



First Annual Report

ICAO Asia/Pacific COVID-19 Contingency and Recovery Planning Group (ACCRPG)



The views expressed in the Report are those
of the ACCRPG and not the Organization

The Report is Approved by the ACCRPG and Published
by the ICAO Asia and Pacific Office, Bangkok

July 2021



ICAO

International Civil Aviation Organization

ACCRPG – FIRST ANNUAL REPORT
TABLE OF CONTENTS

CONTENTS

Chairperson’s Statement	i
1. ACCRPG Information	1
2. ACCRPG Recommendations for the APAC DGCAs	1
3. Other Key ACCRPG Accomplishments	2
4. Challenges	5
5. Way Forward	6
Partner List	8

APPENDICES

Appendix A – ACCRPG Terms of Reference

Appendix B – Reports of ACCRPG Sub-groups

Appendix C – Recommendations List from ACCRPG

Appendix D – Proposal to Update (Amend) the ACCRPG Terms of Reference

ACCRPG – FIRST ANNUAL REPORT
TABLE OF CONTENTS

INTENTIONAL LEFT BLANK

Chairperson’s Statement

COVID-19 has been, and continues to be, one of the greatest challenges aviation has ever faced.

The formation of the ACCPRG arose out of a joint Government agency and industry desire to come together to address this challenge by being better informed of what was happening globally, regionally and nationally in responding to the impacts of COVID-19.

The challenge covers multiple elements of ICAO’s strategic objectives – safety, air navigation, security, environmental, economic development and facilitation including health.

The ACCPRG has received valuable briefing and advice from ICAO on the development of the Council Aviation Recovery Taskforce (CART) recommendations and guidance material to assist States in responding to many aviation aspects of COVID-19.

ACCPRG has also received a range of advice and information shared by States and industry in the region on how they have put in place measures to respond to and mitigate against risks to aviation operations from COVID-19 and proposals that will help States and industry in the future, including those that will help facilitate the recovery of international and regional aviation.

ACCPRG has also benefited from the work of our three Sub-Groups looking at aviation safety, public health, and aviation security and facilitation measures. The advice on alleviation to targeted exemptions, including access to flight simulators, is an excellent example of the value of this work.

ACCPRG and the ICAO Asia Pacific Regional office have also facilitated valuable, and what needs to be ongoing, engagement with the public health community through the webinar with the World Health Organization, the Public Health Experts Roundtable and a special regional CAPSCA meeting.

We had hoped that by the end of the first year of the Group’s operations that we would be spending most of our efforts focussed on recovery measures rather than on continued risk mitigations to reduce the threat and impacts of COVID-19 on aviation in the region.

We will need to continue with these mitigation measures that our aviation industry and agencies can safely and effectively implement to reduce the risk to the travelling public, aviation staff and the community from COVID-19 and any future pandemics.

However with vaccination and other measures being put in place across the region and globally, there is a path forward that will see recovery become a bigger part of our Group’s report next year.

Thank you all for your active participation in the Group in 2020-21 and we look forward to working with you all again in 2021-22.



Jim Wolfe (Co-Chairperson), Australia



Conrad Clifford (Co-Chairperson), IATA

INTENTIONAL LEFT BLANK

1. ACCRPG Information

Establishment

1.1. The ACCRPG is an expert group established through an initiative of the *COVID-19 Information Sharing web-conference for ICAO APAC Director-Generals of Civil Aviation (DGCAs)*, on 31 March 2020, to assist the DGCAs in coordinating their approach to the management of civil aviation through, and out of, the extraordinary circumstances resulting from the COVID-19 pandemic.

Chairing and secretary and membership

1.2. The ACCRPG is Co-Chaired by Mr. Jim Wolfe, *Assistant Secretary, COVID International, Department of Infrastructure, Transport, Regional Development and Communications, Australian Government*, and Mr. Conrad Clifford, *Regional Vice President, Asia Pacific, International Air Transport Association (IATA)*.

1.3. Currently, the ACCRPG membership list includes nearly one-hundred-and-fifty (150) members from twenty-four (24) ICAO Member States and Special Administrative Regions and thirteen (13) International Organizations and aviation industry bodies.

Objective

1.4. The ACCRPG's main objective is to assist DGCAs with coordinating Member States' implementation of the ICAO *Council Aviation Recovery Task Force (CART) Recommendations and guidance*. The ACCRPG makes recommendations/proposes actions for the DGCAs, as necessary, to facilitate the implementation by States of the CART Recommendations and guidance. The ACCRPG Terms of Reference are provided in **Appendix A** to this Report.

Sub-Groups

1.5. To facilitate its work based on the structure of the CART Recommendations and guidance, the ACCRPG established three Sub-Groups to focus on (i) aviation safety-related measures (SAF/SG); (ii) aviation public health-related measures (PH/SG); and (iii) aviation security- and facilitation-related measures (AVSEC-FAL/SG). Further details about the ACCRPG Sub-Groups are provided in **Appendix B** to this Report.

2. ACCRPG Recommendations for the APAC DGCAs

2.1. To support States' implementation of the CART Recommendations and guidance, the ACCRPG has made several specific recommendations for the APAC DGCAs and presented these in the ACCRPG initial and second progress reports (specifically in relation to the CART Phase I and II Recommendations and measures). The full list of ACCRPG recommendations from the ACCRPG initial and second progress reports is provided in **Appendix C** to this Report.

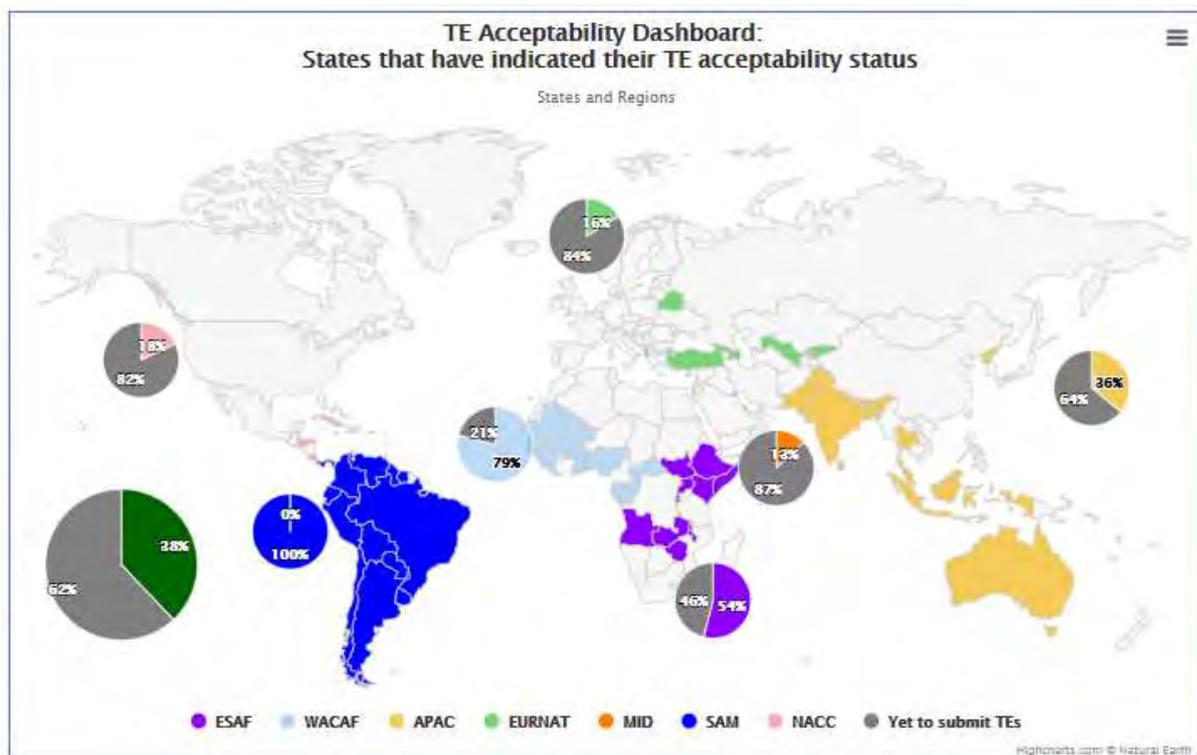
2.2. In addition to the ACCRPG recommendations discussed above, this Report includes the following ACCRPG recommendations for the APAC DGCAs:

ACCRPG recommendation on Migration to the "Targeted Exemptions System"

2.3. CART Phase 3 Recommendation 12 (revised) underlined the need for harmonizing all the States globally in the Safety Alleviations granted to Industry in order to facilitate and sustain it, beyond 1 April 2021 utilizing the new platform system, known as Targeted Exemptions System (TES).

2.4. During transitioning from CCRD system to TES, States are strongly encouraged to move forward by terminating CCRD Alleviations latest by 30 June 2021 giving due considerations to safety implications that may become evident as a result of long term deviations to standards relating to competency of certificate holders. If desired, States may have the option of granting Targeted Exemptions (TEs) under the TES to the most essential and urgent segments of their Industry for a limited period of time through the new system. (<https://www.icao.int/safety/OPS/OPS-Normal/Pages/TEAcceptability.aspx>)

2.5. As a minimum, States are encouraged to submit “Targeted Exemption Acceptability Form” (TEAF) on the new system, as soon as possible, supporting harmonization of the States on the TES. Currently, submission of TEAF by APAC Regional States is progressing well, though there is need for improvements. At the time of the report APAC region has achieved 56% status where 22 States have already submitted and 17 States need paying immediate attention in submitting the Form as soon as possible. (<https://www.icao.int/safety/OPS/OPS-Normal/Pages/TE-Dashboard.aspx>)



3. ACCRPG Governance and Engagement

3.1. ACCRPG conducted high and technical level information sharing activities and events to facilitate implementation by APAC States of the ICAO CART Recommendations and guidance:

- Ten (10) plenary meetings of the ACCRPG [all CART Rec’s. and related guidance]
- Thirteen (13) meetings of the ACCRPG SAF/SG [CART Rec’s. 1, 2, 3, 12, 15 and related guidance]

- Eleven (11) meetings of the ACCRPG PH/SG [CART Rec's. 4, 5, 13, 14, 17, 18, 19 and related guidance]
- Nine (9) meetings of the ACCRPG AVSEC-FAL/SG [CART Rec's. 6, 7, 8, 9 and related guidance]
- ICAO APAC Office webpage for *COVID-19 BCP Measures and Guidelines Information Sharing* (<https://www.icao.int/APAC/Pages/COVID-19.aspx>) [all CART Rec's. and related guidance]

3.2. ACCRPG supported ICAO's development, and APAC States' adoption, of the *COVID-19 Response and Recovery Implementation Centre* (CRRIC) as the primary information sharing platform for Member States on the level of implementation by States of the measures contained in the CART Report. Activity by APAC States on the CRRIC, includes the following achievements:

- Virtually all APAC States having designated a focal point for, and being active users of, the CRRIC [all CART Rec's. and related guidance]
- 72% of APAC States having completed the "Gap Analysis" for CART Phase I Recommendations [CART Rec's. 1-11 and related guidance]
- 67% of APAC States having fully reviewed the CART, take-off guidance document, public health risk mitigation measures [CART Rec's. 4, 5, 13, 14, 17, 18, 19 and related guidance]
- An area for improvement is that so far only 36% of APAC States having completed the "Gap Analysis" for all CART Phase I, II and III Recommendations [CART Rec's. 1-20 and related guidance]

3.3. ACCRPG facilitated ICAO's development, and APAC States' implementation, of the following ICAO *Implementation Packages (iPacks)*:

- Implementation completed by the following States:
 - Lao PDR – iPack on *Strengthening National Air Transport Facilitation Committees for the Restart and the Resilience of Civil Aviation* [CART Rec. 6 and related guidance]
 - Nepal – iPack on *Aviation Safety Risk Management related to COVID-19 for CAAs*
- Implementation in progress by the following States:
 - Bhutan – iPack on *COVID-19 Aviation Security Quality Control Oversight*
 - Papua New Guinea – iPack on *COVID-19 Aviation Security Quality Control Oversight*
 - Fiji – iPack on *Aerodrome Restart*
 - Solomon Islands – iPack on *Strengthening National Air Transport Facilitation Committees for the Restart and the Resilience of Civil Aviation* [CART Rec. 6 and related guidance]

3.4. ACCRPG supported two APAC States (Bangladesh and Bhutan) with facilitating cross-border access to flight simulation training devices [CART revised Rec. 12 and related guidance]

3.5. ACCRPG supported ICAO with the development and/or conduct of information sharing initiatives and events, as listed below, to facilitate the implementation by APAC States of the ICAO CART Recommendations and guidance:

- 23 June 2020 – *Webinar on Facilitation Tools in Response to COVID-19: Strengthening International and Inter-Agency Cooperation* – to promote the ICAO iPack on *Strengthening National Air Transport Facilitation Committees for the Restart and the Resilience of Civil Aviation* and facilitate establishment by APAC States of a National Air Transport Facilitation Committee (NATFC), or equivalent [CART Rec. 6 and related guidance]
- 13 August 2020 – *APAC Regional Webinar on Economic Impact of COVID-19 on Civil Aviation and the Financial Alleviation Measures*
- 08 October 2020 – *COVID-19-Related ATM Economics Seminar*
- 29 April 2021 – *Webinar on CCRD transition to the Targeted Exemptions* [CART Rec. revised 12]
- 06 May 2021 – *APAC Regional Workshop on CRRIC Updates* [CART Rec's. revised 12 and 14, new Rec. 15, 16 and 17; Public Health Corridor Application; State Testing and Quarantine Protocols Application]
- 17 June 2021 – *14th Meeting of CAPSCA Asia Pacific* [CART Rec. revised 14, new Rec. 17, 18 and 19]

3.6. ACCRPG supported information sharing initiatives and events, as listed below, to facilitate enhanced collaboration between civil aviation and public health authorities on the removal of impediments to aviation recovery and strengthening public confidence in air travel:

- 16 July 2020 – Thirteenth CAPSCA-APAC (Special) meeting with the theme "*Harmonized Implementation of CART Take-off Guidance for air travel through COVID-19*"
- 05 October 2020 – Joint WHO-ICAO Webinar, themed "*Considerations and Challenges in Resuming Air-Travel in the Context of COVID-19 - Multi-Sectoral Approach*"
- 04 November 2020 – Aviation/Public Health Experts' Roundtable Discussion on the theme "*Future of Aviation: Facing the New Normal with COVID-19*" (<https://www.icao.int/APAC/Meetings/Pages/2020-Roundtable.aspx>)

3.7. ACCRPG supported ICAO with the development, and/or promotion for use by States, of guidance material, as listed below, to facilitate States with the restart of the international air transport sector and recovery from the impacts of COVID-19 on a coordinated global basis:

- Contributed to the development of the CART (revised) Recommendation 12 on cross-border access to flight simulation training devices, and the ICAO (Operational Safety) website resource: *Developing a COVID safe plan for the purpose of training or Pilot Proficiency Checks using FSTDs in another State or region*

- Contributed to the development of the CART (new) Recommendation 18 on access for air crew to vaccination
- Contributed to the development of the CART (third edition) take-off guidance document on the use of Isopropyl Alcohol (IPA) on board, and promoted for use by States the ICAO (ACCRPG) website resource: *Safety considerations for use of alcohol-based hand sanitizer in aircraft. Sensitive information (ICCAIA)*
- Promoted for use by States the CART take-off guidance document (subset): *Guidelines for AVSEC Contingency Measures During the COVID-19 Pandemic*
- Promoted for use by States the ICAO (Security) website resource: *The Distribution of COVID-19 Vaccines and Air Cargo Security*

4. Challenges

Engaging States to ensure the CRRIC has the most up-to-date information

4.1. Maintaining engagement by States in the process of sharing up-to-date information in the CRRIC facilitates the identification by all stakeholders of gaps in the implementation by States of the ICAO CART Recommendations and measures, and needed support, and enables ICAO to provide appropriate, targeted and timely guidance, training and assistance to Member States.

4.2. The number of APAC States that reported the challenges and issues for implementation of the public health risk mitigation measures contained in the CART take-off guidance document (in the CRRIC) was 14 (or 36%) of the 39 APAC States.

4.3. The low responsiveness of States in reporting information in the CRRIC, as discussed above, is an issue that emerges in the region when asked to provide data or information to ICAO.

Engaging States in the use of the public health corridor application

4.4. Maintaining engagement by States in the process of sharing up-to-date information in the CRRIC, Public Health Corridor Application, on the public health corridor agreements that States have put into place is beneficial for all stakeholders.

4.5. In the APAC Region, Australia and New Zealand have shared details of the “Australia-New Zealand safe travel zone”. However, the availability of information in the CRRIC on public health corridor agreements in other States is very limited.

4.6. The low utilization by States in reporting information in the Public Health Corridor Application, as discussed above, may well be indicative of the fact that many States continue to have recurrent “waves” and “surges” of COVID-19 and hence are not in a position to pursue such corridors at this time.

Collaboration between public health and aviation authorities

4.7. ACCRPG recognizes the importance of enhanced collaboration between civil aviation and public health authorities towards the removal of impediments to aviation recovery and strengthening public confidence in air travel.

4.8. Enhancing the collaboration between civil aviation and public health authorities at national level remains a critical enabler for the cross-border commercial passenger air travel, especially in the context of successful roll-out of the Public Health Corridors (PHCs) as recommended by CART.

Availability of resources in States

4.9. Of the challenges reported by States regarding the implementation of public health measures at airports, constraints in the available financial resources, infrastructure and other resources emerged as a common issue.

Quarantine and testing implementation measures and presenting proof of COVID-19 vaccination or testing

4.10. ICAO Member States have established travel protocols requiring a combination of testing and quarantine with various durations.

4.11. ICAO has established a ‘State Testing and Quarantine Protocols’ app on the COVID-19 Response and Recovery Implementation Centre (CRRIC) and it is important that the State focal points regularly update and validate their information (i.e. quarantine and testing measures applicable in their State) and keep the information up-to-date. Note that this app focuses solely on the travel protocols related to vaccine, testing and quarantine as applicable to the general traveller.

4.12. As States attempt to reduce restrictions on international passenger arrivals and departures, consideration of appropriate means of facilitating border entry such as proof of COVID-19 vaccination or testing will continue to occur. A lack of international standardization to-date has meant that reading and validating these proofs is frequently challenging. To support the international community's efforts to realize a responsible and sustainable air transport recovery from the COVID-19 pandemic, ICAO has published technical specifications (and report, May 2021) for a Visible Digital Seal (VDS) for non-constrained environments.

5. Way Forward

Promoting public health corridors

5.1. Promoting the establishment by States of public health corridors (PHCs), subject to adjustment as per evolving epidemiological situation of the participating bilateral or multilateral States, stands as a positive step to revive restart or expansion of cross-border commercial passenger air travel.

5.2. Strongly encouraging States to consider implementing the ICAO PHC iPack (currently under development by ICAO) will help facilitate the restoration of international travel through mutually accepted public health measures and bilateral or multilateral agreements.

Evolving the ACCRPG with the global situation

5.3. The first meeting of the ACCRPG steering group (ACCRPG/SG/01), online, 4 March 2021, noted that the emergence and spread of the more-easily transmissible variants of the COVID-19 virus, and the varying situation between States with regards to the prevalence of infections, capacity of the States to respond to infections and rate of administration of vaccinations by States, would require the ACCRPG to keep monitoring global and regional developments and make adjustments, as necessary, to the group's current approach to providing assistance to the DGCA's.

5.4. Taking into consideration that more than twelve months later, international air traffic remains largely constrained by COVID-19, the ACCRPG will focus on helping States in the region with safely resuming international travel using best facilitation practices, but recognising that different States in the region have access to different levels of resources.

5.5. As ICAO, in consultation with the WHO and other agencies, continue to work on updating the CART Recommendations and guidance material where appropriate, the ACCRPG remains well placed to play a key role in providing States and industry in the APAC Region with advice and information that enhances the adoption of these recommendations and guidance material.

5.6. Taking into consideration the enormous complexity of stakeholders' dialogue on matters affecting international civil aviation recovery, and the need to carefully manage the regional conversation, the ACCRPG will also look to have "steering group" discussions with a policy perspective to complement ongoing technical discussions.

5.7. To better prepare the APAC Region to deal with the long term impacts of the COVID-19 pandemic, and for future pandemics, the ACCRPG will also look to inform established ICAO and related forums, including RASG-APAC, APANPIRG, RASCF, CAPSCA-AP, of relevant outcomes of its work.

Proposal to update the ACCRPG Terms of Reference

5.8. In view of the discussion above, the first meeting of the ACCRPG steering group (online, 4 March 2021) recommended that the ACCRPG should review and develop a proposal to update the Terms of Reference to reflect the ongoing relevance of the group's work in 2021-22 in line with the evolving global environment dominated by the impacts of the COVID-19 pandemic.

5.9. The ACCRPG will leverage lessons learned and experience gained in its first year, including broad representation by APAC States and stakeholders, information sharing activities and timely discussions on emerging and evolving issues. In 2021-22, the ACCRPG will refocus its objectives on outputs from the information sharing activities. The ACCRPG will continue to engage APAC States more actively through the sharing of positive case studies and increase the input from stakeholders outside the established aviation-centric membership.

5.10. A draft proposal for updates to the ACCRPG Terms of Reference is provided in **Appendix D** to this Report.

ACCRPG – FIRST ANNUAL REPORT

Partner List

Partner/ State	Partner/ Organization	Description	Meeting
AAPA	AAPA	<i>Asia Pacific Airlines - Ready for Take Off</i>	ACCRPG/7
ACI	ACI	<i>Airport Health Accreditation Programme</i>	PH/SG/7
ACI	ACI	<i>Airports' Perspectives on Restart and Recovery</i>	ACCRPG/4
ACI	ACI	<i>COVID -19 Impacts on Airport Security Operations</i>	AVSEC-FAL/SG/9
ACI	ACI	<i>COVID-19 Survey Results Executive Summary</i>	PH/SG/1
ACI	ACI	<i>Proposal on Travel Industry Restart: COVID-19 Testing</i>	PH/SG/7
ACI	ACI	<i>Update on ACI Health Accreditation (AHA)</i>	ACCRPG/7
ADB	ADB	<i>ADB's Support to Travel and Tourism</i>	ACCRPG/1
Affinidi	Affinidi	<i>Safe Travel Initiative - Unifier for the Travel Ecosystem</i>	ACCRPG/10
Airbus	Airbus	<i>Keep Trust in Air Travel</i>	ACCRPG/9
Australia	CASA	<i>Cabin Safety Bulletin 20 – Unruly and disruptive passengers</i>	SAF/SG/5
Australia	CASA	<i>Cabin Safety Bulletin 21 – Return to line operations during COVID-19 pandemic</i>	SAF/SG/5
Australia	CASA	<i>Guidance on How SMS principles can support operations during COVID-19</i>	SAF/SG/9
Australia	CASA	<i>Implementing and Monitoring Alleviations and Ramp Inspection Guidelines (V 1.1)</i>	SAF/SG/6 & 7
Australia	CASA	<i>Implementing and Monitoring Alleviations and Ramp Inspection Guidelines (V 2.0)</i>	SAF/SG Document update
Australia	DITRDC	<i>Australia's coordinated health and aviation response to COVID-19</i>	ACCRPG/5
Australia	CASA	<i>Pilot Proficiency Check (PPC): Simulator Training Travel Bubble (STTB)</i>	ACCRPG/7
Australia	DITRDC	<i>Australia - New Zealand - Safe Travel Zone</i>	ACCRPG/10
Boeing	Boeing	<i>Aviation Safety Risk Management</i>	SAF/SG/11
Boeing	Boeing	<i>Confident Travel Initiative</i>	ACCRPG/9
Boeing	Boeing	<i>Decision aid for CAAs</i>	SAF/SG/11
Boeing	Boeing	<i>Guidelines for Dry Ice Carriage</i>	SAF/SG/13
Boeing	Boeing	<i>Handling and storage of alcohol-based hand sanitizer in aircraft</i>	SAF/SG/7
CANSO	CANSO	<i>Restart and Recovery – the ATM perspective</i>	ACCRPG/4
China	CAAC	<i>Aviation Public Health Experience of CAAC during the COVID-19 Pandemic</i>	PH/SG/1
China	CAAC	<i>Fighting COVID-19 China Experience in Aviation Security</i>	AVSEC-FAL/SG/2
China	CAAC	<i>The Practices of CAAC to Recover Domestic Transport during COVID-19 Pandemic Influenza</i>	ACCRPG/3
EASA	EASA	<i>EASA response to the COVID-19 crisis</i>	ACCRPG/4

ACCRPG – FIRST ANNUAL REPORT

Partner/ State	Partner/ Organization	Description	Meeting
EASA	EASA	<i>European Union testing developments</i>	ACCRPG/7
EASA	EASA	<i>Safety Issue Report - Risk Assessments Based on Previous Normal Operations are No Longer Valid</i>	SAF/SG/11
France	France	<i>Recovery Plan for resumption of regulatory activities</i>	SAF/SG/1
France	France	<i>Resumption of Aerodrome Services</i>	SAF/SG/1
Hong Kong, China	Hong Kong International Airport	<i>Combating the Outbreak of COVID-19 Pandemic: HKIA's Measures</i>	ACCRPG/6
IATA	IATA	<i>A COVID risk assessment framework to support recovery of air travel</i>	PH/SG/7
IATA	IATA	<i>Considerations for ACCRPG</i>	ACCRPG/2
IATA	IATA	<i>Considerations for ACCRPG AVSEC/FAL Sub-Group</i>	AVSEC-FAL/SG/1
IATA	IATA	<i>Considerations for ACCRPG Public Health Sub-Group</i>	PH/SG/1
IATA	IATA	<i>COVID-19 Government Health Measures Dashboard</i>	AVSEC-FAL/SG/4
IATA	IATA	<i>Government Health Measures Dashboard</i>	PH/SG/4
IATA	IATA	<i>Guidance for Cabin Operations During and Post Pandemic</i>	SAF/SG/3
IATA	IATA	<i>Guidance for Flight Operations During and Post Pandemic</i>	SAF/SG/3
IATA	IATA	<i>Guidance for Flight Operations During and Post Pandemic (3rd Edition – 28 August 2020)</i>	SAF/SG/7 & 8
IATA	IATA	<i>IATA Travel Pass</i>	ACCRPG/10
IATA	IATA	<i>OPS Notice on Unstable Approaches during Reduced Operations</i>	SAF/SG/3
IATA	IATA	<i>Proposal on Travel Industry Restart: COVID-19 Testing</i>	PH/SG/7
IATA	IATA	<i>Restarting International Aviation through Travel Bubbles</i>	PH/SG/7
IATA	IATA	<i>The new normal in terms of testing and vaccinations?</i>	ACCRPG/9
IATA	IATA	<i>Travel Bubble, Risk Assessment Framework and Testing</i>	PH/SG/7
IATA	IATA	<i>Travel Bubbles</i>	ACCRPG/4
IATA	IATA	<i>Travel Bubbles, Risk Assessment Framework and Testing</i>	ACCRPG/6
ICAO	ANB	<i>COVID-19 Response and Recovery Implementation Centre</i>	ACCRPG/2
ICAO	ANB	<i>COVID-19 Response and Recovery Implementation Centre</i>	AVSEC-FAL/SG/3
ICAO	ICAO	<i>Cabin Crew Re-current training (Doc. 10148)</i>	SAF/SG/7
ICAO	TCB	<i>Strengthening National Air Transport Facilitation Committees for the Re-start and the Resilience of Civil Aviation</i>	AVSEC-FAL/SG/3
ICAO	ICAO	<i>APAC COVID-19-Related ATM Operations and Contingency Coordination meeting #1</i>	ATM #1 (21 May 2020)

ACCRPG – FIRST ANNUAL REPORT

Partner/ State	Partner/ Organization	Description	Meeting
ICAO	ICAO	<i>APAC COVID-19-Related ATM Operations and Contingency Coordination meeting #2</i>	ATM #2 (26 June 2020)
ICAO	ICAO	<i>ICAO Asia/Pacific Regional Strategy for COVID-19-related ATM Contingency Recovery</i>	ATM #2 (26 June 2020)
ICCAIA	ICCAIA	<i>Handling and storage of alcohol-based hand sanitizer in aircraft</i>	SAF/SG/7
ICCAIA	ICCAIA	<i>Safety considerations for use of alcohol-based hand sanitizer in aircraft.</i>	SAF/SG/7
IFALPA	IFALPA	<i>Return to Flying Checklist for Pilots</i>	SAF/SG/10
IFALPA	IFALPA	<i>Training Considerations for Return to Operations</i>	SAF/SG/10
IFALPA	IFALPA	<i>Use and Storage of Hand Sanitizer On-board Aircraft</i>	SAF/SG/5
India	Delhi International Airport Ltd	<i>DIAL – COVID Presentation</i>	ACCRPG/6
India	Delhi International Airport Ltd	<i>Logistical Process of Handling COVID-19 Cargo at Delhi airport</i>	ACCRPG/9
India	DGCA, India	<i>COVID19-India Experience</i>	ACCRPG/3
India	India	<i>Safety Guidelines & SOP for COVID-19</i>	SAF/SG/1
Japan	Japan	<i>GM-Ramp Inspection for Operators</i>	SAF/SG/3
Japan	Japan	<i>GM-SOP for Conduct of Ramp Inspection</i>	SAF/SG/3
Lao PDR	DCAL, Lao PDR	<i>Beneficial of Lao PDR from implementing ICAO FAL iPack</i>	ACCRPG/10
Malaysia	CAAM	<i>Air Transport SOP</i>	ACCRPG/3
Malaysia	CAAM	<i>Standard Operating Procedures of Transportation Sector</i>	PH/SG/1
Malaysia	Malaysia Airlines	<i>Malaysia Airlines COVID-19 Preventive Measures</i>	ACCRPG/6
Nepal	CAAN	<i>Aviation Safety Risk Management (ASRM) - iPACK Experience of Nepal</i>	ACCRPG/10
New Zealand	Ministry of Transport	<i>Australia - New Zealand - Safe Travel Zone</i>	ACCRPG/10
New Zealand	Ministry of Transport	<i>New Zealand settings: Challenges and Opportunities</i>	PH/SG/1
Republic of Korea	MoLIT	<i>ROK's Approach to Travel Bubble</i>	ACCRPG/3
Republic of Korea	MoLIT	<i>ROK's Approach to Travel Bubble</i>	AVSEC-FAL/SG/5
Republic of Korea	MoLIT	<i>ROK's COVID-19 Vaccine Rollout Strategy for Aviation Workers</i>	ACCRPG/9
Republic of Korea	MoLIT	<i>Updates On ROK's Post COVID-19 Recovery Effort</i>	AVSEC-FAL/SG/3
Singapore	CAAS	<i>Singapore's Sharing on Travel Bubble Establishment</i>	AVSEC-FAL/SG/5
Singapore	CAAS	<i>Singapore's Update to ACCRPG: Public Health Subgroup</i>	PH/SG/1

ACCRPG – FIRST ANNUAL REPORT

Partner/ State	Partner/ Organization	Description	Meeting
Singapore	CAAS/MoT	<i>Reviving Air Travel - Sharing on Singapore's Efforts</i>	ACCRPG/7
Singapore	CAAS/MoT	<i>Vaccination: Singapore's Experience</i>	ACCRPG/9
Singapore	CAAS/MoT	<i>Working with Public Health Authority to Revive Air Travel</i>	ACCRPG/5
Singapore	National University of Singapore	<i>Scene Setting - ICAO Roundtable Reopening Borders and COVID-19</i>	PH/SG/9
Singapore	Singapore	<i>Air Accident Investigation during a Pandemic</i>	SAF/SG/11
Singapore	Singapore	<i>GM Use of Personal Protective Equipment (PPE) by Flight Crew</i>	SAF/SG/7 & 8
Sri Lanka	CAASL	<i>Airport Restart Plan</i>	ACCRPG/3
Sri Lanka	CAASL	<i>Briefing from Sri Lanka</i>	PH/SG/1
Sri Lanka	CAASL/Ministry of Health	<i>Engagement/Collaboration mechanisms of Public Health and Aviation Authorities of Sri Lanka against COVID-19 Pandemic</i>	ACCRPG/5
United States	FAA	<i>U.S. COVID-19 Vaccinations</i>	ACCRPG/9
United States	Transport Security Administration	<i>COVID-19 Shielding Requirements and Specifications</i>	AVSEC-FAL/SG/2
United States	Transport Security Administration	<i>Social Distance Checkpoint Signage (Boarding Pass Scan)</i>	AVSEC-FAL/SG/2
United States	Transport Security Administration	<i>Social Distancing Print and Digital Assets for Airports</i>	AVSEC-FAL/SG/2
WHO	WHO	<i>Recommendations for the rational use of PPE</i>	PH/SG/6

**ICAO APAC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP
(ACCRPG)**

TERMS OF REFERENCE

Adopted by ACCRPG/1, 05 June 2020

1. Name and establishment of group

1.1. ICAO APAC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP (ACCRPG)

1.2. The ICAO APAC DGCA *Information Sharing web-conference*, on the subject of COVID-19, 31 March 2020, decided to form a task force/group to assist the DGCAs in coordinating their approach to the management of civil aviation through, and out of, the current extraordinary circumstances resulting from the COVID-19 pandemic.

2. Membership and appointment

2.1. The size of the group should be commensurate with the need for expeditious and efficient handling of group's business.

2.2. Membership should provide the group with ready access to required research and supporting expertise, demonstrated experience in contingency management, post recovery and adequate geographical representation.

2.3. Members should be nominated by the Civil Aviation Authorities and international organizations concerned and confirmed by ICAO.

2.4. The term of the group will be for one year. However, the term may be extended by the DGCAs as necessary.

2.5. The Secretary of the group is the ICAO APAC Regional Director; with assistance from additional ICAO staff as necessary.

3. Chairing

3.1. The group shall elect a Chairperson at its first meeting from experts nominated by the members.

4. Frequency of meetings and quorum

4.1. The group will determine an appropriate frequency and schedule for its meetings.

4.2. A simple majority of members is required for the group to carry a motion.

5. Record of meetings

5.1. The group will record key discussion and outcomes of each meeting in the form of a progress report.

5.2. The Secretary will be responsible for the records of the group's meetings.

6. Reporting mechanism

6.1. The Secretary will deliver oral and/or written progress reports to the DGCAs, ICAO and other key stakeholders as necessary.

7. Functions and delegated authority

7.1. The purpose of the group is to take into account the priority of ICAO’s strategic objectives and work proactively in coordination with the DGCAs, International Organisations, ICAO (HQ and Regional Offices) and other relevant bodies to assist the DGCAs with coordinating the management of international civil aviation contingencies of the COVID-19 pandemic.

7.2. The role of the group is to advise the DGCAs on aviation policy issues.

7.3. The scope of the group will accommodate contingencies of the immediate, recovery and post-recovery phases of the COVID-19 pandemic.

7.4. The key functions of the group are the following:

7.4.1. Obtain and share information on the implementation by Member States, ICAO, International Organizations, industry and other key stakeholders of measures to manage civil aviation contingencies of the COVID-19 pandemic;

7.4.2. Inform the DGCAs on a regular basis of the coordinated measures to manage civil aviation contingencies of the COVID-19 pandemic to encourage harmonised application;

7.4.3. Identify, anticipate, prioritize and make recommendations to address specific issues arising from the ICAO *Council Aviation Recovery Task Force* (CART), which require, or will in the future require remedial or preventive action by Member States and/or ICAO; and

7.4.4. Coordinate work and assist States and industry with the implementation of the CART’s work.

Reports of ACCRPG Sub-Groups

1. Aviation Safety-Related Measures Sub-Group (SAF/SG)

Summary of the Sub-group's Activities for Safety Sub-Group (SAF/SG)

1.1. Safety Sub-Group of ACCRPG initially constituted from APAC Regional States; Australia, China, India, Japan, Malaysia, Singapore, USA and International Organizations and Industry partners from ACI, IATA, IFALPA, COSCAP-SA, EASA and Boeing. Rapporteur was appointed from Boeing Company. SAF/SG has held fourteen meetings during the period considered.

Overall Idea of the Sub-Group's Progress

1.2. SAF/SG progressed well in facilitating and resolving most of the safety matters faced by the States due to pandemic, particularly matters which were peculiar to APAC States. It also provided an open platform in sharing all relevant safety data developed by ICAO as well as other organizations such as EASA, IATA and ACI.

Current Status of the Sub-Group's Progress

1.3. Currently as all members agreed during SAF/SG 14, no regular meetings are being held as there was no immediate requirements to continue meeting regularly to discuss any safety issues. Whereas, ICAO APAC office agreed to share pertinent information and current requirements based on other available platforms and emails looping the membership. When the necessity to summon a virtual meeting is realized by ICAO RO or any other member indicating and justifying the desire RO is entrusted to convene the meeting.

Accomplishments, Timelines, Milestones

1.4. SAF/SG was actively instrumental in provision of support that was needed for the Regional States and the Industry in order to mitigate and sustain the industry subsided due to social distancing and other implications and measures imposed to control the spread of COVID. Essentially ICAO Secretariat developed CCRD website and subsequently TE System in the facilitation of alleviations required by the States. Major part of the work undertaken were support relating to such platforms and harmonizing of such alleviations.

1.5. In addition, majority of APAC Regional States required adequate support in the mitigation actions required to be imposed in order to maintain the required acceptable levels of safety which may be otherwise not implemented as a matter of priority.

Major Achievements

(1) Establishments of guidance material for implementation of Simulator Travel Bubble

1.6. Most of the APAC Regional States were struggling to accommodate PPC requirements of their operators due to non-availability of local Full flight Simulators requiring the operators to go across the borders to the training facilities. As this matter was a recurring and demanding issue for operators to have their PPC done without extending it beyond six months, which was the maximum alleviations agreed by ICAO, States had to resolve it through other possible agreements. As a result of experts of SAF/SG deliberations meeting was able to develop such guidelines and invariably implemented by few States to begin and later became very popular.

1.7. Consequently ICAO HQ also recommended it for global implementation in resolving PPC issues resulted as constraints of travelling due to COVID.

(2) Establishment of Repurposing of Passenger aircraft to carrying cargo in the Passenger cabin

1.8. As an active member from Industry, Boeing supported by providing an independent Rapporteur to SAF/SG and further supported in the development and sharing of information pertinent to Repurposing of *Passenger* aircraft for carrying Cargo in the cabin.

(3) Carry large quantities of Vaccines and Oxygen by DG carriers

1.9. Further confirming its continued commitment to the Sub-Group Boeing developed and shared many presentations on Industry best practices of Carrying large quantities of Oxygen exceeding DG quantities. Requirement was realized by some of the operators who were DG carriers who desired regulatory approvals to carry Vaccinations deviating from DG standards. Further States regulators were promised individual support in the subject, if needed in the implementation support.

(4) Guidance on carrying large quantities of Alcohol on board Passenger cabin

1.10. In addition, as the height of COVID Air operators were required to allow *Passengers* to carry their individual pack of alcohol jelly and Airlines were required to have adequate replenishments on board flight. Based on these and requests from regional States and their industry Boeing was instrumental in developing and sharing of information on the best practice for location of bulk storage of Alcohol detergents in *Passenger* cabin.

Completion of Important Tasks

1.11. Through holding regular meetings, SAF/SG supported States and Industry as it provided a platform for both the APAC regional regulators and Industry together in discussing and agreeing resolving issues. In doing so SME state and other organizations provided immense support through provision of Guidance material from leading States in the region and particularly participants from other regions as well.

1.12. Additionally other international organizations also were actively taking part in sharing with Industry best practices. IATA and EASA played major roles in sharing of established guidance for various aspects of managing risks due to pandemic constraints.

1.13. IFALPA represented the regional Pilot's views and the challenges faced by their membership in terms of maintaining essential currency requirements as well as issues related to FDTL regulations. In addition various issues faced by pilots when taking on board resting and in taking lay overs in States where there is imposed quarantine requirements. Most of these mentioned issues have been resolved with the intervention by SME members of the Sub-Group to the satisfaction of all in a collaborative manner.

Challenges Faced by the Sub-Group

1.14. COVID pandemic itself is still an unresolved huge challenge to the whole aviation industry. Hence most of the unresolved challenges were continued to be challenges to the SAF/SG as well.

1.15. However notable challenges paused to the group by the members was the inadequate knowledge and experience of States in implementation of good safety management principles in resolving issues related to pandemic and safety implications. SME's much time was dedicated in sharing common mitigation actions related to implementation of CCRD alleviations particularly in the accurate interpretation of QRGs. As the APAC Region is so diverse in its Aviation activities as well as implementation of SSP and SMS by the Industry, most of the Alleviations filled by the States were not confirming to the appropriate QRGs except for very few States.

Future Plans for SAF/SG Progress

1.16. SAF/SG activities are currently “work in progress” and members have agreed to continue to share valuable information through available information sharing platforms. At present ICAO RO Secretariat is communicating with all membership through emails sharing recent development. Working arrangement agreed upon during the last virtual meeting was to continue sharing information through the e-mail loop until there exist an identified need for virtual discussion and RO originating a meeting summons to action it.

1.17. During last meeting SAF/SG proposed a way forward mechanism for the group through regularizing its activities by introducing SAF/SG to a suitable regular meeting such as RASG-APAC. As a result ICAO Secretariat presented a working Paper to RASG-APAC/10 and deliberated the possibilities of absorbing the Sub-Group to RASG, subject to ACCRPG concurrence.

2. Aviation Public Health-related Measures Sub-Group (PH/SG)

Summary of the Public Health Sub-Group activities

2.1. The Aviation Public Health-related Measures Sub-Group (PH/SG) was established by the ACCRPG at its first meeting held on 5 June 2020 in order to focus its inter-plenary work on CART Phase I Recommendations 4 and 5 on aviation public health-related measures released in June 2020.

2.2. The High-Level Cover Document (HLCD) adopted by the ICAO Council in November 2020 through CART Phase II introduced new Recommendations 13 and 14, which comes under the purview of the PH/SG related to testing and cross border risk management measures, and the formation of Public Health Corridors (PHCs) respectively.

2.3. The work of the PH/SG was expected to incorporate the recommendations introduced through the CART Phase III process, which includes the revised Recommendation 14 on PHC, Recommendation 17 on Test Certificates, Recommendation 18 on facilitation access for aircrew vaccination, and Recommendation 19, which specifies not to consider vaccination as a prerequisite for international travel.

2.4. The PH/SG comprises 23 Members from nine States and six International/Regional Organizations since inception and the composition remained unchanged. The sub-Group held 11 Sub-Group meetings the proceedings of which are available for reference in the ICAO APAC website. Dr. Chong Chun Hon, Chairman, Civil Aviation Medical Board, Civil Aviation Authority of Singapore serves as the rapporteur for an interim period while Mr. S L Wong, Head Technical Affairs, Safety, Capacity and ATM of ACI Asia-Pacific acts as the alternate.

2.5. The direction for PH/SG was formally established by the following Deliverables of the Sub-Group adopted at the second Meeting held on 18 June 2020, which were drawn keeping in line with the Key Functions of the ACCRPG.

- 1) Appoint State Focal Points for CART guidance implementation;
- 2) Provide advice and clarifications to States on CART guidance implementation and deliberate on implementation challenges as highlighted by States and Industries. For this purpose, States are to respond to the 'CART guidance implementation - Response Checklist' circulated to States/Administrations through the APAC Regional Office;
- 3) Share best practices/experiences of States/Administrations in CART guidance implementation amongst APAC States/Administrations; and
- 4) Assist ACCRPG to improve awareness at State level of guidance in the CART 'Take-off Guidance' through CAPSCA.

2.6. As for the current status of its work, the PH/SG is expected to be reconvened in June in order to support the ACCRPG in the regional implementation of the relevant Recommendations of ICAO CART Phase III. The Sub-Group will also support the 14th meeting of the 'Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation Asia Pacific – Asia Pacific (CAPSCA-AP) scheduled to be held on 17 June 2021.

2.7. The continuation of the PH/SG will be crafted on the future scope and functions of the ACCRPG and the tasks to be assigned to the Sub-Group accordingly.

Work Progress and Accomplishments

2.8. The Sub-Group based its work on the established deliverables, conducted its meetings and performed activities decided by the Sub-Group to accomplish the deliverables and to meet the expectations of ACCRPG. The Sub-Group was able to set timelines for key activities and complete them to achieve the expected output.

2.9. As the work progressed, and the Sub-Group's focus was centred on three top challenges as assessed mainly in terms of assisting the States and the aviation industry recover from the economic and air travel downturn. Of these, the Sub-Group was able to complete substantial amount of work in regard to two of them, namely, establish structured communications between Aviation and PH Authorities which emerged as a key priority from the 13 CAPSCA-AP meeting held on 16 July 2020 and the second, which was the follow up on collation and analysis of States' challenges in implementation of initial CART Take-off Guidance document aviation related public health mitigation measures. The third challenge identified, which was on Testing / Quarantine / Recovered Persons (International harmonised regime), the Sub-Group agreed to monitor the work undertaken by the CART process to avoid work duplication and rely upon the expertise of CART.

2.10. The Joint ICAO - WHO Webinar conducted in the APAC Region in October 2020 had a considerable impact in enhancing awareness on the need to work collaboratively between the public health and civil aviation authorities to address impediments to aviation recovery and strengthen public confidence in air travel, which also marked the first collaborative event of ICAO and WHO in the APAC Region.

2.11. The ICAO Aviation – Public Health Experts' Roundtable conducted in November 2020 provided a platform for aviation and public health thought-leaders to exchange ideas, strategies and national experiences, and promote understanding to build consensus for safe resumption of international air travel. The panel discussion converged on the relevance of commonly agreed risk assessment framework focused on both equal risk levels and equal response capacity as an enabler to build the trust between States for travel resumption.

2.12. In realization of the Deliverable of the Sub-Group, the following actions were completed.

- 1) Ref. deliverable 1) - As recommended by the Sub-Group to the 3rd ACCRPG meeting of 26 June 2020, ICAO APAC Office issued a State Letter on 7 July 2020 which requested States to nominate their focal points for the COVID-19 Response and Recovery Implementation Centre (CRRIC) and where necessary similar focal points for the communication and coordination of the works of the ACCRPG and its three Sub-Groups. The main role and responsibility of a CRRIC focal point is to ensure accurate and timely input of the State's implementation of the Recommendations and Guidance from the ICAO CART Report and its Take-off Document. Of the 39 APAC Member States, 38 States have nominated CRRIC focal points;
- 2) Ref. deliverable 2) and 3) – The Sub-Group identified Take-off Guidance Document implementation issues/challenges submitted by fourteen APAC States in response to the CART Take-off Guidance Implementation Response Checklist (International Operations and Domestic Operations respectively) developed by the Sub-Group and circulated through ICAO APAC State Letter in June 2020. The reported challenges and issues were consolidated and analysed by the Sub-Group and the recommendations were submitted to ICAO HQ through the APAC Regional Office in October 2020. Some of these challenges and issues had been addressed in the CART Phase II review process. This submission also contained several non-CART issues identified through the work of the Sub-Group and the CAPSCA Meetings.

- 3) Ref. deliverables 3), (also as follow up to deliverable 4)) - The Sub-Group assisted the APAC Regional Office in the successful conduct of the WHO-ICAO Joint Webinar (VTC) themed “Considerations and Challenges in Resuming Air-Travel in the Context of COVID-19 - Multi-Sectoral Approach” on 5th October 2020. 424 participants attended including National IHR Focal Points (NFPs), public health sector professionals, and Aviation Sector representatives. Two informative Sessions were conducted separately by aviation sector and PH sector, which were focused on ‘Taking off: Safety in air travel in the time of Covid-19’ by aviation sector with presentations and updates from ICAO, CAA Singapore, ACI and IATA followed by the PH sector session focused on ‘Infection Prevention and Control considerations for passenger air travel in the context of COVID-19’ with presentations from WHO and Lao PDR.
- 4) Ref. deliverables 3), (also as follow up to deliverable 4)) - The Sub-Group assisted the APAC Regional Office to successfully conduct the ICAO Aviation – Public Health Experts’ Roundtable (VTC) on 4th November 2020 themed “Future of Aviation: Facing the New Normal with COVID-19”. Secretary General, ICAO delivered the opening remarks. There were over 200 participants who attended including national public health professionals and Ministries, aviation sector representatives, WHO and ICAO. Twenty public health and aviation experts from 9 APAC States (Australia, China, India, Japan, Malaysia, Republic of Korea, Singapore, Sri Lanka and Thailand) participated as panellists in the roundtable which consisted two segments, viz. ‘Examining strategies to recover air travel’ and ‘Enhancing Mutual trust’ which was moderated by Singapore.
- 5) Ref. deliverables 4), (also catering to 3)) - Thirteenth CAPSCA - APAC (Special meeting with the theme "Harmonized Implementation of CART Take-off Guidance for air travel through COVID-19" was conducted on 16 July 2020 in collaboration with WHO and supported by ACI, IATA and IFALPA. Twenty-nine States, 12 industry organizations and five International Associations, WHO HQ, WHO SEA Regional Office and ICAO attended with 135 participants. Meetings were updated by ICAO and WHO on PH related developments. CAA Singapore briefed the meeting on UK-SIN CART Crew Module On-going Trials and PH/SG presented its work on the CART Implementation Response Checklists. A panel discussion was included in the meeting where presentations centred on “Implementing PH Mitigation measures in Aviation” were delivered with an ensuing discussion with Q and A. Challenges/Issues/Ideas brought forward were subsequently followed up by the PH/SG.

Relevance/Impact of the Sub-Groups Work

2.13. The PH/SG was able to make a pioneering impact on a key enabler of the aviation restart, which was the collaboration between the national public health authorities and aviation authorities.

2.14. WHO and ICAO published a joint statement on 6 March 2020, providing updated advice regarding COVID-19 and International Civil Aviation, which reaffirms their commitment as UN specialized agencies to foster greater international cooperation to contain the virus and to protect the health of travellers. The statement also stressed the importance of greater public-private cooperation and inter-agency dialogue, and reminded the government aviation and health officials to enhance cross-sector collaboration at the national level and establish National Facilitation Committees as required by ICAO Standards.

2.15. The 13th CAPSCA-AP meeting in July 2020, Joint ICAO-WHO Webinar in October 2020 and the ICAO Aviation–Public Health Experts’ Roundtable in November 2020 marked three specific event in the APAC Region organized with the main support from the PH/SG to promote the multi sectoral collaboration, especially between the public health sector and the aviation sector

authorities at national level. However, there still is room to strengthen this collaboration towards a meaningful opening of borders for international commercial air transport operations.

2.16. The PH/SG provided regular updates to every ACCRPG meeting. There were several recommendations, which were endorsed by the ACCRPG for implementation including the need for enhanced collaboration between the public health and aviation sectors at national level, which was encouraged by the events such as the Joint ICAO-WHO Webinar, and the ICAO Aviation – Public Health Experts' Roundtable.

2.17. The PH/SG conducted its work within the available resources from the Sub-Groups members who made a considerable contribution to the success of the Sub-Groups work performance and accomplishments.

PH/SG's Future Work Plan

2.18. The PH/SG would continue its work based on the direction the ACCRPG takes in future and adjust its deliverables and work plan accordingly.

2.19. Some of the key areas for the Sub-Group to focus would be to support the ACCRPG to assist implementation of the ICAO CART Phase III Recommendations related to public health aspects and other tasks as required by the ACCRPG within the resources and the competencies of the Sub-Group.

3. Aviation Security - and Facilitation-related Measures (AVSEC-FAL/SG)

Summary of the Sub-Group's Activities

3.1. The AVSEC-FAL/SG had 9 meetings to address the related issues and matters in support of the objectives of the ACCRPG.

3.2. The rapporteur of the Sub-Group is Mr. Douglas Yeo, Senior Deputy Director (Security Policy & Emergency Preparedness) from the Ministry of Transport, Singapore. There are 27 members in the Sub-Group representing 9 States and 4 International Organizations. However, the levels of activity in the work of the Sub-Group by different members varies significantly.

Sub-Group's Work Achievements

3.3. Since the establishment of the Sub-Group in June 2020, the SG has provided APAC States with the assistance on establishing and implementing the following ICAO CART Recommendations and the related guidance from its Take-off Guidance Document. The achievements of the Sub-Group under each Recommendations can be found at its public website at <https://www.icao.int/APAC/ACCRPG/Pages/AVSEC-FAL-Meetings.aspx> : Specifically, they are:

- 1) 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.
 - Informed and disseminated on the guidance and availability of ICAO Model National Air Transport Facilitation Programme, Doc 10042 and on National Air Transport Facilitation Committee;
 - Shared and disseminated information to APAC States on effective NATFP and Committee systems provided by States such as Singapore, Hong Kong, China;
 - Promoted the Strengthening National Air Transport Facilitation Committees for the Re-start and the Resilience of Civil Aviation Implementation Pack (FAL iPack) including the Webinar on Facilitation Tools in Response to COVID-19: Strengthening International and Inter-Agency Cooperation.
- 2) 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;
 - Conducted a survey and analysing the result on the current implementation system of APAC States on this Recommendation;
 - Informed and promoted to APAC States the new Public Health Passenger Self-Declaration Form in conjunction with the existing Passenger Health Locator Form from Annex 9.
- 3) 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.
 - Informed and promoted to the appropriate authority of States available ICAO developed guidance such as the Guidelines for AVSEC Contingency Measures During the COVID-19 Pandemic and The Distribution of COVID-19 Vaccines and Air Cargo Security;

- Shared and disseminated information to APAC States on effective Quality Control and compliance monitoring systems provided by States such as from the Transportation Security Administration (TSA), USA;
 - Promoted the COVID-19 Aviation Security Quality Control Oversight Implementation iPack including the Webinar on Aviation Security Contingency Measures during COVID-19 Pandemic .
- 4) 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.
- Informed and promoted to the appropriate authority of States available ICAO resources, namely guidance such as the Cabin Crew Recurrent Training During COVID-19 Handbook, Doc 10148, the 2nd edition of Cabin Crew Safety Training Manual, Doc 10002, the guidance in the Security Manual, Doc 8973 and the Webinar on Cabin Crew Recurrent Training during Covid-19;
 - Shared and disseminated information to APAC States on experience of training dealing with passengers related to non-respect of essential aviation public health and safety measures provided by States such as Hong Kong, China.

Problems/Challenges Encountered by the Sub-Group

3.4. Lack of response from APAC States when conducting survey to ascertain status of States current implementation situation related to the pandemic. For example, the limited response from the NATFP survey conducted does not provide an fully accurate description of the status for the majority of APAC States which did not respond. However, information gathered is complemented by knowledge gained from past USAP audits and experience from ICAO Secretariat works with States;

3.5. In some instances issues brought up to the AVSEC/FAL Sub-Group have been/will be cross-sectional and related to the other Sub-Groups (Safety and Public Health). Hence close collaboration among the Sub-Groups was/is necessary to address these issues as appropriate.

3.6. With the progression of phases of the CART Document and its related Take-off Guidance Document in accordance to evolvement of the pandemic situation, the Sub-Group monitors the situation and awaits further mandates and direction on the necessary works from the ACCRPG.

3.7. The performance and output of the Sub-Group is dependent on the active participation of all its members. In this respect, it may be necessary to review membership on the appropriateness of members in contributing to the future effective works of the Sub-Group.

CRRIC-related Works and Achievements

3.8. All APAC States, except 1(DPRK), have nominated and activated their State Focal Points to engage the CRRIC.

3.9. Other than the several global regional webinars conducted by ICAO HQ, the APAC RO conducted three (3) Orientation and Workshop virtual sessions, including one specifically for the Pacific Island States, to assist and familiarize the Focal Points on the needed works for the CRRIC.

3.10. In addition, every APAC States has a designated ICAO APAC officer to engage and assist each State with any issues related to the CRRIC. This includes delivering several one-to-one virtual session with some of the States which requested assistance.

3.11. Till date, the reporting levels and updates related to the CRRIC by States still have room for improvement, especially on the status of implementation of revised and new CART

Recommendations (phase III) and the Take-off Document guidance on adoption/implementation of public health related measures.

Recommendation

3.12. With respect to the COVID-19 Response and Recovery Implementation Centre (CRRIC), APAC States should continue to engage the resources available in the CRRIC (e.g., the Gap Analysis, Public Health Risk Mitigation Measures, Public Health Corridor application and Best Practices) and update their progress on implementation of the CART recommendations and TOGD (3rd Edition).

Recommendations List from ACCRPGInitial ACCRPG Recommendations for APAC DGCA's

(extracted from the *ACCRPG Initial Report to APAC DGCA's*)

1. APAC States that have not yet filed the COVID-19 Contingency Related Differences (CCRDs) in the Electronic Filing of Differences (EFOD) subsystem, promptly file the CCRDs and if necessary contact ICAO APAC Office for assistance,
2. APAC States that have implemented COVID-19-related alleviation measures, carefully consider the need for continuing such alleviations and to update any changes to the status of alleviations via the USOAP CMA Online Framework.
3. All States should continue to prioritise the maintenance of safety and security oversight and management of aircraft operations irrespective of the level of aviation activity including protection against acts of unlawful interference and the handling of unruly passengers
4. To facilitate information sharing on the implementation by States of the *CART Take-off Guidance* document, all DGCA's communicate relevant information to ICAO using the ACCRPG's 'Take-off Guidance (CART) Implementation Response Checklist'.
5. Considering that only a small number of APAC States have established a National Air Transport Facilitation Committee (NATFC), all DGCA's consistent with ICAO Annex 9 establish an effective coordination mechanism for relevant agencies and industry partners within the State and utilize the passenger health locator form.
6. All APAC States develop and implement airline and airport measures to reduce the health risk of COVID-19. These measures should be developed by Government agencies and industry and cover key areas such as physical distancing, the use of personal protective equipment, surface cleaning and other hygiene measures. States should access best practice material already developed by APAC States and industry for this purpose.
7. All DGCA's nominate a focal point(s) responsible for inputting this information into the ICAO CRRIC and a focal point(s) responsible for communication and coordination of the work of the ACCRPG. These focal points may be the same person.
8. All DGCA's that still need assistance with the implementation of ICAO provisions in alignment with the CART measures and recommendations consider procuring the ICAO I-Packs to facilitate States. For more information, refer to the ICAO I-Pack website at: www.icao.int/ipack and/or contact ICAO at: ipack@icao.int.
9. For access to all relevant information related to the work of the ACCRPG Sub-Groups, including guidance material and examples of best practice, all DGCA's to refer to the dedicated ICAO ACCRPG Sub-Groups' website (www.icao.int/APAC/Pages/COVID-19.aspx).
10. To register attendance at upcoming ICAO Webinars, or access recordings of previous ICAO Webinars on COVID-19-related topics, including the CRRIC, Air Traffic Services Guidance for Operation and Economic Impact of COVID-19 on Civil Aviation and the Form of Measures to Alleviate the Financial Distress, all DGCA's visit the "ICAO TV" Webinar website at: www.icao.int/Meetings/webinar-series/Pages/ScheduleAndRegistration.aspx.
11. Under a whole-of-government approach to the resumption of international air traffic, and considering that due to COVID-19 most Air Navigation Service Providers (ANSPs) are operating at lower than pre-COVID-19 Air Traffic Management (ATM) capacity, States should ensure that any decisions on the timing and scale of resumption of international travel are fully coordinated, taking into account;

1. the current ATM capacity of their ANSP;
2. the ATM capacity necessary to accommodate the increased demand;
3. the time needed to increase capacity;
4. the need for coordinated planning among all affected States for resumption of international air traffic, whether between city pairs, within ‘travel bubbles’ or a more general reopening to all traffic; and
5. the *ICAO Asia/Pacific Regional Strategy for COVID-19-related ATM Contingency Recovery* - ICAO State Letter AP147/20 (ATM).

Additional ACCRPG Recommendations for APAC DGCA's

(extracted from the *ACCRPG Second Progress Report to APAC DGCA's*)

12. **Air Navigation Services Planning to Support Post-COVID-19 Aviation Recovery:** Considering the dramatically different operating environment, States urgently review and update their National Air Navigation Plans (NANPs) in close coordination with Air Navigation Service Providers (ANSPs) and airspace users, to ensure that:
 - a) any new ANSP projects that entail cost to airspace users in terms of equipage, efficiency, mandates, etc. still have a positive cost-benefit to the air navigation system; and
 - b) current ANSP systems and procedures are reviewed to explore measures that can be taken to increase airspace user operating efficiencies (such as using 5NM horizontal surveillance-based separations within the applicable airspace); and
 - c) ANSPs are prepared in terms of capacity to manage increases in traffic from recovery policies or a change in the pandemic’s status.
13. APAC States utilise the CART Phase II, *High Level Cover Document (HLCD)*, including the three (3) additional CART recommendations (Nos. 12-14), and the second edition of the *Take-Off Guidance Document (TOGD)*, publicize and disseminate both documents and the associated ICAO Doc 10152, *Testing and Cross-border Risk Management Measures Manual*, to as wide an audience as possible and take into cognisance the associated challenges such as the efficient transport of vaccines by air.
14. To assist in the recovery and restart effort, APAC States consider availing themselves of the implementation support provided by the ICAO Implementation Packages (iPACKs) in the areas of: *Aviation Safety Risk Management; Air Transport Facilitation; Aerodrome Restart; and Public Health Corridor* (www.icao.int/secretariat/TechnicalCooperation/Pages/iPACK.aspx).
15. With respect to CART (Phase II) recommendation #12, APAC DGCA's should:
 - a) plan ahead and prepare for return to “normal ops” with regarding to compliance with the ICAO provisions;
 - b) ensure that status of its CCRDs and associated alleviations are regularly updated in a timely manner to minimize unnecessary disruption to its operations;
 - c) continue with engaging its stakeholders accordingly with the updated status of its CCRDs and its alleviations such that aviation activities continue to be conducted in accordance with the existing regulatory requirements; and

- d) continue to perform safety oversight activities of their certificate holders and foreign operators to ensure aviation activities are performed in accordance with existing requirements, consistent with the relevant CCRDs and associated alleviations.
16. With respect to the COVID-19 Response and Recovery Implementation Centre (CRRIC), APAC States should continue to engage the resources available in the CRRIC (e.g., the *Gap Analysis, Public Health Risk Mitigation Measures* and *Best Practices*) and report on States' progress on implementation of the CART recommendations (Phase I and II) and TOGD (2nd Edition).
-

PROPOSAL TO UPDATE (AMEND) THE ACCRPG TERMS OF REFERENCE

Table of Amendments

Para.	Amendments	Justification
2.3	Appended following after original clause:- Representatives nominated by the Health Authorities and/or any relevant authority are encouraged to participate in the States delegations. WHO regional representatives are also encouraged to participate in the Group.	The experience gained shows that health and other relevant authorities are essential decision-makers in policies that affect the air transport sector. Collectively Increasing the level of awareness would benefit all parties involved.
2.4	Update as follows:- The term of the group will be for one year up to 30 June 2022.	The complexity of the crisis requires a Steering Group to continue to work for (at least) one more year.
New	Addition of following as Para. 2.6:- The Group may convene sub-groups to consider specific aspects and, where appropriate, external experts. Sub-groups will undertake specific tasks in support of the Group overall remit and will report back to the Group upon completion of each of these tasks.	ACCRPG still need expert advice from Sub-Groups on Public Health, Safety and Security & Facilitation matters: <ul style="list-style-type: none"> • Meetings are virtual and short and with large participation • ACCRPG cannot cover in depth focused areas • Frequency of SGs' meetings can be modulated as needed
3.1	Revised as follows:- The group shall elect a Chairperson at its first meeting two Co-Chairs from experts nominated by the members. One Chair shall be appointed among the States representatives and one Chair among the Industry Partners. The Co-Chairs shall be appointed for a period of two (2) years and act in an independent manner.	The complementary role of State and industry guidance is consistent with the objectives of the ToR and has worked well during the first year of existence of the Group. Some degree of rotation should be contemplated to ensure a more inclusive process and higher engagement by the Members of the Group.
4.1	Revised as follows:- The Group is expected to meet four (4) times a year virtually. The group will determine an appropriate may review the frequency and schedule for its of meetings, whenever appropriate.	The frequency should coincide with major updates from ICAO CART and CAPSCA and/or sub-regional/national developments. The frequency is also consistent with the objective of periodically monitoring the progress of the crisis management.
New	Addition of following as Para. 6.2:- At the end of the mandate of the group, the Co-Chairs shall deliver to the DGCAs a final report taking stock of the achievements and outstanding issues to address at regional level.	In line with the objective of the Group to advice the DGCAs (par. 7.2), the Group shall issue final recommendations by the end of its mandate.

ACCRPG – FIRST ANNUAL REPORT
Appendix D

Para.	Amendments	Justification
New	<p data-bbox="300 239 751 268">Addition of following as Para. 7.4.5:-</p> <p data-bbox="300 309 847 607">In accordance with the recommendations set by the CART and the WHO, work in a proactive, consistent and coordinated manner to aim at reaching, to the maximum extent possible, regionally harmonized, flexible and mutually accepted measures, protocols and tools, in full respect of national needs, capabilities and risk assessments run at local level.</p>	<p data-bbox="866 239 1437 405">Alignment with regional standards on measures, procedures and tools including securely record test and vaccination data in formats that will be internationally recognized shall be the aspirational objective of the group.</p>
New	<p data-bbox="300 647 751 676">Addition of following as Para. 7.4.6:-</p> <p data-bbox="300 716 847 842">Facilitate the dialogue with health authorities and other relevant authorities at regional and national level to manage civil aviation contingencies of the COVID-19 pandemic.</p>	<p data-bbox="866 647 1437 772">Fostering a multilateral dialogue that engage the authorities responsible for managing the crisis is key to increase awareness at national and regional level.</p>
New	<p data-bbox="300 882 791 911">Addition of following as Paras. 8 & 8.1:-</p> <p data-bbox="300 952 496 981">Confidentiality</p> <p data-bbox="300 1021 847 1115">If any aspects of discussions and documents tabled at meetings are to be treated as confidential, this shall be duly highlighted.</p>	<p data-bbox="866 882 1070 911">Self-explanatory</p>

**ICAO APAC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP
(ACCRPG)**

TERMS OF REFERENCE

(With Proposed Amendment in ICAO Fourth COVID-19 Information Sharing Session
with APAC CAA Director Generals)

1. Name and establishment of group

1.1. ICAO APAC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP (ACCRPG)

1.2. The ICAO APAC DGCA *Information Sharing web-conference*, on the subject of COVID-19, 31 March 2020, decided to form a task force/group to assist the DGCAs in coordinating their approach to the management of civil aviation through, and out of, the current extraordinary circumstances resulting from the COVID-19 pandemic.

2. Membership and appointment

2.1. The size of the group should be commensurate with the need for expeditious and efficient handling of group's business.

2.2. Membership should provide the group with ready access to required research and supporting expertise, demonstrated experience in contingency management, post recovery and adequate geographical representation.

2.3. Members should be nominated by the Civil Aviation Authorities and international organizations concerned and confirmed by ICAO. Representatives nominated by the Health Authorities and/or any relevant authority are encouraged to participate in the States delegations. WHO regional representatives are also encouraged to participate in the Group.

2.4. The term of the group will be ~~for one year~~ up to 30 June 2022. However, the term may be extended by the DGCAs as necessary.

2.5. The Secretary of the group is the ICAO APAC Regional Director; with assistance from additional ICAO staff as necessary.

2.6. The Group may convene sub-groups to consider specific aspects and, where appropriate, external experts. Sub-groups will undertake specific tasks in support of the Group overall remit and will report back to the Group upon completion of each of these tasks.

3. Chairing

3.1. The group shall elect a ~~Chairperson at its first meeting~~ two Co-Chairs from experts nominated by the members. One Chair shall be appointed among the States representatives and one Chair among the Industry Partners. The Co-Chairs shall be appointed for a period of two (2) years and act in an independent manner.

4. Frequency of meetings and quorum

4.1. The Group is expected to meet four (4) times a year virtually. The group will determine an appropriate frequency and schedule for its meetings, whenever appropriate.

4.2. A simple majority of members is required for the group to carry a motion.

5. Record of meetings

5.1. The group will record key discussion and outcomes of each meeting in the form of a progress report.

5.2. The Secretary will be responsible for the records of the group's meetings.

6. Reporting mechanism

6.1. The Secretary will deliver oral and/or written progress reports to the DGCAs, ICAO and other key stakeholders as necessary.

6.2. At the end of the mandate of the group, the Co-Chairs shall deliver to the DGCAs a final report taking stock of the achievements and outstanding issues to address at regional level.

7. Functions and delegated authority

7.1. The purpose of the group is to take into account the priority of ICAO's strategic objectives and work proactively in coordination with the DGCAs, International Organisations, ICAO (HQ and Regional Offices) and other relevant bodies to assist the DGCAs with coordinating the management of international civil aviation contingencies of the COVID-19 pandemic.

7.2. The role of the group is to advise the DGCAs on aviation policy issues.

7.3. The scope of the group will accommodate contingencies of the immediate, recovery and post-recovery phases of the COVID-19 pandemic.

7.4. The key functions of the group are the following:

7.4.1. Obtain and share information on the implementation by Member States, ICAO, International Organizations, industry and other key stakeholders of measures to manage civil aviation contingencies of the COVID-19 pandemic;

7.4.2. Inform the DGCAs on a regular basis of the coordinated measures to manage civil aviation contingencies of the COVID-19 pandemic to encourage harmonised application;

7.4.3. Identify, anticipate, prioritize and make recommendations to address specific issues arising from the ICAO *Council Aviation Recovery Task Force* (CART), which require, or will in the future require remedial or preventive action by Member States and/or ICAO; and

7.4.4. Coordinate work and assist States and industry with the implementation of the CART's work.

7.4.5. In accordance with the recommendations set by the CART and the WHO, work in a proactive, consistent and coordinated manner to aim at reaching, to the maximum extent possible, regionally

harmonized, flexible and mutually accepted measures, protocols and tools, in full respect of national needs, capabilities and risk assessments run at local level.

7.4.6. Facilitate the dialogue with health authorities and other relevant authorities at regional and national level to manage civil aviation contingencies of the COVID-19 pandemic.

8. Confidentiality

8.1 If any aspects of discussions and documents tabled at meetings are to be treated as confidential, this shall be duly highlighted.
