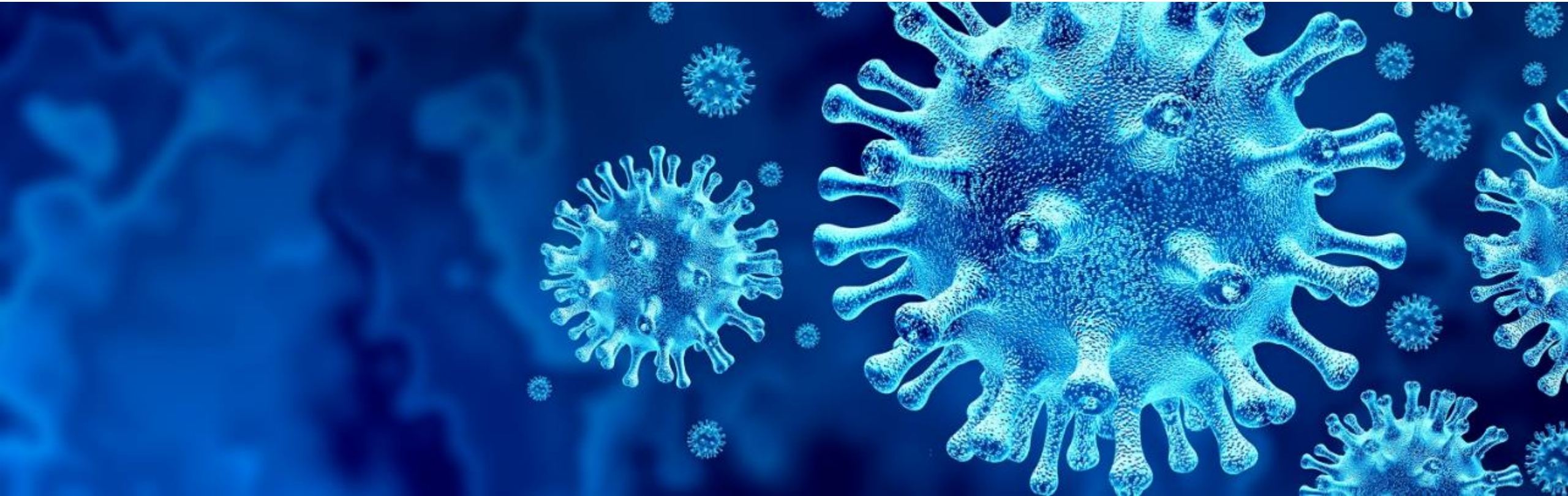




ICAO MID

Sixth Meeting of the MIDANPIRG Air Traffic Management Sub-Group (ATM SG/6)

(9 - 12 November 2020)





ATM SG/6 Meeting

Agenda Item 3: Global and Regional Developments



ATM SG/6 Meeting

Agenda Item 3: Global and Regional Developments

Global Developments:

- CART Document, Take-off Guidance,
- CART implementation support tools (GIR, CRRIC, IPACKs),
- ICAO Air Transport Dashboard,
- CART II,
- Changes to applicability dates of SARPs and PANS due to the COVID-19.

Global Developments related to COVID-19

Latest COVID-19 News

Platform Overview

Health and Safety Advice

Operational Measures

Facilitation Measures

Economic Analysis and Forecasts

ICAO Council Aviation Recovery Taskforce

ICAO Regional Office Activities

UN System Policy Briefs on COVID-19

Partner Resources

Support Materials for Civil Aviation Authorities

COVID-19 Airport Status

The COVID-19 Webinar Series

Flight Data Application (Infectious disease)

ICAO Implementation Packages (I-Packs)

Training

Aviation Safety Risk Management related to COVID-19 for CAAs: Virtual Classroom

ICAO Annex 9 - Facilitation: Virtual Classroom

Repurposing Aircraft Passenger Cabin for Transport of Cargo

Conducting a Technical Assistance Visit to CAPSCA Member States and Airports

COVID-19 Response and Recovery Platform

COVID-19 has posed unprecedented challenges to the world, including the international air transport sector.

ICAO has developed this COVID-19 Recovery Platform to collate the forecasts, guidance, tools, and resources which are needed by national regulators pursuing pandemic responses.

Additional advice will also be presented on this platform to help assure a coordinated and aligned global approach as governments and industry work together to reconnect the world post-pandemic.



Quick Links

Quick and direct access to standardized guidance material, tools, and expert support developed by ICAO to address challenges posed by the COVID-19 pandemic.

- [COVID-19 State letters and Electronic Bulletins](#)
- [COVID-19 Q&As for States, Air Transport Operators and the General Public](#)
- [Handbook for CAAs on the management of aviation safety risks related to COVID-19](#)
- [COVID-19 Temporary Alleviations to national regulations](#)
- [COVID-19 Contingency Related Differences \(CCRD\)](#)
- [Aviation Medicine CAPSCA](#)

ICAO Council Aviation Recovery TF (CART) Report



Report (in executive summary format with 15 Pages) containing 11 recommendations and 10 Key principles

Take-off Guidance (48 Pages: Technical Guidance)

available in all languages on the ICAO public website (COVID-19 Platform)

CART Guidelines authoritative and flexible,



will be continuously updated based on latest risk assessments

provides Member States and Industry with the ability to implement harmonized risk mitigation measures

aiming to standardize protocols for the restart and recovery of civil aviation

need to take a layered and especially a risk-based approach

High-level commitment is key to build resilient aviation system



CART Report – Key Principles

1-Protect People: Harmonized but Flexible Measures

2-Work as One Aviation Team and Show Solidarity

3-Ensure Essential Connectivity

4-Actively Manage Safety- Security- and Health-related Risks

5-Make Aviation Public Health Measures Work with Aviation Safety and Security Systems

6-Strengthen Public Confidence

7-Distinguish Restart from Recovery

8-Support Financial Relief Strategies to Help the Aviation Industry

9-Ensure Sustainability

10-Learn Lessons to Improve Resilience





CART Recommendations

Aviation Safety-related Measures

- **Recommendation 1:** During the global COVID-19 outbreak, Member States should continue updating COVID-19 Contingency Related Differences (CCRDs) in the Electronic Filing of Differences (EFOD) subsystem.
- **Recommendation 2:** Member States should **avoid retaining any COVID-19 related alleviation measures as soon as normal operations** are resumed. Differences that remain after the contingency if any should be filed in the EFOD system.
- **Recommendation 3:** Member States should expedite the development of **guidance for safety management** of new operations or operation change during this crisis.

Aviation Public Health-related Measures

- **Recommendation 4:** Global and regional harmonization of procedures is essential to strengthen public and passenger confidence in air travel. To that end, Member States should **establish aviation public health procedures aligned with the guidance in the Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis**.
- **Recommendation 5:** In order to support the fastest possible return to normal aviation operations, Member States should **regularly review** the necessity of **continuing the application of risk mitigation measures** as the risk of COVID-19 transmission diminishes; and measures which are no longer needed should be discontinued.

CART Recommendations

Security and Facilitation-related Measures

- **Recommendation 6:** Member States that have not done so should immediately **establish a National Air Transport Facilitation Committee (or equivalent)** as required by Annex 9 to increase national level cross-sectoral coordination.
- **Recommendation 7:** Member States should systematically use a **Passenger Health Locator Form** to ensure identification and traceability of passengers to help limit the spread of the disease and resurgence of the pandemic.
- **Recommendation 8:** While **temporarily adapting their security-related measures**, using the guidance provided, Member States should **strengthen their oversight system** to ensure these measures are consistently applied with the objective of protecting aviation against acts of unlawful interference.
- **Recommendation 9:** Member States should take measures to ensure that relevant personnel are provided **training** to identify and manage **unruly passenger** situations related to **non-respect** of essential aviation **public health and safety** measures.

Economic and Financial Measures

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

Regular monitoring and sharing of experiences through ICAO

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



CART Implementation

Global Implementation Roadmap



Communication

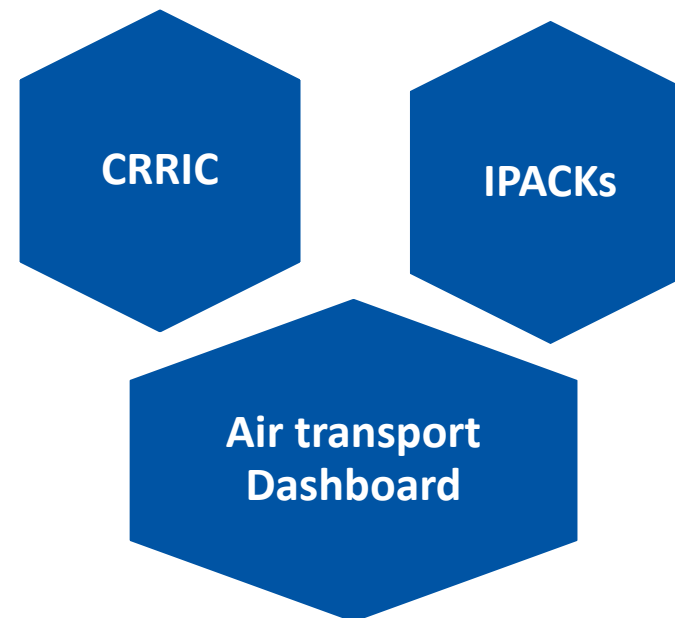


Implementation
Support



Monitoring
Reporting

Implementation Support/Tools



Global Implementation Roadmap (GIR)

- ICAO's activities, including implementation support, coordination and monitoring activities, will continue to be primarily performed in partnership with all stakeholders, in particular the World Health Organization (WHO) and other UN entities, regional and national public health authorities, the aviation industry, regional organizations and commissions.
- CAPSCA as a forum of collaboration
- Coordination mechanisms: PIRGs, RASGs, RASFGs
- Implementation Support: iPACKs, etc
- Monitoring & Reporting: CRRIC



COVID-19 RESPONSE AND RECOVERY IMPLEMENTATION CENTER (CRRIC)

- Completed on 27 May 2020.
- Approved by the Council during the 220th Session 2nd Meeting (Monday, 1 June, 2020).
- The COVID-19 Response and Recovery Implementation Center (CRRIC) is a system of different resources and products directly managed by the ICAO Secretariat .
- The information collected will be used to report on the effectiveness and completeness of implementation support activities and feed the relevant groups within the Secretariat responsible for the development of specific implementation packages as well as the Council.
- The COVID-19 Response and Recovery Implementation Center is a transparent, comprehensive and project oriented tool, with links to the Resource Mobilization Platform, which would enable ICAO to support States in their implementation efforts and facilitate monitoring and reporting of States' levels of implementation as well as challenges faced.

The CRRIC is hosted on the **ICAO Secure Portal** allowing secure access and protection of information

Tools included in the CRRIC

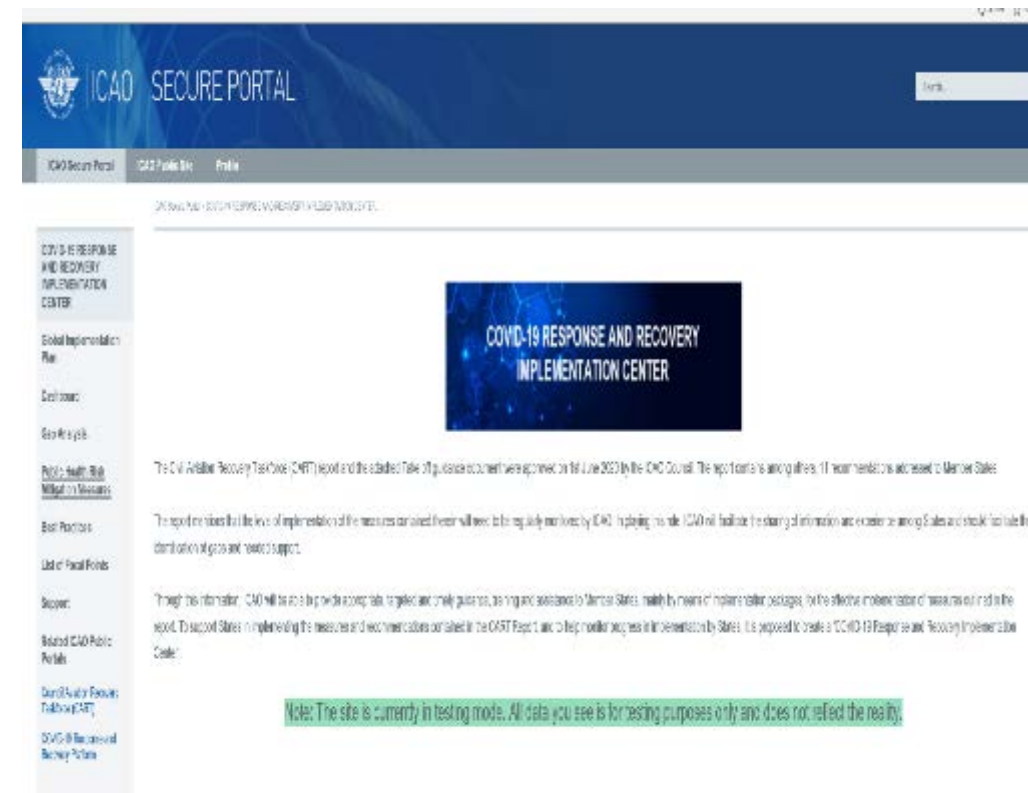
A **gap analysis** tool allowing Member States to self-assess their status with respect to the measures contained in the CART report and define actions plans;

A **database of measures** to select and share public health measure taken in relation to the Take-off Document

A **dashboard** monitoring the level of implementation of the various measures worldwide.

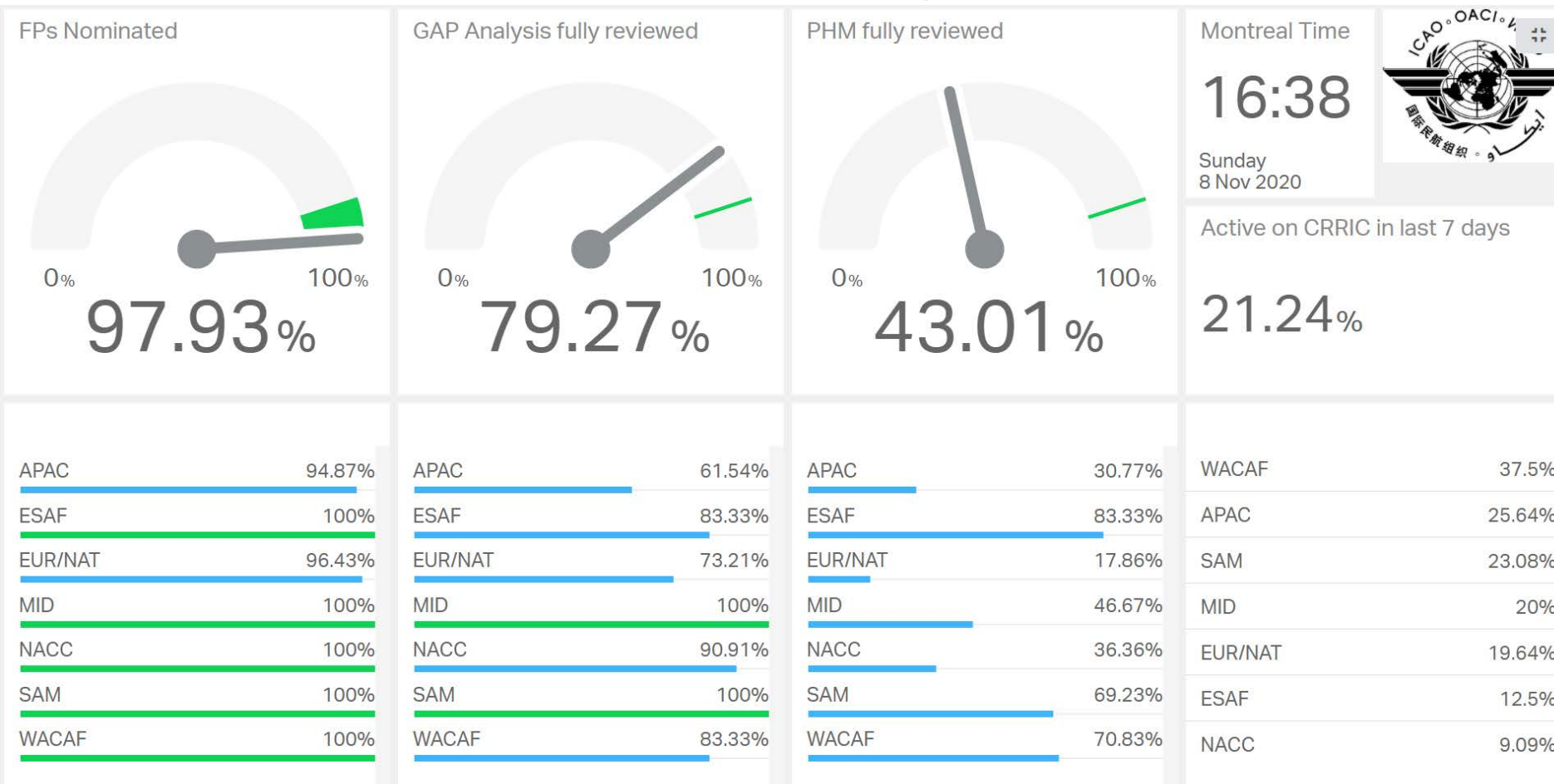
An **information sharing tool** allowing Member States to share best practices and solutions

An **email support hotline** (coordinated by HQs and RO) and a **frequently asked questions** to respond to questions coming from Member States in relation to the CART





CRRIC State Activity Status



CRRIC State Activity Status

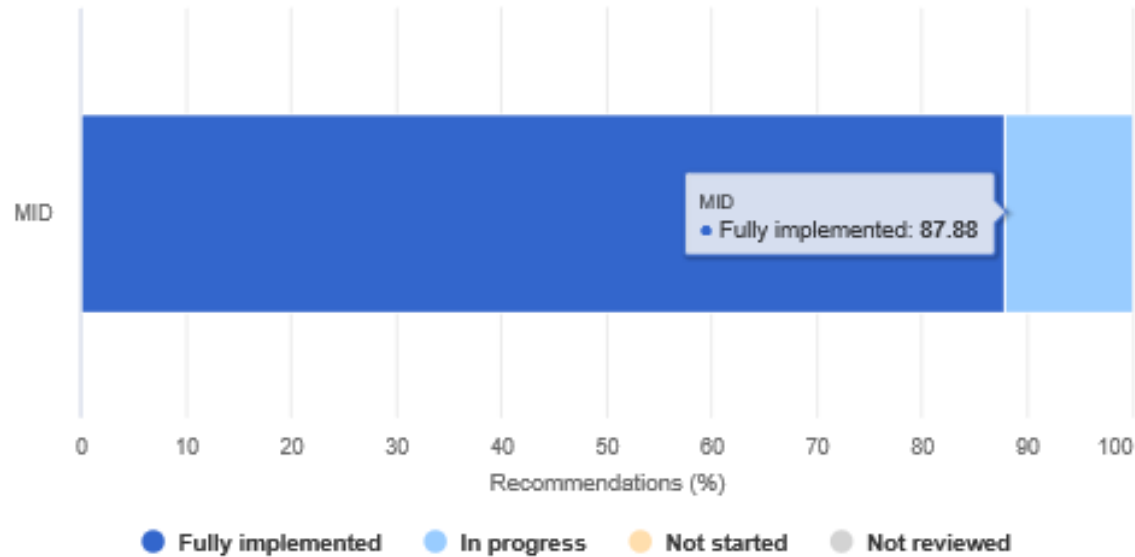
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Regional Status

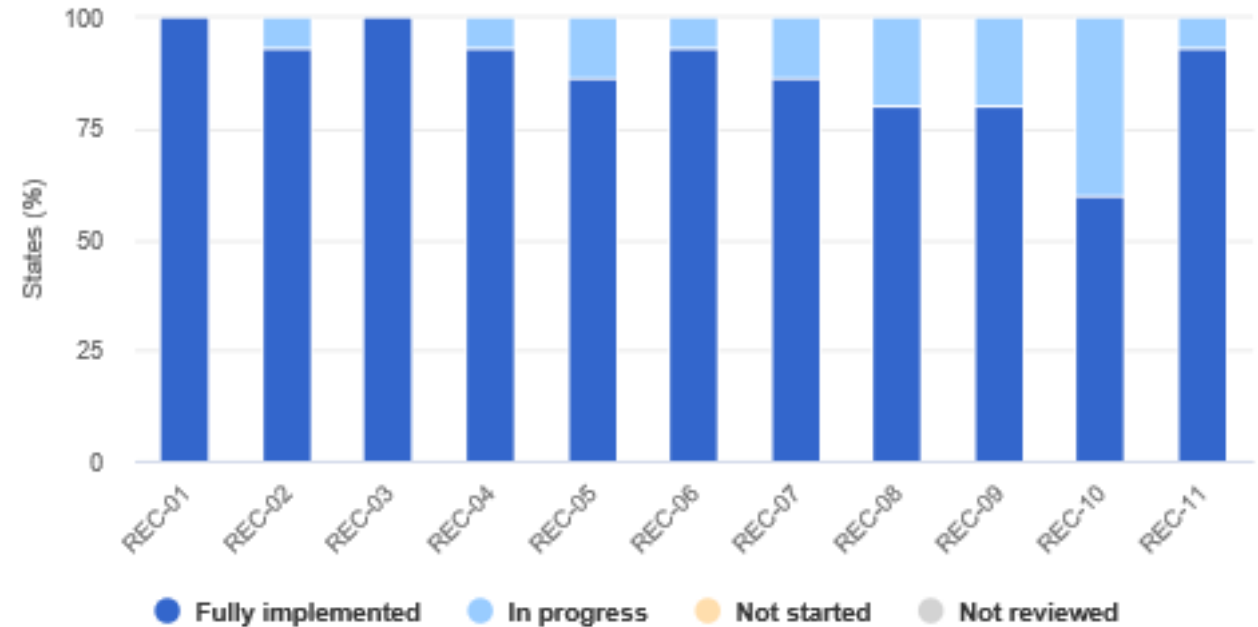
Implementation Status by Recommendation

MID

Overall Implementation Status

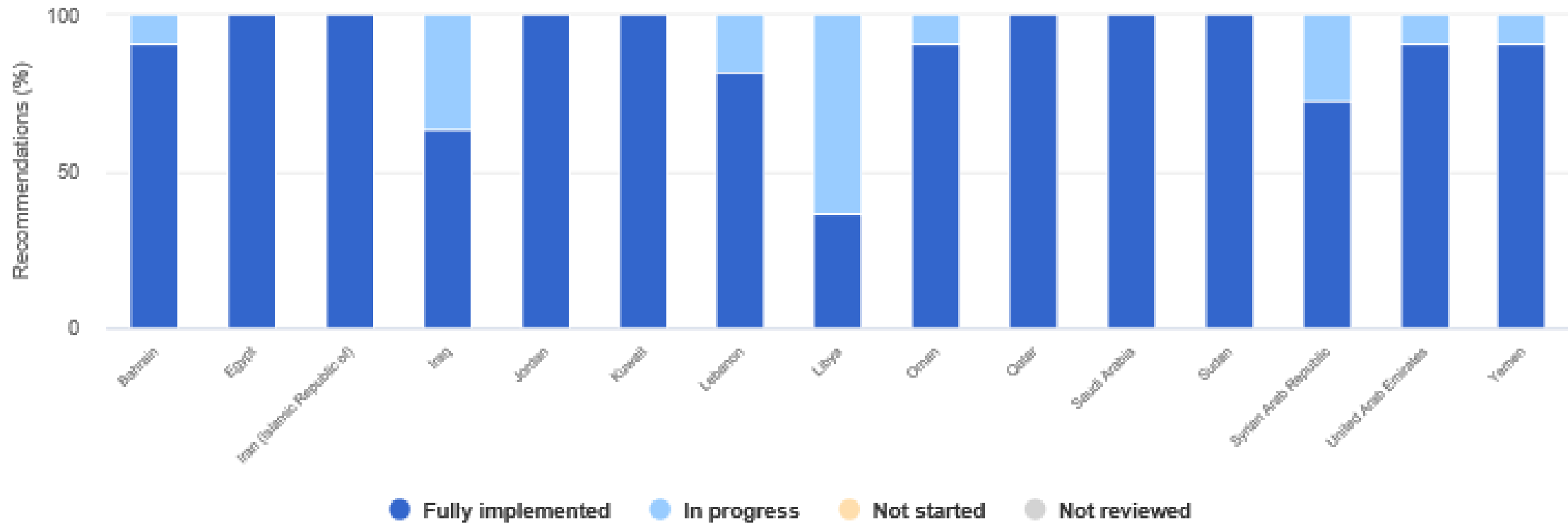


Implementation Status by Recommendation



Regional Status

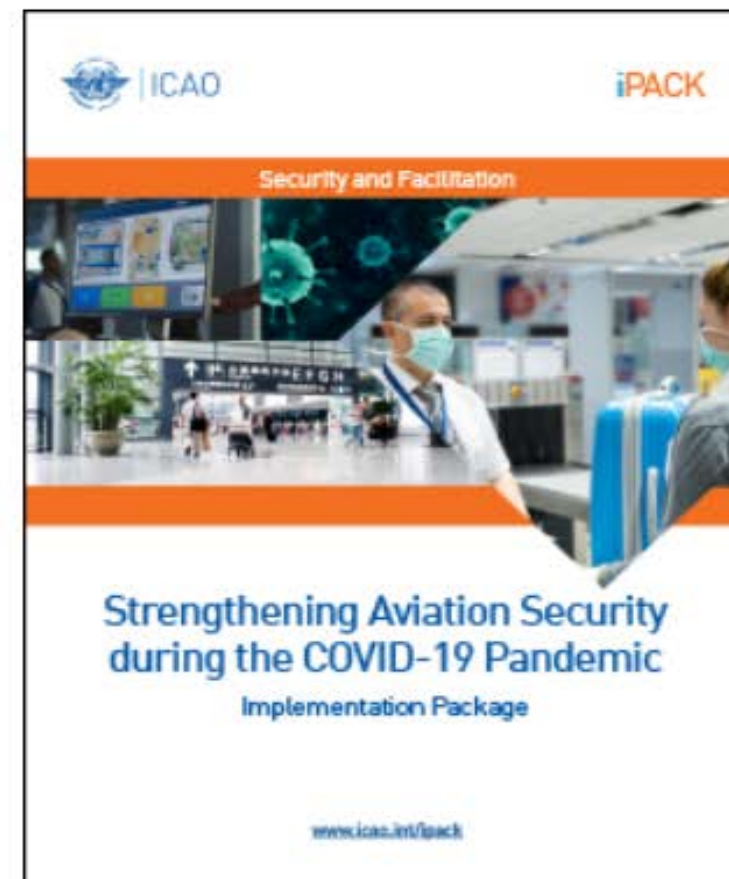
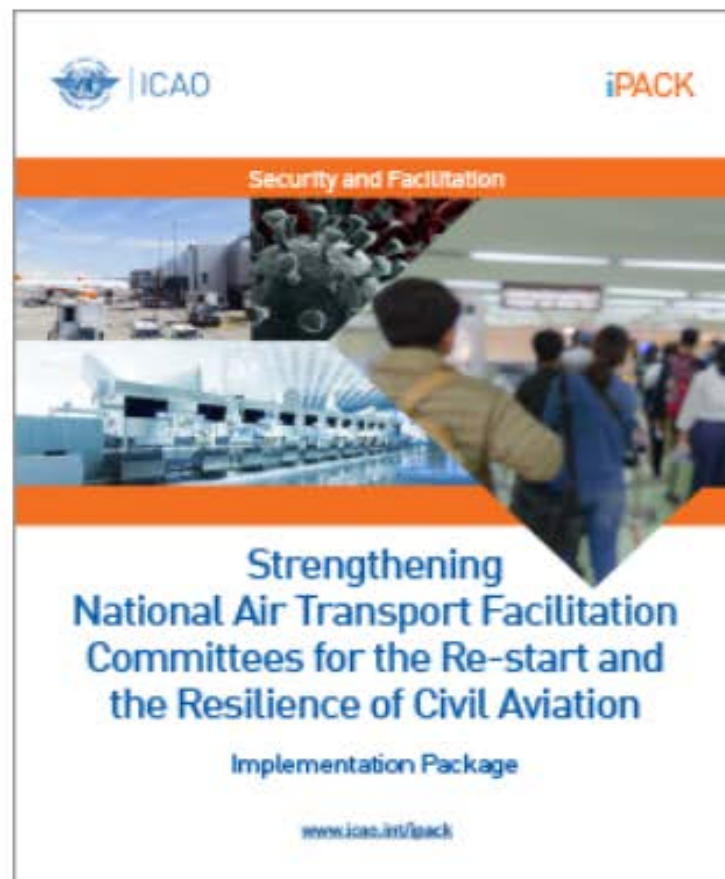
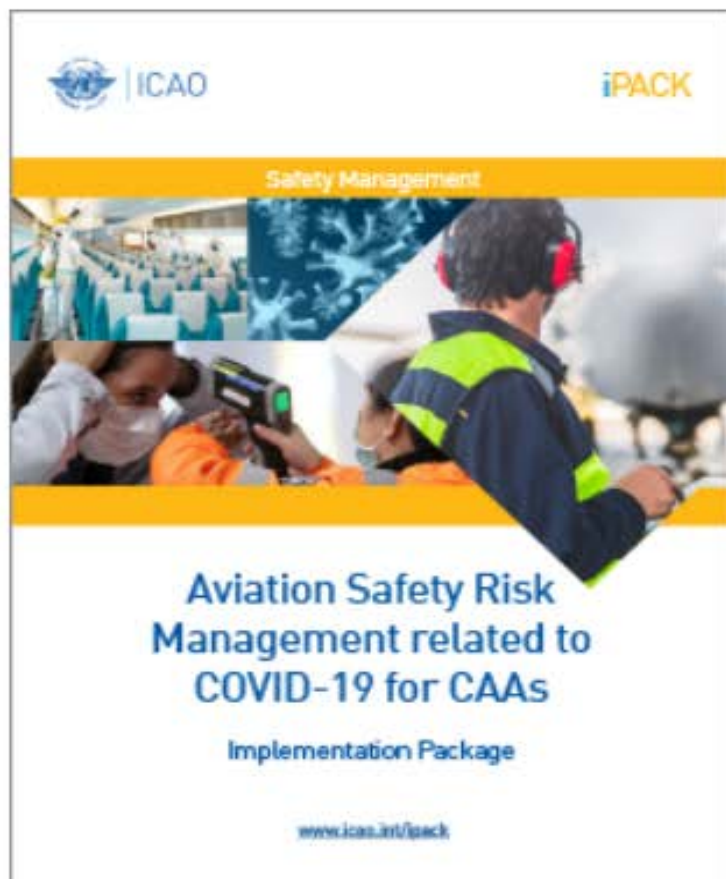
Implementation Status per State



COVID-19 Implementation Packages (I-Packs)

- iPacks are developed and implemented in full alignment with the measures and recommendations contained in the Council Aviation Recovery Task Force (CART) Report and are a key element for their implementation.
- An iPack is a self-contained package composed of the relevant:
 - **guidance material**, including ICAO Annexes, Documents, Circulars, best-practices papers or other associated guidance material;
 - **standardized 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;
 - **subject matter expertise**, including the provision of experts to support States in their activities; and
 - **guidance for procurement**, with regards to the purchase of infrastructure or equipment.

iPACKs Available



Further information can be found at: <http://www.icao.int/iPACK>



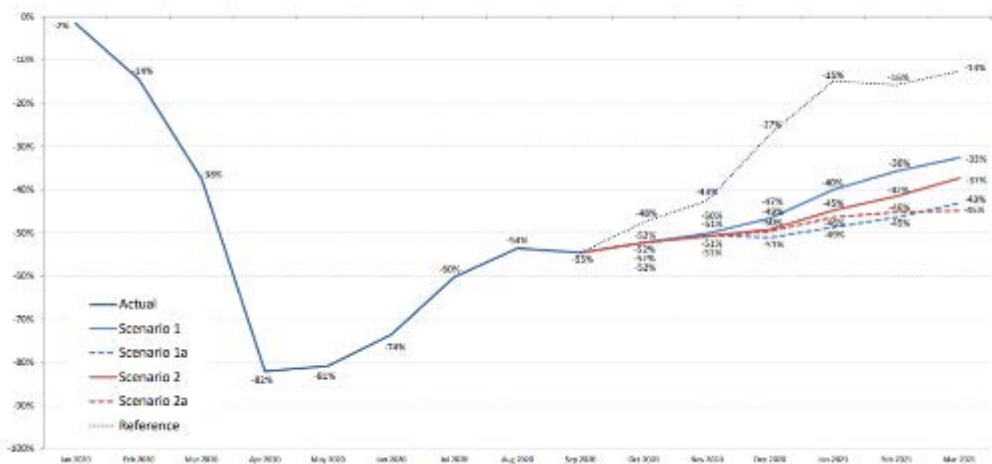
ICAO Air Transport Dashboard

- Economic Impacts of COVID-19 on Civil Aviation,
- COVID-19 Air Traffic Dashboard,
- Global Estimates of Impacts in brief,
- Global-level Analysis of Impacts on International Traffic and on Domestic Traffic,
- Impacts of COVID-19 across industries,
- ICAO Reports on the Effects of COVID-19 on Civil Aviation,
- Air transport Dashboard is available:
<https://www.icao.int/sustainability/Pages/Economic-Impacts-of-COVID-19.aspx>

ICAO Effects COVID-19 on Civil Aviation: Economic Impact Analysis:

[https://www.icao.int/sustainability/Documents/COVID-19/ICAO Coronavirus Econ Impact.pdf](https://www.icao.int/sustainability/Documents/COVID-19/ICAO_Coronavirus_Econ_Impact.pdf)

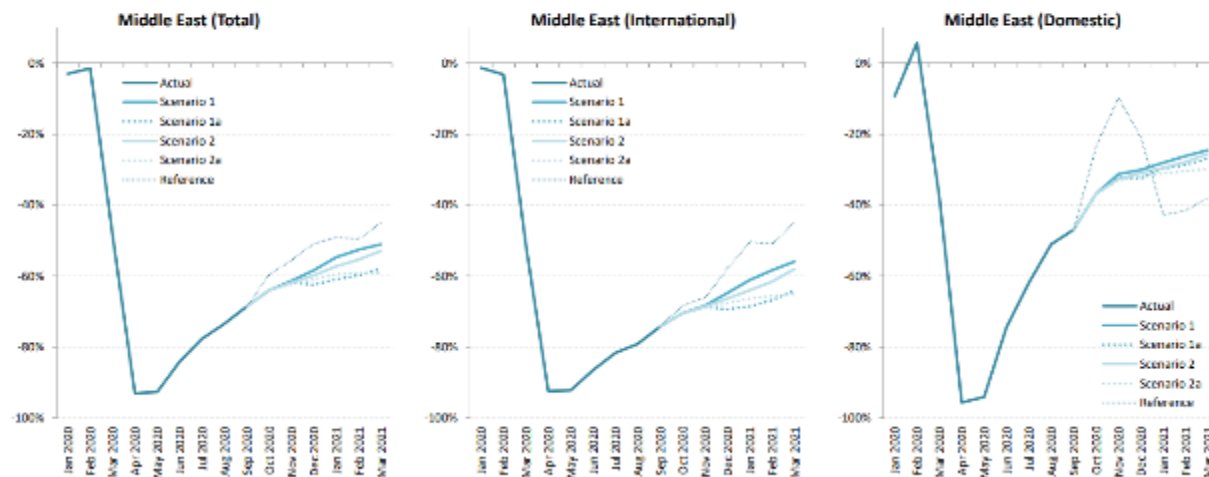
Seat capacity change compared to Baseline:
International + Domestic



Source: ICAO estimates based on ICAO ADS-B, OAG, Routes Online and airline websites

37

Seat capacity change compared to Baseline



ICAO COVID-19 Air Traffic Dashboard:

City pairs: <https://data.icao.int/coVID-19/country-pair.htm>

ANSP impact: <https://data.icao.int/coVID-19/ansp.htm>

CART “Phase II”

- ❑ CART “Phase II”, was concluded by the CART/9 meeting on 29 October 2020.
- ❑ The deliverables of CART Phase II would be consisting in:
 - High Level Cover Document – HLCD
 - updated “Take-off” Guidance Document - TOGD
- ❑ The CART "Phase II" deliverables should be presented to ICAO Council (on 9 November) for review and approval.

Changes to applicability dates of SARPs and PANS due to the COVID-19

- To alleviate the burden on Member States during, and in the aftermath of, the COVID-19 pandemic, the ICAO Council adopted amendments on the postponement of the applicability date, from **5 November 2020** to **4 November 2021**, for provisions related to (GRF).
- The GRF is described through amendment 13-B to Annex 14 —Volume I; Annex 3; Annex 6, Annex 8; Annex 15 and Procedures for Air Navigation Services (PANS) PANS-ATM, Doc 4444; PANS-Aerodromes, Doc 9981; and PANS-AIM, Doc 10066.
- ICAO issued SL on 30 July 2020 on Changes to applicability dates of SARPs and PANS related to (GRF) due to the COVID-19 pandemic.



ATM SG/6 Meeting

Agenda Item 3: Global and Regional Developments

Regional Developments:

- MID CART Implantation Plan
- MID Recovery Plan Task Force (RPTF)
- MIDANPIRG COVID-19 Plan of Actions



MID CART Implementation Plan

- ❑ To support the restart and recovery of the civil aviation systems in the MID Region.
- ❑ Through established framework to effectively implement the recommendations and guidance of the CART and the associated “Take-off” guidance.
- ❑ Will allow for providing support and targeted assistance to States in need under MID-NCLB Strategy.
- ❑ Regional initiatives will be aligned and updated with associated timelines, identifying activities undertaken ranging from implementation support and coordination to monitoring and reporting.
- ❑ Should be presented to the Third DGCA-MID Virtual Meeting (7 December 2020) for review endorsement.



MID Recovery Plan Task Force (RPTF)

Chairpersons
of ICAO MID
Groups

- Chairperson of MIDANPIRG
- Chairperson of RASG-MID
- Chairperson of MID-RASFG
- Chairperson of CAPSCA-MID

Regional &
International
ORGs



States &
Industry

- States, Airlines, and Industry on ad-hoc basis



Objectives

Monitor global restart and recovery developments

Support the harmonization, regional customization, of the implementation of global developments at the Regional level

Support Cross-Border Restart & Recovery

Consists of 4 Technical Work Streams:





MIDANPIRG CART Plan of Actions, Updated

Key activity	Action	Pillars	Priority	Champion	Indicators If applicable	Timelines Target	Status
Air Navigation Services Business Continuity & Recovery	Provide the necessary support and assistance to concerned States (AIM, ATM, CNS, MET and SAR) to ensure the continuity of service during COVID-19 crisis and recovery phases.	Implementation Support	High	AIM SG ATM SG MET SG CNS SG	Percentage of continued provision of ANS services within the MID region	Continuous	Survey circulated to States to monitor the BCPs and continuous availability of ANS services.
ATFM Operational Flexibility	Coordinate with States to alleviate non required ATFM restrictions during current, restart and recovery phases.	Communication and Implementation Support	High	ATFM TF ATM SG	Number of States that apply ATFM restrictions alleviations	September 2020	Airlines are providing operational issues to IATA AME to be addressed with the concerned state, if required via the ATFM TF
Aeronautical Information Management	Monitor the implementation of the standardized COVID-19 related NOTAM templates and related Aeronautical information publications and report to DGCA-MID and MIDANPIRG, as appropriate.	Monitoring and Reporting	High	AIM SG	Number of States implemented the NOTAM template	Continuous	On daily bases, monitor and updated summaries on ICAO MID webpage with the measures and publications by all MID States.
Regional Network Operations Recovery	Coordinate with States to provide support to ensure measures are in place to handle the growth of traffic during the recovery phase. Exchange information about intention to operate and Airspaces/Aerodromes operational status, between Air Operators and States/ANSPs up to normal situation.	Communication	High	ATFM TF ATM SG	Platform of sharing/exchange of the operational data	Continuous	IATA providing ITO Data to ICAO MID on a Biweekly Basis. ICAO MID Team establishing the Platform for data sharing with the ICT team. List of acceptable ATM FPs access only to secure portal.
Overflight Permissions	Monitor the regional implementation of the relief and facilitation of overflight permissions for non-scheduled flights in response to the SL: AN 8/0 & ME 6-20/144 (12 July 2020) and report to the DGCA-MID and MIDANPIRG, as appropriate.	Monitoring and Reporting	Medium	ACAO	Percentage of timely issuance of OVFC permissions	Continuous	VTCs were held with States to encourage States adopt standardized process to facilitate the OVFPs for non-scheduled flights and will report to DGCA-MID and MIDANPIRG



MIDANPIRG CART
Implementation Plan



Action by the Meeting:

The meeting is invited to:

1. note the progress made at the Global and Regional levels; and
2. urge States to:
 - a) review and continuously update the CRRIC platform (Gap analysis and PHM), in relation to the latest version of CART; and
 - b) support the implementation of the MIDANPIRG COVID-19 “Plan of Actions”.



ICAO

UNITING AVIATION



ICAO

North American
Central American
and Caribbean
(INACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU

MIDANPIRG COVID-19 PLAN OF ACTIONS

Updated: 09/11/2020

Key activity	Action	Pillars	Priority	Champion	Indicators If applicable	Timelines Target	Status
Air Navigation Services Business Continuity & Recovery	Provide the necessary support and assistance to concerned States (AIM, ATM, CNS, MET and SAR) to ensure the continuity of service during COVID-19 crisis and recovery phases.	Implementation Support	High	AIM SG ATM SG MET SG CNS SG	Percentage of continued provision of ANS services within the MID region	Continuous	Survey circulated to States to monitor the BCPs and continuous availability of ANS services.
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