



RESPONSE TO THE COVID-19 CRISIS

(Prepared by the Secretariat)

SUMMARY

This working paper presents the response of the ICAO South American Regional Office to the COVID-19 crisis. It contains a summary of the action taken since the closure of borders and the beginning of the quarantine in Peru, as well as information on the activation of the Business Continuity Plan (BCP), the operation of the SAM Office in the teleworking modality, the interaction among States, and the continuity of administrative and technical operations.

1. INTRODUCTION

1.1 The Novel Coronavirus disease (COVID-19) pandemic was first identified in December 2019 in the city of Wuhan, capital of the Hubei province in central China. The World Health Organization (WHO) recognised it was a global pandemic on 11 March 2020 and, by 14 April 2020, more than 1.99 million cases of COVID-19 had been reported in more than two hundred countries and territories, resulting in more than 126,000 deaths and more than 475,000 recovered patients. The countries with the largest number of infected individuals are United States, followed by Spain, Italy, Germany, France, United Kingdom and China.

1.2 On the week of 9 March 2020, the vulnerability of South American States started to be felt, upon the clear dissemination of this virus to the American continent. On 13 March 2020, information was received of the closure of air borders in some States of the Region. The ICAO South American Office went on alert and decided to activate its Business Continuity Plan (BCP), declaring the teleworking modality, in coordination with the management team of ICAO Headquarters in Montreal starting on 15 March 2020.

1.3 In parallel, and starting on that same date, the government of Peru issued quarantine and curfew measures for the population, to minimise the potential spreading of the disease. These measures are still in force, with a tentative end date of 26 April of this year.

2. STRATEGY

2.1 In organisational terms, the SAM Office established a steering group in charge of managing the crisis in close coordination with Headquarters in Montreal and the United Nations inter-agency team, from whom instructions were received to give continuity to office activities, in a first phase, and to give support to humanitarian and cargo flights.

2.2 Likewise, the security team started to coordinate with its local peers and aviation medicine bodies inside and outside the Organization, and started to relay the required safety measures to both the office staff and to CAPSCA, AVSEC, and FAL focal points in SAM States.

2.3 The technical team is in permanent contact with its State counterparts in the areas of safety, security, air navigation services, air traffic, aerodromes, and other technical fields.

2.4 In terms of safety, we have followed the guidelines issued by Headquarters, with which we hold weekly virtual meetings to review and agree on said guidelines. Based on those guidelines, direct and continuous support has been provided to those responsible for personnel licensing (PEL) and aviation medicine (MED); aircraft operations (OPS); airworthiness (AIR), and aerodromes and ground aids (AGA) in SAM States through virtual meetings, teleconferencing and official messaging, regarding *operational measures to ensure safe operations during the COVID-19 pandemic*.

2.5 Regarding air navigation services (ANS), direct support has been provided to SAM States for the drafting of notice to airmen (NOTAMs) and aeronautical information circulars (AICs) to allow for the operation of emergency and humanitarian flights. Brief information on the NOTAMs issued by the SAM Region States, regarding the contingency safety measures related to COVID-19, is presented in **Appendix C** of this working paper.

2.6 **Appendix A** to this working paper contains a summary of safety measures taken to date.

2.7 In turn, the office senior management is monitoring the work of its technical and administrative team through weekly work debriefings. In order to become aware of staff concerns and to provide instructions, the Regional Director is convening bimonthly virtual meetings.

2.8 The administrative team of the SAM Office refined teleworking techniques using both computers and available software, addressing issues that emerged on a daily basis, and has developed a reliable network with excellent results, making it possible for the staff of all areas to work from home. Likewise, administrative procedures were developed to organise teleworking and to systematise all the required processes. **Appendix B** shows the lessons learned in this regard.

2.9 Furthermore, teleworking was supplemented with WhatsApp chats among the staff of the SAM Office to expedite the implementation of guidelines and instructions and for the staff to stay connected to exchange concerns and knowledge for addressing and mitigating the crisis. Likewise, all the professional and administrative staff was called upon to participate in virtual meetings to jointly identify points of interest and find solutions to possible conflicts, which enabled business continuity and the development of team spirit and solidarity.

2.10 Regarding meetings with the States, and although the Regional Office has ample experience in virtual meetings with the work teams of the various technical and administrative areas that meet regularly using remote communication tools, such as GoToMeeting, Skype, and currently Zoom, for fast-track approvals, courses on the Moodle platform, etc., this crisis has forced us to install new platforms in order to continue providing the required services to the States.

3. CONCLUSIONS

3.1 Despite the crisis generated by the COVID-19 pandemic, the SAM Office has maintained its operational capability and continues providing its services just like before the pandemic, except for face-to-face meetings, reason why it is revising its programme of activities to adapt them to the new teleworking modality.

3.2 As the quarantine period goes on, the States are responding satisfactorily to the established business continuity plan. However, it should be noted that the new work modality does not allow for activities to advance at the same pace as under normal conditions.

4. **SUGGESTED ACTION**

4.1 The virtual meeting of Civil Aviation Directors of the SAM States are invited to:

- a) take note of the information presented in this working paper and its Appendices A, B and C, and
- b) provide comments thereon.

- END -

APPENDIX A

OPERATIONAL MEASURES THAT THE SAM OFFICE AND SRVSOP ARE TAKING TO ENSURE SAFE OPERATIONS DURING THE COVID-19 PANDEMIC

SAM OFFICE

Safety

- ✓ Participation in weekly virtual meetings convened by ICAO Headquarters to follow-up on contingency operational measures to ensure safe operations during the COVID-19 pandemic.
- ✓ Coordination with Safety Directors and National Continuous Monitoring Coordinators (NCMCs) of the States for the extension of certificates, licences, ratings and other approvals.
- ✓ Virtual meetings with SAM States to promote, through PowerPoint presentations, the filing of differences through the COVID-19 CRD/EFOD subsystem, created by ICAO under the USOAP CMA on-line framework (OLF) to facilitate filing of differences with regard to the nine (9) standards affected so far, corresponding to Annex 1 and 6 to the Chicago Convention.
- ✓ Response to all questions posed by States regarding safety, USOAP CMA OLF, and COVID-19 CRD/EFOD.
- ✓ Coordination with the members of the Safety Committee of the SAM Office and SRVSOP Technical Committee experts in the areas of personnel licensing (PEL) / aviation medicine (MED); aircraft operations (OPS), and airworthiness (AIR), to support SAM States and the SRVSOP in the implementation of operational measures to ensure safe operations during the COVID-19 pandemic.
- ✓ Coordination with the NCMCs of the SAM States for the completion of the CCRD/EFOD subsystem with contingency differences, so that the States can recognize the differences of the other States. The recognition of the differences by the States will allow air operators to carry out cargo and humanitarian operations without any setback and in a coordinated manner between the States.

ANS and AIM

- ✓ On-going coordination with States and international organisations (IATA) regarding restrictions, especially in reference to the type of aircraft operations that SAM States are accepting. Elimination of the prohibition to use aerodromes as emergency alternates in case of need was coordinated with States.
- ✓ On-going support to States for proper publication of State restrictions through notice to airmen (NOTAMs).
- ✓ Delivery of a State letter recommending a “template” for the drafting of messages.
- ✓ Delivery of a State letter suggesting measures in case of contamination of air navigation facilities with COVID-19. Regarding this letter, several States, *inter alia*, proceeded to allow ATS redundant facilities to be used in case the main unit was contaminated with COVID-19.
- ✓ Coordination for the drafting of aeronautical information circulars (AICs) on restrictions at international and domestic airports of SAM States. Some States have already started issuing these AICs.
- ✓ Warning was given about degradation of the level of rescue and fire fighting or rescue and fire-fighting (RFF) services at some airports, as a result of the quarantine measures adopted, which caused a gradual loss of staff in these services.
- ✓ The Air Navigation Management Center (CGNA) website is being upgraded with Brazil in order to post all CAR and SAM information.

AGA

- ✓ States have been contacted so that they may review the status of the aerodromes listed in the table of the Regional Plan, in order to identify, together with IATA, those aerodromes whose opening is a priority for resuming operations.
- ✓ In coordination with ATM, AIC formats were delivered to AGA focal points in the States to allow for a more clear publication of ARFF service status.
- ✓ The status of certification processes and other challenges related to COVID-19 were shared with the States.
- ✓ Coordination with officers of other Regional Offices and ICAO Headquarters is underway to establish measures to support States during the COVID-19 pandemic.

SRVSOP

- ✓ The SRVSOP will provide support to SAM States for the translation into English of differences to be filed with ICAO during the COVID-19 pandemic.

PEL/MED, OPS, and AIR

- ✓ **On personnel licensing (PEL):**
 - Coordination has taken place to share information on actions being taken to extend the validity of medical certificates of aeronautical personnel, with the corresponding risk assessments.
 - A teleconference was held on 2 March with the members of the SRVSOP aviation medicine panel, with the participation of physicians of the CAAs of eight (8) States (Argentina, Bolivia, Brazil, Chile, Cuba, Paraguay, Peru, and Uruguay), to discuss action being taken by the CAAs to support the COVID-19 policies issued by their States. Most of the participants were CAPSCA focal points.
 - On 6 April, the issue of the extension of certificates, licences, ratings and other approvals was discussed with the personnel licensing (PEL) and aviation medicine panel.
 - On 16 April, a meeting was held with the experts of the personnel licensing and aviation medicine panel on the filing of differences through the COVID-19 CRD/EFOD subsystem.
- ✓ **On aircraft operations (OPS):**
 - The extension of certificates and ratings for crews and flight dispatchers was coordinated with operations experts.
 - Checklist 9: Inspection of crew and flight dispatcher records, which is an excellent way of supervising LAR 121 operators, was sent to the States in order to assess their status of compliance with crew and dispatcher qualifications and validity.
- ✓ **On airworthiness (AIR):**
 - Information was obtained on the measures being taken by States in order to carry cargo in the passenger cabin without having to modify aircraft configuration. In this regard, documents were collected from Boeing, EASA and IATA.

- A virtual meeting was held with airworthiness experts to define in which cases aircraft would need to be modified to carry cargo in the passenger cabin, and those cases in which these modifications would not be required.
- International organisations were consulted regarding the concept of humanitarian aid, so that States may authorise the transport of cargo in the passenger cabin without modifying the aircraft. This information has already been sent to the States so that they may develop the corresponding guidance material and authorise these operations.
- SRVSOP States have been provided with the corresponding material from manufacturers and international organisations on the transport of cargo in the passenger cabin.
- A message was sent to airworthiness experts requesting information on the extension of airworthiness and AMO certificates.

AGA

- ✓ Information was exchanged among AGA experts of SRVSOP States regarding flight restrictions at aerodromes and continuity of services, such as emergency response, and disclosure to the aeronautical community.

APPENDIX B**LESSONS LEARNED REGARDING TELEWORKING DURING THE COVID-19 CRISIS**

1. The simplification of measures and procedures to be followed could be the best way to achieve effectiveness. It is essential to *keep it simple*.
2. Apparently, and without that being the intention, email saturation led to the feeling of “information overload”, and, thus, a reluctance to read. The suggestion was made to dose the amount of information and only send what is important. People have no time to read so many messages in times of crisis.
3. Access to the ICAO virtual private network (VPN) was quite eventful at the beginning. No connection could be established with home wifi; in some cases, available Internet was not sufficient, since other family members in the household also needed to use the Internet. In some cases, the Internet connection of mobile phones was used to provide wifi.
4. Use of a computer central point was vital for teleworking. It was concluded that each member of the professional and administrative staff had to be assigned an office laptop computer.
5. When using the VPN, file retrieval speed was excellent. It was like working at the office. The corporate calendar and even the Go-To-Meeting register could be accessed, the Chrome browser could be downloaded and Skype was made operational.
6. Regarding Outlook, the connection was no problem for some, but for others it took some time to stabilise.
7. It took some days for teleworking to fully stabilise. Different channels were used to access remote information, and issues were addressed and resolved as they occurred. However, on Thursday of the first week, most of the staff was connected to the VPN and operating normally.
8. Regarding daily administrative procedures, such as retrieval, registration and numbering of incoming correspondence, as well as the numbering of outgoing correspondence prepared by the assistants, they were successfully organised by management based on task distribution.
9. Use of WhatsApp was arranged, and specific channels were established for communication among the staff. A specific chat was created for administrative procedures and questions/discussions, which was extremely useful for solving administrative matters without bothering the officers.
10. In this regard, the suggestion was made to dose the use of WhatsApp in the various chats used by the staff to communicate, in order to avoid information overload and to facilitate decision-making.
11. Safety-related communications at the internal and inter-agency level and with other information-generating organisations were vital. All available information was regularly relayed by the management and security teams.
12. In this regard, we received from the Peruvian government a form for registering foreign tourists, which could be used for registering foreign delegates when we resume face-to-face meetings.

13. A common topic of discussion among the staff was saturation in communications, that is, too much information, both through email and WhatsApp. Messages were sent too frequently and one message replaced another, losing the thread. In this sense, the following was suggested:
 - a. Choose and use a primary source of communication (email, WhatsApp or Skype).
 - b. Define which source will be used for assigning tasks, which will be used for sending mandatory reading material, which will be used for convening meetings and for receiving/submitting work.
 - c. Define the specific purpose of each WhatsApp group used by office staff.
14. The development of tutorials by the office IT focal point was critical for giving specific instructions to solve teleworking issues.
15. The GoToMeeting, Skype and Zoom tools proved appropriate for improving the effectiveness of internal and external communications and for exchanging ideas and keeping the team spirit among office staff.
16. Teleworking is being accomplished in a successful and collaborative manner. Absolutely everybody is providing assistance and overcoming any deficiencies in the performance of the tasks required to keep the office operational.
17. SAM States are participating actively in the virtual work meetings, and this has allowed the SAM Office and the SRVSOP to continue operating at an appropriate level as compared to the functionality of the office and SAM States in normal times.

APPENDIX C

**SAM REGION STATES BRIEF INFORMATION ON NOTAMs AND OPERATIONAL
MEASURES RELATED TO CORONAVIRUS (COVID-19)**

Lima, Peru, 17 April 2020

***NOTE. - ALL OPERATIONAL STAKEHOLDERS ARE REQUESTED TO CONSULT THE
MOST UP-TO-DATE AIS AND STATES PUBLICATIONS.***

STATE	MEASURES	INFORMATION RESOURCES
Argentina	Passengers are not allowed to enter Argentina until 26 April 2020. - This does not apply to nationals of Argentina. - This does not apply to passengers who reside in Argentina. Airlines operating repatriation flights must send passenger's information to ANAC 12 hours before departure. This information must contain passenger list with travel document numbers, phone number and address where each person declares that they will comply with the mandatory quarantine upon arrival.	https://www.iatatravelcentre.com/international-travel-document-news/1580226297.htm

STATE	MEASURES	INFORMATION RESOURCES
	<ul style="list-style-type: none"> ○ Suspension of scheduled and non-scheduled passenger flights. Exceptions; Cargo, humanitarian flights, STATE ACFT, MEDEVAC, SAR. ○ Some ATC Towers service hours are temporally reduced. ACC enroute services are normal. ○ Airport Rescue and firefighting services are downgraded. 	https://www.eana.com.ar/servicios https://www.anac.gov.ar/anac/web/#&panel1-4 https://www.eana.com.ar/novedades-del-sector/estado-de-los-aerodromos-ante-covid-19-0
Bolivia	<p>1. Passengers are not allowed to enter Bolivia until 30 April 2020.</p> <ul style="list-style-type: none"> - This does not apply to nationals of Bolivia and residents of Bolivia. - This does not apply to passengers who are in a diplomatic mission. <p>2. Flights from Europe to Bolivia are suspended until 30 April 2020.</p>	https://www.iatatravelcentre.com/international-travel-document-news/1580226297.htm
	<p>Suspension of scheduled and non-scheduled passenger flights. Exceptions are considered under a DGAC protocol; Emergency flights, Cargo, humanitarian flights, STATE ACFT, MEDEVAC, SAR.</p>	http://200.87.136.226/iraya2011/pibVer.jsp https://www.dgac.gob.bo/protocolo-autorizaciones-de-vuelos-no-regulares/
Brazil	<p>Passengers are not allowed to enter Brazil until 30 April 2020. This does not apply to:</p> <ul style="list-style-type: none"> - Nationals of Brazil; - Passengers who reside in Brazil; - Foreign professionals in a mission in the service of an international body, if it is duly identified; - Foreign employee accredited to the Brazilian Government; - Immediate family member of a national of Brazil; - Passengers with an authorization issued by Brazilian Government; - Passengers with a National Migration Registry; - Technical landing to refuel where passengers of restricted nationalities are not disembarking; - Passenger in international transit if they do not leave the international area of the airport and the country of destination admits their entry. 	https://www.iatatravelcentre.com/international-travel-document-news/1580226297.htm

STATE	MEASURES	INFORMATION RESOURCES
	<ul style="list-style-type: none"> ○ Some Airport Rescue and firefighting services are downgraded. 	<p>https://www.anac.gov.br/coronavirus</p> <p>http://portal.cgna.gov.br/carsamma</p>
Chile	<p>1. Passengers are not allowed to enter Chile until 24 April 2020. This does not apply to:</p> <ul style="list-style-type: none"> - Nationals of Chile; - Residents of Chile; - Passengers bringing humanitarian help; - Passengers with a diplomatic visa and an official ID issued by the Ministry of Foreign Affairs of Chile; - Passengers with a safe-conduct. <p>2. Nationals and residents of Chile will be quarantined for 14 days.</p>	<p>https://www.iatatravelcentre.com/international-travel-document-news/1580226297.htm</p>
	<p>Suspension of scheduled and non-scheduled passenger flights. Exceptions; Cargo, humanitarian flights, STATE ACFT, MEDEVAC, SAR.</p>	<p>https://www.aipchile.gob.cl/aip/covid</p>
Colombia	<p>1. Passengers are not allowed to transit or enter Colombia until 30 May 2020.</p> <ul style="list-style-type: none"> - This does not apply to technical and directive personnel. They are subject to 14-day quarantine. - This does not apply to passengers traveling for humanitarian emergencies, fortuitous cases or force majeure with prior authorization by the Civil Aviation Authority (CAA) and Immigrations. They are subject to 14-day quarantine. <p>2. Flights to Colombia are suspended until 30 May 2020</p>	<p>https://www.iatatravelcentre.com/international-travel-document-news/1580226297.htm</p>

STATE	MEASURES	INFORMATION RESOURCES
	Suspension of scheduled and non-scheduled passenger flights. Exceptions; Cargo, humanitarian flights, STATE ACFT, MEDEVAC, SAR.	http://www.aerocivil.gov.co/servicios-a-la-navegacion/servicio-de-informacion-aeronautica-ais/listas-de-verificacion-y-listas-de-notam-validos
Ecuador	1. Ecuador's borders are closed. - This does not apply to nationals and residents of Ecuador who are minors traveling without parents or legal tutor, pregnant women, elderly passengers or passengers with disabilities. 2. Flights to Ecuador are suspended until 30 April 2020.	https://www.iatatravelcentre.com/international-travel-document-news/1580226297.htm
	Suspension of scheduled and non-scheduled passenger flights. Exceptions; Cargo, humanitarian flights, STATE ACFT, MEDEVAC, SAR.	http://www.ais.aviacioncivil.gob.ec/notam
French Guiana	Passengers must have an International Travel Certificate to enter and transit French Guiana. The certificate must be obtained before departure via the French consular offices abroad or online at https://www.interieur.gouv.fr .	https://www.iatatravelcentre.com/international-travel-document-news/1580226297.htm
	Movements between metropolitan FRANCE and overseas territories are authorized only for the following reasons: 1 - compelling family or personal reasons - health-related emergencies - professional reasons that cannot be postponed 2- prior to their departure from METROPOLITAN FRANCE to an overseas territory, passengers shall complete a form entitled 'special travel certificate from mainland FRANCE to a FRENCH OVERSEAS TERRITORY'. 3- the form can be found on the internet. it shall be printed or copied by hand. it shall be presented by the passenger to the air carrier before departure, and to the authorities in charge of border control on arrival.	http://notamweb.aviation-civile.gouv.fr/

STATE	MEASURES	INFORMATION RESOURCES
	4- air carriers inform their passengers as soon as possible before the flight about this requirement. air carriers deny boarding to passengers who do not meet with admission requirements.	
Guyana	CHEDDI JAGAN International Airport is closed to all international arrivals, except for outgoing flights, cargo flights, medivac flights, search and rescue flights, technical stops for fuel only and special authorized flights. this directive is not applicable to international overflights.	http://portal.cgna.gov.br/carsamma
Panama	<p>1. Passengers are not allowed to enter Panama.</p> <ul style="list-style-type: none"> - This does not apply to nationals of Panama. - This does not apply to passengers who reside in Panama. <p>2. Nationals and residents of Panama must be in home quarantine for 14 days</p>	https://www.iatatravelcentre.com/international-travel-document-news/1580226297.htm
	<p>1 All overflights over Panamanian airspace are allowed.</p> <p>2 humanitarian flight requests will be processed individually through the corresponding authority.</p> <p>3 landing and takeoff of commercial flights are not allowed. humanitarian, medevac flights and cargo flights only.</p> <p>4 all flights that present the MPTO or MPPA airports as an alternate airport must have authorization, 12 hours prior permission is required before the flight.</p> <p>5 any aircraft that due to technical failures or unexpected events request to land at the MPTO or MPPA airport will be considered an emergency and will be treated according to the local health regulations.</p>	https://www.aeronautica.gob.pa/notam/notam_web.php

STATE	MEASURES	INFORMATION RESOURCES
Paraguay	Suspension of scheduled and non-scheduled passenger flights. exceptions; emergency, CARGO, humanitarian flights, state ACFT, medevac, SAR.	http://www.dinac.gov.py/v3/index.php/component/k2/item/1798-acciones-que-la-dinac-realiza-sobre-prevencion-de-la-expansion-del-covid-19 http://portal.cgna.gov.br/carsamma
Peru	<p>1. passengers are not allowed to enter PERU until 26 April 2020.</p> <p>2. airline crew must self-isolate at hotel costa del sol at Jorge Chavez international airport for the entire duration of stay.</p> <p>Suspension of scheduled and non-scheduled passenger flights. exceptions; emergency, CARGO, humanitarian flights, state ACFT, medevac, SAR. Some ATC towers service hours are temporally reduced. ACC enroute services are normal. Airport rescue and firefighting services are downgraded.</p>	https://www.iatatravelcentre.com/international-travel-document-news/1580226297.htm http://www.corpac.gob.pe/Main.asp?T=3759&S=&id=23&idA=9493
Suriname	<p>Aerodrome SMJP closed for international arrivals and departures. the following flights:</p> <p>1) medical flights</p> <p>2) repatriation flights</p> <p>3) cargo flights</p> <p>must have prior approval from the head of the civil aviation department with at least 24 hrs. notice.</p> <p>RFF service will be available for the above mentioned flights. Flights with SMJP as an alternate will not be allowed.</p> <p>please email flightops@japi-airport.com with flight details to have airport operations activated.</p>	http://portal.cgna.gov.br/carsamma
Uruguay	<p>1. Passengers are not allowed to enter Uruguay.</p> <p>- This does not apply to nationals and residents of Uruguay.</p> <p>- This does not apply to accredited diplomats.</p> <p>2. Passengers are not allowed to transit through Uruguay.</p>	https://www.iatatravelcentre.com/international-travel-document-news/1580226297.htm

STATE	MEASURES	INFORMATION RESOURCES
	<p>- This does not apply to nationals and residents of Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay and Venezuela transiting through Montevideo or Punta del Este.</p> <p>3. Nationals and residents of Uruguay, airline crew and accredited diplomats will be placed in quarantine for 14 days.</p> <p>4. Passengers can only land at Montevideo and Punta del Este.</p> <p>5. Flights from Europe to Uruguay are suspended until 19 April 2020.</p> <p>Passenger, commercial and/or private flights may only in the country in case of moving Uruguayan citizens and they must request authorization with at least advance of 72 hours before the FLT to email: tacuru@dinacia.gub.uy</p> <p>aeronautical operations excepted: of INTL transport of goods, mail and supplies, humanitarian and sanitary aid</p>	<p>https://www.dinacia.gub.uy/sala-de-prensa/noticias/item/1716-restriccion-del-espacio-aereo.html</p> <p>http://portal.cgna.gov.br/carsamma</p>
Venezuela	<ol style="list-style-type: none"> 1. NOTAM A0180/20 effective since 12 April 2020, as per ICAO recommendations and as a result of the extension of the quarantine decreed by the Executive. See the text of the message in the column to the right. 2. Implementation of the National Facilitation Plan, holding of meetings within the context of the epidemiological alert due to the new coronavirus (nCoV), and establishment of agreements. 3. Authorisation of humanitarian flights for repatriation of Venezuelan citizens and residents. 4. Measures to be taken upon arrival of passengers within the framework of COVID-19. 5. Air bridge plan to address the contingency. 6. Humanitarian flights. 7. Temporary suspension of requirements to renew current licences and aviation medical certificates, extending their validity. 8. Temporary suspension of restrictions under Aeronautical Regulation RAV 141 [Certification of Aviation Training Centres (CIA) and the respective ratings for the training of flight crew, cabin crew, flight dispatchers and personnel involved in RPA operations] RAV 141.38 	<p>NOTAM A0180/20</p> <p>A) SVZM B) 2004121607 C) 2005122359</p> <p>E) SVMI, SVMC, SVMG, SVBC, SVBM, SVVA, SVJC, SVSA, SVSO, SVPR, SVMT</p> <p>SVCS AIRPORTS ARE CLOSED TO ALL INBOUND INTL FLIGHTS DUE TO COVID-19 INFECTION PREVENTION. THIS RESTRICTION DOES NOT AFFECT THE FOLLOWING FLIGHTS FM AND TO BOLIVARIAN REPUBLIC OF VENEZUELA:</p> <ol style="list-style-type: none"> 1. ACFT IN STATE OF EMERGENCY. 2. CARGO AND MAIL FLIGHTS. 3. TECHNICAL LANDING. 4. HUMANITARIAN/MEDEVAC / REPATRIATION FLIGHTS. 5. UNITED NATIONS FLIGHTS.

STATE	MEASURES	INFORMATION RESOURCES
	<p>item (j), which preclude theoretical courses or assessments to be provided on-line, for a extendable period of 30 days, as a result of the suspension of school classes in the national territory.</p> <p>9. Temporary filing of differences with respect to the Annexes to the Convention on International Civil Aviation.</p>	<p>6. GA AND COMMERCIAL OVERFLIGHTS PERSONS ON BOARD EXCEPT CREW SHALL NOT BE PERMITTED TO DISEMBARK WITHOUT AUTHORIZATION. CREW MEMBERS MAY DISEMBARK BUT SHALL UNDERGO STRICT MANDATORY QUARANTINE UNDER THE SUPERVISION OF THE STATE DURING THEIR ROTATION/REST PERIOD. EXCEPT ACFT IN EMERGENCY THE EXEMPTED FLIGHTS ARE TO SEEK PRE-AUTHORIZATION FROM AERONAUTICAL AUTHORITY (INAC), AUTHORITIES OF HEALTH AND MIGRATION IN ACCORDANCE WITH VENEZUELA AIP GEN 1.2. ENR ATS IS NORMAL AND AIR OPERATORS ARE ABLE TO FILE SVMI, SVMC, SVMG, SVVA, SVBC AS ALTERNATE AERODROMES.</p>