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# ICAO Council Aviation Recovery Task Force (CART)

**Global Webinar on the Outcomes of CART Phase II**

**3 December 2020**



- **Building on the process and success of CART Phase I**
  - CART Report (10 key principles and 11 recommendations)
  - Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis (TOGD)
- **Specific mandates of CART Phase II**
  - Review and draft amendment proposals to the TOGD associated with the Commercial Air Transport (CAT) journey
  - Review public health measures guidance material for activities associated with the CAT passenger journey not covered by TOGD, and other public health matters
  - Draft a high-level cover document on the outcomes and findings of CART



**HIGH-LEVEL  
COVER  
DOCUMENT**



**TAKE-OFF  
GUIDANCE DOCUMENT  
2<sup>nd</sup> Edition**



***Testing and Cross-border  
Risk Management  
Measures Manual (Doc  
10152)***



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# Recommendations in High-Level Cover Document



## Aviation safety-related measures

**Recommendation 1:** During the global COVID-19 outbreak, Member States should continue updating COVID-19 Contingency Related Differences (CCRDs) in the Electronic Filing of Differences (EFOD) subsystem.

**Recommendation 2:** Member States should avoid retaining any COVID-19 related alleviation measures as soon as normal operations are resumed. Differences that remain after the contingency if any should be filed in the EFOD system.

**Recommendation 3:** Member States should expedite the development of guidance for safety management of new operations or operation change during this crisis.

## 10 key principles:

1. Protect People: Harmonized but Flexible Measures
2. Work as One Aviation Team and Show Solidarity
3. Ensure Essential Connectivity
4. Actively Manage Safety-, Security- and Health-related Risks
5. Make Aviation Public Health Measures Work with Aviation Safety and Security Systems
6. Strengthen Public Confidence
7. Distinguish Restart from Recovery
8. Support Financial Relief Strategies to Help the Aviation Industry
9. Ensure Sustainability
10. Learn Lessons to Improve Resilience



## Aviation public health-related measures

**Recommendation 4:** Global and regional harmonization of procedures is essential to strengthen public and passenger confidence in air travel. To that end, Member States should establish aviation public health procedures aligned with the guidance in the *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis*.

**Recommendation 5:** In order to support the fastest possible return to normal aviation operations, Member States should regularly review the necessity of continuing the application of risk mitigation measures as the risk of COVID-19 transmission diminishes; and measures which are no longer needed should be discontinued.

## Security- and facilitation-related measures

**Recommendation 6:** Member States that have not done so should immediately establish a National Air Transport Facilitation Committee (or equivalent) as required by Annex 9 to increase national level cross-sectoral coordination.

**Recommendation 7:** Member States should systematically use a Passenger Health Locator Form to ensure identification and traceability of passengers to help limit the spread of the disease and resurgence of the pandemic.



## Security- and facilitation-related measures

**Recommendation 8:** While temporarily adapting their security-related measures, using the guidance provided, Member States should strengthen their oversight system to ensure these measures are consistently applied with the objective of protecting aviation against acts of unlawful interference.

**Recommendation 9:** Member States should take measures to ensure that relevant personnel are provided training to identify and manage unruly passenger situations related to non-respect of essential aviation public health and safety measures.

## Economic and financial measures

**Recommendation 10:** Member States should consider appropriate extraordinary emergency measures to support financial viability and to maintain an adequate level of safe, secure and efficient operations, which should be inclusive, targeted, proportionate, transparent, temporary and consistent with ICAO's policies, while striking an appropriate balance among the respective interests without prejudice to fair competition and compromising safety, security and environmental performance.

## Regular monitoring and sharing of experiences through ICAO

**Recommendation 11:** Member States should facilitate information-sharing and exchange on their actions and best practices by contributing to an ICAO database of measures.



- *CART Report Phase I (published in June 2020) introduced a set of 11 recommendations for States to follow on their path to restart and recovery of aviation*
- **The HLCD introduces 3 complementing recommendations:**

**Recommendation 12 – Aviation safety-related measures**

**Recommendation 13 - Testing and cross border risk management measures**

**Recommendation 14 - Public Health Corridors (PHCs)**



**Three recommendations complementing the original 11 recommendations of the CART Report**

### **Recommendation 12 – Aviation safety-related measures**

States should put in place the necessary measures to mitigate risks associated with prolonged regulatory alleviations and should not extend alleviations (both core and extended CCRDs) beyond 31 March 2021, unless circumstances dictate otherwise. In addition, States are encouraged to facilitate access to medical and training facilities, including flight simulation training devices used for flight crew (national and foreign) to maintain their certifications, recency of experience and proficiency.

### Roadmap to OPS Normal

- Sunset date for CCRD 31-Mar-2021
- Extension of alleviations discouraged
- Focus on return to normal operations
  - Pilot proficiency
  - PHC for training in another State
  - Medical certification
- Official launch of new website before year end





**Three recommendations complementing the original 11 recommendations of the CART Report**

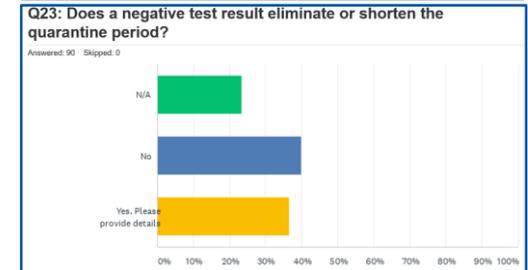
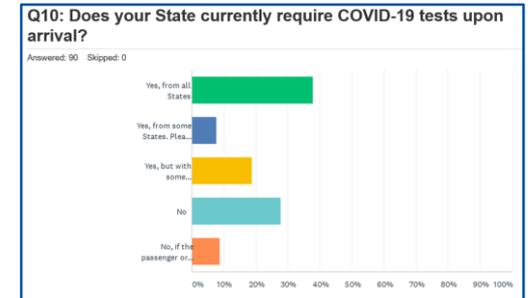
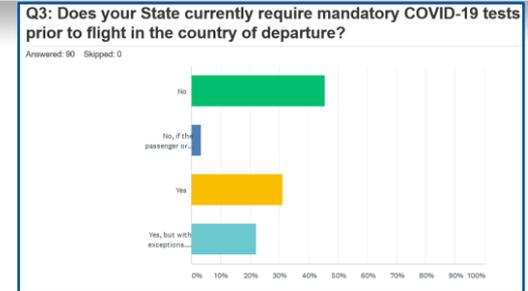
## **Recommendation 13 - Testing and cross border risk management measures**

While testing is not universally recommended by public health authorities as a routine health screening method, States contemplating testing in their COVID-19 risk management strategy should apply the approach outlined in the ICAO Manual on Testing and Cross Border Risk Management Measures.



## Testing and cross border risk management measures

- Testing has been implemented by some States as a routine health screening method
- It could reduce reliance on quarantine, that is impacting air travel
- Sovereign decision of a State to assess implementing testing as part of a multi-layer risk management strategy
- Decision is based on a State's risk assessment and risk tolerance
- Factors to be considered include epidemiology assessment and transmission patterns, public health capacity, limitations of testing technology, test performance and operational challenges
- States are encouraged to consider affordable testing means to minimize travel costs for passengers, considering the International Health Regulations (IHR)
- Guidance contained in the updated TOGD and the *ICAO Manual on Testing and Cross Border Risk Management Measures*





**Three recommendations complementing the original 11 recommendations of the CART Report**

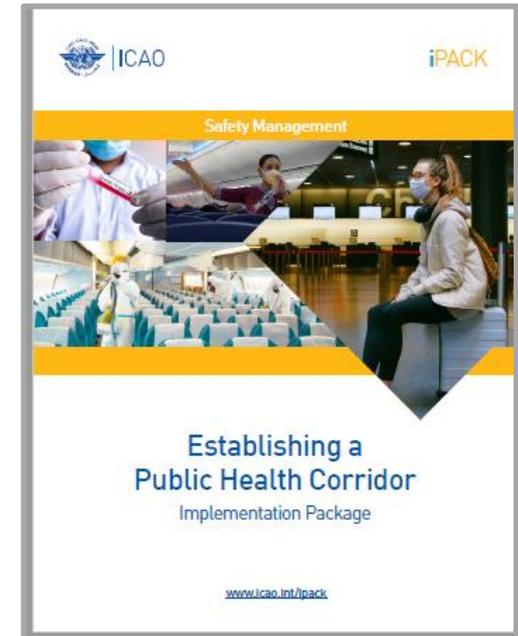
### **Recommendation 14 - Public Health Corridors (PHCs)**

States considering the formation of a PHC should actively share information with each other to implement PHCs in a harmonized manner. To facilitate implementation of PHCs, the ICAO Implementation Package (iPack) on establishing a PHC is available to States.



## Recommendation 14 Public Health Corridors (PHCs)

- A PHC opens one or more routes between cities, regions and States
- Also referred to as ‘travel bubbles’ or ‘air bridges’
- Necessitates sharing of information and bilateral/ multilateral discussions - harmonization of measures
- Formed through mutual recognition of public health mitigation measures between States
- Guidance contained in the updated TOGD and the *ICAO Manual on Testing and Cross Border Risk Management Measures*
- ICAO facilitates implementation of PHCs through the ICAO Implementation Package (iPack) on establishing a PHC





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# Take-off Guidance Document (2<sup>nd</sup> Edition)



## Update of existing modules

- AVSEC screening
- Disinfection & Disinsection
- Crew & layovers
- Passengers with disabilities

## New text

- General hygiene
- Face coverings and masks
- Passengers with disabilities
- Mental health
- Hazardous waste management

## New references for non-commercial aviation

- References to industry material



## The CAT passenger journey

### Airport module

Use of PPE, assurance of passenger flows and approaches to security screening

### Aircraft module

Updated advice on disinfection; impacts of increased disinfection on disinsection

### Crew module

Updated guidance on travel for training & certification; use of face coverings; assistance of sick passengers

General inappropriateness of quarantine for crew layovers highlighted

### Update of existing modules

- AVSEC screening
- Disinfection & Disinsection
- Crew & layovers
- Passengers with disabilities



## The CAT passenger journey

### Generally applicable measures

Importance of general hygiene (hand-washing, respiratory etiquette etc.)

Clarification on use of masks/face coverings and the need for exemptions

Importance of considering passengers with disabilities highlighted

The need for collaboration to support mental well-being of staff and passengers is highlighted

### Aircraft module

A new section on hazardous waste clarifies when waste should be treated as biohazardous and the importance of associated training

#### New text

- General hygiene
- Face coverings and masks
- Passengers with disabilities
- Mental health
- Hazardous waste management



## Non-commercial aviation

New section 1.4 - Risk mitigation measures applicable to other aviation sectors

Links provided to material maintained by:

- a. CANSO: [air traffic services](#)
- b. IBAC: [business aviation](#)
- c. IAOPA: [general aviation](#)

It is highlighted that the referenced material has been developed and will be maintained to be consistent with CART principles and the TOGD.

New references for non-commercial aviation

- References to industry material



# Testing and Cross Border Risk Management Measures Manual (Doc 10152)



- Risk based & evidence based approach to support States in implementing a multi-layer risk management strategy.
- Risk Management Framework with a decision-making tool to determine the risk of transporting potentially infectious passengers and/or importing COVID-19.
- Advice on factors States could consider should they elect to implement testing, as well as guidance on how to implement testing.
- Recognizing the sovereignty and authority of States over their national recovery, taking into account national frameworks and public health capacities.
- First edition published November following WHO review
- Living document with regular updates as technology advances and evidence evolves



## PHC Objectives

- Ensure continued flight operations with minimal restrictions on aircraft operations
- Mitigate the spread of COVID 19 through air travel
- Protect the health and safety of crew and passengers
- Harmonized procedures and requirements
- Open travel within and between States to resume normal travel



## I-pack objectives

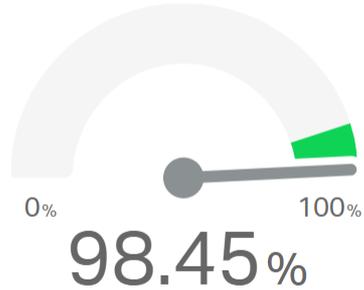
- Assess implementation of public health measures, conduct a gap analysis and determine an action plan
- Develop a COVID-19 aviation risk assessment framework - sovereign principles & integration
- Manage the risk of transporting potentially infectious passengers or importing/ translocating the virus
- Implement a multi-layer risk management strategy (evidence & performance based)
- Share mitigation measures and best practices – global harmonisation
- Engage in bilateral or multilateral discussions – establishing PHCs



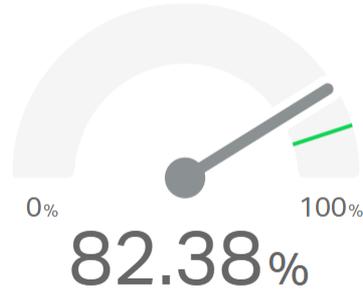
# Implementation of CART Recommendations and guidance



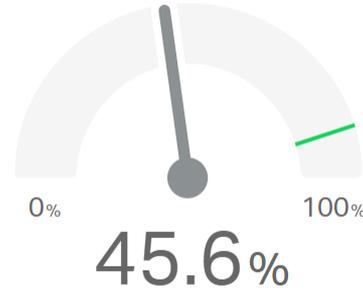
FPs Nominated



GAP Phase 1 Analysis fully revi...



PHM fully reviewed



Montreal Time

# 10:39

Tuesday  
1 Dec 2020



Active on CRRIC in last 7 days

# 12.95%

|         |        |
|---------|--------|
| APAC    | 94.87% |
| ESAF    | 100%   |
| EUR/NAT | 98.21% |
| MID     | 100%   |
| NACC    | 100%   |
| SAM     | 100%   |
| WACAF   | 100%   |

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|---------|--------|
| APAC    | 69.23% |
| ESAF    | 87.5%  |
| EUR/NAT | 76.79% |
| MID     | 100%   |
| NACC    | 90.91% |
| SAM     | 100%   |
| WACAF   | 83.33% |

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|---------|--------|
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| ESAF    | 83.33% |
| EUR/NAT | 19.64% |
| MID     | 46.67% |
| NACC    | 36.36% |
| SAM     | 84.62% |
| WACAF   | 70.83% |

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|---------|--------|
| ESAF    | 20.83% |
| APAC    | 17.95% |
| WACAF   | 16.67% |
| SAM     | 15.38% |
| EUR/NAT | 8.93%  |
| MID     | 6.67%  |
| NACC    | 4.55%  |



# Reported level of implementation of CART recommendations

Safety CART Phase II **NEW**

REC-12 - States should put in place the necessary measures to mitigate risks associated with prolonged regulatory alleviations and should not extend alleviations (both core and extended COVID-19 Contingency Related Differences (CCRDs)) beyond 31 March 2021, unless circumstances dictate otherwise. In addition, States are encouraged to facilitate access to medical and training facilities, including flight simulation training devices used for flight crew (national and foreign) to maintain their certifications, recency of experience and proficiency.

Not reviewed

[Toggle details](#)

Public Health CART Phase II **NEW**

REC-13 - While testing is not universally recommended by public health authorities as a routine health screening method, States contemplating testing in their COVID-19 risk management strategy should apply the approach outlined in the ICAO Testing and Cross-Border Risk Management Measures Manual.

Not reviewed

[Toggle details](#)

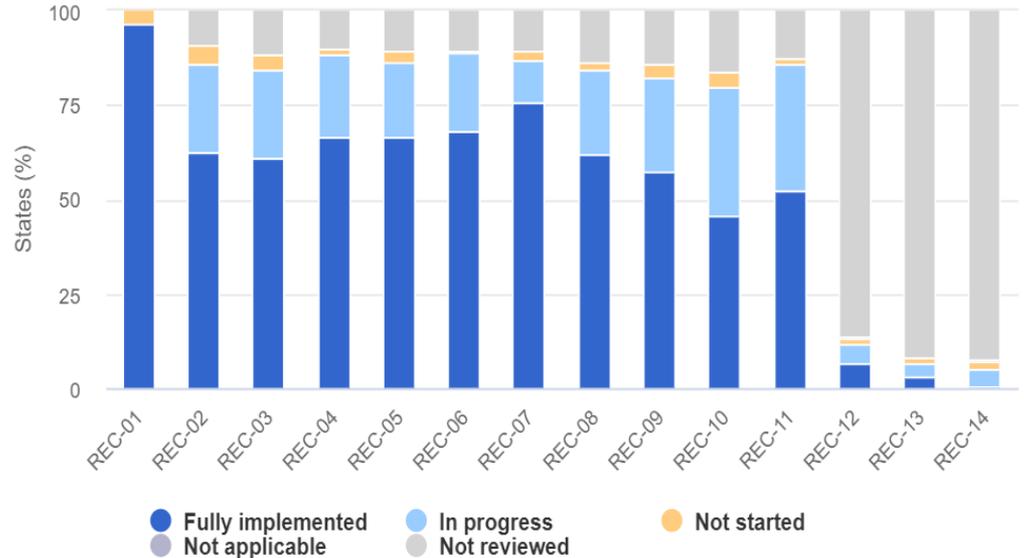
Public Health CART Phase II **NEW**

REC-14 - States considering the formation of a Public Health Corridor (PHC) should actively share information with each other to implement PHCs in a harmonized manner. To facilitate implementation of PHCs, the ICAO Implementation Package (iPack) on establishing a PHC is available to States.

Not reviewed

[Toggle details](#)

### Implementation Status by Recommendation





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# Way Forward



- Collective engagement
- Building resilience and evaluation of transformation
- ICAO/CART's future work or commitments:
  - Continuous update of guidance
  - Monitoring and assessment of the situation
  - Coordination of actions



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THANK YOU