



International Civil Aviation Organization
South American Regional Office

Third Virtual Meeting of Civil Aviation General Directors of the South American Region on the Response to COVID-19

(Lima, Peru, 22 September 2020)

RV3/DGAC - IP/03

Rev. 1: 18/09/2020

Agenda Item 2: Progress of the activities of SAM strategic framework in response to COVID-19

SUMMARY OF SESSION # 4 OF THE STRATEGIC GROUP IN RESPONSE TO COVID-19 OF THE SAM REGION

(Prepared by the Secretariat)

SUMMARY

This information paper presents a summary of the fourth session of the Strategic Group made up of focal points from the SAM States, International Organizations and the ICAO Secretariat.

1. INTRODUCTION

1.1 The first Virtual Meeting of Directors General of Civil Aviation (RVDGAC) of the SAM Region concluded that a strategic working group to be established to work on the guidelines for a regional recovery strategy, which would include a collaborative effort between States, industry, regional organizations, SRVSOP, in close coordination with CAPSCA and other international organizations.

1.2 Based on this conclusion, the SAM Regional Office prepared working sessions in conjunction with focal points assigned by the States, International Organizations and other interested parties, to prepare the guidelines for a regional recovery strategy.

1.3 On August 28, 2020, the Fourth Session of the Strategic Group took place through virtual means (ZOOM platform). The objective defined for the fourth virtual meeting was to report the progress of the priority activities that were included in the *Strategic Framework on Aviation Recovery for the South American Region*, presentations of new products, and, in addition, to receive feedback from States and Industry regarding the reopening activities in some States through an experts panel.

1.4 Fifty-seven (57) specialists attended the meeting from the Civil Aviation Authorities of the South American Region, the FAA of the United States and EASA of Europe and other organizations including LACAC, ACI-LAC, ALTA, CANSO, IATA.

1.5 A meeting report was produced in addition to the recording of the meeting, available on the portal <https://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2020-VS4-SF>

2. RESULTS

2.1 Under agenda item # 2, the progress related to the activities approved by the RVDGAC of the SAM Region as part of the Strategic Framework of the SAM Region in response to the COVID-19 crisis was presented. A summary of these activities is reported to this Third DGAC Meeting through IP02.

2.2 Under agenda item # 3, # 4 and # 5, details of the finished products of the following activities were provided: # 005 Guidance material on the impact of COVID-19 on the airport's air side (movement area) processes, # 006 Guide for the gradual reopening of commercial activities at the airport and # 011 Response Plan Model. These products are available on the portal <https://www.icao.int/SAM/SECURITY-FACILITATION/COVID-19/Pages/COVID19-SFProjects.aspx>.

2.3 Under Agenda item # 6, a Panel consisted with States / Industry representative was held with the objective to get feedback on current measures, future challenges and lessons learned. The panel was moderated by Mr. Gustavo De León, Deputy Director of the Civil Aeronautical Authority of Panama, and was conformed of the following people:

- Sergio Paris - AEROCIVIL Colombia
- Eliseo Salcedo - DGAC Peru
- Alejandro Restrepo - IATA Americas
- Francisco Medela - ACI LAC

2.4 The focus of the panel was in the sense of obtaining the points of view based on the experiences and suggestions for improvements. **Attachment A** of this paper presents an extract from the meeting report with the views of each panelist.

2.5 The panelists were asked to answer the question “Summarize in 30 seconds the main idea that you wish to convey as the conclusion of this Panel”, and these were their responses:

ACI LAC

- “The airports are ready to open and have applied the CART measures for a safe operation”.

PERU

- “Are the implementation of the recommendations and measures giving a message about the use of technology? Or that aviation is the safest means despite this pandemic?”

IATA

- "The airlines are ready and what they require is coordination between the States to achieve harmonization between the measures adopted and those to be adopted."

COLOMBIA

- “We need to put the airlines at the center of the activity. Facilitate their activity”. "Mitigate the risk so that the health authorities accompany the aviation reactivation"

2.6 Under “Other Business”, Mr. Eduardo Café of the Inter-American Development Bank (IDB) presented an initiative on a course on “*Management and Regulation of Sustainable Airport Infrastructure. (available only in Spanish)*” The course has a “self-paced” modality with 5 modules that must be completed before November 30 of this year.

The available modules are:

- Module 1: Institutional framework for air transport in LAC: guidelines and policies
- Module 2: Airport Infrastructure: Management processes and indicators
- Module 3: Airport planning and management in a new regulatory context
- Module 4: Airport concessions and APPs
- Module 5: Innovative practices in airport management and regulation

2.7 Currently offered free of charge. It is available under the link <https://cursos.iadb.org/es/indes/gesti-n-y-regulaci-n-de-infraestructura-aeroportuaria-sostenible>

ATTACHMENT A to Information Paper # 03 -

**EXTRACT FROM THE REPORT ON SESSION # 4 OF THE SAM STRATEGIC GROUP IN
RESPONSE TO COVID-19**

(FULL REPORT AVAILABLE AT

<https://www.icao.int/SAM/Pages/MeetingsDocumentation.aspx?m=2020-VS4-SF>)

ATTACHMENT A to Information Paper #03

Question 1:

What can we provide feedback to the CART and the Strategic Group based on what we have observed so far in the handling of these documents, and indicate if they are obsolete or inadequate at this time, and what implementation challenges have we had?

IATA:

- Most States with definitive or implemented protocols
- Issues relating to tests: many States ask for tests both on departure and on arrival. This has caused an implementation difference. This lack of harmonization results in complications for airlines and passengers. For example, there are States where there is no consistency of when it should be required (48 hrs, 72 hrs?), Others require it on arrival, etc.
- It is recommended that the CART review this item and establish a single testing time.
- Indicated that some States require airlines to keep test results in their systems (database). This brings up issues of confidentiality and privacy. This relationship should be State-Passenger, not involving the airlines.
- In the event of flight delays, a passenger could lose the validity of their COVID-19 test. It can lead to being inadmissible. States are asked for flexibility and that the CART considers these scenarios.
- Commented on requirements under the CART that end up being immigration problems and that are not covered under immigration law, but that lead to immigration actions. Airlines returning the passenger, and that the State of entry asks for proof. How does this passenger do his test?
- Physical (paper) forms. The implementation of electronic formats instead of paper is encouraged.
- The CART should cover what is pertinent to the risk analysis or mechanism so that each State analyzes the risks in a similar way, and that the measures have the same weight.
- Measures for crews should be differentiated from those for passengers.

COLOMBIA

- Understand that the only alternative is to put the airlines at the center of activity.
- Concentrate efforts on that axis.
- Work on the implementation of the process.
- CART forecasts are not known by the HEALTH authorities. Show that civil aviation is safe.
- The CAPSCA should be that bridge between AVIATION and HEALTH.
- The CART should have a WHO (World Health Organization) or PAHO seal to facilitate coordination in the States.
- Take care, when vaccines are available, to ensure that States do not discriminate in the acceptance of X or Y type of vaccine. (For example, I accept the vaccine from State “A” but not State “B”).
- Local survey at the State level:
 - A complete and comprehensive vision of the biosafety strategy and protocols was lacking.
 - Three fundamental elements that are difficult to apply at the State level
 - Lack of a risk management system associated with the biosafety protocols themselves.
 - Clear determination of management responsibilities for each requirement
 - Who in the background at the time of transferring these guides has the obligation to inspect compliance? They are not always functions of civil aviation.
- Cultural issues: passenger culture requires immense support from airports and airlines. Despite having communication plans, there is the feeling that we are not making it understood that the rules to be implemented guarantee sustainability of the service provision.

ATTACHMENT A to Information Paper #03

PERU

- There are measures that are temporary that are not applicable in all States. Either due to costs or lack of infrastructure.
- Advanced technology measures should not supplant other measures that have the same effect or objective.
- Failure to comply with a measure should not give the image that a State does not comply or is less safe.
- Many recommendations are not endorsed by a legal framework (regulations or SARP).
- The CRRIC tool should have a “comments” option and a “not applicable” option.
- In the CRRIC tool there should be a classification of the measures. To identify the mandatory and complementary ones, and the complementary ones, leave them out of the % calculation.
- The implementation of measures should be consistent with the response phase. For example, if there are no international flights and only domestic flights, the calculation should be different.

ACI LAC

- Transmit to Strategic Group that the airports are ready.
- Airport Health Accreditation Program allows airports to measure themselves against CART and EASA protocol.
- Already applied to humanitarian flights.
- Passengers should have the information before arriving at the airport. Important work in communication aspects.
- There is a lack of consistency on the subject of testing (as mentioned by IATA). Not only the issue of times, but the sampling on arrival, which puts a lot of pressure on the airport infrastructure.
- This lack of consistency greatly affects the passenger experience.
- Quarantines greatly affect passenger traffic. Explain that tests are measures that can replace quarantines.

PANAMA

- The most critical aspects identified have been the interaction with the health authorities.
- In Panama, this interaction was overcome and there is a controlled Connections Center in Panama city (Tocumen airport) for the region.

Question 2:

If we could guide decision-makers on these aspects, what methods or criteria could we recommend, based on experience, to help recovery processes?

PERU

- Preserve operational safety at all times. Although some flexibility has been established in the standards, it must be ensured that this flexibility provides the same level of safety.
- It is estimated that the reactivation will be progressive to avoid a collapse, so permanent surveillance must be ready to guarantee this reactivation.
- Possibility of some States avoiding flights from a State with a high level of contagion. This is something that must be considered in the analysis.

ACI LAC

ATTACHMENT A to Information Paper #03

- The selection of measures should always be based on a risk analysis, preserving a certain consistency of the measures in the region.
- Consider that airports are ready with the implementation of measures to start operations as soon as possible.

COLOMBIA

- Recommend that the States place the airlines at the center of their activity.
- Take care of risk mitigation, operational safety and biosecurity.
- Take care that the health authorities do not force back steps when few steps forward have been taken.
- Monitor with the operators, the mobilization of supply and demand.
- Regulate the capacity of the airport and supply of chairs. In the case of Colombia, through Sanitary Slots.
- Strong communication campaign on aviation.

IATA

- Try to comply with international best practices and ICAO forecasts to ensure harmonization.
- Relevance of the airline industry in the economy of the countries and well-being of their citizens.

Question 3:

Summarize in 30 seconds the main idea that you want to convey as a conclusion of this Panel

ACILAC

- "The airports are ready to open and have applied the CART measures for a safe operation".

PERU

- "Are the implementation of the recommendations and measures giving a message about the use of technology? Or that aviation is the safest means despite this pandemic?"

IATA

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- "We need to put the airlines at the center of the activity. Facilitate their activity". "Mitigate the risk so that the health authorities accompany the aviation reactivation"