

HARMONIZING PUBLIC HEALTH MEASURES

30 June 2020

ICAO EUR/NAT

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RD Brief

I. WELCOME

Our work has been quite intense in the past two weeks, as ICAO is aiming to reach agreement on harmonizing public health measures amongst the aviation value chain stakeholders under the leadership of the Council Aviation Recovery Task Force (CART).

As we move closer to the end of this month, States, airport operators, airplane operators, air navigation service providers, and other aviation stakeholders are working around the clock and eager to find a way forward that allows collectively, the aviation sector, to enter a new phase for recovery after the COVID-19 crisis.

The path is not easy and may be patchy. But the CART group of mitigation measures will be there to provide the most sought guidance we have all been waiting for.

The reach and scope of influence of ICAO Standards and Recommended Practices at the global level, will provide a good way to start a practical, feasible and harmonized approach to recovery.

Enjoy the reading,

Silvia Gehrler

II. ICAO CART: Harmonizing Public Health Measures

Essential Flights during pandemic

The COVID-19 pandemic has imposed an unprecedented human, social and financial toll on the world and has had a disastrous impact on civil aviation. At this stage, there is no single measure that will reduce risk and enable a safe re-start of flying. Instead, layering measures that are globally implemented and mutually recognized by governments can achieve the needed outcome: restarting the global air transport system.

During the peak of the pandemic the implementation of extensive and inconsistent border restrictions, has severely disrupted the supply chain in delivery of essential medical supplies needed to respond to the pandemic. Furthermore, these border restrictions impact the necessary operation of aircraft in support of continuing airworthiness and maintenance activities, including the positioning of qualified engineering personnel.

In order to facilitate continued essential flight operations while preventing the spread of COVID-19 and protecting the health of crew, the ICAO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (the ICAO CAPSCA programme)

recommended the implementation of a “Public Health Corridor” (PHC). The PHC has been developed using a risk-based approach, taking into account safety management principles, with the key elements being the use of “clean” crew, “clean” aircraft, “clean” airport facilities and transporting “clean” passengers. “Clean” in this context refers to implementing measures to ensure as far as possible a “COVID-19 free” status within the air transport sector.

Within this PHC framework the Electronic Bulletin EB 2020/30 dated 11 May 2020 was issued to address cargo flights. Now this EB is updated with the more recent scientific information and with an expanded scope under [EB 2020/36](#) to include cargo, maintenance, ferry and delivery flight operations.

CART: The restart of the Global Air Transport System

Following the *Council Declaration on the novel coronavirus (COVID-19)* adopted on 9 March 2020, the ICAO Council Aviation Recovery Task Force (CART) was established. This task force, composed of representatives from States, and international, regional and industry organizations and supported by the ICAO Secretariat, was tasked to identify and recommend strategic priorities and policies to support States and industry.

At its 220th Session, the ICAO Council approved the delivered CART Report and the attached ‘Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis’ document. The CART Report had been developed through broad-based consultations with States and regional organizations, and with important contributions from the World Health Organization, the World Tourism Organization and other key aviation industry groups, with the objective to help restart the international air transport system and align its global recovery.

The [CART Report](#) is addressing all key areas of the global aviation transportation system in the context of the COVID-19 pandemic. Among others the CART report includes 11 recommendations addressing :

- a) **Aviation safety-related measures (Recommendations 1,2 and 3).** States may temporarily depart from ICAO Standards but must do so in a manner that does not compromise safety and security and is duly reported to ICAO Contingency Related Differences (CCRDs) in the Electronic Filing of Differences (EFOD). These differences should not be retained beyond the crisis.
- b) **Aviation public health-related measures (Recommendations 4,5).** States should establish public health procedures aligned with the guidance included in the annexed document, *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis*. The necessity of these measures should be regularly reviewed. The measures which are no longer relevant should be discontinued when the need for their application has ceased to exist.
- c) **Security- and facilitation-related measures (Recommendations 6,7,8 and 9).** States should enhance cross-sectoral coordination by establishing a National Air Transport Facilitation Committee or equivalent, and systematically use the Passenger Health Locator Form as a reference. It is the States’ responsibility to maintain security across all operations.
- d) **Economic and financial measures (Recommendation 10).** These should be inclusive, targeted, proportionate, transparent, temporary and consistent with ICAO’s policies, while striking an appropriate balance of interests without prejudice to fair competition.

- e) **Regular monitoring and sharing of experiences through ICAO (Recommendation 11).** ICAO, as the specialized UN agency for the international civil aviation system, should be the central resource for of implementation of measures contained in the CART report, facilitate the sharing of experiences and best practices among States and serve as basis to identify gaps and needed support.

CART Implementation: Global and Regional Roadmaps

When approving the CART Report, the ICAO Council requested the Secretariat to develop an implementation roadmap and monitoring mechanisms in support of States'.

The Global Implementation Roadmap constitutes the ICAO Secretariat's high-level implementation framework, presenting the activities, mechanisms and tools aiming at supporting, coordinating and monitoring the implementation of the recommendations and guidance issued by the CART. It contains outcome-driven activities, ranging from implementation support activities to coordination, monitoring and reporting activities. The roadmap also presents the mechanisms established for periodic reviews and updates.

ICAO will perform implementation support activities in partnership with all stakeholders, including the World Health Organization (WHO) and other UN entities, regional and national public health authorities, the aviation industry and regional organizations and commissions, working as 'one aviation team'. ICAO will make use of all available resources, including through CAPSCA, enhanced cooperation with the industry, and ICAO regional implementation groups, including PIRGs, RASG and AVSEC/FAL Groups. In several cases, existing regional technical cooperation projects (especially Cooperative Development of Operational Safety and Continuing Airworthiness Programmes - COSCAPs), will contribute to these implementation support activities.

As an essential part of its implementation support strategy, ICAO is making available a series of 'Implementation Packages' ('I-Packs'). An I-Pack is a bundle of standardized guidance material, training (including standardized and competency-based trainings, in classroom, online or virtual formats), tools (including data-driven applications, online reporting systems, electronic management systems or questionnaire/surveys), expert support (including the provision of experts to support States in their activities) and, when applicable, procurement guidance (with regards to the purchase of infrastructure or equipment).

The Global Implementation Roadmap will be complemented by regional implementation roadmaps, developed under the leadership of the respective ICAO Regional Offices, enabling a tailored approach to ICAO's global support efforts, and adapted to the situation of each region. ICAO EUR/NAT has already drafted a tailor-made regional plan which will be in available soon.

ICAO is the only global aviation forum where States, industry and other aviation stakeholders meet to build consensus on regulations and policies. ICAO is the appropriate organization to address the need for wide-ranging government and industry coordination to help reconnect the world, taking into consideration and harmonizing the different national and regional mitigation measures that have been already developed.

With one final goal: uniting aviation.

Sources: CAPSCA PHC, CART report.

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III. EUR/NAT TRAINING, WORKSHOPS & WEBINARS

[EUR/NAT DGCA Virtual Meeting on ICAO CART Public Health Measures \(8June 2020\)](#)

CART EURNAT Regional Office Webinar, in Russian, Recording is [now available here](#).

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

CART [click here](#)

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

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

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The next RD brief will circulate during the week of 13 July 2020. The focus will be on Environment, CORSIA and outreach activities organized by the EUR/NAT team to support States on these key topics during the COVID-19 crisis.