



ICAO PARIS UNITING AVIATION

# ICAO COVID-19 Response and Recovery Implementation Center (CRRIC) of CART Recommendations

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**ICAO EUR/NAT DGCA teleconference**

**17 September 2020**



ICAO established the **COVID-19 Response and Recovery Implementation Centre (CRRIC)** to assist States in monitoring, documenting and reporting their progress in the implementation of the CART recommendations.

<https://portal.icao.int/CRRIC/Pages/default.aspx>

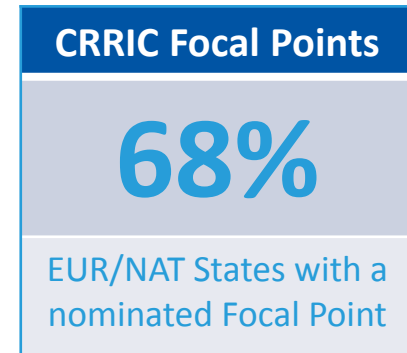


The screenshot shows the ICAO Secure Portal interface. At the top, there is a navigation bar with the ICAO logo and the text "ICAO SECURE PORTAL". Below this, there are tabs for "ICAO Secure Portal", "ICAO Public Site", and "Profile". A search bar is located on the right side of the navigation bar. The main content area features a large blue banner with the text "COVID-19 Response and Recovery Implementation Center". To the left of the banner is a sidebar menu with the following items: "COVID-19 RESPONSE AND RECOVERY IMPLEMENTATION CENTER", "About the CRRIC", "Gap Analysis", "Public Health Risk Mitigation Measures", "Dashboard", "Best Practices", "List of Focal Points", "Documentation and Support", "Webinars", "Implementation Roadmap", and "Related ICAO Public Portals". Below the banner, there is a paragraph of text: "The Civil Aviation Recovery Task Force (CART) report and the Take off guidance document were approved on 1st June 2020 by the ICAO Council. The report contains among others, 11 recommendations addressed to Member States." This is followed by another paragraph: "The report mentions that the level of implementation of the measures contained therein will need to be regularly monitored by ICAO. In playing this role, ICAO will facilitate the sharing of information and experience among States and should facilitate the identification of gaps and needed support." The final paragraph states: "Through this information, ICAO will be able to provide appropriate, targeted and timely guidance, training and assistance to Member States, mainly by means of implementation packages, for the effective implementation of measures outlined in the report. To support States in implementing the measures and recommendations contained in the CART Report, and to help monitor progress in implementation by States, it is proposed to create a 'COVID-19 Response and Recovery Implementation Center'."



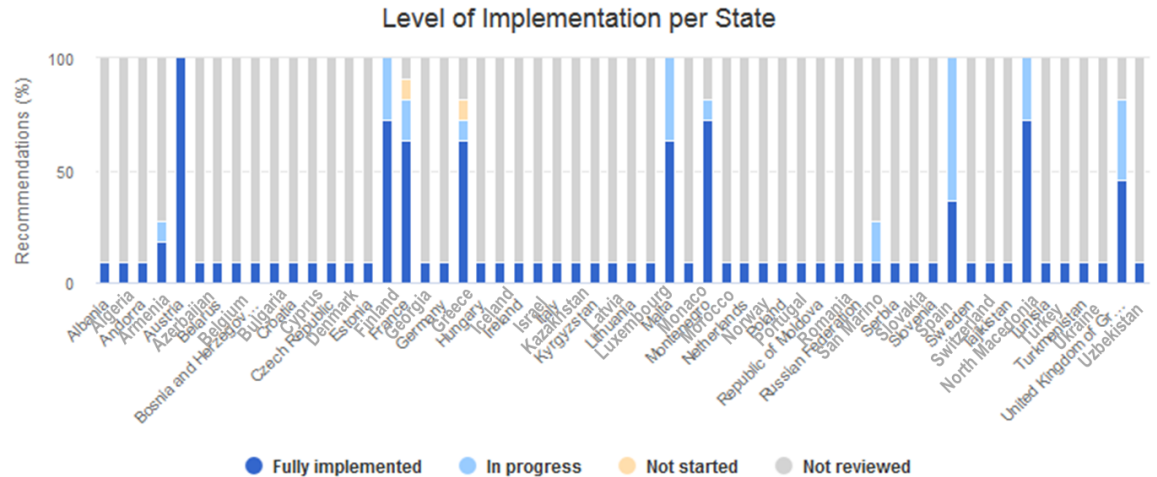
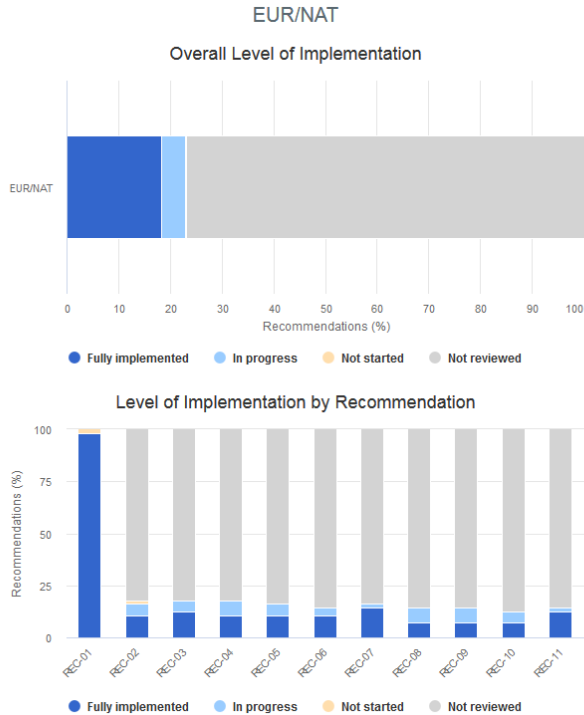
- CRRIC Focal Point(s) to be nominated by each Member State
  - Enables the coordination within States of the reporting on the implementation of the CART Recommendations
- Of the 56 States to which ICAO EUR/NAT Regional Office is accredited:
  - 38 have a CRRIC Focal Point
  - 18 have not yet nominated their Focal Point:

Algeria	Lithuania	Slovakia
Andorra	Luxembourg	Tajikistan
Belgium	Monaco	Turkmenistan
Bulgaria	Morocco	Uzbekistan
Croatia	Republic of Moldova	
Cyprus	Romania	
Ireland	Russian Federation	



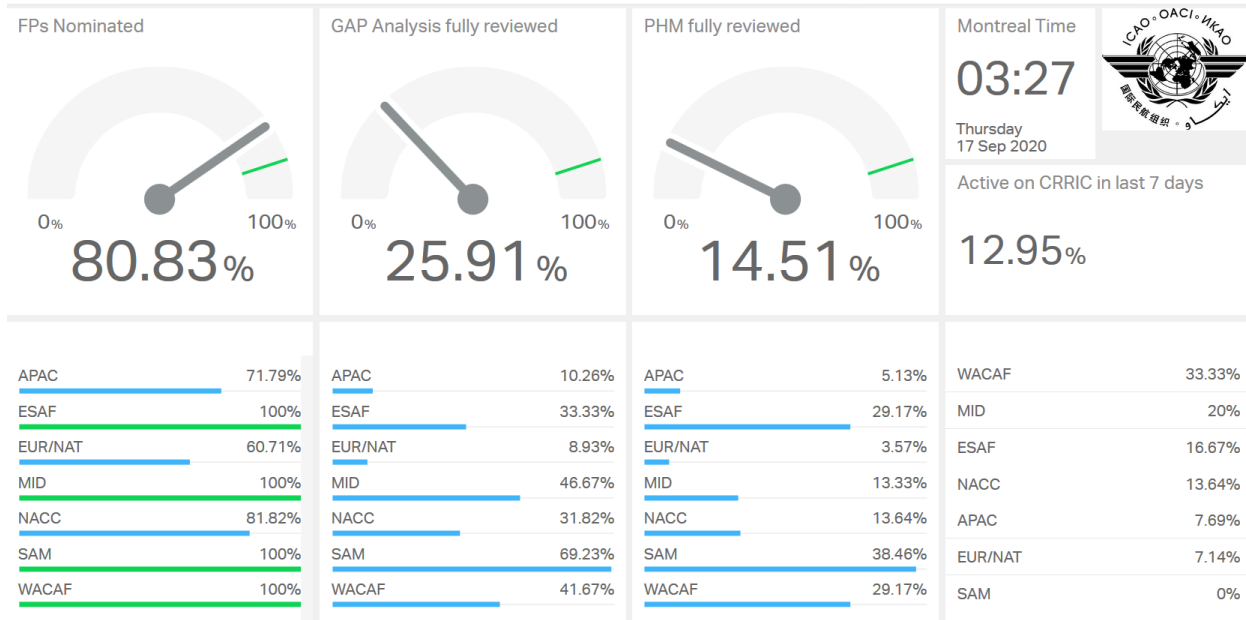
*(Note: figures as of 17 September 2020)*

# CART Recommendations Implementation levels for EUR/NAT States (16 September 2020)

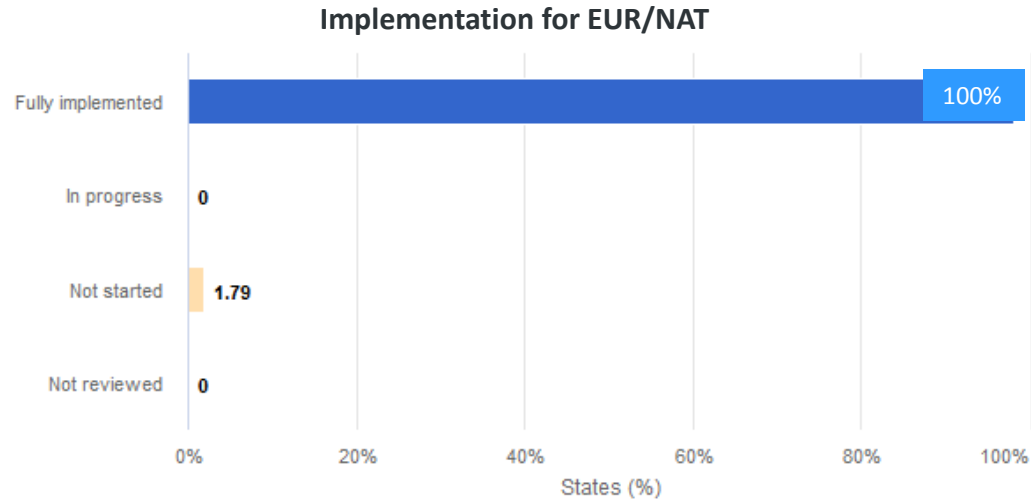




# CRRIC Activity Status Dashboard



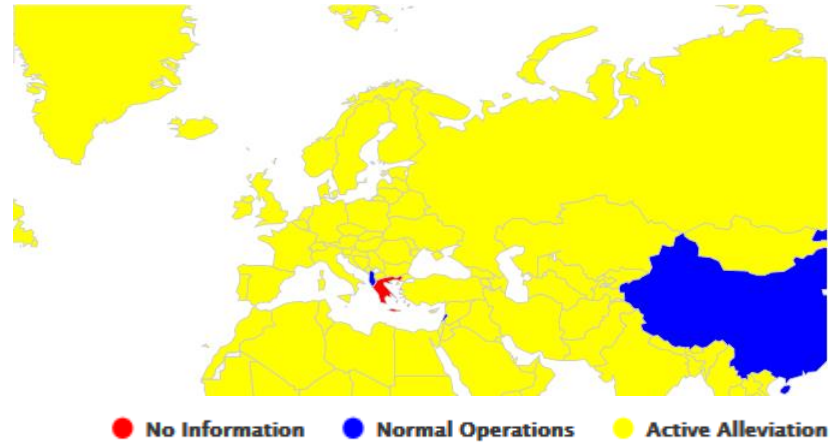
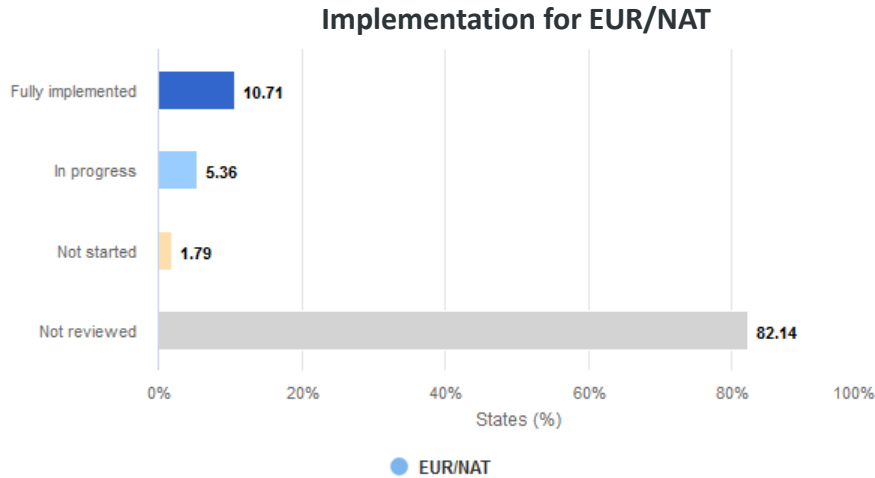
**CART REC-01:** During the global COVID-19 outbreak, Member States should continue updating COVID-19 Contingency Related Differences (CCRDs) in the Electronic Filing of Differences (EFOD) subsystem.



The status for this recommendation is drawn directly from the CCRD.

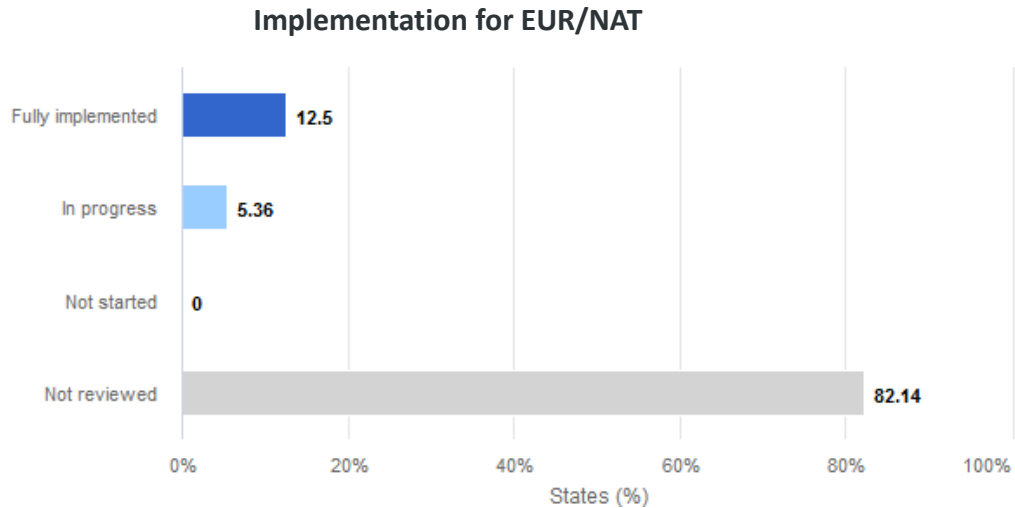
- **Not started** if no entries were submitted to the CCRD.
- **Fully implemented** if some entries were submitted to the CCRD.

**CART REC-02:** Member States should avoid retaining any COVID-19 related alleviation measures as soon as normal operations are resumed. Differences that remain after the contingency if any should be filed in the EFOD system.



1 EUR/NAT State with Normal Operations: Albania

**CART REC-03:** Member States should expedite the development of guidance for safety management of new operations or operation change during this crisis.







## Take-off document – Recovery Stages:

Recovery stages as reported in CRIC (Public Health Risk Mitigation Measures)				
<b>93%</b>	<b>2%</b>	<b>3%</b>	<b>2%</b>	<b>0%</b>
EUR/NAT States in stage 0	EUR/NAT States in stage 1	EUR/NAT States in stage 2	EUR/NAT States in stage 3	EUR/NAT States in stage 4

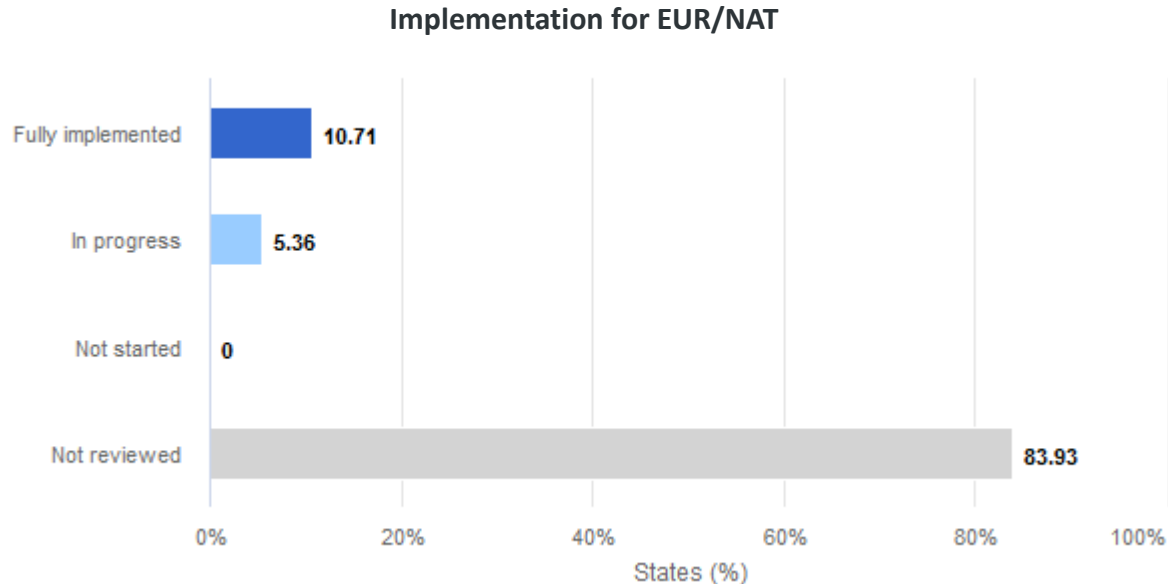
**Recovery Stages** based on an assessment of traffic decrease since December 2019 and COVID-19 cases per 100k persons (**computed, for information only**):

Recovery stages as computed (for information only)				
<b>7%</b>	<b>80%</b>	<b>2%</b>	<b>0%</b>	<b>0%</b>
EUR/NAT States in stage 0	EUR/NAT States in stage 1	EUR/NAT States in stage 2	EUR/NAT States in stage 3	EUR/NAT States in stage 4

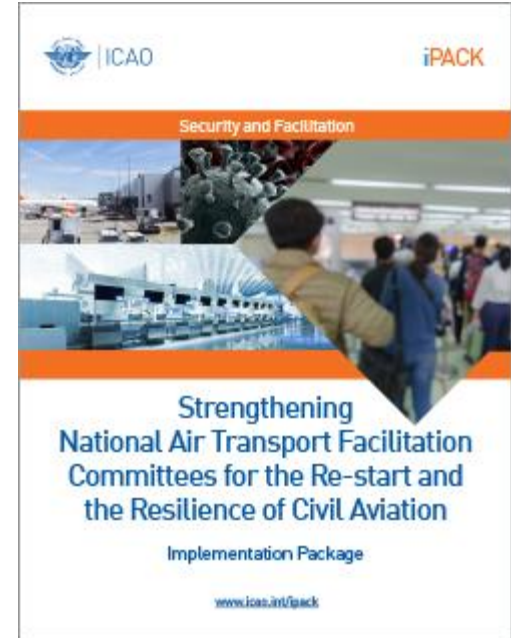
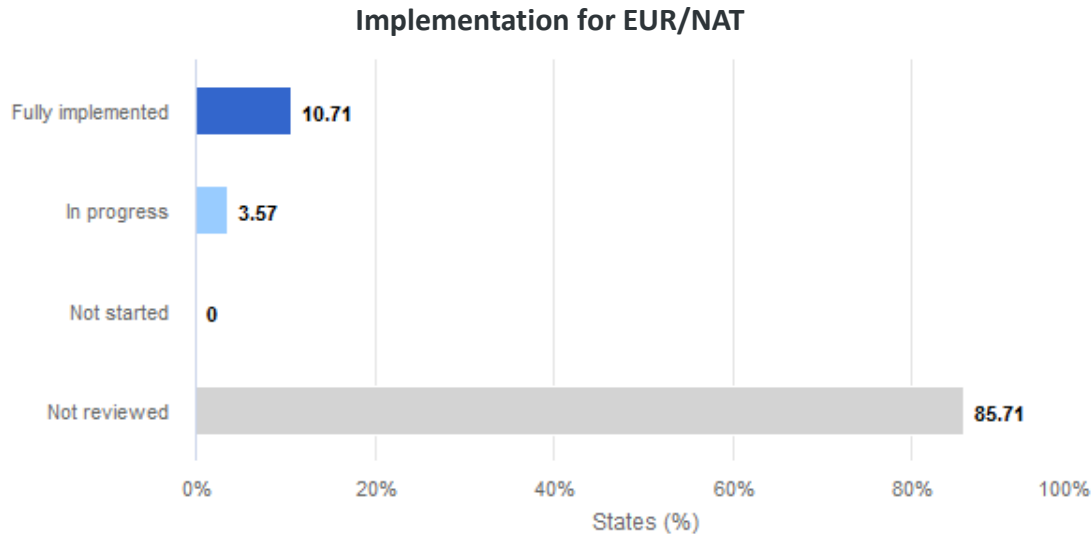
Note: 11% of States with insufficient data to compute stage.



**CART REC-05:** In order to support the fastest possible return to normal aviation operations, Member States should regularly review the necessity of continuing the application of risk mitigation measures as the risk of COVID-19 transmission diminishes; and measures which are no longer needed should be discontinued.

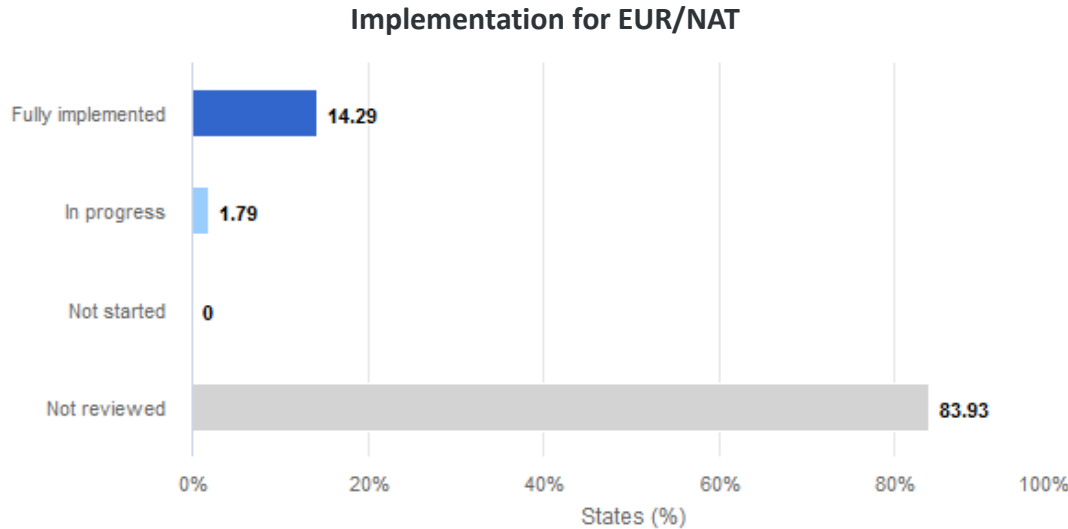



**CART REC-06:** Member States that have not done so should immediately establish a National Air Transport Facilitation Committee (or equivalent) as required by Annex 9 to increase national level cross-sectoral coordination.



**CART REC-07:** 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.

State Letter 2020/90





International Civil Aviation Organization / Organisation de l'aviation civile internationale / Organización de Aviación Civil Internacional / Международное гражданское воздушное агентство / منظمة الطيران المدني الدولي / 国际民用航空组织

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Tel: +1 514-954-8219 ext. 6141  
 Ref: EC 63 - 20/90 1 September 2020

**Subject: Implementation of a Public Health COVID-19 Passenger Health Self-Declaration Form**

**Action required:** a) Collect the standardized set of data in the Public Health COVID-19 Passenger Health Self-Declaration Form in paper or digital format starting from 7 September 2020; and b) Notify ICAO of their implementation of the Public Health COVID-19 Passenger Health Self-Declaration Form

Sir/Madam,

I have the honour to inform you that the International Civil Aviation Organization has developed a "Public Health COVID-19 Passenger Health Self-Declaration Form" in collaboration with experts of the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) and industry stakeholders.

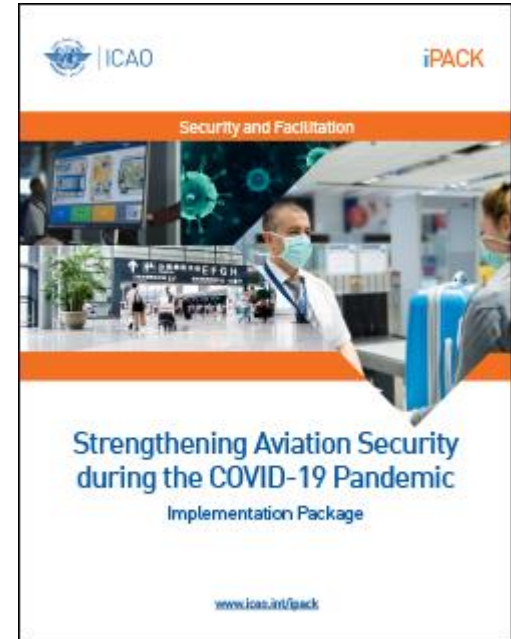
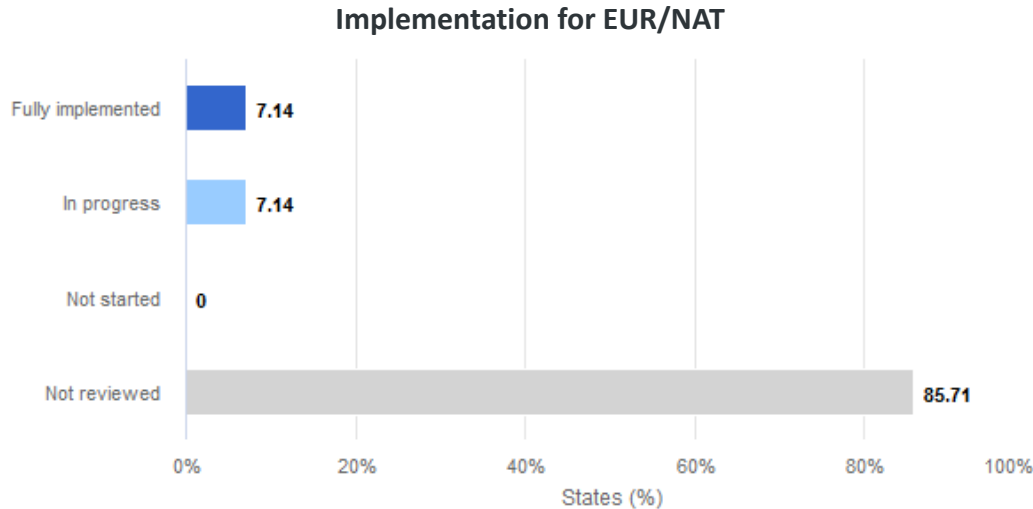
This form is intended to support Member States who are now making efforts to safely and cautiously reopen borders for international air travel, especially when automated processes in the implementation of health surveillance measures are not available.

The "Public Health COVID-19 Passenger Self-Declaration Form", presented in the Attachment, is to be implemented complementary to the Passenger Health Locator Form (PLF), the format of which is defined in Appendix 13 of ICAO Annex 9 – *Facilitation* to the Convention on International Civil Aviation, and whose systematic use for contact tracing is recommended in the case of health outbreaks such as the COVID-19 pandemic.

This form has been developed to include a standardized set of data to collect all information required by health authorities in the context of the COVID-19 outbreak. It is proposed that this health declaration should be included on the reverse of the existing PLF in order to be completed by a single adult member of a group or travel group.

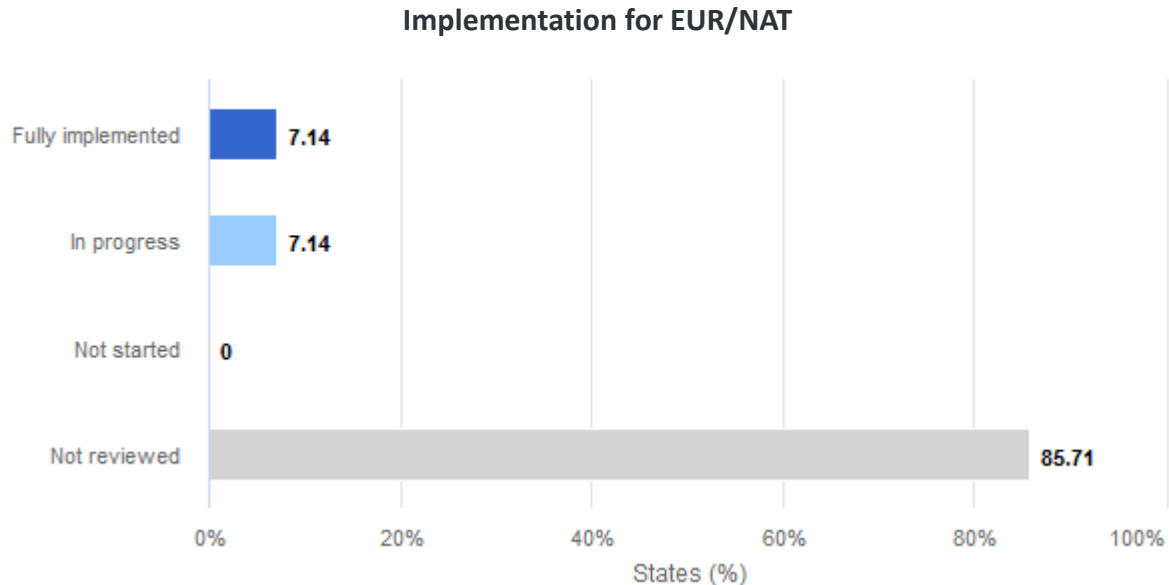
As an immediate action to assist in safe reopening of international borders, States are requested to collect the standardized set of data in the Public Health COVID-19 Passenger Health Self-Declaration Form in paper or digital format starting from 7 September 2020.

**CART REC-08:** 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.



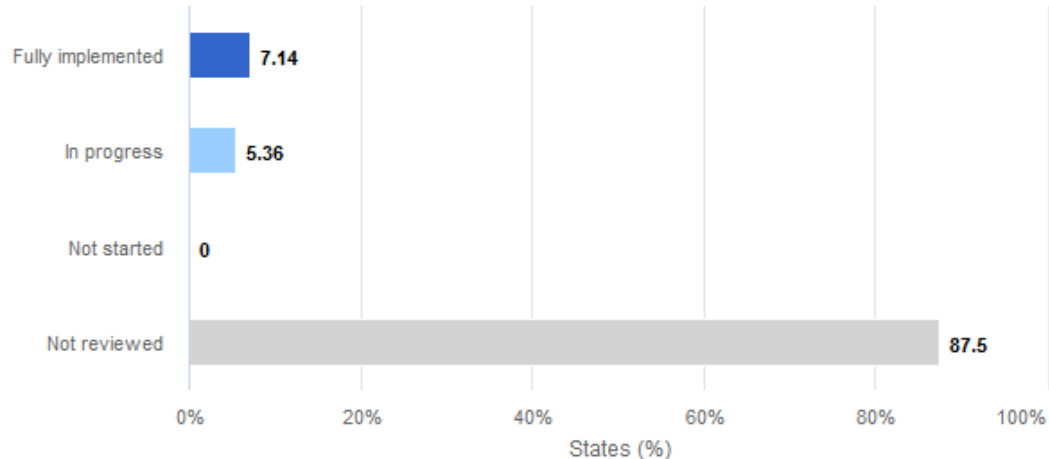


**CART REC-09:** Member States should take measures to ensure that relevant personnel are provided training to identify and manage unruly passenger situations related to non-respect of essential aviation public health and safety measures.



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

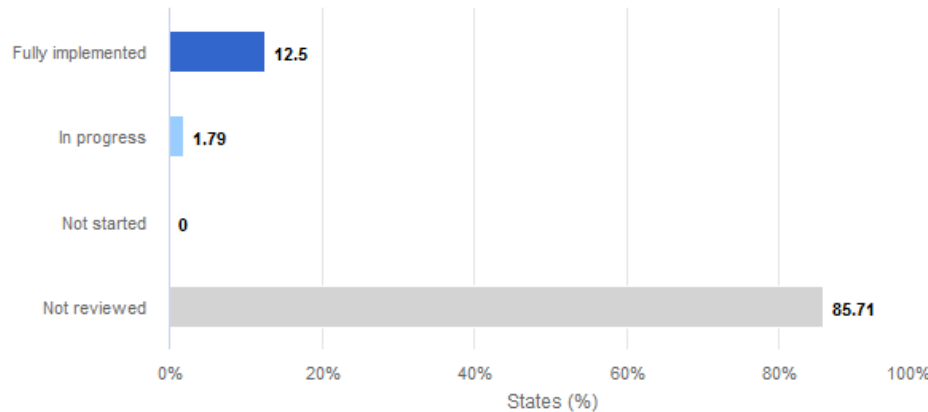
Implementation for EUR/NAT





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

Implementation for EUR/NAT



Example (Public Health Risk Mitigation Measures tool in CRRIC)

### Airports

Level of Measure Adoption by Element

**General Check-In Area** (Not reviewed)

**Update**

Adopted	Measure
✓	<b>Planning and monitoring</b> Implement measures that reduce congestion through advanced-planning and monitoring of passenger flows.
✓	<b>Signalization and barriers</b> Signage, floor markings and announcements via Public Address system to encourage physical distancing. Retractable stanchions and floor signage in the queuing area and transparent barriers in front of staff.
✗	<b>Kiosks</b> Use of boarding pass/baggage tag kiosks and baggage drop to reduce face-to-face interactions, but with careful attention to the management of passenger flow and keeping such devices adequately and constantly disinfected.
✗	<b>Home check-in</b> Passengers should be encouraged to complete check-in processes prior to arriving at the airport.
✗	<b>Advanced technology</b> Self-sanitizing technology may be considered for integration within kiosks touch screens, to allow for the disinfection of the screen between each use. Whenever possible, use contactless processes and technology, including contactless biometrics such as facial or iris recognition to reduce the need for contact with travel documents between staff and passengers.

**Security Screening** (Not reviewed)



## CRRIC Webinars

- Recorded Webinars available to inform participants about the use of the different tools available on the CRRIC and to demonstrate their use:

### DATE & TIME:

- 8 July 2020 1000 EDT (Montreal time) - **ENGLISH** Webinar.
- 9 July 2020 1000 EDT (Montreal time) - **SPANISH** Webinar.
- 14 July 2020 1000 **Bangkok** - **ENGLISH** Webinar.
- 14 July 2020 1400 **Cairo** / 0800 EDT (Montreal time) - **ENGLISH** webinar.
- 15 July 2020 1100 **Paris** / 0500 EDT (Montreal time) - **FRENCH** Webinar.

All recordings are available at:

[https://www.icao.int/Meetings/webinar-series/Pages/COVID-19-Response-and-Recovery-Implementation-Centre-\(CRRIC\).aspx](https://www.icao.int/Meetings/webinar-series/Pages/COVID-19-Response-and-Recovery-Implementation-Centre-(CRRIC).aspx)

- Upcoming CRRIC workshop (Webinar) for EUR/NAT: 28 September at 14:00 Paris time (TBC)



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THANK YOU