlighted that, therefore, it is important to consider these recommendations (especially Recommendation #20) of the CART at the State level, so that the decisions made regarding aviation are informed decisions, based on scientific evidence, and that increase predictability, reduce uncertainty, and facilitate the safe movement of the traveling public, allowing cost savings in an orderly reactivation.

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

3. ASSISTANCE

It was attended by 49 delegates from the Civil Aviation Authorities of the South American Region, the United States FAA and other organizations including ACI-LAC, ALTA, AIRBUS, IFALPA, IATA. The list of participants appears in **Attachment II** of this report.

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

4. DEVELOPMENT OF THE VIRTUAL MEETING

Item #2: The New CART III – CRRIC data review and updated economic and operational impact.

Issue #2 presented an introduction to the new CART Phase III recommendations, the update (3rd Ed.) of TOGD (Document “Take-off”), document 10152 in its 2nd Ed. (*Manual on cross-border risk testing and management*), the status of CRRIC activities for the SAM Region and an analysis of the operational impact from a regional perspective. Updated to 1st quarter 2021.

It was indicated that the approach of this 3rd phase (March 2021) incorporates other new elements focused on strengthening the recovery of aviation in the world. It includes medical advances, including scientific evidence on vaccination and other technological advances. It provides operational and public health operations related to air travel, incorporates multi-layered risk strategy on testing protocols and interoperability and guidance from public health corridors or PHC.

The Meeting took note that in CART III recommendations 12, 14 were updated and 6 new recommendations were incorporated (15, 16, 17, 18, 19 and 20). Recommendations 15 and 16 related to cargo transportation, 17 related to test certificates based on the approach of document 10152. Recommendation 18 on crew vaccination, based on the SAGE group (Strategic Advisory Group of Experts on Immunization) of the WHO. Recommendation 19 stating that vaccination should not be considered a prerequisite for international flights and Recommendation 20 on communication and promotion of CART documents. For more detailed recommendations, you can enter <https://www.icao.int/covid/cart/Pages/default.aspx>

Regarding the Take-off guidance, the Meeting took note of the different aspects that were updated in the document, among them the background information, aspects related to the use of face masks, diagnostic tests, the modules (introducing a total of 9 New measures). Also, the elimination of the COVID-19 declaration document for crews, the COVID-19 health self-declaration form for the traveling public and the poster on the use of masks.

Regarding ICAO Document 10152, the Meeting took note that in the second edition additional guidance, acronyms and definitions, additional guidance on aviation multi-layer risk mitigation framework, were updated, testing protocols were updated, new section on vaccination and the section on public health corridors has been expanded.

Regarding the CRRIC, the Meeting took note of the current status of implementation and new tools on the implementation of ICAO tests and quarantines.

The Secretariat urged the States to keep the information on the CRRIC portal updated to have a clearer figure and to guarantee good use of the available tools.

Finally, the Meeting took note of the statistics on the movement of passengers in the region, where a downward trend is identified in the first quarter, mainly due to the behavior of the pandemic and the measures taken by the States.

Item #3: The Targeted Exemptions system (TE)

Under item 3, the Meeting was informed about the targeted exemptions (TE) that are exemptions granted by the State for a specific subset of norms that have a very limited scope and a fixed term.

It was indicated that all these TEs are applicable to pilots (PPC, REC, ARA, MED and PEL¹).

The Meeting took note of the difference between “reliefs” and “TEs” and the situations and actions to be carried out as shown below:

Situation	Action
Existing CCRD reliefs.	<ul style="list-style-type: none"> Plan for normal SARP compliance by June 30, 2021. Possibility of TE in exceptional situations.
Exemption from required regulation WITHOUT difference from SARPS.	<ul style="list-style-type: none"> It is recommended to submit the TE using the TE submission form (if it relates to the standards listed on the TE site)
Exemption from regulation that results in a difference from SARPS.	<ul style="list-style-type: none"> Submit the TE using the TE submission form. Make an EFOD entry using the standard text provided.
Difference to the rules (other than those listed on the TE site)	<ul style="list-style-type: none"> Realice el proceso normal de notificación (EFOD o presentación en papel)

The Secretariat presented some examples and a graphic of the transition from CCRD to TEs.

A State of the region presented its case in which they prepared reliefs that pass from June 30 (deadline). In this regard, the Secretariat informed that, since we are in a transition period, they should be reported as TE, changing the relief to TE and reporting them as such.

The Meeting was informed about the TE website (<https://www.icao.int/safety/OPS/OPS-Normal/Pages/Targeted-Exemptions.aspx>)

Item #4: Implementation of PHC in the SAM Region as a mitigation measure for response imbalances between States

¹ PPC: Pilot proficiency checks; REC: Recent experience in TO/LDG of pilots; ARA: Qualifications of pilot in command in area, route, and aerodrome; MED: Validity of medical certificate of pilots; PEL: Validity of the pilot’s license.

Under this matter, the Meeting took note of the concept of sanitary corridor or PHC for its acronym in English.

Among the principles of the PHC were:

- Alignment with WHO.
- Risk-based approach.
- Consideration for operational safety aspects.
- Use of guidance material and stakeholder consultation.
- Monitoring of scientific advances

The PHC modules (crew, airport, cargo, aircraft, passengers) were also reports systems have several tools including the credentials that are issued in the form of QR codes, the information of which is stored in a central chain of highly secure private blocks.

The Meeting took note of the progress made by PHC in the region, with the signing of a memorandum of understanding (MoU) between Bolivia, Colombia, Peru y Uruguay and after the Meeting Chile joined.

Regarding the implementation packages (iPack), it was reported on their availability to support the States in their implementation.

Los iPack are made up of:

- Assistance from a specialist
- Training
- Workshops
- Tools and;
- Guide material

Item #5: Maintaining the benefits of aviation.

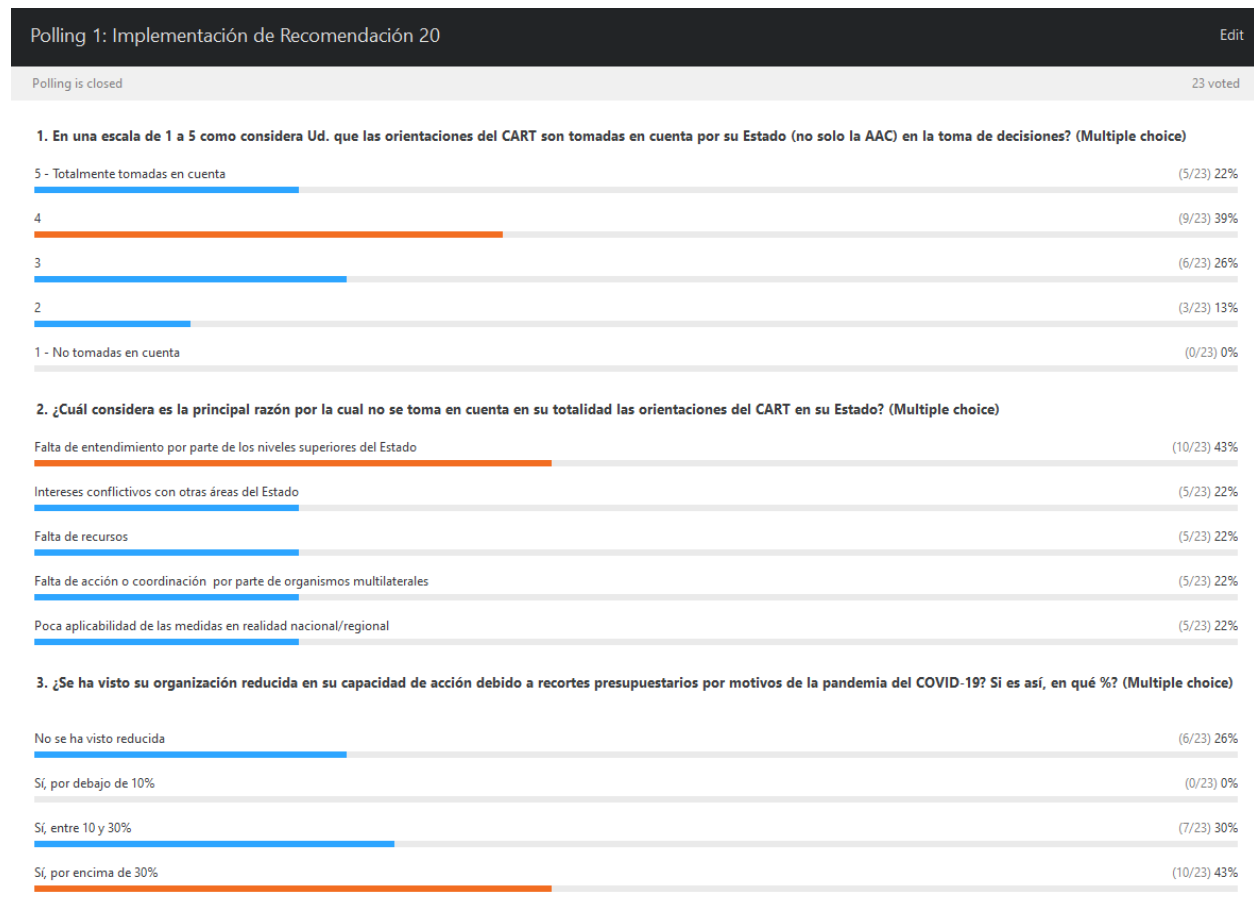
Under Item 5 the Meeting took note of the different benefits (with figures) that aviation brings and the importance of ensuring that the aviation system continues to function.

A State in the region commented on who, under the complex crisis that impacts not only aviation, taking as experience what happened on September 11, 2001, when there was the terrorist attack against the Twin Towers in United States. Emphasizing the need to trust the CAPSCA, since this will not be the first pandemic and it is not expected to end soon, highlighting the importance of joint work, especially due to differences in aspects such as vaccination in the States. Under this scenario, he asked the Meeting to think about aspects such potential fraud or disruption that may occur in the recovery. He also added that issue of State restrictions and the lack of predictability and increased uncertainty for the traveling public. In addition, it was also commented on the role of multilaterals that should also be reviewed, since all, although well intentioned in a non-aligned way, reach the States to provide measures that, due to this lack of alignment, may impact with what ICAO is working on with the States. Finally, the importance of information exchange and the ***construction of an ideal and clear scenario*** to focus our regional effort was emphasized.

The Meeting agreed that GESAM should guide the discussions so that they can be carried over to the high-level conference on COVID-19 that ICAO is planning for October this year.

Survey results

Before the break in the morning session, a survey was applied on the implementation of CART Recommendation 20, the results of which are presented below (available only in Spanish):



Item #7: E2E risk assessment tool to assess the risk of virus transmission.

On topic 7, the Meeting took note of a tool prepared by AIRBUS for the evaluation of risks of transmission of the virus by air, which provides greater predictability to travelers, seeking fewer disruptions and an acceptable level of health risk.

The model has been designed from the entrance of the departure airport to leaving the arrival airport (End to End or E2E model) and is based on the multi-layer concept, considering aspects such as the detection of a potentially infectious person, the use of face protection, hand cleaning, social distancing, cabin cleaning, air conditioning, etc., applied in different phases of flight (at the airport and on the aircraft).

The presentation showed an example applied from a region to a State. The tool showed window in which parameters such as flight time, total time in the terminal, type of immigration control, strategy used in the test (PCR, etc.) can be modified.

As a result, the tool shows the risk of contagion, depending on the selected origin/destination and the testing strategy.

More information can be obtained at <https://www.airbus.com/newsroom/topics-in-focus/keep-trust-air-travel.html>

Item #8: Workshop on Recommendation 20 – Recovery planning decision-making processes.

Under topic 8, a workshop was held on Recommendation 20, with the objective of identifying the main actions at the regional level, specific and achievable, to reach the implementation of CART Recommendation #20 in the SAM States:

Recommendation 20:

Member States should ensure that ICAO’s CART guidance is taken into consideration by the wider State administration in the decision-making processes on national recovery planning.

Workshop instructions are included as **Attachment III**.

5. WORKSHOP RESULTS

The workshop was carried out with 5 groups of 5 to 6 participants on average each. Each group selected a rapporteur to provide the results of the analysis. Below is a summary of the results by group.

Group 1

From (Problem)	To (proposed solution)
Coordinate and involve the current situation of the Aeronautical Authority to the Health Authority in the States, coordinate joint measures	Support from ICAO / CAPSCA to reach Health Authorities through PAHO / WHO by holding a high-level meeting between the two authorities (Ministers)
PHC is a very good tool, but unknown outside the Aeronautical Authority, the challenge is to transmit this concept to other State Authorities	The support of ICAO is also required, it is at this high-level meeting to raise the issue. Aeronautical Authorities should prepare information material at the State level and distribute it to the different stakeholders within the State.

Support the States with fewer possibilities in the vaccination processes, vaccinating passengers who arrive from the States without vaccination facilities.	Coordinate support at the high-level meeting.
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Group 2

From (Problem)	To (Proposed solution)
Budgetary impact on the civil aviation system and the consequent weakening of the CAAs.	Formulate a project, after carrying out a preliminary diagnosis, to obtain economic resources through financing for the States, to strengthen their civil aviation systems.
Lack of positioning of the CAAs in the framework of the pandemic in favor of the recovery of air operations.	Project led by the SAM regional office to disseminate CART recommendations.

The group emphasized the high-impact role of ICAO in the proposed solutions.

Group 3

Group 3 presented their results via voice, highlighting the communication issue.

Conclusion 1: States must work on data collection to prove that transportation is safe. This was concluded based on Brazil's data compilation work.

Conclusion 2: Have aggressive communication strategies to reach the media, which at times act adversely to aviation objectives.

Conclusion 3: Regarding health passports, a forum should be created to deal with this issue, since there are diverse efforts.

Group 4:

From (Problem)	To (Proposed solution)
Very dynamic scenario, and national authorities reacting to changes in the health scenario.	Scale the dissemination of information at the State level. Improve coordination between the different organizations (OMH, PAHO, ICAO). Monitor or supervise the development of the situation of each State, recognizing national priorities. Exchange of information on national testing laboratories.

<p>Recovery of passenger confidence in air transport. The reduction in utilization is mainly due to the actions taken, and to other stakeholders.</p>	<p>Strengthen and improve the confidence of the public in aviation. Continue working on strengthening passengers, including at the interstate level.</p>
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Step 2

List at least 3 actions that you consider necessary to achieve the desired change from the condition "FROM" to "TO"

1. Scale the dissemination of information at the State level.
2. Improve coordination between the different organizations (OMH, PAHO, ICAO).
3. Monitor or supervise the development of the situation of each State, recognizing national priorities.
4. Strengthen the confidence of the public.

Group 5

Group 5 presented their results via voice.

He highlighted the common problem of communication with the Health authorities. Greater participation of high government authorities is necessary in these discussions. It was also commented that the DGAC Directors Meeting hold a meeting as soon as possible to reinforce the civil aviation agenda.

The possibility of establishing PHCs with States with a higher level of vaccination was also discussed and verifying the possibility that those States with greater vaccination capacity support the crews that operate to these destinations, despite not being nationals.

6. WORKSHOP RECOMMENDATION SUMMARY

As a result of the working group discussions, the following recommendations are presented:

1. With a view to the next ICAO COVID-19 World Conference to be held in October 2021, SAM States should actively participate with working papers / information for decision-making that facilitate the orderly recovery of the international aviation in the Region. It is recommended that the States assign the SAM Strategic Group as the articulating group of the SAM States for the preparation of regional notes for said event.
2. Due to the non-uniform application of measures, it is recommended that States analyze taking actions to improve communication of CART measures at all levels in the State.
3. An opportunity is identified to improve coordination between the multilateral agencies that support the Member States (ICAO, PAHO, WHO, UNDP, ILO, etc.) to convey the same message to senior state entities or at least not carry messages contradictory.
4. There is a concern about the resources that are available for the Civil Aviation Authorities to carry out their functions. It is recommended that this aspect be considered by the States in their deliberations and analysis.

5. Currently, in some States, aviation personnel are not considered essential for vaccination processes. It is recommended to compile the agreements between international organizations in this regard for their application.
6. The unbalanced vaccination scenario and its impact on aviation could be mitigated if States with greater resources support other States in these processes, for example, in the vaccination of aviation personnel (crews, etc.).

With a view to selecting those immediate actions to be recommended to the next Meeting of Directors of the SAM Region, it is recommended that the Strategic group carry out a Prioritization exercise to select those actions that provide greater impact with fewer resources.

Attachment I

Proposed Agenda for Meeting

(Prepared by Secretariat)

Item	Proposed process	Schedule
<p>1. Opening Time: 10 min Purpose: Information Presented by: Secretariat</p>	<ul style="list-style-type: none"> Introduction and Presentation of Agenda 	09:00 – 09:10
<p>2. The new CART III – CRRIC Data revision and economic and operational updated impact. Time: 20 min Purpose: Information Presented by: Secretariat</p>	<ul style="list-style-type: none"> Introduction of the new CART III recommendations. Status for CRRIC activities for SAM Region. An analysis of the economic impact from regional perspective. Updated to 1st. quarter 2021. 	09:10 – 09:30
<p>3. Status of temporary relief measures Operational Safety related to COVID-19. Time: 15 min Purpose: Information Presented by: Secretariat</p>	<ul style="list-style-type: none"> Status and analysis of temporary safety relief measures related to COVID-19 and implemented by SAM States. 	09:30 – 09:45
<p>4. Implementation of PHC in the SAM Region as mitigation measure for response imbalances between States. Time: 15 min Purpose: Information Presented by: Secretariat</p>	<ul style="list-style-type: none"> How the more restrictive measures (than the CART) in some States in SAM may impact in the near future with respect to a pandemic control imbalance – i.e. vaccination relative to countries in other regions. 	09:45 – 10:00
<p>5. Keeping the benefits of aviation Time: 15 min Purpose: Information and analysis Presented by: Secretariat</p>	<ul style="list-style-type: none"> Presentation on a perspective of the need to keep the benefits of aviation in the States despite the impact of COVID-19. 	10:00 - 10:15
<p>6. Comments on sesión #1 Tiempo: 15 min total Purpose: Feedback Presented by: Strategic Group</p>	<ul style="list-style-type: none"> Comments on first session and preparation for the second. 	10:15 – 10:30

BREAK FOR SESSION 2 (1 hour 30 min.)

Item	Proposed process	Schedule
<p>7. E2E risk assessment tool to assess the risk of virus transmission. Time: 15 min Purpose: Information Presented by: Airbus</p>	<ul style="list-style-type: none"> • Presentation by AIRBUS about a that is using worldwide data and allows to determine the transmission risk from one country to another country. 	<p>12:00 – 12:15</p>
<p>8. Workshop: Recommendation 20 – Recovery planning decision -making processes. Time: 60 min total Purpose: Feedback Presented by: Strategic Group</p>	<ul style="list-style-type: none"> • Exercise to identify challenges and opportunities for the effective implementation of Recommendation 20 in the SAM States. 	<p>12:15 – 13:15</p>
<p>9. Workshop results and conclusions Time: 30 min Purpose: Feedback Presented by: Secretariat and Strategic Group</p>	<ul style="list-style-type: none"> • Workshop results. • Conclusions for the future DGAC Meeting. 	<p>13:15 – 13:30</p>

Attachment II
LIST OF PARTICIPANTS

BOLIVIA

1. Alejandra Cortez

BRASIL / BRAZIL

2. Diana Ferreira
3. Diego José Pereira da Silva
4. Astor Neto
5. Marco Antonio Porto
6. Paulo Monteiro

COLOMBIA

7. Sergio Paris
8. Lina Diaz

CHILE

9. Paula Marinkovic
10. Moises Muñoz
11. José Ramos

ECUADOR

12. Edgar Gallo

GUYANA

13. Saheed Sulaman

PANAMA

14. Gustavo De León
15. Icenith Arosemena

PERÚ

16. Eliseo Salcedo
17. Verónica Pajuelo
18. Adolfo Medina

VENEZUELA

19. Lenin Sequeira
20. Daniela Caraballo

ACI- LAC

21. María Elena Sandoval

AIRBUS

22. Andreas Kohn
23. Santiago Saltos
24. Bruno Fargeon

ALTA

25. Ricardo Botelho
26. Virgnio Corrieri
27. Gonzalo Yelpo
28. Juan Camilo

IATA

29. Alejandro Restrepo

IFALPA

30. Daniel Bianco

FAA

31. Nicholas Reyes
32. Claudio Bartolucci

OACI / ICAO

33. Fabio Rabbani
34. Oscar Quesada Carboni
35. Verónica Chávez
36. Pablo Lampariello
37. Marcelo Ureña
38. Fabio Salvatierra
39. Fernando Hermoza
40. Francisco Almeida
41. Javier Puente
42. Jorge Armoa
43. Roberto Sosa
44. Leonardo Boszczowski
45. Doaldo Navai
46. Ana María Díaz
47. Deborah Coriat
48. Marisa Paez
49. Silvia Loayza

Attachment III

Instructions for Workshop

Objective:

The States, when working on the SAM Strategic Framework in response to COVID-19, set aviation recovery as a macro-objective, and as an aspiration to create an environment for this recovery to take place in the fastest and most orderly way. Currently, the situation of the pandemic has left many lessons, especially in how the measures agreed by the Member States are applied in an orderly and uniform manner in the States.

With these ambitions in mind, the objective of the workshop is to identify the main actions at the regional level, *specific and achievable*, to achieve the implementation of CART Recommendation # 20 in the SAM States:

Recommendation 20:

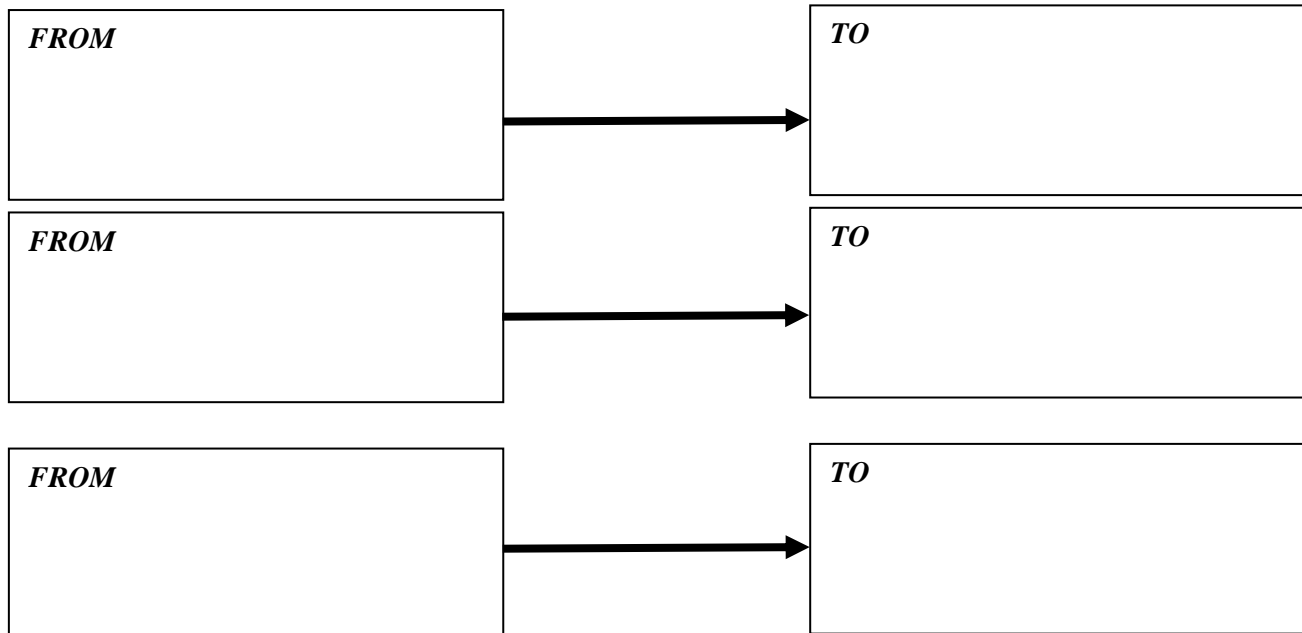
Member States should ensure that ICAO’s CART guidance is taken into consideration by the wider State administration in the decision-making processes on national recovery planning.

Methodology:

Step 1

Write the main three (3) changes that the Region would be trying to resolve to obtain the desired result (that is, what should I change at the regional level to support States in implementing recommendation 20).

CHANGES -----



Step 2

List at least 3 actions that you consider necessary to achieve the desired change from the condition "FROM" to "TO"

- 5. ...
- 6. ...
- 7. ...

Step 3
Label your actions according to their effectiveness in addressing each change.

ACTIONS	CHANGES		
	From To	From To	From To
Actions 1	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact
Actions 2	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact
Actions 3	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact
Actions ICAO 1 High-level meetings (SECGEN-President or Minister)	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact
Actions ICAO 2 Regional meeting conclusions	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact
Actions ICAO 3 Joint declaration SAM	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact	<input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact

<p>Actions ICAO 4 Efficiency measures (ASBUs, RBS, SSP, LAR)</p>	<p><input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact</p>	<p><input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact</p>	<p><input type="checkbox"/> High Impact <input type="checkbox"/> Medium Impact <input type="checkbox"/> Lower Impact</p>
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