



International Civil Aviation Organization
South American Regional Office
**Virtual Meeting with the Civil Aviation Directors
of the South American Region**
(Lima, Peru, April 2020)

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

**PRINCIPLES TO CONSIDER FOR CIVIL AND COMMERCIAL AVIATION
REACTIVATION IN LATIN AMERICA AND THE CARIBBEAN**

(Presented by the Secretary of the Latin American Civil Aviation Commission, LACAC)

SUMMARY

This working paper states that, in face of uncertainty and the contradictory scenarios we are facing in the aviation sector, urgent measures must be adopted, especially for the reactivation of international air transport of passengers, all aimed at preventing, in broad terms, the loss of jobs. New and innovative measures will probably begin in the domestic aviation market and will be subject to trial and error. The paper requests the meeting, when designing and implementing measures or plans for the reactivation of the sector, to consider the adoption of simple, seamless, flexible or pragmatic and uniform measures.

**ICAO strategic
objectives**

- Safety
- Security and facilitation
- Environmental protection and sustainable development of air transport

1. INTRODUCTION

1.1 The COVID-19 crisis created, like never before, a world full of uncertainty and contradictions. Uncertainty because the pandemic scenario is constantly changing and we have no clear idea as to when a vaccine or treatment will be distributed to a significant percentage of the world population. However, the general prediction is that a vaccine or treatment, if any, would only start to be applied massively all over the world in 2021.

1.2 We are facing contradictory scenarios. The experience gained in other crises show that fear can be more destructive than the virus itself. Therefore, we must transmit optimism in order to regain the trust of people that use air transport. Nevertheless, this approach must be qualified by a word of caution, because the worse is yet to come. In fact, in our region, we are facing the first wave of the virus and it is reasonable to think that there will be more than one wave.

1.3 Uncertainty and contradiction have been present in the decisions made. Thus, some decisions that were previously adopted at the aeronautical level are now being adopted in other entities in the countries of the region. This has created fragmentation, generating an additional

barrier to the recovery of international air transport, which requires uniform and harmonised standards for its development.

2. DISCUSSION

2.1 The analysis of air transport recovery has several dimensions. The air carriage of freight only has grown in the region, unlike the transport of passengers. The recovery of the international transport of passengers may follow a U-shaped curve. It may be forecast that we will remain in the low part of said curve or that we will follow an L-shaped curve for the rest of 2020.

2.2 In view of this serious situation, measures are urgently needed. Among other objectives, they must help prevent liquidity problems in the companies of the sector that could then become solvency issues, which might result in bankruptcy and loss of jobs.

2.3 The measures must give assurance to passengers, but the aeronautical sector cannot do it single-handedly. Travelling will not be reactivated just like that, moving people from point A to point B. We need the concurrence of many actors, who in a consistent manner and through a broad interactive chain, will provide assurances that there will be no transmission of the virus: transfer vehicles to and from airports; safety at the hotels and at potential tourist sites that may gradually open to the public; etc.

2.4 In light of the above, it is advisable to keep in mind certain characteristics that should serve as guiding principles for the measures to be adopted in the region:

2.4.1 Simple measures: in substantive terms, clarity in the objectives and expected results, simplifying procedures without affecting security of the sector. In the formal aspect, each authority should be able to administratively apply the measures, avoiding legal changes.

2.4.2 Seamless measures: ensure maximum participation and dissemination, in terms of both the design and the implementation of measures.

2.4.3 Flexible or pragmatic measures: the scenario changes quickly, so quick adaptation is required. To the extent possible, start with company self-regulation in relation to new or innovative measures and be capable of changing along the way.

2.4.4 Uniform measures: the most important thing in this sector is that measures should be uniform, universally consistent, and harmonised. The tendency toward fragmentation should be decidedly avoided.

2.5 The substantive content of the various measures is being drafted in broad discussions at regional and global level. Many of these measures are subject to trial and error. It is quite likely that innovative measures will be tested first in domestic aviation markets. It is time to use all available capabilities to find the best solutions and act with a single voice.

3. SUGGESTED ACTION

3.1. The Virtual Meeting with Civil Aviation Directors of the SAM Region is invited to:

- a) take note of the information presented in this working paper;
- b) recommend the need to consider the characteristics or principles presented herein when designing and implementing measures and plans for the reactivation of commercial civil aviation.

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