



International Civil Aviation Organization

South American Regional Office

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

(Lima, Peru, 1 August 2021)

RV5/DGCA - WP/13

03/08/2021

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**Agenda Item 4: Institutional strength to accompany innovation processes in aeronautical regulators in the post-COVID era**

**RELEVANT SAFETY, SECURITY AND AIR NAVIGATION IMPLEMENTATION MATTERS**

(Presented by the International Air Transport Association - IATA)

**SUMMARY**

This working paper provides a high-level view of air navigation capacity, operational and cost efficiency, regulatory issues and workforce readiness, vital to air transport's recovery from the impact COVID-19.

**Action:** Described in Section 3

*Strategic Objectives:*

- Safety
- Air Navigation Capacity and Efficiency

**1. INTRODUCTION**

1.1 Increased diligence must be used to assure infrastructure, airspace, regulatory framework and resources have been assessed to guarantee adequate measures are in place to support increased demand during and after the recovery.

1.2 IATA proposes air navigation capacity, efficiency, regulatory issues and workforce readiness be assessed through a collaborative approach to assure the air transport system has the capability to manage increased demand. These areas include:

- a) air navigation capacity;
- b) operational efficiency / airspace optimization;
- c) ATC resources;
- d) State mandates;
- e) airport slots;
- f) aging infrastructure; and
- g) cost efficiency through user consultation, following ICAO principles.

1.3 Regionally, we must be committed to address serious shortcomings that will maintain safety and sustainability, supported by a more efficient and resilient air transport system.

## 2. DISCUSSION

2.1 We urge DG's and State regulators to:

- Invest in adequate infrastructure justified by a business case, validated by airlines, to support air navigation capacity and to accommodate anticipated 2021 traffic demand and beyond.
- Implement use of smart regulatory best practices to compete globally, e.g., avoidance of mandates that don't provide clear and present benefits. DGs and State regulators are urged to avoid adding aircraft and airline mandates (until at least 2025) unless there is a positive safety and/or economic benefit for airlines.
- Remove roadblocks that have in the past stifled progress and at times, hindered the provision of efficient air navigation services, e.g., uncoordinated regulations between States; different aircraft separation standards with similar equipment.

2.2 Proactive measures and appropriate analytics must be developed and put into place to avoid returning to the same restrictions experienced with the 2019 traffic volume. Air navigation capacity, airspace / route optimization, and adequate workforce resources will be required to meet anticipated demand, with less traffic flow restrictions, fewer delays, and safety events, such as those impacting pre COVID-19 operations.

2.3 Before traffic demand approaches 2019 levels, IATA proposes States take action to address air navigation capacity and infrastructure issues:

- a) Review of operational KPIs (key performance indicators) from 2019 to identify root causes of the delays, inefficiencies and safety events in airports and ANSPs, to be used as a baseline.
- b) Collaborate with industry stakeholders to find and expedite implementation of resolutions.
- c) Take immediate action to avoid repeating inefficiency leading indicators.
- d) Implement available short-term solutions in consideration of operational benefits without any additional investment (e.g., Free route – FRA, Direct routing – DCT).

2.4 Mechanisms to define user charges must be modified to incorporate ICAO's charging principles: consultation, transparency, non-discrimination, and cost-relatedness. Transparent cost and investment information must be provided to and consulted with airlines, to ensure competitiveness. Presently, international flights in Latin America and the Caribbean pay, on average, three times more than domestic flights, for the same service. IATA recommends eliminating such price discrimination and for the 2021-2022 period, urges States to reduce the discriminatory price gap from 3 times to at most 2 times.

## 3. SUGGESTED ACTION

3.1 The Fifth Virtual Meeting of Civil Aviation Directors of the South American Region is invited to:

- a) take note of the information presented in this working paper; and
- b) recognize the need for DGs' and State regulators' proactive involvement to effectively assess data and KPIs necessary to finding infrastructure, airspace optimization, regulatory and resource solutions to support air transport recovery;

- c) utilize current communication protocols to collaboratively find effective solutions to problems affecting State and Regional air transport recovery;
- d) encourage States to provide their action plans as soon as practicable or within 90 days after this Directors General Meeting; and
- e) for the 2021-2022 period, States are encouraged to reduce the discriminatory price gap from 3 times to at most 2 times.

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