



International Civil Aviation Organization

South America Regional Office

Second Virtual Meeting of General Directors of Civil Aviation of South America Region on the response to COVID-19

(Lima, Peru, May 22nd, 2020)

MEASURES ADOPTED BY BRAZIL IN RESPONSE TO COVID-19

(Presented by Brazil)

SUMMARY

This working paper presents the actions developed by Brazil to confront the coronavirus contamination, to maintain the viability of Brazilian aviation and to contribute to the regional and international aviation, under the unprecedented effects caused by the advent of COVID-19.

1 INTRODUCTION

1.1 In response to the COVID-19 context, Brazil has adopted a basket of measures in various aviation areas with the aim of addressing the Pandemic, maintaining the viability of Brazilian aviation and contributing to regional and international aviation.

1.2 The purpose of this working paper is to share the Brazilian experience with countries in the region and with the ICAO Office in Lima. We understand that the exchange of information is the first step and an important instrument for harmonizing practices in the region. For the ICAO Regional Office, which is responsible for coordinating this harmonization effort, this information can be useful as a subsidy for the development of a basket of measures (or toolbox) available to the States of South America Region, according to their specificities.

2 PURPOSE OF THE MEASURES TAKEN

2.1 This working paper lists the measures taken in different areas: passenger transport, cargo transport, airports, civil aviation personnel and Federal Government support measures. The measures chosen by the country had two main purposes. The first was to ensure the minimal functioning of an industry considered essential to deal with the crisis.

2.2 Air transport, especially in a country with continental dimensions such as Brazil, is strategic for maintaining the supply chain, for transporting medical equipment and critical personnel for facing the crisis, such as health professionals. Moreover, in a period

when people need to stay at home to protect themselves, it is also the air transport which makes repatriation possible for citizens to return to their homes.

2.3 The second purpose of the measures adopted by Brazil is the support of the airline industry (airports, airlines and civil aviation personnel) so that they can overcome the severe financial crisis that is hitting the sector. ANAC sought to adopt temporary flexibility regulatory measures, considered reasonable in view of the sharp reduction in the volume of air transport activity. It is important to mention that operational safety surveillance, the backbone of the aviation sector, remains a constant focus of the Agency. ANAC also sought to take measures to ease airline and airport cash flow at this acute time of crisis.

2.4 The following section contains a list of measures taken. Details of each measure are given in ATTACHMENT I to this Working Paper.

3 LIST OF MEASURES ADOPTED

3.1 Passenger and cargo transport

- 3.1.1 Rights and Duties of Passengers and Airlines – revision of the regulation
- 3.1.2 Air Transport of Brazilians from abroad (22/03/2020)
- 3.1.3 Essential Air Network (27/03/2020)
- 3.1.4 Waiver for slots and international frequencies (12/03/2020)
- 3.1.5 Authorization for the transport of biological cargo by taxi (28/03/2020)
- 3.1.6 A decision allowing the transport of cargo relating to COVID-19 by public air units (29/03/2020);
- 3.1.7 Alteration of aircraft for the carriage of cargo in the passenger cabin (decision 71, 14/04/2020); and
- 3.1.8 Aircraft alteration for the use of PID (patient isolation device) (Decision 83, 20/04/2020 and resolution 560, 18/05/2020).

3.2 Airports

- 3.2.1 Support for the adoption of the protocols of the National Health Surveillance Agency (ANVISA) at airports due to the threat of COVID-19 (24/01/2020);
- 3.2.2 Reinforcement of airport protocols following the COVID-19 Pandemic Declaration (03/11/2019);
- 3.2.3 Exemptions for AVSEC control and regular meetings of the Airport Security Committee - CSA (18/03/2020);
- 3.2.4 Provisional Measure No. 925/2020, extending, until December 2020, the payment of the fixed and variable concession fees (18/03/2020);
- 3.2.5 Suspension of some contractual obligations of the airport operator (23/03/2020);
- 3.2.6 Change of Category Against Fire (CAT);

3.2.7 Contingency operation at airports with reduced airport infrastructure capacity (25/03/2020);

3.2.8 Aerodromes are exempted from the employee access point for 120 days (03/04/2020);

3.2.9 Open-air hangar coordination (06/04/2020)

3.2.10 Latest update of health measures (Sanitary Protocol) for the Brazilian civil aviation (19/05/2020).

3.3 Professionals of civil aviation:

3.3.1 Procedure for remote audit by videoconference (policy file SAR approved on 21/05/2020)

3.3.2 Extension of deadlines for aviation professionals (17/03/2020);

3.3.3 Extended Digital Technical Qualification Certificate (CHT) requirement (26/03/2020);

3.3.4 Leaflets for crew members with actions to contain COVID-19 contamination inside aircraft (28/03/2020); and

3.3.5 Distance Learning theoretical courses for civil aviation professionals (31/03/2020).

3.4 Federal Government measures for the civil aviation sector:

3.4.1 PROVISIONAL MEASURE No. 925, 18 May 2020 (provides for emergency measures for Brazilian civil aviation due to the COVID-19 pandemic);

3.4.2 DECREE No 10.284, 20 March 2020 (provides for the extension of the payment term of the air navigation tariffs during the period of combating the COVID-19 pandemic);

3.4.3 DECREE No. 10,282 on 20 March 2020 (Regulates Law No 13,979 of February 6th, 2020, to define public services and essential activities);

3.4.4 Establishment of the National Committee of Transport Secretaries - Ministry of Infrastructure (20/03/2020); and

3.4.5 Technical Note No 10/2020 of the National Health Surveillance Agency (ANVISA) of May 19th, 2020 (Latest update of health measures for Brazilian civil aviation).

3.6 Details in each of the topics mentioned above are given in ATTACHMENT I to this Working Paper.

4 CONCLUSION

4.1 This Working Paper aimed to share the actions developed by ANAC, in coordination with competent entities and regulated organizations, to address contamination, to maintain the viability of the Brazilian aviation and to contribute to

regional and international aviation, under the unprecedented effects caused by COVID-19.

4.2 In addition to the challenges related to health protection, the reactivation of aviation will take place in a cost-effective retrenchment environment with reduced availability of travel resources. Overcoming this crisis in the sector will, therefore, require strong, harmonizing and scientifically based health measures. Moreover, it will require the creation of a modern and flexible regulatory environment that allows for reduced operational costs and greater access for the population to air transport.

4.3 Brazil invites all members of the region to share their experiences on the subject in order to exchange knowledge and seek for solutions jointly and harmoniously.

5 ACTION SUGGESTED

5.1 It is suggested to the Virtual Meeting of General Directors of Civil Aviation of the SAM Office States-Members:

- a) Take note of the information presented in this working paper.
- b) Encourage States to share their actions in order to promote the exchange of best practices, knowledge and the seek of harmonized solutions.
- c) Recognize the Brazilian willingness to cooperate with other countries of the region in building joint solutions for the recovery of the airline industry.

ATTACHMENT I

1. PASSENGER TRANSPORT

1.1 Rights and Duties of Passenger and Airlines:

1.1.1 *Provisional Measure N • 925, 18 March 2020 (provides for emergency measures for Brazilian civil aviation due to the COVID-19 pandemic)*

- **Objective:**

- Ensure the minimum mobility of the airline industry with short-term support for airline cash flow in the airport sector and avoid the application of penalties to passengers when requesting reimbursement or rescheduling of air tickets.

- **Summary of action:**

- *Art. 3 The final date for reimbursement of the value related to the purchase of air tickets shall be twelve months, respecting the rules of the contracted service and the material assistance maintained, in accordance with the term of the regulations in force*
 - *§ 1 Consumers shall be exempt from contractual penalties by accepting the credit for use within twelve months from the date of the booked flight.*

1.1.2 **Conduct Adjustment Term (TAC) between the National Consumer Secretary (SENACON), Federal Public Prosecutor and airlines: LATAM, GOL, AZUL and PASSAREDO (20/03/2020)**

- **Objectives:**

- Establish rules for rescheduling, canceling and refunding air tickets between all national airlines.

- **Summary of action:**

- The agreed TAC establishes a set of rules for consumer protection. The rules are different from the IM No. 925 and Resolution No. 400 of ANAC. The applicability is under review by the Department of Air Service (*Superintendência de Acompanhamento de Serviços Aéreos – SAS*).
- Principal subjects of the Conduct Adjustment Term (TAC):
 - Reschedule the trip fee of change if you purchased the ticket until 20/03 and for flights between 3/1 and 6/30, maintaining the origin and destination;
 - Passengers who have purchased air tickets dated until the signature of the TAC (20/03) may cancel their domestic or international travel between 1st March and 30 June 2020, at no additional cost; and
 - Flight delays or cancellations resulting from the closure of the borders shall not result, on the part of the airline, in the provision of material

assistance such as food, accommodation and transport, as provided for in ANAC Resolution No 400.

1.1.3 Resolutions ANAC 556/2020 and 557/2020 (12/05/2020)

- **Objective:**
 - Relax the application of the rule on passenger and airline rights and duties (Resolution 400/2016) during the state of emergency caused by the COVID-19 pandemic.
- **Summary of action:**
 - Among other measures, airlines do not need to guarantee material assistance to passengers on national territory in the case of closures of borders and airports by a decision of the authorities.
 - Air operators also have more time to communicate to users' last-minute changes on scheduled flights: this can be done at least 24 hours in advance. Before, that period was 72 hours.

1.2 Air transport of Brazilians from abroad (22/03/2020)

- **Objective:**
 - Assist the Ministry of Foreign Affairs in the return of Brazilians who have difficulties returning to Brazil.
- **Summary of action:**
 - Negotiation with other civil aviation authorities, airlines and Foreign Affairs Ministries in the countries;
 - Operational authorization for the arrival of foreign flights with Brazilians; and
 - Online form services.

ANAC had made available, between 22 March and 14 April, an online form to receive information from Brazilians who have bought air tickets and are unable to return to the country. With this information collected by ANAC, the Brazilian authorities continue efforts to support the viability of flights that were canceled in countries that are under air operations restrictions. ANAC's registration was exclusive to facilitate air transport, it does not replace the contact of those who need consular assistance.

1.3 Essential Air Network (27/03/2020)

- **Objective:**
 - Maintain an emergency air network with at least one air connection in all Brazilian states.
- **Summary of action:**

- The new air network was announced on 27/03, with 1241 flights, until the end of April. In addition to the capitals of the 26 states and the Federal District, it has served 19 other cities in the country.
- The emergency air network is 91.61% smaller than originally planned by the companies for the period.
- The number of weekly flights increased from 14.781 to 1.241, with 483 LATAM flights, 405 Azul flights and 353 Gol flights.

1.4 Waiver for slots and international frequencies (12/03/2020)

- **Objective:**
 - Adjust the air network to an abrupt drop in demand, allowing at least minimal mobility of the air sector.
- **Summary of action:**
 - Due to the impact caused by the expansion of the contamination of coronavirus (COVID-19), ANAC adopted a measure (waiver) that allows the cancellation of slots (time of arrival and departure in coordinated airports) in the calculation of the regulatory index for the acquisition of historical rights by airlines;
 - The waiver is valid until the end of the summer season 2020 (S20), namely 24/10/2020, and is aligned with a similar decision taken by other civil aviation organizations and authorities, such as European Commission – European Airport Coordinators Association (EUACA) and the Federal Aviation Administration (FAA) of the U.S.; and
 - Due to the expected drop in demand for international flights, the Agency also decided to relax the monitoring of international frequencies from 12 March to 21 October 2020, so as not to consider the low usage in the period.

2. CARGO TRANSPORT

2.1 Authorization for the transport of biological cargo by air (28/03/2020)

- **Objective:**
 - Facilitate the transportation of biological cargo by air.
- **Summary of action:**
 - Publication of “*Portaria*” No. 880, that allows the transport of cargo by air taxi companies without prior consent. This approval contributes to the rapid transport of biological substances and equipment that the health area can use, such as medicines, respirators and tests.
 - Currently, about 120 companies are certified by ANAC to provide air taxi service. These companies will be able to carry out flights with biological cargo as long as they comply with all safety requirements required by the Agency.

2.2 Decision allowing the transport of cargo related to COVID-19 by public air units (29/03/2020)

- **Objective:**
 - Allow the air transport of dangerous material for actions to combat the pandemic by public units.
- **Summary of action:**
 - The Department of Flight Standards (*Superintendência de Padrões Operacionais*) authorized, for a period of 180 days, the transport by Public Air Units (UAP) of material classified as dangerous and necessary for actions to combat the pandemic. This material includes 70% of alcohol in gel or any other input, medication or equipment necessary to deal with the COVID-19 pandemic.

2.3 Alteration of aircraft to transport cargo in the passenger cabin (Decision 71 on 14 April 2020)

- **Objective:**
 - Allow the use of aircraft with a passenger configuration for the exclusive transport of cargo exceptionally during the COVID-19 pandemic.
- **Summary of action:**
 - *Art. 1 To approve, in accordance with the Annex to this decision, guidelines for the exclusive transportation of cargo in the passenger cabin without full compliance with the airworthiness requirements required for cargo compartments under the Brazilian Civil Aviation Regulation RBAC n° 25.*
 - *Art. 2 It is authorized on a temporary and exceptional basis, while the emergency situation arising from the COVID-19 pandemic, holders of Air Operator's Certificates conduct operations under RBAC No. 121, to classify and implement as "minor changes" such changes for the purpose of using cabin seats for cargo transport, in accordance with Art. 1 of this decision.*

2.4 Aircraft alteration for the use of PID (patient isolation device) and PD (partitioning device) (Decision 83,20 April 2020 and Resolution 560,18 May 2020)

- **Objective:**
 - Facilitate the suitability of the aircraft for the safe transport of patients with COVID-19 with the use of PID (patient isolation device) and PD (partitioning device).
- **Summary of action:**
 - *Authorize air operators operating under the rules of RBAC 135 and 91 to make modifications to aircraft for PID and PD use, classifying them as "minor modifications".*

- Establishment of the technical conditions necessary for the implementation of minor modifications for the use of PID and PD, through the provisions of resolution 560 on 18 March 2020.

3. AIRPORTS

3.1 Support for the adoption of the Sanitary Protocols of the National Health Surveillance Agency (ANVISA) at airports due to the threat of COVID-19 (24/01/2020)

- **Objective:**

- Begin the tracking suspicious cases and ensure the return of Brazilians and the arrival of medical supplies.

- **Summary of actions:**

- This action includes the adoption of specific personal protection equipment for airport officials; intensification of disinfection of operational areas and, within aircraft; the broadcasting of audios (speeches) with information to passengers; and ANVISA control based on monitoring of crew, airport employees and self-declarations, in conjunction with local Secretaries of Health.
- In Brazil, the Ministry of Health, through the Health Vigilance Secretary (SVS/MS), begin monitoring this emergency in 01/03/2020. Summary of the monitoring:
 - The aircraft lands, but cannot commence disembarkation;
 - ANVISA activates the responsible agencies and joins the airport municipality's medical and vigilance service to assess the patient on board;
 - If the doctors rule out the case on board, passengers may disembark;
 - If the suspicion remains, the sick passenger is transferred to a local referral hospital;
 - All other passengers go to an interview with epidemiological surveillance so that they can be monitored, in case the suspicion is confirmed later; and
 - ANVISA oversees the work of aircraft disinfection, waste disposal and effluent disposal.

3.2 Reinforcement of airport protocols following the COVID-19 Pandemic Declaration (11/03/2020)

- **Objective:**

- Extend preventive action at airports in relation to COVID-19.

- **Summary of action:** (in coordination with ANVISA):

- Measures to increase the distance between passengers;

- Enhanced communication of ANVISA protocol to passengers, crew and airport officials;
- Use of masks by employees in case of international flights, according to ANVISA guidelines. In case of suspicion of contamination with COVID-19, the use of apron, glasses and gloves is also added;
- Intensive cleaning of common areas at airports, especially toilets, and monitoring for the maintenance of hygiene items;
- Audible warning in Portuguese, Spanish, Mandarin and English so passengers are aware of avoiding crowds, washing hands and using alcohol gel;
- Awareness-raising actions on COVID-19; and
- In addition, the State Health Secretaries have checked the temperature of passengers at some airports

3.3 Exceptions for AVSEC control and regular meetings of the Airport Security Committee – CSA (18/03/2020)

- **Objective:**
 - Avoid crowding of professionals during the COVID-19 pandemic.
- **Summary of action:**
 - To extend the validity of professional certifications provided for in the Brazilian Civil Aviation Regulations (RBAC No. 110), RBAC No. 153 and resolution No. 279 for 120 days, applicable to certifications with an expiration date between March and June 2020;
 - Exempt airdrome operators from holding regular meetings of the Airport Safety Commission (CSA) scheduled for the first semester of 2020; and
 - Extend the deadline for the implementation of AVSEC quality control activities by the operators provided for in RBAC No. 107 and RBAC No. 108 until 31/10/2020, with maximum implementation intervals between March and July 2020.

3.4 Provisional Measure No. 925/2020, extended, until December 2020, the payment of fixed and variable concession fee (18/03/2020)

- **Objective:**
 - Ensuring minimum mobility of the airline industry with short-term support for airline cash flow in the airport sector.
- **Summary of action:**
 - Art. 2 In airport concession agreements signed by the Federal Government, fixed and variable contribution due to 2020 may be paid until 18 December 2020.

3.5 Suspension of contractual obligations of airport operator (23/03/2020)

- **Objective:**
 - Suspend contractual obligations that require in-person verification in airports.
- **Summary of action:** The following obligations were suspended for two months ("*Oficio*" No. 2/2020/SRA-ANAC):
 - Sending service quality plans and reports (PQS, RQS, PEE, PCSE, independent audit reports, among others)
 - Passenger Satisfaction Survey;
 - Verification of weather indicators in the inspection and the air side installations;
 - Holding meetings with airlines to address minimum performance standards, provided that they do not relate to compliance with measures and recommendations designed to contain Covid19; and
 - Fulfillment of the terms and obligations of the "*Portaria*" 3.730, 3 December 2019 (presentation of IQS and PQS).
 - Note: the measurement and submission of equipment availability indicators, as well as maintenance reports and plans, will be suspended for a period of one month from the current date. After this period, the Superintendence will reassess the need to extend this measure, considering the planning and maintenance of the equipment carried out in the meantime.

3.6 Change of Category Against Fire (CAT)

- **Objective:**
 - Reduce category against fire temporarily.
- **Summary of action:**
 - Due to the pandemic, a reduction in air operations at Brazilian airports should be expected. This reduction may occur in both the number of movements and the size of the aircraft operating at these locations. In this way, the CAT available at the aerodrome may be larger than necessary to serve the new local air network. In that case, the operator may decide to reduce the CAT temporarily.
 - Another possible situation due to the downsizing of the air network is to keep SESCINC active only during the hours when aircrafts requiring operational service are operated. Like the previous situation, it is only necessary to request SESCINC service hours for the hours when there is operation.

3.7 Contingency operation in airports with reduced airport infrastructure capacity (25/03/2020)

- **Objective:**

- Optimize the use of airport infrastructure of the airports granted while the contingency operation is in effect.
- **Summary of action:** the following obligations were suspended for two months (“Oficio” 40/2020/SRA-ANAC):
 - Perform the operation of the airport under conditions different from the infrastructure requirements established by the service level, the minimum specifications of the Passenger Terminals and the Mandatory Airport Elements, as appropriate in each Concession Contract;
 - Temporarily close the passenger terminal and vehicle parking areas, provided that conditions are maintained to meet passenger demand; and
 - Change the destination of use or close the infrastructure of the aircraft movement area (runway system and aircraft yards), provided that adequate capacity is ensured to meet demand during the exception period, maintaining the need for coordination with air traffic control bodies.

3.8 Airdromes are exempted from the employee access point for 120 days (03/04/2020)

- **Objective:**
 - Reduce the airport's obligations considering the change in the flow due to COVID-19
- **Summary of action:**
 - Exemption of 120 days for the provision of a control point for the exclusive use of employees, crew and service personnel. Security inspection is maintained.

3.9 Coordination of outdoor hangar (06/04/2020)

- **Objective:**
 - Facilitate the accommodation of unused aircraft in contingent parking (open-air hangar)
- **Summary of action:**
 - Until 06/04/2020, 22 AISO/PESO (Impact Analysis on Operational Safety/Specific Operational Safety Procedures for Works or Maintenance Service) sets were analyzed.
 - In total, 946 posts are approved for temporary use or stay in 22 airports.
 - 610 additional open-pit hangar positions were established for longer stays.

4. SANITARY PROTOCOLS

4.1 Latest update, at the moment, of the health measures (Sanitary Protocol) for Brazilian civil aviation (19/05/2020)

- **Objective:**
 - On 19 May, the National Health Surveillance Agency (ANVISA) published Technical Note n°10/2020 updating the health measures for Brazilian civil aviation.
- **Summary of action:** (in coordination with ANVISA) the document provides for measures such as:
 - Use of Personal Protection Equipment (PPE) by public employees, depending on the situation;
 - Communication campaigns to prevent and combat Covid-19;
 - Dissemination of audible warnings on domestic and international flights, embarkation and disembarkation areas;
 - A distance of 2 meters between people in the airport;
 - Avoid crowding in food patios, check-in spaces and inside aircraft;
 - Use of mask by passengers and employees in general;
 - Disinfection of the entire passenger movement area, boarding bridges, aircraft, buses and other common spaces;
 - Careful organization of the procedure for boarding passengers and especially the disembarkation of the aircraft, with orientation for disembarkation to begin with the seats in front of the aircraft;
 - It is recommended to suspend service onboard domestic flights. In case of maintenance of this service, souled be prioritized food and drinks in individual packages, cleaned before service.
 - On international flights, food and drink should be prioritized in individual packages, cleaned before service.

5. CIVIL AVIATION PROFESSIONALS

5.1 Procedure for remote audit by videoconference (*Policy File SAR approved 21/05/2020*)

- **Objective:**
 - Enable videoconference audits on companies under RBAC 121, 135, 145 and 91 and large operators 91 during COVID-19.
- **Summary of action:**
 - *Define agenda and establish procedures for the practice of remotes audits by videoconference by ANAC auditors to maintain activities during COVID-19 pandemic.*

- *Issue an internal document (policy file 21/05/2020) of orientation and instructions for ANAC auditors.*

5.2 Extension of deadlines for aviation professionals (17/03/2020)

- **Objective:**

- Extend deadlines as a means of maintaining the provision of aviation without relying on the revalidation of certificates by ANAC.

- **Summary of action:**

- The terms of validity were extended for 120 days for licenses, certificates, authorizations, endorsements, accreditations, training and operational examinations of pilots, crew, flight mechanisms and other accredited professionals.

5.3 Changes in travel limits

- **Objective:**

- To allow flights to be conducted without the crew landing and remaining at the destination (Some of these measures were completed and some others are still in progress)

- **Summary of action:**

- Changes in travel limits through the Fatigue Risk Management System or through diversion clearances for emergency operations based on section 119.57 of RBAC 119.

Extended Digital Technical Qualification Certificate (CHT) requirement (26/03/2020)

- **Objective:**

- Remove the obligation to join the digital license during the pandemic.

- **Summary of action:**

- The measure is included among the decisions of ANAC that extended for 120 days the period of validity of the qualifications, certificates, authorizations, accreditations, annotations, training and operational examinations. The Digital Technical Qualification Certificate (CHT) will be required only from 4 August 2020.
 - For professionals who only have the digital document, the license will continue to be used normally, under the standards established by ANAC 13 August 2019. The use of digital CHT is only allowed to professionals who have the physical CHT printed by the Mint of Brazil.

5.4 Leaflets for crew members with actions to contain COVID-19 contamination in aircraft (28/03/2020)

- **Objective:**
 - Unify information from ANVISA protocols and ANAC standards for crew consultation.
- **Summary of action:**
 - Leaflets sent by e-mail to all civil aviation personnel licensed by ANAC and available on the Agency's website.

5.5 Remote theoretical courses for civil aviation professionals (31/03/2020)

- **Objective:**
 - "*Portaria*" No. 864/SPO, 25 March, allows the on-going presence of theoretical courses to be conducted through distance education.
- **Summary of action:**
 - The possibility of use using information and communication media also reaches aeroclubs and schools governed by the Brazilian Regulation of Aeronautical Approval (RBHA) No. 140 and RBHA No. 141 (Articles 7 and 8, ANAC Resolution No. 514.2019). The authorizations granted are extendable at the discretion of the Agency. The authorization period, which runs until 31 July 2020, must be interrupted if the public health emergency resulting from the new coronavirus (COVID-19) is declared to have ended.

6. FEDERAL GOVERNMENT MEASURES FOR THE CIVIL AVIATION SECTOR

6.1 PROVISIONAL MEASURE No. 925, 18 March 2020 (provides emergency measures for Brazilian civil aviation due to COVID-19 pandemic)

- **Objective:**
 - Ensure the minimum mobility of the airline industry with short-term support for airline cash flow in the airport sector and avoid the application of penalties to passengers for the reimbursement or the rescheduling of air tickets.
- **Summary of action:**
 - *Art. 2 In airport concession agreements signed by the Federal Government, fixed and variable contributions due in 2020 can be paid until 18 December 2020.*
 - *Art. 3 The final date for the reimbursement of the value related to the purchase of air tickets shall be twelve months, respecting the rules of the contracted service and the material assistance maintained, in accordance with the terms of the regulations in force.*

- *§ 1 Consumers shall be exempt from contractual penalties by accepting credit for use for twelve months from the date of the booked flight.*

6.2 DECREE No. 10.284, 20 March 2020 (provides an extension of the payment term of air navigation tariffs, during the period of combat to COVID-19 pandemic)

- **Objective:**

- Ensure the minimum mobility to the airline industry with short-term support for the cash flow regular airlines, air taxi and general aviation.

- **Summary of action:**

- *Art. 1 ° The commander of the Air Force can promote the postponement of the expiration of the air navigation fees to allow the financial adequacy of the companies of the sector during the period of confrontation of the COVID-19 pandemic.*
 - *§ 1 ° The expiring date of the obligations cannot be postponed to a time later than the end of the current fiscal year.*
 - *§ 2 ° The caput does not apply to fees payable to entities authorized to provide air navigation services which are not part of the Federal public administration.*
 - *§ 3 ° If necessary, the Aeronautics Command may discipline the manner of payment of fees to ensure the effectiveness of the provisions of § 2.*

6.3 DECREE No. 10,282, of 20 March 2020 (Regulate Law No. 13,979, 6 February 2020, to define essential public service and activities).

- **Objective:**

- Ensure the network of activities to support the survival, health and safety of the population, for joint coordination with other entities of the Federation.

- **Summary of action:**

- In order to preserve the exercise and operation of public services and activities essential and indispensable to meeting the urgent needs of the community, taking into account those which, if not met, jeopardize survival, health or safety of the population, activities related to logistics are:
 - *Art. 3 ° (...)*
 - *V - inter-urban transport, passenger and passenger transport of interstate and international passengers by taxi or application;*
 - *XII - production, distribution, marketing and delivery, in person or by electronic commerce, of health, hygiene, food and beverage products;*

- *XIX – air, water or land traffic control;*
- *XXII – transport and delivery of cargo in general;*
- *XXV - transport in cash;*

6.4 Creation of the National Committee of Secretaries of Transport – Ministry of Infrastructure (20/03/2020)

- **Objective:**

- Ensure the network of activities to support the survival health or safety of the population, for joint coordination with other entities of the Federation.

- **Summary of action:**

- Coordination with the State Secretaries of Infrastructure and Transportation to align federal and state actions to ensure logistics in times of crisis. After the first meeting on 20 March, several actions in States were reviewed to ensure logistics.

- THE END -