

MINUTE
**VIRTUAL MEETING DIRECTORS GENERAL OF NORTH AMERICA OF CIVIL AVIATION OF CENTRAL
AMERICAN AND CARIBBEAN (NACC) AND SOUTH AMERICA (SAM)**

22 July 2020

List of Participants

Refer to **Attachment A**.

Agenda:

Refer to **Attachment B**.

Objectives:

- a)** share the Global Implementation Roadmap (GIR), the progress in implementing and monitoring of harmonised measures and the application of the ICAO Council Aviation Recovery Taskforce (CART)'s recommendations;
- b)** share experiences of the restart of aviation operations; and continue the dynamic exchange; and
- c)** facilitate a dynamic dialogue to support each other in achieving an orderly, timely and sustainable recovery for all.

Agenda Item 1: Opening

- i. Mr. Fabio Rabbani, Regional Director, ICAO SAM Regional Office, acknowledged the presence of ICAO's Secretary General, all the Americas States Directors General, members of International Organizations and the ICAO team, including several ICAO Headquarters Directors, industry association leaders, and members from both the NACC and SAM Regional Offices. The Director emphasized the collaborative work being done by States and the industry, highlighting the focus on implementation and compilation of all the lessons learned and application of CART Recommendations. Moreover, Mr. Rabbani highlighted the harmonised and collaborative work carried out in both regions, involving also their main markets (Canada, United States and Europe).
- ii. Mr. Rabbani mentioned that circumstances like these bring many improvement opportunities to build confidence. He also acknowledged that this situation would not be solved by magic, but through hard work, especially from those on the frontline (crews, airport staff, ground handlers, cleaning staff, controllers, etc.), Therefore, both high level officials from States and the industry must work together on solutions that consider these frontline workers for in order to propose an effective response.
- iii. Mr. Melvin Cintron, Regional Director, ICAO NACC Regional Office, welcomed participants and talked about Aviation in the Time of COVID-19 highlighting the need for commitment and leadership of coordinated and harmonized efforts, as well as team work. He indicated that restart of aviation, despite being our focus, has also an important impact on the restart of economies, and the healthy tourism recovery and the restart of trade. He stressed that or

recovering aviation is not only reopening the airport of flights, it is reopening opportunities. Opportunities for the sustainable development of economies, of which aviation is a main pillar, through an aviation system focused on safety, security, public health and compliance with ICAO Standards and Recommended Practices. This will re-establish confidence and confidence from users, and moreover, a health and safe aviation which undoubtedly will be a main contributor to this socio-economical welfare for the benefit of the countries, the business, and through that multiplier supply chain, for the benefit of each one of the citizens and their families.

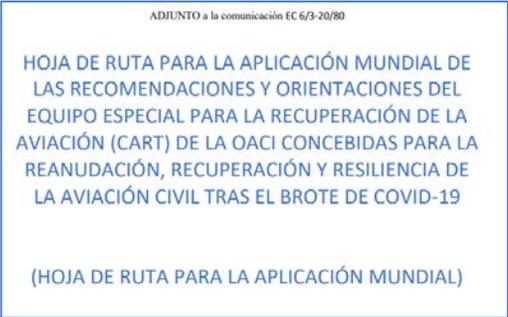
- iv. Dr. Fang Liu, ICAO Secretary General, highlighted that COVID-19 is an historic challenge to global aviation, and it calls for historic measures, historic collaboration, and historic leadership. Establishing a strong foundation for standardized regional protocols as aviation connectivity is restarted and recovered in the Americas will be critical to restoring air transport and economic capacity and to keeping passengers safe and secure. She stressed the importance of exploring how the Global Implementation Roadmap (GIR) and related resources ICAO is making available will help address the States capabilities to effectively, safely, securely, and with public health in mind, restart and recover their aviation systems on a harmonized regional and global basis.
- v. The Secretary General recalled that following the publication of the CART Report and “Take-off” guidance document by the ICAO Council this June, the Secretariat was tasked with preparing a detailed implementation plan and monitoring mechanism for the CART recommendations and guidance. Having said that, she announced that ICAO’s new GIR is completed, along with the COVID-19 Response and Recovery Implementation Centre (CRRIC). The GIR has been shared to all. Its objective is to contribute to the restart and recovery of the civil aviation system by establishing an enabling framework to implement the CART guidelines, and a capability to follow up globally to assess their implementation status and address the challenges being faced by States and industry. The GIR underwent a detailed consultation with WHO, IMO, IOM, industry partners (ACI, CANSO, ICCAIA, IATA, IBAC, and TIACA), as well as regional organizations and commissions. It encompasses ICAO’s priority activities and initiatives to provide support for countries as they begin to apply the pandemic restart and recovery measures recommended in the CART Report. The GIR will be accessible through the CRRIC portal to enhance transparency, allow flexibility in regional implementation, and facilitate partnerships with all stakeholders.
- vi. The Secretary General also referred to the ‘Implementation Packages’ or ‘I-Packs’ with specific guidance materials, training, tools, and expert assistance for aviation response and recovery efforts. She thanked the participation of States at webinars on the CRRIC. Finally, she mentioned the interactive dashboard for COVID-19 Operational Impacts on Air Transport. She encouraged to provide feedback on the “Take-off” guidance document and to ensure that aviation continues to serve as a fundamental pillar of the sustainable development which benefits all, uniting in harmonizing restarts and recoveries. She stressed out that the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) programme will continue to be an essential forum for this multi-sectoral collaboration. ICAO looks forward to the States historic capabilities in the challenging months ahead. Finally she officially opened the virtual meeting.
- vii. The attending Directors of Civil Aviation of the NAM/CAR/SAM Regions States and Territories then introduced themselves and thanked ICAO for the event.

Discussions

1. The Meeting was conducted through presentations and open discussions with participants. Presentations, recording and other related documents may be found at the following link: <https://www.icao.int/NACC/Pages/meetings-2020-dg3rdvc.aspx>

Agenda Item 2: Presentation on the Global Implementation Roadmap (GIR) and the COVID-19 Response and Recovery Implementation Centre (CRRIC) System

2. Under P/01, the Secretariat introduced the GIR and the CRRIC. The GIR is the framework allowing the States to efficiently apply recommendations and guidelines described in the CART and the *Take Off* guidance document. It is composed by a series of activities and ICAO priority initiatives that allow suitable flexibility of application efforts in light of the national and regional specificities, and it therefore positions itself as a support and complement of the actions carried out by the States, the industry and other stakeholders as applicable and with regard to their responsibilities. Under the GIR, global and regional initiatives will be in line and updated with the deadlines associated in the online interactive version

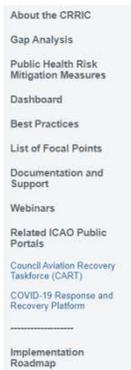


ICAO implementation roadmap to provide important support and resources to help align national and regional COVID-19 response



of this roadmap, which can be accessed through the CRRIC. The GIR identifies result-oriented activities and initiatives carried out by ICAO that go from the support and coordination of the application to the follow-up and report presentation.

3. The CRRIC was created in the safe ICAO Portal (<https://portal.icao.int>) and joins resources and tools to help with implementation, coordination, follow-up and report presentation activities. It provides easy access to several resources and graphic tools to monitor implementation where each State shall include



The Civil Aviation Recovery Task Force (CART) report and the Take off guidance document were approved on 1st June 2020 by the ICAO Council. The report contains among others, 11 recommendations addressed to Member States.

The report mentions that the level of implementation of the measures contained therein will need to be regularly monitored by ICAO. In playing this role, ICAO will facilitate the sharing of information and experience among States and should facilitate the identification of gaps and needed support.

Through this information, ICAO will be able to provide appropriate, targeted and timely guidance, training and assistance to Member States, mainly by means of implementation packages, for the effective implementation of measures outlined in the report. To support States in implementing the measures and recommendations contained in the CART Report, and to help monitor progress in implementation by States, it is proposed to create a 'COVID-19 Response and Recovery Implementation Center'.

information on its CART implementation. The CRRIC will assist States to monitor, document, and report their progress in the implementation of the CART recommendations, Continuous monitoring activities will assist ICAO to adjust its support activities. The availability of timely and accurate information in the CRRIC on the status of implementation Identification of challenges encountered

Sharing of best practices will avoid duplication of efforts among all aviation stakeholders. The CRRIC provides different tools that allow States do a self-assessment on CART recommendation implementation. In this regard, States were requested to designate a Focal Point to work jointly with the Regional Offices to integrate the information required in the CRRIC and share their experiences between the countries.

4. Therefore, the Meeting made the following Decision and adopted following Action Item:

DECISION NAM/CAR/SAM/DCA/1

**REGIONAL SUPPORT TO GIR AND CRRIC BY THE
NAM/CAR/SAM REGIONS**

That in order to optimize efforts and support actions to restart and recover aviation due to the effects of the COVID-19 pandemics in the NAM/CAR/SAM Regions, the States/Territories agree to support activities and application of the GIR, following-up on the progress of their Administrations through the CRRIC.

Action Item 1: Each NAM/CAR/SAM State to designate its Focal Point to the corresponding ICAO Regional Office with the aim of working together with CRRIC's tools at the earliest convenience.

Passenger Health Declaration Form harmonizing passenger health self-declaration to support aviation restart post COVID-19

5. Under P/11, ICAO presented a proposed unified form, with the aim of obtaining harmonisation of passenger health self-declaration to support the restart of aviation after COVID-19. The form should help with harmonisation of processes, increasing confidence of passengers and palliating the challenges related with the different approaches being followed. It complements information about passenger location form which currently only contains contact information. It is expected that this form be recollected by the Public Health Offices upon arrival of the passenger. The global harmonization and application of the form is expected to facilitate its distribution by the industry. The following action was suggested to the Meeting.

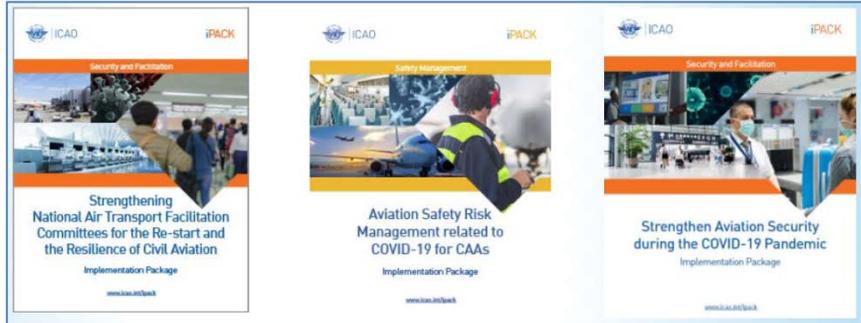
Action Item 2: That States assess and share their view with the ICAO NACC and SAM Regional Office on the passenger health declaration form proposed by ICAO as soon as possible.

ICAO Assistance: I-Packs and other tools

6. The Technical Cooperation Bureau (TCB) Director, Mr. Jorge Vargas, commented that the role of technical cooperation becomes more relevant in this time of crisis, reporting that ICAO has two alternatives to support States: traditional services, which make use of cooperation projects (managed by Messrs. Javier López and Ignacio Iglesia of TCB; and the I-Packs, which are the result of joint actions of the Technical Cooperation, Air Navigation and Air Transport Bureaux and the Regional Offices.

7. It was also mentioned that in the coming days, consolidated purchasing packages would be made available to the States under the concept of economy of scale that can help all to minimize acquisition costs in areas such as: thermometers, tests for the COVID-19 and disinfectant equipment.

8. Under P/02, ICAO updated the Meeting on progress in the development and availability of ICAO I-Packs. It was emphasized that the intent of the I-Packs is to facilitate the alignment with the measures and recommendations contained in the CART report, by providing support for States in their aviation restart, recovery and resilience efforts. There are currently three available I-Packs available, being one under the Facilitation area aimed at strengthening national air transport facilitation committees for the restart and the resilience of civil aviation, one under the Safety area aimed at aviation safety risk management related to COVID-19 for CAAs, and one under the Security area aimed at strengthening Aviation Security during the COVID-19 pandemic.



9. Two additional I-Packs are currently being developed and shall be available in the coming weeks: one on establishing a Public Health Corridor, and the other for Aerodrome restart. Mr. Lahlou finally informed that on 5 August a dedicated webinar on the I-Packs will present, in more details, the specific deliverables of I-Packs.



Agenda Item 4: Regional Overview on Aviation Restart/Recovery/Resilience Activities

10. Under P/04 the Meeting was updated with the different activities and actions carried out by the ICAO NACC and SAM Regional Offices to support the implementation of the CART measures, since the agreement of the strategic documents in the SAM Region and in the NAM/CAR Regions, the convening of webinars, virtual meetings, websites, documents, and support sessions with States and the industry in order to promote an orderly and harmonized approach of Pan-America towards COVID-19. As next steps, the presentation emphasized the need for States to fill and continuously report their progress thru ICAO’s CRRIC. This will ensure a common approach to implementation and allow a higher level of collaboration between regions.

Agenda Item 5: Remarks on Sanitary Protocols, alignment with ICAO guidelines, and actions of States that have mayor tourism and air trade in the NAM/CAR and SAM Regions

11. States recognised the importance of harmonising and adopting ICAO suggested health measures and other lessons learned from States to ensure a sustainable and fast recovery of aviation. In this regard, the Meeting exchanged perspectives and best practices of the States from States with important tourism and air trade in the NAM/CAR/SAM Regions, such as Canada, United States and Europe.

Canada's Response to COVID-19 Crisis

12. Under P/08, Canada presented its recovery framework for the air travel system, which includes 4 phases as follows: Here and Now, Re-open, Return and Emerge. Nowadays, Canada is in the phase of Return that comprises the employee return, bookings, scales up of operations and routes, tweaking to new reality and rebuilding public confidence.

13. Canada has issued Interim Orders which require compliance by air operators and passengers, such as: mandatory health checks, denial of access to passengers showing symptoms of COVID 19 or not passing the health checks, etc. Actions taken by the government, guidance material delivered and regulatory exemptions granted were also presented. In addition Transport Canada is in close collaboration with the industry for better understanding on how to support their recovery.

European Union Aviation Safety Agency (EASA) Response to the COVID-19 crisis

14. Under P/04, EASA informed that despite the reduction in the number of flight compared with June 2019, it is expected to reach up to 16,500 flights in Europe flights in the second part of July, and increasing weekly with potential up to 18,000 flights for August. It also informed that it had reduced restrictions since July 1st, 2020, and established four supporting levers for recovery valid for any transportation needs:

- Reduction of Travel Restrictions,
- Implementation of Health Measures,
- Engagement of stakeholders, and
- Safe resumption of industry.

15. These supporting levers are open to non EASA operators, like Turkish Airlines, from Turkey that is interested to start operations to European airports. Finally, it expressed that the main challenge is to recover the confidence of passengers, and for that purpose, communication among States and stakeholders for sharing their experience on the implementation of sanitary protocols, is very important.

The Runway to Recovery: United States (FAA)

16. Under P/05, United States described the actions taken and the document developed as a response for the aviation industry. The *Runway to Recovery* document was published in July 2020, developed alongside with aviation stakeholders, expanding on many activities that airports and airlines are already doing today, ensuring public health measures were taken in a harmonized and efficient manner. *Runway to Recovery* was developed by the Department of Transportation, the Department

of Health and Human Services, and the Department of Homeland Security. United States considers this a living document, since we are all learning the best possible measures as we move on. The principles of the *Runway to Recovery* document are very consistent with ICAO Documents and initiatives.

17. The presentation of United States also highlighted:

- containment of the public health emergency will vary by geographic region.
- Neighbouring States should maintain complementary or coordinated measures to avoid incentivizing unnecessary cross-border traffic (e.g. differing requirements for health certificates or testing.).
- It is very important to determine who communicates local requirements to passengers
- Share best practices what's working, what can be improved.

18. Finally, ICAO thanked the three previous presentations by States and EASA, considering their contribution as critical in view of the economic impact that this is having in these regions.

Agenda Item 6: Comments and inputs from Directors General which States have already opened their borders

19. The Representative from Spain to the Council of ICAO, Mr. Víctor Aguado, stressed the importance of these meetings and the views exchange, as the Council of ICAO seeks to closely follow-up the implementation, the use of the CRRIC and continue the support to States.

20. The Director of the Bolivian Civil Aviation Authority reported that an Aviation Reactivation Plan had been designed, which took as reference the CART and the SAM Strategy for the Reactivation of civil aviation in the region. To develop this Plan, they considered the Bolivian Health Authority's guidelines. Likewise, they envisage a communication and information campaign through holding nine webinars, which will address health and biosecurity topics, technical procedures to ensure safety of air operations, and security and facilitation, among other topics. Similarly, Bolivia reported that part of the challenges faced during the pandemics are the Implementation of Sanitary Corridors at domestic airports, the application of exemptions and extensions to crews, safety oversight, restrictive physical measures at the offices, among other challenges that have required a significant effort from the Authorities. To conclude, Bolivia highlighted the great support of General Aviation for the implementation of humanitarian flights.

21. Venezuela thanked ICAO and Regional Offices for their constant support and highlighted the importance of this type of events to have aviation back into business, as well as its commitment in complying with international recommendation and provisions. Likewise, Venezuela expressed concerns in regards to the impact to all States, especially those with limited resources and access to markets. In addition, the State listed a series of initiatives applied to the national aviation sector such as the coordination of transport of patients, medical supplies, tests and other in response of the pandemics. All this has contributed that the State has a low contagious level. Venezuela acknowledged all the effort by CART and indicates that its national aviation health protocol is aligned with CART and WHO recommendations. The State also reported on all the communication

activities, such as webinars by the INAC on that matter. Finally, Venezuela invited all States to work together with ICAO and the international community on initiatives to increase confidence in the sector and allow a harmonized recovery.

Agenda Item 6.1 Remarks by NACC and SAM States on lessons learned and challenges faced on the restart or increase of operations- What are you seeing? What has been the biggest challenge in the reopening? Key recommendations on what has worked well for your State

22. Considering that several States have already restarted or are about to restart air operations facing difficulties and counting with different lessons learned, several States shared these experiences with the other States, which are detailed under **Attachment C**.
23. From Colombia's intervention, the ICAO Regional Directors encouraged States to consider this Colombia's recommendations, voicing the benefits in order to conduct further Directors General round table discussions with the aim of achieving mutual agreements to monitor the epidemiological level and possible mutual agreements as part of the Public Health Corridor (PHC) implementation.

Agenda Item 6.2: Remarks by the industry on lessons learned and challenges faced on the restart or increase of operations

24. Complementing the experiences, lessons learned and challenges of States concerning the restart of air operations, international organizations (ACI-LAC, ALTA, CANSO, IATA and TIACA) shared their lessons learned and challenges with the Meeting for a joint work with the States, and their inputs are included under **Attachment D**.
25. LACAC informed the Meeting on the Coordination and work carried out by States on the agreement of the 7th freedom of the air and other regional collaboration to Foster effective application of ICAO's recommended measures.
26. COCESNA reported the progress concerning the application of biosecurity measures among all the States of Central America, the active assistance actions of its agency ACSA and the regional work through the Central American Integration System (SITCA) on the Central American Aviation Sector Recovery Plan.

Agenda Item 7: Funds for State Assistance

- 27 Under P/12, ICAO explained that the Council approved the policy on resource mobilization of voluntary funds particularly to facilitate the implementation of ICAO's Business Plan and also to help the States with the implementation of the SARPs. Under this approach, it was informed on the ICAO outreach to support States with pandemics recovery measures, facilitating contacts with different multilateral development banks, financial institutions, States, United Nations and the private sector through strategic dialogue with donors, the ICAO Resource Mobilization Network (RMN) and the ICAO Resource Mobilization Platform. Details were presented on the Platform, which is meant to increase transparency, streamline resource mobilization efforts across ICAO and be the one-stop shop for joint resource mobilization, being intended to be used by ICAO staff and Council States.

28. ICAO also commented that the implementation of health measures and of recommendations against COVID-19 lies primarily with States, which need to express their interest in ICAO's support, showing active engagement (e.g. developing proposals) so that Resource Mobilization can come into play.



North American, Central American and Caribbean Office (NACC)
Oficina para Norteamérica, Centroamérica y Caribe (NACC)

ATTACHMENT/ADJUNTO A

**Virtual Meeting Directors General of North America of Civil Aviation of Central American and Caribbean (NACC) and South America (SAM)
Reunión Virtual de Directores/as Generales de Aviación Civil de Norteamérica, Centroamérica y Caribe (NACC) y Sudamérica (SAM)**

Zoom Meeting, 22 July 2020 / Reunión Zoom, 22 de julio de 2020

LIST OF PARTICIPANTS/ LISTA DE PARTICIPANTES

ARGENTINA

1. Paola Tamburelli
2. Gustavo Ainchil
3. Romina Minotti
4. Florencia Dovichi

ARUBA

5. Edwin Kelly

BAHAMAS

6. Charles Beneby
7. Juliea Brathwaite

BARBADOS

8. Tracey Forde Bailey

BELIZE/BELICE

9. Nigel Carter

BERMUDA/BERMUDAS

10. Thomas Dunstan
11. Peter Adhemar
12. Tariq Lynch Wade
13. Karolyn Darrell-Burgess
14. Ian Cook

BOLIVIA

15. German Rosas Cossio
16. Javier Garcia Soruco
17. Francisco Santiago Pergolesi

BRAZIL/BRASIL

18. Juliano Alcántara Noman
19. Ana Paula Cunha Machado Cavalcante
20. Diego Pereira Silva
21. Marcelo Lima
22. Astor Neto
23. Mariana Olivieri Caixeta Altoé
24. Luiz Rodrigues Heraldo
25. Luiz Medeiros
26. Fernando César da Costa e Silva Braga
27. Fabiana Todesco
28. Viviane Barreiros
29. Julio César Colpo
30. Teresa Castelo Branco
31. Thalia Almeida
32. Camila Lacerda
33. Wanda Fornaciari Augusto

CANADA /CANADÁ

34. Nicholas Robinson
35. Chris Free
36. Ben Hudgin
37. Tomi Frantzios
38. Elsa HENCHIRI
39. Andrew Larsen

40. Sarah Jardine

CAYMAN ISLANDS/ISLAS CAIMANES

- 41. Richard Smith
- 42. Nicoela McCoy
- 43. Lindsay Cadenhead
- 44. Alastair Robertson
- 45. Craig Smith
- 46. Robert Harris
- 47. Samuel Williams-Rodriguez
- 48. Lizette Yearwood
- 49. John Lee

CHILE

- 50. Víctor Villalobos
- 51. German Olave
- 52. Alberto Mena
- 53. Martin Mackenna
- 54. David Dueñas

COLOMBIA

- 55. Juan Carlos Salazar
- 56. Mauricio Ramírez Koppel
- 57. Arnaud Penent D'izarn Benavides
- 58. Julio Cesar Freyre
- 59. Juan Carlos Ramírez
- 60. Claudia Olarte
- 61. Ángela Páez
- 62. Rolando Aros
- 63. Luis Roberto D'Pablo
- 64. Francisco Ospina
- 65. Luis Alberto Valencia
- 66. Lucas Rodriguez
- 67. Ricardo Aguirre
- 68. Sergio Paris
- 69. Lina María Diaz
- 70. María Camila Díaz
- 71. Claudia Esguerra
- 72. Camilo Andres Garcia
- 73. Gonzalo Cárdenas
- 74. Jazmin Alexandra Palomino
- 75. Edgar Benjamin Rivera
- 76. Martha Janeth Cárdenas
- 77. Cesar Alexander Corredor
- 78. Lina Marcela Morales

COSTA RICA

- 79. Álvaro Vargas
- 80. Guillermo Hoppe
- 81. Andrea Jiménez
- 82. Luis Miranda
- 83. Luis Diego García
- 84. Rolando Richmond
- 85. Marco López
- 86. Fernando Zeledón

CUBA

- 87. Carlos Pérez Andino
- 88. Mirta Crespo
- 89. Orlando Nevot
- 90. Mercedes Vázquez

DOMINICAN REPUBLIC/REPÚBLICA DOMINICANA

- 91. Santiago Rosa
- 92. Betty Castaing
- 93. Aracenis Castillo De La Cruz
- 94. Juan Thomas
- 95. Modesto Segura
- 96. Adonay Fermín
- 97. Bernarda Franco

ECCAA

- 98. Donald Mc. Pahil
- 99. Anthony Meade

ECUADOR

- 100. Anyelo Acosta

EL SALVADOR

- 101. Jorge Alberto Puquirre
- 102. Francisco Sol
- 103. Homero Morales
- 104. José Viaud
- 105. Andrea López

FRANCE/FRANCIA

- 106. Patrick Pezzetta
- 107. Ravo Randria
- 108. Jean-Jacques Deschamps

GRENADA/GRANADA

- 109. Earl Charles

GUATEMALA

- 110. Francis Argueta
- 111. Berner Sandoval

GUYANA

- 112. Egbert Field
- 113. Saheed Sulaman

HAITI/HAITÍ

- 114. Jacques Boursiquot

HONDURAS

- 115. Wilfredo Lobo
- 116. Carmen Maradiaga
- 117. Paola Velásquez
- 118. Ivette Alvarado
- 119. Carlos Soto

JAMAICA

- 120. Nari Williams-Singh
- 121. Rohan Campbell
- 122. Gillian E. Richards

MEXICO/MÉXICO

- 123. Rodrigo Vásquez Colmenares
- 124. Dionisio Méndez Mayora
- 125. Marco Antonio Loustaunau
- 126. Jesús Moreno Bautista
- 127. Gonzalo Carrasco
- 128. Miguel Ocampo

MONTSERRAT

- 129. Joseph Irish

NETHERLANDS/PAÍSES BAJOS

- 130. Frederik Blaauw

NICARAGUA

- 131. Carlos Salazar
- 132. Leónidas Duarte
- 133. Carlos Gustavo Soto
- 134. Ivette Alvarado

PANAMA/PANAMÁ

- 135. Gustavo Pérez
- 136. Gustavo De León

PARAGUAY

- 137. Félix Kanazawa Makino
- 138. David Urguhart
- 139. Inés Martínez
- 140. Luisa Llerena
- 141. Douglas Cubilla
- 142. María Luz Viveros
- 143. Hernán Colman

PERU/PERÚ

- 144. Juan Carlos Pavic
- 145. Roberto Seminario
- 146. Luis Núñez Vidal
- 147. Patricia Durán

SAINT VINCENT AND THE GRENADINES/SAN VICENTE Y LAS GRANADINAS

- 148. Andrea Best
- 149. Lyda Ollivierre

SINT MAARTEN/SAN MARTÍN

- 150. Louis Halley

SPAIN/ESPAÑA

151. Víctor Aguado

SURINAME

152. Anjulio Wolf
153. Rachel Simson
154. Luciano Soemanta

TRINIDAD AND TOBAGO/TRINIDAD Y TABAGO

155. Francis Regis
156. Kingsley Herrera

UNITED KINGDOM/REINO UNIDO

157. Maria Boyle
158. Mark Baker
159. Bryan De Couto

UNITED STATES/ESTADOS UNIDOS

160. Charlie Ashley
161. Christopher Rocheleau
162. David Burkholder
163. Nicholas Reyes
164. Krista Berquist
165. Michelle Westover
166. Lina Díaz

URUGUAY

167. Gaetano Battagliese
168. Martín Vidal
169. Leonardo Blengini
170. Immer Borba
171. Eduardo Aguirregaray

VENEZUELA

172. Juan Manuel Teixeira
173. Daniela Caraballo
174. David Campos
175. Lenin Sequeira

ACI-LAC

176. Rafael Echevarne
177. Francisco Medela
178. María Elena Sandoval

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180. José Ricardo Botelho
181. Gonzalo Yelpo
182. Virginio Augusto Corrieri de Castro
183. Mirna Cedeño
184. Carla Gaitan

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185. Javier Vanegas
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187. Pauline D. Yearwood

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188. Juan Carlos Trabanino
189. Gabriel Quirós
190. Manuel Cáceres
191. Giovanni Tobar
192. Lucía González

EASA

193. Laurent Gruz

IATA

194. Jose Antonio Ruiz
195. Felipe Reis
196. Alejandro Restrepo

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197. Eduardo Café

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- 198. Al Gaspari
- 199. Daniel Bianco
- 200. Ron Hay
- 201. Marcelo Ceriotti

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- 202. Jaime Binder

SVRSOP

- 203. Ana Maria Díaz
- 204. Jorge Barrios
- 205. Valeria Ramos
- 206. José Antonio Peña Valero

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- 207. Vladimir Zubkov

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- 208. Fang Liu
- 209. Melvin Cintron
- 210. Fabio Rabbani
- 211. Stephen Creamer
- 212. Jorge Vargas
- 213. Mohamed Khalifa Rahma
- 214. Ya Jiarong
- 215. Oscar Quesada
- 216. Javier López González
- 217. Narjess Abdennebi
- 218. Julio Siu
- 219. Miguel Marin
- 220. Johanna Jordaan

- 221. Marco Merens
- 222. Thilly de Bodt
- 223. Guillermo Iovino
- 224. Ignacio Iglesia
- 225. Ricardo Delgado
- 226. Jaime Calderón
- 227. Raúl Martínez
- 228. Marcelo Ureña
- 229. Verónica Chávez
- 230. Pablo Lampariello
- 231. Jorge Armoa
- 232. Luis Sánchez
- 233. Fabio Salvatierra
- 234. Fernando Hermoza
- 235. Javier Puente
- 236. Mayda Ávila
- 237. Eddian Méndez
- 238. José María Peral
- 239. Fernando Camargo
- 240. Marcelo Orellana
- 241. Javier Sanchez
- 242. Pamela Burga
- 243. Mekki Lahlou
- 244. Connie Morales
- 245. Francisco Almeida da Silva
- 246. Leonardo Boszczowski
- 247. María del Pilar Ariza
- 248. Roberto Sosa
- 249. Murillo Boery
- 250. Doaldo Navai Junior
- 251. Georgios Paltakis
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ATTACHMENT/ADJUNTO B
Virtual Meeting Directors General of North America of Civil Aviation of Central American and Caribbean (NACC) and South America (SAM)
Reunión Virtual de Directores/as Generales de Aviación Civil de Norteamérica, Centroamérica y Caribe (NACC) y Sudamérica (SAM)

Zoom Platform, 22 July 2020, 09:30 hours CDT
Plataforma Zoom, 22 de julio de 2020 09:30 horas CDT

AGENDA/ORDEN DEL DÍA

- 1 Opening remarks / Inauguración
- 2 Presentation on the Global Implementation Roadmap (GIR) and the COVID-19 Response and Recovery Implementation Centre (CRRIC) System/
Presentación sobre el Mapa de Ruta Mundial de Implementación (GIR) y el Sistema Centro de Implementación de Respuesta y Recuperación COVID-19 (CCRIC)
- 3 ICAO Assistance: I-Packs and other tools/
Asistencia de la OACI: I-Packs y otras herramientas
- 4 Regional Overview on Aviation Restart/Recovery/Resilience Activities/
Panorama Regional a las actividades de reactivación/recuperación/resiliencia de la aviación
- 5 Remarks on Sanitary Protocols, alignment with ICAO guidelines, and actions of States that have mayor tourism and air trade in the NAM/CAR and SAM Regions /
Comentarios sobre protocolos de salud, alineamiento con las directrices de la OACI y acciones de los Estados que tienen turismo y comercio aéreo importantes en las Regiones NAM/CAR y SAM
- 6 Comments and inputs from Directors General whose States have already opened their borders /
Comentarios y aportes de los Directores Generales cuyos Estados ya hayan abierto sus fronteras
 - 6.1 Remarks by NACC and SAM States on lessons learned and challenges faced on the restart or increase of operations- What are you seeing? what has been the biggest challenge in the reopening?, key recommendations on what has worked well for your State /
Observaciones de los Estados NACC y SAM sobre lecciones aprendidas y retos encarados respecto a la reactivación o aumento de las operaciones - ¿qué está experimentando? ¿cuál es el mayor reto de la reactivación? Recomendaciones clave o qué ha funcionado bien en su Estado
 - 6.2 Remarks by the industry on lessons learned and challenges faced on the restart or increase of operations /
Observaciones por parte de la industria sobre lecciones aprendidas y retos encarados sobre la reactivación o el aumento de las operaciones
- 7 Funds for State Assistance
Fondos para asistencia a los Estados
- 8 Closing remarks / Clausura

ATTACHMENT C

Inputs from NACC and SAM States on lessons learned and challenges faced on the restart or increase of operations

The Experience of Brazil

1. Under P/09, Brazil shared its experience on opening its borders and mentioned the main axes of their activities that are divided into 4 groups.
 - Maintain internal connectivity
 - Regulatory flexibility without compromising safety and using Safety Management processes.
 - Financial sustainability to support airlines and airports
 - Health safety to gain confidence on users and prevent infection
2. Brazil is in the middle of the crisis with a huge drop in air traffic, but there is a slight recovery and is working to increase traffic without compromising the sanitary system. The shared lesson learned were as follows:
 - a) Fast track processes, business as usual was not an option, example authorization for cargo transportation in passenger's cabin.
 - b) Constant communication and coordination with stakeholders
 - c) Global cooperation and harmonization is essential but challenging, ICAO roadmap and CART are good instruments for this cooperation and harmonization
3. Finally, the challenges mentioned were:
 - Financial sustainability of airport and airlines. There is a need to find innovate ways for financial aid, due to many different government commitments.
 - Balance on air transport reactivation and protection of health.

The Experience of Costa Rica

4. Under P/07, Costa Rica shared its planning and actions aimed at restarting operations, highlighting that it did not close its airports but applied a migration restriction (to be released on 1 August) and had kept local flights operations at its different airports, respecting recommended health measures. The following are the lessons learned:
 - a) Flexibilization measures for the industry
 - b) Operation measures to ensure safe operations during COVID-19 pandemics, published in its webpage
 - c) Allow repatriation, humanitarian and cargo flights; provide service to overflights and eventual emergency situation that may arise
 - d) Economic measures such as moratorium/exemption of airport duties and taxes, tax reduction to aviation fuel.

- e) Development of contingency plans to ensure that air navigation services are available at any time.
- f) Establishment of inter-sectors working sessions to develop airports restart protocols with participation of AAC, the Ministry of Health, Migration Authorities, the Tourism Institute, aviation operators and airport operators.

5. Finally, Costa Rica mentioned the following challenges

- Economic issues. Due to the almost total decrease in air operations, the CAAs finances have been impacted.
- Inter-sectors coordination has been a challenge to develop restart protocols in view of the multiple stakeholders involved in their development.
- Handling of suspect cases and passengers traceability.
- Implementation of surveillance activities, essential to ensure a safe restart of operations performed by the State to ANSPs/operators.
- Training (not virtual)
- Regional harmonisation. Different measures adopted by each government and that depend exclusively on the pandemics evolution in each country.

The Experience of Ecuador

6. Ecuador shared its experience under P/10 on the response of civil Aviation to the COVID-19 crisis. Basically, Ecuador never closed its airports to traffic. National traffic was open with restrictions and international cargo operations were also ongoing. Ecuador reacted quickly to the situation by carrying out on 25 February a review of all the emergency and contingency airport plans in all its aerodromes. This greatly supported the efforts on coordination and response. Several measures were taken initially by Ecuador such as:
- Special coordination with the traffic in and out of Galapagos islands
 - Coordination of humanitarian repatriation flights
 - Coordination with airlines to prepare and deliver Passenger Health Declarations (10 March)
 - Restrictions to passengers coming from certain States (12 March)
 - Contingency plans for its ATS services, ensuring that all Control Towers have restricted access
 - Complete disinfection of its airports every 4 hours in international airports and twice a day in domestic airports.
 - Purchase and use of thermal cameras
 - Request for passengers to be tested and present results prior to travel
 - Sanitary measures at airports (gel dispensers, etc.)
7. Ecuador highlighted the special programme it implemented for passengers with reduced mobility. The CAA has a unit dedicated to this topic that implemented a communication initiative for passengers with reduced mobility on COVID-19 measures (5 March, including forms for blind persons as part of the Aviation without barriers initiative. Ecuador reported that 50% of the assigned routes were implemented during the current week, compared to the previous week, which was 30%. Ecuador reported that 10874 persons had moved nationwide and 12272 passengers abroad. Certain flights were cancelled due to a lack of passengers. Ecuador also

applied several communications actions, including drills, speeches, and aide-memoirs for airport operators in order to deliver the same message to local press and passengers, through official chat communication channels, among others. As part of the information campaign, 192 articles were issued through radio and television to improve public confidence. The press's involvement in visits to the airport to learn about the new way of traveling was encouraged.

8. Finally, Ecuador shared that its lessons learned can be summarized on having multidisciplinary teams, one voice (the CAA), constant communication campaigns, good relationship with public and private entities, using technology and training staff for its use, and, generate an action plan to avoid improvisation. Ecuador has learned valuable lessons during this emergency to be more efficient; these measures will continue to be implemented even after this emergency. Ecuador remarked that it is important to have different aviation.

The Experience of Jamaica

9. Under presentation P/08, Jamaica informed on the restart of aviation operations. It explained the intermediate actions taken from the restriction of the operations and the support for its restarting by a series of Enforcement Measures Orders.
 - A declaration of Jamaica as a Disaster Area started on March 13 2020, requiring persons arriving from known COVID-19 affected countries, a self-quarantine for 14 days and to report to Ministry of Health and Wellness their condition.
 - Additional Enforcement Orders as the prohibition for persons from entering Jamaica unless permitted by the Minister responsible for Immigration and Cabinet were issued.
 - Additional Orders to support the restarting of the operation have been issued, for instance the Order No 8, to allow all persons to enter Jamaica requesting permission through a clearance process.
10. Jamaica informed on the implemented measures to ensure continuity of the safety and security oversight activities under the COVID-19 pandemics. It finally mentioned the challenges as: flood of un-validated information and predictions, communications and decisions delayed due to uncertainty and reliability of data and the solutions implemented as: the selection of reputable sources of information the conduction of sanity checks on each decision, the maintenance of open communication channels and ensure all stakeholders are involved

The Experience of Colombia

11. Under P/16, The Director General of Colombia's Aerocivil acknowledged the positive aspects of the work by the CART, in which Colombia had the opportunity to actively participate. He addressed the importance to ensure that the focus on aviation safety and security is not reduced by public health aspects. Colombia also highlighted important aspects of the Public Health Corridor (PHC) concept, in which it is imperative to ensure "clean" crews, aircrafts, airports, etc., meaning the need to ensure a COVID-19-free environment. Colombia indicated that it has already begun tests on city pairs between 2 regions at the northern part of the country, but also addressed that the big challenge will come at the time this health corridors are meant to be implemented on an international perspective.
12. In order to facilitate this, Colombia projected the need to have important tools that ICAO should work on at a regional level, such as clear documentation and dashboards showing, in real time, the health-related measures at the States in order to correctly communicate, showing examples from Europe (Restart portal) and IATA (Travel regulations map).
13. Finally, Colombia invited the Meeting to materialize connectivity through PHC corridors internationally. This can be done by implementing mechanisms for monitoring epidemiological levels, continuing with the round table exercises, seeking operational letters of agreement and implementing pilot projects. To do this, it also expressed the need to consider the complex topic of connecting passengers, which is important at many hubs in the SAM Region.

The Experience of Panama

14. Panama provided an update on its situation in response to the pandemics, including the implementation of a national task force, the work on health protocols with reference to SRVSOP's health protocol, ICAO, EASA, ACI, IATA and other documents. Panama is currently on "Block #2" of the national pandemic response and expects to open aviation on Block #4. Panama also expressed that it will be working to update the CRRIC portal as it has being requested by ICAO to support the regional and global recovery efforts.

ATTACHMENT D

Inputs by the international Organizations on lessons learned and challenges faced on the restart or increase of operations

CANSO

1. Under P/14, CANSO mentioned that it has been supporting Air navigation services providers (ANSPs), exchanging information and best practices through webinars and interactively with ANSPs since the beginning of the pandemics. For instance, Italy ANSP, ENAV, shared the schedules and groups scheme organized to ensure Air Navigation Services (ANS) continuity. Nav-Canada shared seven prevention measures to protect ANS and lastly EANA from Argentina provided information and guidelines to develop an ANS contingency plan.
2. In order to support ANSPs during aviation restart and recovery phases, CANSO has signed agreements with several of its members such as Aireon, Metron Aviation and Micronav. The agreement signed between CANSO with Aireon facilitates hi-fi data analysis on aircraft movements and flight times around the world, allowing ANSPs to track global aviation operations and monitor trends throughout time. This is particularly important when understanding and managing the impact of social or economic development in the aviation industry. For instance, during the COVID-19 pandemics this data shows how the aviation industry has responded by supporting essential goods and services flow.
3. The initiative signed between CANSO and Metron Aviation provides access free of charge for all ANSPs to a demand forecast tool for arrival, departure and en-route traffic based on scheduled and current flight plan data. Counting with information on foreseen demand facilitates planning, Collaborative Decision-Making (CDM), and situational awareness, each one of which is especially important as work is performed to recover from the impacts on air traffic caused by the pandemics. Up to 36 forecast demand hours can be obtained, which can be accessed through a set of monitoring mechanisms (maps, graphs, etc.).
4. Likewise, CANSO signed an agreement with MicroNav so that CANSO's affiliated ANSPs may have access to the al BEST ATC radar and tower simulator. The objective is that controllers have access to the ATC simulator, which would help them to adapt to intense traffic situations in order to recover some of the skills that might have vanished in the past months, and to regain confidence to handle greater traffic load in a safe manner.
5. Additionally, CANSO has provided CADENA Procedural Manual, the daily COVID-19 report, and other guidelines that it has developed. Space operations are increasing, which adds to the complexity. Therefore, CANSO is also coordinating with the FAA space operation office to inform the region on possible landings on water in different Flight Information Regions (FIRs).

6. CANSO is incorporating these best practices into the quarterly training it organizes on contingency or natural disaster activities. Finally, CANSO highlighted that during activation of aviation, it is of the utmost importance to continue the commitment of cooperation, collaboration and communication among all the aviation community and mentioned that close Coordination with governments is vital. This opportunity period needs to be fully seized.

IATA

7. Under P/13, IATA mentioned that the industry is totally committed to contribute to the restart of air transport, by assisting States in promulgating and implementing relevant bio-security protocols in order to ensure that they are in line with the industry best practices and ICAO's recommendations. Air operations restart is essential for the fast recovery of national economies.

8. Operations restart in some countries has emphasized some matters that are worthwhile mentioning and should be reconsidered by the States and by ICAO in order to ensure that restart be achieved as soon as possible without imposing additional barriers, reinforcing the call to States to strictly adjust to what has been stated by ICAO to that end. In this regard, IATA stressed topics such as differentiation of responsibilities pertaining to the States versus those pertaining to the air operator, differentiation of measures applying to passengers versus those applying to the crews, the imposition of mandatory quarantines, the use of fines to passengers as well as airlines on non-compliance, the use of printed formats even when there are electronic versions in certain cases and the use of face shields.

9. Finally, IATA requested governments to continue supporting financially the industry, to keep completely and strictly in line with ICAO global standards and recommendations and to continue effectively working with the industry when determining specific restart of operation dates

TIACA

10. Under P/15, TIACA concentrated on the specifics of the air cargo. One of its main roles is the supply of necessities including medications, food, personal protection equipment and other important items. Another one is the support to States economies. In this connection it referred to the letter dated 30 March 2020 which was signed by two Regional Directors and addressed to all the Civil aviation administrations of the two regions on the importance of proper response to the weakening economies and suggested a study on air cargo operations in the regions with a view to facilitating their development.

11. Another specific feature is the involvement of large number of players in the air cargo supply chain (shippers, truckers, freight forwarders, cargo terminal staff, customs, and many others) with numerous documents which physically change hands. The ICAO Public Health Corridor concept highlights the need to introduce contactless procedures. The CART document in the Cargo Module envisaged a need for implementation of digital document systems and data exchange. We already have examples of cloud based application serving those who are involved in the cargo operations at the cargo terminal and the whole airport. They bring in not only contactless environment, but serve as a major tool for increase of efficiency. It's the technology capable of creating a "new normal".

12. TIACA's recommendations for the strategy in cargo are the following:

- Develop guidelines/policies for digitalization of air cargo supply chain
- Promote efficiency through modernization and creation of Air Cargo Communities
- Review regulatory bilateral/multilateral arrangements with a more flexible cargo operations approach.

ACI-LAC

13. Under P/17, ACI-LAC explained the behaviour of traffic in the region, where communication to for passengers on new processes is essential to generate their confidence, highlighting the following lessons learned and recommendations:

- Identify passenger processing zones (arrivals)
- Effective coordination with authorities, especially with Public Health authorities:
 - Sufficient personnel
 - Processes standardization
 - Minimizing inspection points
- Gauge resources, especially when increasing operations
- COVID-19 risk-analysis based on Safety management system (SMS)

ALTA

14. ALTA informed that the great challenge now involves the key word "confidence". ALTA considers that the challenge is transmitting the fact that protocols are efficient, that plane travel is safe and if all the actors involved comply with recommendations, there are no risks involved with air transport. Skies must be opened, as has been said during the last months. Millions of jobs depend on the sector, not only directly in aviation but in a vast value chain that encompasses travel, tourism, services, trade, etc.

15. Industry is ready to restart, but once again, it is necessary to transmit confidence that this will not generate new contagion outbursts if it is done in an orderly, articulated and informed manner. The sector is very important and therefore huge efforts must be devoted now to continue the dialogue and find joint work mechanisms to count with harmonised, clear, well-diffused and timely protocols throughout the region.