



I. WELCOME

From the onset of the coronavirus disease 2019 (COVID-19) crisis, the aviation system has faced ever-growing challenges. The International Civil Aviation Organization (ICAO), through the Council Aviation Recovery Task Force (CART), has resolved to partner with its Member States, international and regional organizations, and industry to address these challenges and to provide global guidance for a safe, secure and sustainable restart and recovery of the aviation sector.

In facing the crisis, States may temporarily depart from ICAO Standards but must do so in a manner that does not compromise safety and security, and which are duly reported to ICAO. These departures should not be retained beyond the crisis as included in the CART report issued on 1 June 2020.

Another important outcome in this crisis has been the realization that States should enhance cross-sectoral coordination by establishing the required National Air Transport Facilitation Committee or equivalent, and systematically use the Passenger Health Locator Form as a reference. It is States' responsibility to maintain security across all operations. The challenge to keep both Security and Facilitation balanced during the COVID-19 crisis still continues to be a challenge and the EUR/NAT is committed to support you towards building a more resilient air transport system.

Enjoy the reading,

Silvia Gehrler

II. The Strategic Objective of Security and Facilitation

In 2012, the ICAO Council approved a new Strategic Objective, "Security & Facilitation: Enhance global civil aviation security and facilitation". This Strategic Objective reflects the need for ICAO's leadership in aviation security and the facilitation of air transport and related border security matters. It underlines the close relationship between security working towards "safeguarding International Civil Aviation against acts of unlawful interference" and the facilitation programs of ICAO (based on ICAO Annex 9) which work towards an efficient, orderly and attractive transportation product.

The first Standards and Recommended Practices on Facilitation were adopted by the Council on 25 March 1949, pursuant to the provisions of Article 37 of the Convention on International Civil Aviation (Chicago, 1944), and designated as Annex 9 with the title "Standards and Recommended Practices – Facilitation". They became effective on 1 September 1949 and were continuously expanded and amended. Amendment 27, the latest, (15th edition) became applicable on 21 February 2020.

Facilitation is of particular interest to four major groups (ICAO Member States, aircraft and airport operators, and customers), each having a somewhat different

priority, although their interests do overlap. There is the demand of harmonizing objectives, but furthermore external challenges such as threats to security, illegal migration, travel document fraud, illicit narcotics trafficking and the spread of contagious disease are everyday realities. These challenges needed to be addressed and guided the continuous development of Annex 9 and the Facilitation Programme.

Unlike the need for Facilitation in Civil Aviation, in the early days, no one foresaw security threats and the necessity to safeguard civil aviation from unlawful interference.

The need for aviation security arose only during the late 1960s; and provisions for international aviation security were first disseminated as Annex 17 to the Chicago Convention in 1974, and since then have been improved and updated regularly (17 times). The 10th edition of Annex 17, which contains the 17th amendment to the Annex, will become applicable on 30 July 2020.

Over the years, ICAO's work in the field of aviation security broadened and today is essentially carried out in 3 inter-related areas: policy initiatives, audits focused on the capability of Member States to oversee their aviation security activities, and assistance to States that are unable to address serious security deficiencies highlighted by ICAO audits. All of ICAO's initiatives in the field of aviation security and facilitation rely, both globally and regionally, on the cooperation amongst States and with all stakeholders in the value chain.

Annex 9, Facilitation - coordination in times of COVID-19

In recent years, the development of ICAO Annex 9 was much focused on security related standards such as Advance Passenger Information (API) or Passenger Name Records (PNR). The outbreak of the novel coronavirus (COVID -19) pandemic throw light on the health related provisions of Annex 9 underlining the need for Member States to reduce the spread of COVID-19 by air transport and to protect the health of air travelers and the aviation personnel.

At the same time it is of utmost importance to adhere to the ICAO Annex 9 - Facilitation standards to expediting the release and clearance of goods carried by air and the facilitation of entry, departure and transit of aircraft engaged in relief flights performed by or on behalf of international organizations recognized by the United Nations (UN) e.g. the World Food Programme (WFP) or by or on behalf of States themselves. Even now in times of a pandemic it is essential to avoid disruption and facilitate the transport of cargo as well as the receipt of aid, including overflight and landing rights and necessary privileges and immunities for relief units. ICAO State letter [EC 6/3 - 20/46](#) dated 18 March 2020 reminded Member States to adhere to the relevant ICAO Annex 9 Standards and requested to provide ICAO with their actions taken at the latest by 30 April 2020.

All official responses to State Letter EC 6/3-20/46 are analyzed systematically as well as differences filed by the States. States responses to State Letter 46 are made publically available at following ICAO website which is continuously updated:

<https://www.icao.int/Security/COVID-19/Pages/StateActions.aspx>

The ICAO EUR/NAT Office is in constant contact with its Member States encouraging and supporting them in these efforts. Furthermore the Office undertook a survey to evaluate in more detail which exact measures had been taken by states to facilitate cargo, humanitarian and repatriation flights including crew member's exemption from quarantine measures, potential (rapid) testing on Covid-19, coordination with the National Health Authority and the existence and use of the National Facilitation Committees. Relevant results had been provided to the WFP to support their work. The efforts of the ICAO EUR/NAT Office continue via participation in Facilitation and cargo related coordination meetings organized by ICAO Headquarters and providing information to encourage and assist in the facilitation of humanitarian flights and the promotion of smooth cargo transport.

The following links provide further useful insight:

COVID-19 Cargo entry point updates (CEPU) click [here](#)

Logistics Cluster click [here](#)

EUR/NAT Documents click [here](#)

Annex 17, Aviation Security in times of COVID-19

When the COVID-19 outbreak started to affect Civil Aviation heavily, more and more States announced a lock down and flight movements were drastically reduced. The effect on Aviation Security (AVSEC) was initially not in the forefront of concerns but contingency planning then became an urgent need. It was necessary to review the protection of AVSEC frontline personnel during the Covid-19 pandemic such as screeners whose job may require physical contact, to recognize and work on legal and practical challenges e.g. for training, certification, validation, oversight and quality control requirements etc. to be able to move forward when a re-start of civil aviation will become possible.

Due to the unavailability of harmonized guidance for such a case as Covid-19, States and stakeholders started to develop a variety of proposals and begun to exchange. ICAO built on given material and developed it further taking into account relevant proposals and expert contributions. Meanwhile Security COVID-19 guidance for the re-start phase was developed to complement the CART report (but as AVSEC restricted material) and is available and was distributed to AVSEC Focal Points in the EUR/NAT States for their comments. It is the first step towards globally harmonized guidance.

The EUR/NAT States called for the EUR/NAT Office to organize a region wide exchange of experiences amongst all 56 Member States, regional and international organizations and stakeholders. The EUR/NAT AVSEC Group (ENAVSECG) chair people team and the EUR/NAT Office/Secretariat (AVSEC/FAL) decided to respond and conduct an ad hoc WEBEX conference call focused on the challenges but also on innovative ideas and proposals with regards to COVID-19.

The virtual meeting was conducted on 12 June with 126 participants representing 37 States, 6 regional and international organizations and 5 industry stakeholders. It was conducted in English and Russian languages with consecutive interpretation, a challenge by itself, but a necessity to bridge and include all states and stakeholders region wide.

The WEBEX provided for an excellent opportunity to exchange on challenges, on how they were met, as well as on innovative ideas to organize the re-start and recovery while keeping an appropriate level of security in civil aviation and provide for protection of AVSEC personnel. Research projects which look into the early detection of the virus and may help guiding the way in the future were presented and raised high interest.

The EUR/NAT Office will continue on this path and provide regular updates and a new opportunity for the region to exchange during the regular ENAVSECG meeting which is currently scheduled to be conducted on 6-9 October 2020 in Paris.

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ICAO EUR/NAT

III. EUR/NAT TRAINING, WORKSHOPS & WEBINARS

ICAO Public Health Corridors (PHC) Webinar on 11 May 2020 (recorded) click [here](#)

EUR/NAT COVID-19 Updates/ CAPSCA EUR click [here](#)

EUR/NAT events schedule click [here](#)

ICAO COVID-19 Response and Recovery Platform click [here](#)

THE EUR/NAT Team

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The next RD brief will circulate during the week of 29 June 2020. The focus will be on harmonizing public health measures and outreach activities organized by the EUR/NAT team to support States on this emerging topic during the COVID-19 crisis.