



International Civil Aviation Organization

South American Regional Office

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

(Lima, Peru, 22 May 2020)

VM2/DGAC - WP/14

21/05/2020

**MEASURES TAKEN BY VENEZUELA TO REACTIVATE AND RESTART AIR OPERATIONS
IN 2020, DURING AND UPON TERMINATION OF THE
THE SUSPENSION OF OPERATIONS
DUE TO COVID-19**

(Presented by Venezuela)

SUMMARY

This working paper describes the contents of the plan for reactivation and restart of air operations in 2020, containing the various actions adopted by Venezuela to resume domestic and international commercial aviation operations, with acceptable levels of safety and security, in strict compliance with the standards and recommended practices of the International Civil Aviation Organization.

1. INTRODUCTION

1.1 Venezuela is committed to the development of international, regional, and national civil aviation, and fully complies with the standards and recommended practices of the International Civil Aviation Organization (ICAO), as shown in the various audits and other activities carried out with the Organization, with the purpose of achieving the safe, orderly and efficient conduction of civil aviation, in compliance with the principles and tenets of the Convention on International Civil Aviation, aimed at promoting peace and friendship among the nations and peoples of the world. Likewise, Venezuela is committed to the resumption of international air transport services once the suspension of global air operations as a result of the COVID-19 is over, based on equal opportunities, fair competition, real and effective reciprocity, avoiding discrimination and measures contrary to the development of nations, among other aspects enshrined in the Chicago Convention.

2. DISCUSSION

2.1 The aforementioned plan is aimed at preserving essential transport flows, with special emphasis on those activities that will permit and facilitate air cargo operations during the contingency generated by the COVID-19 outbreak. It also seeks to define the activities required, before and after, for the reactivation and restart of air operations during and upon termination of the state of alarm declared by the different governments of the Region to offset the effects of the coronavirus. Accordingly, the aeronautical authority of Venezuela will guarantee operators and users of the aeronautical system acceptable levels of safety and security to enable a safe, orderly and efficient development of domestic and international air operations, and will take exceptional temporary operational and administrative measures to fight the effects of the spread of COVID-19.

2.2 Based on the principles of equal opportunities and fair competition, the plan is applicable in the entire national territory and other assigned spaces, in accordance with the legal provisions in force, to

aeronautical personnel, aircraft used for the transport of passengers, cargo, and mail, those used for specialised air transport, airport operators and all service providers authorised to conduct aeronautical activities that support commercial and general aviation operations in flight or on the ground.

2.3 This plan is based on the following legal instruments:

- Constitution of Venezuela
- Convention on International Civil Aviation and its Annexes
- Civil aviation law
- Decree declaring the state of alarm, and other provisions issued by the Executive to address the COVID-19 pandemic
- National facilitation plan
- National civil aviation security plan and the applicable aeronautical technical regulations.

2.4 In order to carry out the activities contemplated in the aforementioned plan, the following criteria must be taken into account, in addition to the aforementioned standards:

- 1) ICAO policies, standards and recommended practices
- 2) Cost reduction in the aviation sector
- 3) Alternative means of compliance with ICAO standards and recommended practices, that permit risk assessment, monitoring, and mitigation
- 4) The possibility of creating and granting economic and non-economic, direct and indirect incentives to increase and maintain personnel availability and to purchase goods and services to start operations.
- 5) Leverage and strengthen distance learning. Extend the validity of licences, certificates and ratings, and standardise the action taken by other aeronautical authorities.
- 6) Proposals must have a positive impact on the productive apparatus of the State, through activities that ensure, permit and contribute to the participation of developing countries, based on the principles established in the Convention on International Civil Aviation--such as sovereignty, equal opportunity, friendship, respect, and understanding among nations--and prevent abusive actions from becoming a threat to general security and cooperation towards achieving peace in the world.
- 7) Gradual reactivation of the sector to avoid a negative impact that is contrary to the tenets of the Convention on International Civil Aviation.
- 8) Prevent the collapse of aeronautical services once the crisis is over, through the implementation of effective biosafety protocols for restarting aeronautical operations, which do not have a significant economic impact on States.
- 9) An information campaign to recover credibility and confidence in the air transport system.
- 10) Respect of labour rights and the rights of the users of the service.
- 11) Availability of airport slots and their assignment on equal terms.
- 12) Operating conditions and limitations faced by each aeronautical service provider, so that these can be corrected before starting commercial and private operations.
- 13) The possibility that this plan may assist other States in restarting and resuming air operations in a safe, orderly and efficient manner.

3. **TASKS**

3.1 Organise the following tasks in appendices, by area:

3.2 Develop proposals to reduce the negative impact of the COVID-19 pandemic on domestic and global aviation, based on consistent commercial aviation policies that ensure the participation of developing countries, in accordance with ICAO standards and recommended practices. Implementation

of direct and indirect, economic and non-economic incentives to minimise the costs incurred by the aviation industry as a result of the COVID-19 pandemic.

3.3 Develop solutions to reduce the cost of air operations in terms of training and recurrent simulator courses, safe extensions for equipment operation, preservation and/or safe conduction of aeronautical activities, updating of technical publications, recurrent training of aeronautical personnel, and reduction of limitations that entail high investments.

3.4 Develop alternative means of compliance in order to authorise and inspect flights to avoid equipment conservation procedures, ensure recent experience of crews, use aircraft as an alternative to flight simulator training, and transport cargo, medical personnel, ill and repatriated passengers.

3.5 Develop the risk assessment, follow-up and mitigation methodology (SSP) to control deviations and compliance with alternate means of compliance in each of the proposals, in order to ensure safety and security.

3.6 Develop voluntary and mandatory e-learning programmes to complete suspended and scheduled face-to-face recurrent and refresher courses and consultations for aeronautical and non-aeronautical personnel, using all technological tools available, applying a methodology approved by the aeronautical authority.

3.7 Implement ways to extend the validity of aeronautical licences, certificates and ratings, using the safety and security risk assessment, follow-up and mitigation methodology, and to validate the authorisations or certifications issued by the aeronautical authorities of other States with which no prior agreement to that effect has been signed.

3.8 Assess the cost structure of aviation companies in order to adjust the corresponding rate plans.

3.9 Assess route and frequency tables with a view to proposing a gradual and consensual restart of operations in order to minimise the negative impact of reduced demand.

3.10 Propose biosafety protocols to safely start operations at a low cost for the State and air service providers, preferably using national technology.

3.11 Propose alternate means of compliance with requirements involving simulators, prior experience, updating of manuals, recurrent training, and any other requirement, not produced or provide in the country.

3.12 Propose a communication campaign to recover the credibility and trust of air transport users and promote a prompt recovery of the aviation sector.

3.13 Assess the system in order to improve airport slot assignment in equal terms.

3.14 Make an assessment of air service providers in order to formulate the necessary recommendations to correct deficiencies before restarting commercial and private operations.

3.15 Present social distancing proposals for airport facilities and aircraft in order to prevent a new spread of this or any other virus that may have a negative impact on the reactivation of the aeronautical activity. An example of passenger separation in commercial aircraft would be leaving one seat in between, and establishing an area for infected persons.

3.16 Start flight operations at the main airports that offer airlines and passengers the aeronautical infrastructure and services that comply with the extended virus prevention protocol.

3.17 Develop proposals for the protection of human resources in the aeronautical sector, to reduce the impact of the current situation, which could result in mass layoffs and loss of jobs by experienced workers in the sector.

3.18 Propose a State security policy to serve as a basis for the implementation of health measures, such as the use of face masks, disinfection of the passenger cabin, among others, that do not involve high operating costs and generate a strong feeling of safety among commercial air transport users, and avoid the spread of the virus through the transport of passengers by air, analysing the possible effects of an in-flight decompression emergency and passengers with respiratory deficiency or with contraindications due to age or impairment.

3.19 Assess the possibility for the State to allocate additional resources required by airports in order to support the adoption and implementation of health measures under the surveillance of the aeronautical authority, in an initial phase, which could last one semester. The reason is that the suspension of air operations has affected airport revenues and the budget of the institutions and organisations in charge of them, since they have had to continue paying for basic services and operational expenditures.

3.20 Propose a real simplification of administrative procedures, and support in consultancies and processing of requests to the various users and other actors of the aeronautical sector. This would avoid unnecessary administrative costs, duplication of documentation already available at the institutions, and any other requirements that are not strictly necessary, thus encouraging compliance with formalities and avoiding an increase in material and administrative costs.

3.21 Promote the establishment of strategic alliances with the tourist sector--also highly affected by the pandemic--, including communication campaigns and the restart of internal tourism in a first stage.

3.22 Establish mechanisms to guarantee the acquisition of the required fuel, lubricants and additives in their various presentations.

3.23 Advocate the exemption or reduction of taxes associated to the import of aviation equipment, spare parts, and materials by airlines.

3.24 The Plan for the reactivation of the aviation sector contains six annexes, as listed below:

- Annex A: Appendix on security
- Annex B: Appendix on air transport
- Annex C: Appendix on air navigation services
- Annex D: Appendix on training in the aviation sector
- Annex E: Appendix on a media plan
- Annex F: Appendix on international relations

4. SUGGESTED ACTION

The Secretariat is invited to:

- a) take note of the information contained herein;
- b) share the details of the aforementioned plan with SAM States.