



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

NACC/DCA/10 — WP/21
21/04/22

**Tenth North American, Central American and Caribbean Directors of Civil Aviation Meeting
(NACC/DCA/10)**

Martinique, France, 21 to 23 June 2022

**Agenda Item 3: Status of Aviation Recovery and 2022 and new 2023-2025 Triennium Priorities
for the NAM/CAR Regions**

BIOSAFETY PROCEDURES FOR AIRPORT PROTOCOLS

(Presented by Belize, Costa Rica, El Salvador, Guatemala, Honduras and Nicaragua,
COCESNA Member States)

EXECUTIVE SUMMARY

This Working Paper presents the components of the biosafety protocols established in the Central American Region for the gradual and harmonized reactivation of air transport, following the closure of aeronautical operations, as a consequence of the outbreak of the COVID-19 pandemic and the need to provide support to the region for the safe restart and recovery of aviation from the slowdown of operations. The various actions that continue to be taken in the Central American States have been crucial to ensure continuity in the return of operations.

Action:	Under paragraph 5
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Security and Facilitation• Economic Development of Air Transport
<i>References:</i>	<ul style="list-style-type: none">• Annex 6 – Operation of Aircraft• Annex 9 – Facilitation• Annex 11 – Air Traffic Services• Annex 14 – Aerodromes• CART report• Guide "Take-off: Guidelines for air travel through the COVID-19 public health crisis"

1 Introduction

1.1 The impact of the effects of infectious diseases such as COVID-19 on civil aviation led to consequences with risks outside the acceptable ranges of probability and severity. It is therefore imminent that actions not foreseen prior to the pandemic should now be part of the standard operating procedures of the air transport system.

1.2 The biosafety protocols established in the region for the gradual and harmonized reactivation of air transport are guidance documents for the implementation of the "Plan for the gradual and harmonized reactivation of air transport in the region", which represents a commitment and effort of the Central American Corporation for Air Navigation Services (COCESNA).

1.3 The Plan for the gradual and harmonized reactivation of air transport in the region provides general guidelines for the reactivation of safe and efficient air operations, and is grouped into five components:

- COMPONENT 1: Preparation phase
- COMPONENT 2: Operational adequacy
- COMPONENT 3: Implementation of the Biosafety Protocol
- COMPONENT 4: Building user trust
- COMPONENT 5: Measurement system

1.4 Beyond the actions established in the biosafety protocols that have been developed for international and domestic airports, there is a need to establish procedures for each of the parties involved in the passenger process within the airport terminal. Moreover, it is necessary to note that the lines of action established in the public health protocols, which involve barriers (defenses) to mitigate transmission within the system, establish desirable actions related to the detection of possible cases, barriers concerning the use of personal protective equipment, behavioral barriers of distancing, technological systems of personal isolation for employees of the process and regulatory elements (rules) of mandatory compliance by staff and passengers. However, these barriers represent actions on the "What should be done", but do not in themselves constitute procedures involving secondary contention and mitigation actions that determine the necessary components for their implementation, i.e. they do not answer the questions of Who? How? When? and With whom? the necessary coordination is made prior to or during a specific event.

1.5 The lack of specific procedures for each part of the process is an inherent weakness in the system, since, not being included in the emergency manual, it creates a gap in the lines of action established in the protocols.

2 **Analysis**

2.1 The biosafety protocol, in conjunction with the generic procedures developed as templates, provides a detailed list of recommendations and implementation actions based on the report prepared by the International Civil Aviation Organization (ICAO) Aviation Recovery Taskforce (CART), State and airport facilitation committees, including the Guide "Take-off: Guidelines for air travel through the COVID-19 public health crisis". It also considers the solid risk analyses prepared by COCESNA's technical team and the particular conditions of the Member States, using the BowTie analysis methodology, where, in addition to the establishment of barriers, scaling factors are analyzed and actions with specific responsible parties are established.

2.2 The document represents the joint efforts of the airline and airport industry to identify a roadmap for resuming operations, based on their long-standing commitment to safety as our top priority. For success, it depends on a partnership and collaborative approach among key participants within the travel chain, including the authorities.

3 **Progress**

3.1 To date, all airports have COVID-19 biosafety protocols in place and are currently implemented with the known mitigation measures. The "Plan for the gradual and harmonized reactivation of air transport in the region" has borne fruit, as statistics to date show a growth of up to 95% in operations compared to the same months of 2019. However, for the system to be sustainable, procedures for the continuous implementation of biosafety protocols must be in place.

4 **Conclusion**

4.1 In addition to the biosafety protocols already established, a need has been identified to develop passenger processing procedure templates for use by industry and State Civil Aviation Authorities to develop their own harmonized and measurable procedures in each of the systems related to international and domestic civil aviation.

4.2 These procedures should finally be included in the airport emergency plans.

5 **Suggested Actions**

5.1 The Meeting is invited to:

- a. request ICAO support for the establishment of Acceptable Levels of Biosafety Performance (Bio-ALOSP) in States, which will enable regulators to monitor the effectiveness of biosafety procedures; and
- b. take note of the experience in the Central American Region and share the data generated and the origin of these data to urge other States to establish "Bio-ALOSPs", and ensure the recovery and continuity of operations at the global level by establishing and implementing a measurement system, with statistical biosafety indicators that allow the evaluation of results, identify the weakest barriers and thus establish a surveillance system based on risk management.