



**GREPECAS Programmes and Projects Review Committee (PPRC)**  
**On-line Meeting (ePPRC/01)**  
 27 May, 2020

**Agenda Item 2: Support actions from GREPECAS regarding the COVID-19 global contingency**

**ADEQUACY OF GREPECAS PROGRAMS AND PROJECTS TO THE AVIATION HORIZONS DEFINED DUE TO THE COVID-19 CONTINGENCIES**  
 (Presented by the Secretariat)

**EXECUTIVE SUMMARY**

This working paper urges a review of the projects, including the goals and priorities of the various programs and projects currently developing, under the supervision of the PPRC. Considering that GREPECAS has incorporated into its activities a project-based approach, it is considered convenient to analyze current projects using the principle of "Business Continuation or Business Justification".  
 This proposal is made taking into account the impact of COVID-19 and the recovery times that the aviation industry will have once the situation is normalized.

<b>Action:</b>	Insert the required action.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Capacity and efficiency of air navigation</li> <li>• Economic development of air transport</li> <li>• Environmental protection</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• Effects of Novel Coronavirus (COVID-19) on Civil Aviation: Economic Impact Analysis, ATB-ICAO, 20 May, 2020</li> <li>• SL AN 5/28-20/15 ICAO 13/02/2020</li> <li>• STRATEGIC FRAMEWORK For the recovery of international air transport in the SAM Region in response to COVID-19</li> <li>• Global Air Navigation Plan (GANP)</li> </ul>

**1. Introduction**

1.1 Aviation forecasts, from the end of the 1980s, indicated a constant growth in all areas (number of flights, number of passengers transported, quantity of cargo transported).

1.2 The Global Air Navigation Plans (GANP) designed at the beginning of the 1990s, have established implementation priorities in order to face the challenges of the predicted increase in aviation activity and thus be able to manage the flow traffic control and optimize the use of airspace.

1.3 The Planning and Execution Group of the Caribbean and South American Regions established programs and projects, supervised by the Programmes and Projects Review Committee (PPRC) for the implementation of air navigation priorities that would help introduce improvements in air navigation services.

1.4 These projects are developed under a project-based approach where one of the guiding principles is that of *business justification* or *continue business justification*, where it must be ensured that the projects continue to be aligned with the benefits sought by them and that they contribute to the objectives of the organization, in this case GREPECAS and the States of the CAR/SAM Regions.

1.5 The COVID-19 pandemic that is currently raging globally, has paralyzed aviation, in a high percentage, worldwide, forcing us to analyze whether projects under the supervision of the PPRC continue to be valid or justifiable.

## 2. Analysis

2.1 ICAO, in order to seek the optimization of the airspace and the supply of ANS services, through the GANP has established priorities as PBN; ATFM, CDM, A-CDM and SWIM. Likewise, it has established road maps in order that technology and information management accompanies the implementation of these priorities, which would achieve efficient air traffic management and airspace optimization. The objective was to ensure that the implantations were performed in a scalable, safe and interoperable way.

2.2 The PPRC authorized to carry out programs and projects that will achieve the implementation of technologies, flight procedures, airspace restructuring, and implementation of quality management in the processes of obtaining and distributing information. All of these projects responded to a horizon of continued growth in aviation, as is forecasted until the sixth edition of the GANP.

2.3 However, with the rapid expansion of the COVID-19 pandemic, the States have responded with severe restrictions that included border closings, which has generated a significant change in the scenario that will extend over time, according to projections.

2.4 In the SAM Region, this situation began to manifest itself more strongly, from the end of February and the first half of March of this year. The States, initially, have established quarantines for a period of 30 days, a period that has been renewed, at the time of writing this paper, most of them until the end of June. These measures generate uncertainty in the reactivation of aviation and effects on the projections for this year and 2021.

2.5 Due to the stoppage of aviation, the ICAO Council created the *Council Aviation Recovery Task Force (CART)* with the intention of discussing the global strategy related to the recovery of civil aviation resulting from this pandemic. Likewise, the ICAO Secretariat has created the *Secretariat COVID-19 Emergency Program Group (SCEPG)*. These mentioned groups are designing the strategies that have been entrusted to them.

2.6 ICAO is also working together with the Airports Council International (ACI) to monitor developments and take advantage of their experience and analysis on the economic impacts of COVID-19

at airports. This group actively monitors the economic impact on civil aviation of the COVID-19 pandemic and regularly publishes updated reports and adjusted forecasts. All publications can be viewed at the following link: <https://www.icao.int/sustainability/Pages/Economic-Impacts-of-COVID-19.aspx>

2.7 According to the latest analysis, published on 20 May of this year, the seating capacity will decrease from 34% to 65% for international flights, and from 32% to 62% on domestic flights. All the information on aviation impacts can be seen in the document that is found in the following link: <https://www.icao.int/sustainability/Documents/COVID-19/ICAO%20COVID%202020%2005%2025%20Economic%20Impact.pdf>

2.8 In the SAM Region, the Virtual Meeting of Civil Aviation Directors (VMCAD) leads efforts to establish a strategy and measures aimed at the recovery of air transport in the Region, with the support of the Regional Office. This group is being supported by the Secretariat (SAM Regional Office) and it has appointed a strategic working group (Strategic Working Group) made up of States and industry representatives, which is working on identifying the components of the problem, the aspirations, focus areas, guiding principles, and expected activities and outcomes. This group will be sustained with the support of various forums, such as the Technical Committee and expert panels of the SRVSOP, CAPSCA focal points, representatives of the Industry, the RASGPA and others.

2.9 As a result of the working group (Strategic Working Group), a “Strategic Framework for the recovery of international air transport in the SAM Region in response to COVID-19” has been established. This framework serves as a reference to the States of the measures, including activities, that they must carry out to guarantee an organized and harmonized recovery, for the benefit of the traveling public.

2.10 Considering the above, it is proposed that the current projects that the PPRC supervises, be analyzed considering all the changes in the context in which they are developed, to determine if they continue to be justifiable under the new scenario. For this analysis it is proposed the following matrix or others that the PPRC considers appropriate as an evaluation method:

Evaluation criteria	Assessment ideas	Evaluation scale				
		1	2	3	4	5
Relevant	It is the aim of the Project and its goals still significant.					
Impact	What impact (positive or negative) will the project bring to the State?					
Sustainable	To what extent is it possible to continue developing the project under the new operational scenario?					
Reachable	To what extent are the goals and objectives defined in the project achievable under the new operational scenario?					

2.11 The ePPRC Meeting could consider all the situations and changes in horizons that have been generated by the restrictions imposed by the States to prevent the spread of COVID-19, and design a review of the projects, currently under development, to redirect them, both in terms of goals, targets and deadlines. In addition, it could issue a decision that supports this review, and try to adapt the

development of the projects to the future deliverables of the groups that ICAO has established, both globally and regionally, to design strategies that lead to the orderly reactivation and safe aviation, as well as the actions that lead to its recovery, becoming a resilience activity against future pandemic conditions.

2.12 Considering all the above, it is proposed to the ePPRC to issue the following decision:

<b>Decision ePPRC/01/ 0X - Review of current PPRC programs and projects.</b>	
<p><b>That:</b>                  Considering the new scenario that is projected for civil aviation, due to the restrictions imposed by the States to prevent the spread of COVID-19 and given the new scenario where GREPECAS projects are developed, the Secretariat should:</p> <ul style="list-style-type: none"> <li>a) Evaluate the programs supervised by the PPRC to determine if they continue to be justifiable under the new scenario of the CAR/SAM Regions;</li> <li>b) Work on the implementations in the field of air navigation in accordance with the guidelines established or to be established by the groups created by ICAO, both globally and regionally, for the reactivation and recovery of civil aviation;</li> <li>c) Review the objectives, goals and implementation dates of the different programs and projects currently under development, and adapt them to the requirements established by the new horizons determined by the COVID-19 crisis; and</li> <li>d) Submit to the PPRC, a report, by 30 November, 2020, containing the restructuring of the goals, objectives and dates of the projects reviewed.</li> </ul>	<p><b>Expected impact:</b></p> <ul style="list-style-type: none"> <li><input type="checkbox"/> Political/Global</li> <li><input type="checkbox"/> Inter-regional</li> <li><input type="checkbox"/> Economic</li> <li><input type="checkbox"/> Environmental</li> <li><input checked="" type="checkbox"/> Technical/Operational</li> </ul>
<p><b>Why:</b>                  To guarantee a harmonized and organized response among States in aspects related to the capacity and efficiency of air navigation, in accordance with the impact of COVID-19 on regional aviation.</p>	
<p><b>When:</b> 30 November, 2020</p>	<p><b>Status:</b>                  To be adopted</p>
<p><b>Who:</b> <input type="checkbox"/> Coordinators <input checked="" type="checkbox"/> States <input checked="" type="checkbox"/> ICAO Secretariat <input type="checkbox"/> ICAO HQ <input type="checkbox"/> Others:</p>	

**3. Suggested action:**

3.1 The Meeting is invited to:

- a) Take note of the information provided in this working paper;
- b) review the contents of presentation contained in the link that is mentioned in the section 2.7, mainly in slides 38, 49, 61, 79, and 80 onwards;
- c) consider the draft decision contained in section 2.11 and if they agree, approve it; and,
- d) consider other actions appropriate in relation to the point under discussion.

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