



Agenda Item 2: Presentation of initiatives for recovery and actions taken by States

IMPORTANCE OF AGREEING ON LINES OF ACTION TO BUILD A COMMON SCENARIO

(Prepared by Aerocivil of Colombia)

SUMMARY	
<p>This working paper proposes lines of action to support the joint reactivation of air transport in Latin America, based on a common scenario that allows for risk mitigation. These lines of action are intended to facilitate decision-making and interaction with health authorities, and to restore the trust of air transport users. They also contribute to reassert, in an orderly and safe manner, the decisive role of civil aviation in global recovery following the crisis. The definition of lines of action will allow the Region to define a joint overall path that will reduce uncertainty over the future and expedite economic reactivation of Latin America.</p>	
REFERENCES	Effects of Novel Coronavirus (COVID-19) on Civil Aviation: Economic Impact Analysis Montréal, Canada 22 April 2020 - Air Transport Bureau
ICAO strategic objectives	<ul style="list-style-type: none">- Safety- Security and facilitation- Environmental protection and sustainable development of air transport

1. INTRODUCTION

1.1 Global crises involve various stages: alert, risk assessment, response plan, management and finally, resolution and recovery. At present, we are in dire need of a plan, but this plan can only be developed in a comprehensive manner if we have a common scenario to start with, knowing the risks to be managed. There are two audiences we must understand: the users and the health authorities.

1.2 It is very important to focus the efforts of civil aviation authorities on understanding air transport users, since we find scenarios governed by emotions, social networks, personal experiences and, of course, COVID-19 itself. All of this creates confusion among potential passengers, who lose trust in the system, are baffled by the amount of information they receive, not only because they do not get the service or sufficient information, but because they become increasingly afraid of using it due to health concerns. Accordingly, we must restore trust in the fact that civil aviation is protecting them.

1.3 It is quite true that States saw the threat in international air transport, not in aviation, since it is not a commercial, or safety or civil aviation issue but rather a public health issue, involving the possibility of spreading the virus through the movement of people. This fear is still felt by governments,

which have not yet found clear answers from the health authority that currently controls most decisions. Hence, we need to have a dialogue with these authorities, from the perspective of civil aviation, of course, in order to develop a scenario and a comprehensive roadmap. We must work in collaboration, as we did in previous crises, supported by a foreseeable scenario that will help us have a discussion with health authorities, which currently control the decisions of the States, as it should be.

1.4 In each crisis, civil aviation has been able to maintain the trust of the public. That was the case of civil aviation security following 9/11, in other pandemics that we faced, and also in the case of safety, to the point that we achieved such a level of confidence in the civil aviation system that nobody doubts that it is safe. These efforts were acknowledged by the community, and we were able to maintain public trust at the highest level, thus furthering the development of the sector.

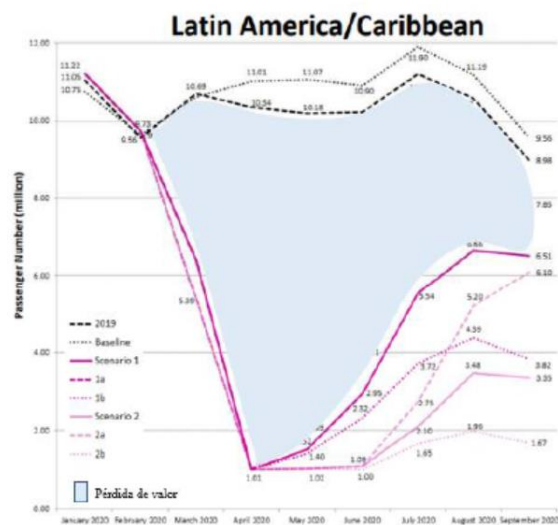
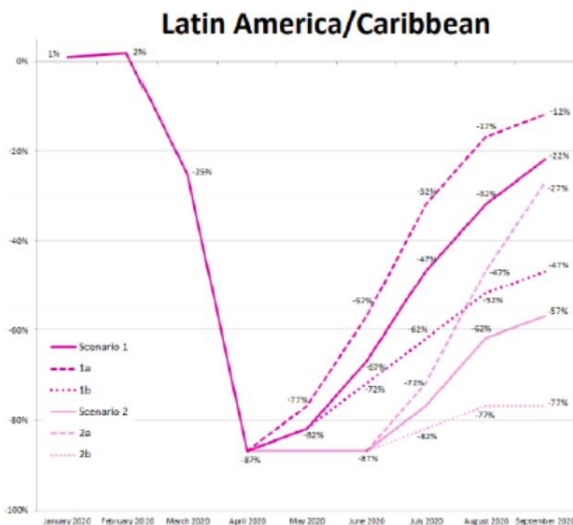
1.5 As expressed at different round tables and forums, not only at national level but also at the Latin American level, the industry is now requiring a clear scenario, at least a vision of what is expected. It was thus expressed at the summit organised by IATA, where the airports, air navigation service providers, and airlines, as part of the productive service chain, yearned for a scenario that would permit the adoption of clear decisions on how to proceed, and that would reduce the uncertainty over the future, that is, a likely scenario.

1.6 This working paper is based on a presentation that ICAO is sending to the States with an assessment of industry scenarios. It contains some question marks and justifies the need for a common vision as a Latin American region, trying to answer these questions posed by ICAO on the scenarios:

- How long will the pandemic last and how severe will it be?
- How deep will the global recession be and how long will it last?
- How long will lockdowns and travel restrictions last in each State?
- How quickly will the confidence of consumers in air travel be restored?
- How long can the air transport industry endure this ordeal?

2. DISCUSSION

2.1 ICAO has been developing some demand scenarios. Below, we share the analysis of the economic impact on aviation in the Region, dated 22 April 2020:



2.2 We have two likely scenarios for ICAO, each supported by different hypotheses. However, they are only possible to the extent that States make the common decision of opening their borders, showing health authorities that they are capable of providing safe travel, so that the former may relax their position. The V- or U-shaped path will depend on the opening of the markets. Trends vary according to the duration and scale of the outbreak, the level of trust of air transport users, the economic situation of each State, but, mainly, the approach taken by health authorities with respect to aviation.

2.3 In this regard, we propose some lines of actions within the context of Latin America, namely:

- 1- Development of a phased reactivation plan for international civil aviation in Latin America
- 2- Development of a biosafety protocol for air transport
- 3- Guidance on the reforms required for providing financial sustainability and liquidity to stakeholders in the system
- 4- Guidelines on strategies for communication with air transport users and the society as a whole
- 5- Guidelines on local actions to generate trust among the communities and local governments
- 6- Recommendations for governments so as not to disrupt the institutional and budgetary robustness of civil aviation authorities or the international organisations that support them

2.4 The lines of action reflect the efforts made to channel decisions towards aviation and restore the shaken trust between countries, driven by daily statistics published on different media. We must clearly demonstrate that aviation can be neutral and safe in the middle of the crisis, showing that the Latin American aviation sector can respond with common, accurate, and clear proposals that civil aviation authorities undertake to implement among aeronautical personnel, at each airport, in each flight and in each activity.

2.5 The longer Latin America remains without protocols, guidelines, guides and recommendations, and lacks a common position, the greater the risk for airlines, airports and other demand-driving sectors, such as tourism, to go bankrupt. Likewise, the loss of trust will worsen, and the foreseeable scenario could face some risks, such as those listed below:

- In a sovereign manner, each State will maintain international operations closed and will cautiously regain trust in the aviation systems of other States on a bilateral basis.
- Each State will apply different biosafety methods to control COVID-19.
- Each airport of origin will apply non-standard processes to travellers, aircraft, crew members, preventing seamless international movement of traffic or duplicating controls.
- Each airline designated in commercial air service agreements will apply different criteria at their point of origin or destination.
- Air transport users will not be aware or will not be duly informed of the sanitary requirements of each country or of quarantine and other specific measures.
- The entities responsible for migration and sanitary control of international travellers might have difficulties to maintain a flow consistent with social distancing, due to lack of capacity.
- An uncontrolled reopening of the civil aviation system could lead to excess supply of seats, which is detrimental for the industry itself.

2.6 It is true that the level of uncertainty regarding the impact on civil aviation is very high, even more so if the pandemic continues to spread in Latin America and economic slowdown worsens in individual countries. Thus the need to take joint action in Latin America based on the proposed lines of action.

2.7 In this regard, the following important question arises: How can we change the trend and restore trust? The answer lies in collaborative action, with a Latin American vision that will permit the implementation of the proposed lines of action. It would initially involve aviation authorities working together and once an agreement is reached, it would be shared with the industry and then with the health authorities so that they may contribute to a smart reopening of aviation and its reactivation.

3. **SUGGESTED ACTION**

3.1 The Virtual meeting of civil aviation directors of SAM States is invited to:

- a) take note of the information presented in this working paper;
- b) recommend the need to take action within the Latin American context, inviting the ICAO SAM Regional Office to contact the ICAO CAR Regional Office in Mexico to promote the relevant dialogue scenarios;
- c) acknowledge the lines of action proposed in this working paper, aimed at the development of comprehensive actions to help civil aviation authorities to have a common vision to serve as a frame of reference; and
- d) request the ICAO SAM Office to incorporate the objectives of these lines of actions into the work of the teams.

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