



**INTERNATIONAL CIVIL AVIATION ORGANIZATION
South American Regional Office**

REGIONAL CAPSCA VIRTUAL MEETING

EXECUTIVE REPORT

(30 April 2020)

CAPSCA REGIONAL VIRTUAL MEETING RESPONSE OF THE REGION TO COVID-19

1. INTRODUCTION

The Regional CAPSCA Virtual Meeting on the Response of the SAM Region to COVID-19 was held on line on 30 April 2020, at 08.00 hs. Lima time (-5 UCT)

2. OPENING OF THE VIRTUAL MEETING

Mr. Oscar Quesada, SAM Office Deputy Regional Director, opened the meeting thanking the participants for the efforts made to be present in the meeting. Mr. Quesada's introductory words were addressed to encourage participants to join the ICAO SAM Office strategy to add efforts having a common vision for the restart, reactivation of and construction of resilience in the international civil aviation system. He explained the need of a well-oriented coordination among the agents of the industry, in order to have a solid and well channelled action for restarting air transport activities.

CAPSCA plays an important role in this momentum, since health protection at entrance points in frontiers and ports of embarkation is fundamental. Mr. Quesada recommended a coordinated action between CAPSCA and the other health agents, including the medical panel of the SRVSOP.

The meeting counted with simultaneous interpretation.

3. AGENDA

The following agenda was adopted:

Agenda Item 1: Presentation of the summary of WPs 04, 07 and 11 treated on the virtual extraordinary meeting of SAM Directors General of Civil Aviation –DGCAAs (RAAC/17), held on 24 April 2020, at 14.00 hs.

Agenda Item 2: Welcome to new members; CAPSCA website, CAPSCA survey, Public Health Corridor concept, Guidance material related to COVID-19, CAPSCA webinars, on-line training and Assistance visits, and CAPSCA Symposium

Agenda Item 3: Other matters

4. ATTENDANCE

Thirteen (13) SAM States, 3 NACC States, 9 international organisations and 1 aircraft manufacturer attended the Meeting, totalling 77 participants, including ICAO Officers. The list of participants is shown on page 5.

5. DEVELOPMENT OF THE VIRTUAL MEETING

The objective of the meeting was to optimize efforts of the CAPSCA programme with civil aviation authorities, industry agents and organizations of the region for a coordinated response to retake of activities once overcome COVID-19 crisis.

The meeting agenda presentations were in charge of Mr. Pablo Lampariello, AVSEC/FAL Regional Officer, ICAO Lima Office, and CAPSCA Coordinator for South America.

Presentation of agenda item 1 covered the working papers submitted by Argentina, Colombia and IATA in the extraordinary meeting of SAM Directors General of Civil Aviation - DGCAs (RAAC/17), held on 24 April 2020, at 14.00 hs. These WPs expressed full support to the CAPSCA, as the advice for the region to standardize measures and provide guidance to all States of the region during the recovery process and normalization of operations.

Under the agenda item 2, CAPSCA programme was presented, first welcoming new members, followed by the information of CAPSCA website presently under development. Afterwards, the CAPSCA survey was explained, indicating that the purpose was to register in a one-page template what States have implemented, and also to report updates, results that will be published on the ICAO website.

Regarding the Public Health Corridor concept, it was explained that this had been introduced for travelling from point A to point B, to mitigate the risk of contracting COVID -19 while flying or to export/import the cases into the countries. All aspects are considered including crew isolation, aircraft disinfection, arrival, clearance, clean airport facilities, airport terminals, transport of passengers, transport of crew to hotels, all these operational and facilitation aspects packaged together in the public health corridor concept..

Immediately after, the Guidance material related to COVID-19 was presented, namely:

- ✓ Public Health Corridor for Cargo Operations, specifically related to cargo operations to enable medical supplies during the pandemic and the less complex operation compared with the passengers' operations. All aligned with WHO guidance (not in the position to support the idea of a passport immunity). We will have the blessing (validation) of WHO.
- ✓ Crew COVID-19 Status Card, completed by the crew, to help the health and airport authorities.
- ✓ Repatriation flights information material will be coming soon.

Also important was the explanation of CAPSCA webinars, online training and technical assistance visits:

- ✓ Webinars are opened for whoever is willing to participate. The next one will take place on Thursday, 7 May, is about CAPSCA. The second one will be on the Public Health Corridor, and the third one on management of COVID-19.
- ✓ Online training is progressing well, very positive. Seeking funding to register more participants from States free of cost.

- ✓ The WHO course on aviation is free, shared on the 20 of April on the daily updates issued by MED Section.

Participants were informed that CAPSCA Symposium had been programmed to take place on 19 – 21 October 2021, and that invitations would be timely distributed to all States and industry agents.

6. DISCUSSIONS AND COMMENTS

- a) The Regional Safety Oversight System (SRVSOP) pointed out the need that work be done together as a whole by the different agents involved, in order to have a defined and standardized protocol for the region, following the guidelines of CAPSCA, ICAO, and WHO.
- b) IATA indicated that their role in this forum is related to all what CAPSCA is doing at a global level. It is important to avoid duplication. A similar forum has been created in APAC at the regional level.
- c) IFALPA/AIMA expressed concern that there are no procedures in place from the States to develop rules or guidelines to protect the aircrew. He also mentioned the recommendation to use paperless documentation (electronic crew card). In terms of disinfection of the aircraft, he expressed that *Lufthansa Technic* has sanitation procedures for maintenance. However, questions remain on how often the cleaning and disinfection of the aircraft are recommended. It is important to maintain the cabin sterilized, and all the cleaning and maintenance personnel should have guidelines. In addition, guidelines should be clear regarding who controls the cleanliness of the hotels where pilots are staying, how to certify the hotels and on other aspect regarding the transport of the aircrew.
- d) Colombia supports the idea of paperless, electronic cards and the existence of a database to have access the information. It would be good to have an alert system (notifications) depending on the answers. Likewise, regarding the cards, the possibility to develop an App to consolidate the information in one single database was mentioned.
- e) The Health Ministry of Paraguay maintained that the availability of the information is key. Information has to be fluid and fast. Regarding the cleaning and disinfection of each flight, especially with the repatriation flights of citizens stuck/blocked in Europe and USA, there is a big risk, especially when re-entering the countries. Regarding crews, their health and good rest is very important. The hotels of the symptomatic aircrew have to coordinate con the health ministry for the follow-up/ observation of the aircrew that was in contact with a COVID-19 positive case. Training of aircrew is a concern. Last, the importance of the COVID-19 way of travelling, the distribution of seats, the guidance regarding the space /distancing recommended according to the measures in place.
- f) The Health Ministry of Argentina indicated that they need guidance about the transport of COVID-19 human remains. They had had a case and did not know what documents to provide at the destination. In Argentina, there are effective public health corridors to prevent cases travelling and to control the entry and departure. They expressed concern about the tests and measures for humanitarian flights.
- g) The representative of the Civil Aviation Authority of Panama informed that they had developed bio-security guidance material and protocols for emergency/first responders like

firefigths, investigations personnel, among others at the airport, to respond to an incident involving an aircraft with a case of COVID-19 on-board.

- h) The representative of the Civil Aviation Authority of Venezuela expressed that they need to have a mechanism to assess if the measures in place at the airports (entrance and inside the airport) are effective for the prevention of COVID-19 in the future.
- i) The representative of the Civil Aviation Authority of Ecuador indicated that cleaning and disinfection of the aircraft are very important and that services providers are experts on that. They also agree that all cards should be digital, paperless. On the other hand, the measures should upon arrival and departure should be specific. Likewise, guidance material is only focusing on the crew, but the need to develop material for the air traffic controllers is also an important measure for safety. Ecuador has developed procedures for ATCs that can be shared with those interested.
- j) CANSO informed that it was the first time in a CAPSCA meeting. They wished to share the procedures developed for ATCs and provided the following link: <https://www.canso.org/protecting-canada's-air-navigation-system-against-covid-19-7-precautionary-measures>
- k) The focal point for CAPSCA in Argentina, who works at the CAA and also represents Argentina in the SRVSOP medical panel, requested clarification regarding the procedure to manage human remains of a COVID-19 case, specifically referred to the documentation required at arrival, which needs to be a fast procedure.
- l) Diego Garcia, presently advising C/MED at ICAO HQ, indicated that issues being raised in this meetings should be used as a base to establish common procedure for all States. He recommended to access CAPSCA website where reference material and new measures are published. Being a public health issue, CAPSCA follows WHO guidance in this respect. He highlighted the cooperation and guidance provided by Dr. David Powell to CAPSCA.
- m) FAL Chief of the CAA of Bolivia presented their experience on Annex 9 implementation. Bolivia has developed guides, protocols, contingency plans and return to operations plan, based on ICAO, WHO, IATA guidelines, but making them more practical. They have their own PHC (basic measures at arrival and at the airport), such as restricting the entrance to non-travellers, basic measures on bio-security, trays to clean the shoes, hand-washing devices at the entrance of the airports. They have given responsibilities to the airlines regarding their own protocols and bio-security material. The CAA has compiled all available documents from airlines and airport operators and airport (national and foreigners) to established joint protocols. In addition, border control and customs apply bio-security measures. Bolivia offered to share these documents with the group.

7. CONCLUSION

Based on the contributions of the participants, it was concluded that it is necessary to work together among States, Industry and International Organizations to standardize the measures of the SAM Region and not duplicate efforts, based on the guidelines established by CAPSCA and PAHO / WHO. Guidelines need to be standardized through the SRVSOP Medical Panel, according to the conclusions of the Meeting of Directors of Aviation Authorities held virtually on Friday, 24 April 2020.

LISTA DE PARTICIPANTES / LIST OF PARTICIPANTS**ARGENTINA**

1. Rosana Goette
2. Claudia Madies

BOLIVIA

3. Alejandra Cortez

BRASIL / BRAZIL

4. Marcos Afonso Braga Pereira
5. Mariana Coelho
6. Paula Matheus de Cerroni
7. Marcelo Felga de Carvalho
8. Viviane Cássia Pereira
9. Diego da Silva Moreira
10. Teresa Amanda Correia Lima Castelo Branco
11. Vania Melhado

CHILE

12. Paula Marinkovic Casas
13. Johanna Acevedo
14. José Luis Ramos Moreno
15. Claudio Canales
16. David Dueñas
17. Juan Carlos Casanova
18. Pauline Romo

COLOMBIA

19. Claudia Olarte
20. Diego García
21. Maria Angelita Salamanca
22. Javier Ríos Plata
23. Johana González

CUBA

24. Pablo González Martínez

ECUADOR

25. Jorge Herrera
26. Edwin Delgado
27. Eulalia Narváez
28. Aida Soto
29. Darío Leonardo Arévalo

EL SALVADOR

30. Jorge René Recinos

GUYANA

31. Tamica Noel

HONDURAS

32. José Alejandro Servellón Duran

PANAMA

33. Gustavo de León
34. David B. Ramos
35. Pablo Enrique González Alonzo
36. David Vos
37. Gerardo Alfaro
38. Israel Cedeño

PARAGUAY

39. Darío León

PERÚ

40. Verónica Pajuelo
41. Fabiola Quijano
42. Luis Salazar
43. Eliseo Salcedo
44. Gino Ormeño
45. Kely Meza Cornejo

SURINAME

46. Radjesh Ramadhim
47. Astrid Van Sauers

URUGUAY

48. Raquel Rosa
49. Diego Joaquín Suárez
50. Olavo Machado

VENEZUELA

51. Buenaventura Núñez
52. José Manuel García
53. Francisco Larrea

ACI-LAC

54. Rafael Echevarne
55. Maria Elena Sandoval

AIRBUS

56. Andreas Kohn

ALTA

57. Gonzalo Yelpo

CANSO

58. Javier Vanegas

59. Nico Voorbach

CAPSCA Sudamérica

60. Juan Carlos Monteza

61. Carlos Staff

IATA

62. Peter Cerda

63. Oracio Marquez

64. José Ruiz Llorente

65. Alejandro Restrepo

IFALPA

66. Daniel Bianco

IFALPA/AIMA

67. Carlos Salicrup

SRVSOP

68. Ana María Díaz

PAHO/WHO – OPS/OMS

69. Eldonna Boisson

70. Tamara Mancero (Argentina)

71. Fabiola Michel (Bolivia)

72. Ana Botello (Panamá)

73. Mario Cruz Penate (Chile)

OACI / ICAO RO

74. Oscar Quesada Carboni

75. Pablo Lampariello

76. Leonardo Boszczowski

77. Caroll Rojas