

Edition 1.0

As established by the WHO, diseases such as COVID-19 pose a risk to the travelling public as they can be transmitted between humans, with its associated impact to the air transport development and the socio economic impact to all aviation related matters. Under these conditions, the timely and coordinated response of States' authorities, industry and other stakeholders is key to protect the health of the people involved in aspects of aviation, to avoid/reduce the spread by air transport. In support to States in this goal, and thanks to the close cooperation with States, industry and other stakeholders, the development of aviation specific guidelines with the objective of ensuring appropriate planning and action at all levels in order to mitigate the effects of a human outbreak is of utmost importance.

The present document provides guidance for States as a quick reference, for the implementation of the mitigation actions and best practices for COVID19 pandemic, looking for States to ensure a harmonized approach in the implementation and monitoring of these measures in the recovery/reactivation of their aviation nationally and regionally. This guidance complements the existing material already authorized and implemented by States. This Guide will be updated periodically by the NACC Regional Office to ensure all valid and State agreed protocols and procedures are being included.

ICAO COVID-19 crisis management reference material

- Chicago Convention ([Article 14 Prevention of spread of disease](#); [Article 22 Facilitation of formalities](#))
- Annex 9 — Facilitation ([Standard 2.4](#); [Standard 2.31](#); [Standard 2.32](#); [Standard 8.12](#); [Standard 8.15](#); [Recommended Practice 8.15.1](#); [Standard 8.16](#); [Standard 8.17 and 8.18](#); [Standard 8.19](#); [Appendix 1](#); [Appendix 11](#); [Appendix 12](#); [Appendix 13](#))
- Annex 6 — Operation of Aircraft; Part I — International Commercial Air Transport — Aeroplanes ([Chapter 6](#))
Annex 14 — Aerodromes; Volume I — Aerodrome Design and Operations ([Standard 9.1.3](#))
- Assembly Resolution A35-12: [Protection of the health of passengers and crews and prevention of the spread of communicable disease through international travel](#)
- Article 43 (3) of IHR 2005 ([Article 13 Public health response](#)) Doc 9957 — The Facilitation Manual ([Excerpts from Chapter 8](#))
- Doc 10042 — [Model National Air Transport Facilitation Programme](#)
- Aviation Medicine — [Guidelines for States Concerning the Management of Communicable Disease Posing a Serious Public Health Risk](#)
- Doc 10144 - [Handbook for Civil Aviation Authorities \(CAAs\) on the Management of Aviation Safety Risks related to COVID-19](#)

General Health Guidance

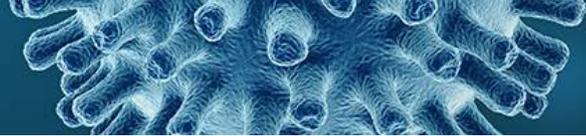
- [Guidelines for States Concerning the Management of Communicable Disease Posing a Serious Public Health Risk](#)
- [Template For An Aviation Public Health Emergency Preparedness Plan](#)
- [States experiences on pandemic preparedness strategy and others](#)

COVID-19 Contingency Related Differences (CCRD)

With reference to State Letter AN 11/55-20/50, a CCRD sub-system has been created in the existing Electronic Filing of Differences (EFOD) system to capture any differences from ICAO Standards on certification and licensing that may arise from mitigation measures due to the COVID-19 pandemic. It is accessible via the USOAP dashboard. States can notify their temporary differences: via the CCRD sub-system accessible through the EFODs dashboard; or by sending an off-line CCRD form available on the ICAO COVID-19 Operational Safety Measures public website by email to ops@icao.int. There is no restriction on who can fill out the off-line form. However, it may only be submitted by the National Continuous Monitoring Coordinator (NCMC) or an authorized user from a Member State, who are responsible for ensuring the accuracy of the information provided.

Quick Reference Guides (QRGs)/ Contingency Related Difference (CCRD) Tool

QRGs have been developed by ICAO, with the support of relevant subject matter experts, to give an overview of a particular subject area that might be under consideration by a State for alleviations. These may be for areas which will require the filing of a **temporary** difference using the COVID-19. The CCRD tool refers to areas, such as training, where the State has the authority to allow for exemptions, and extensions without needing to notify ICAO. The QRGs have been grouped according to specific operational areas, and are presented in tabular format as individual PDFs addressing a single alleviation.



Aircraft Operations (OPS)/ PEL (Licensing)

COVID-19 pandemic had restricted or limited the normal aircraft operations globally. Several alleviations for its registration in the CCRD had been suggested to ensure their compliance of the aircraft operators for maintaining Safety and the health of all people involved:

- Pilot Proficiency Checks
- Minimum Cabin Crew Requirements when Transporting Cargo in the Passenger Cabin
- Pilot -In- Command alleviation- aircraft
- Pilot-In-Command Operational- Helicopter
- Flight Crew Member Training Programmes
- Cabin Crew Recurrent Training Requirements
- Alleviations for pilot-in-command, co-pilot and cruise relief pilot
- Variations to existing flight and duty time limitations
- Medical certificate validity extension
- Flight crew license and rating validity extensions
- Recurrent dangerous goods training
- guidance for repurposing aircraft passenger cabin for transport of cargo

Accident and Incident Investigations (AIG)

Looking to support the release of the COVID-19 Pandemic effects, under the AIG matters, [some important reminders](#) were made by the ICAO regarding the impacts that any transport difficulties may cause to investigations.

AGA - Aerodromes and Ground Aids

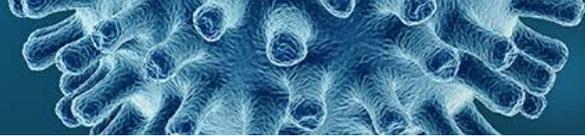
COVID-19 has imposed airport specific measures to overcome the effects of the pandemic; here are some protocols/ procedures to follow:

- [What should a certified Aerodrome conduct for resuming operations after COVID-19?](#)
- Guidelines for aerodromes certified: [Issue of an interim aerodrome certificate or extend the validity of the aerodrome certificate](#); [Coordination for Aerodrome Closure or reduced capacity and Sample Checklist – Aerodrome Operations](#); [assessment of the airport preparedness to resume normal operations](#).

Air Navigation Services

Air navigation Services play a key role in the safety and efficient provision for Air traffic services nationally and regional. The COVID-19 Pandemic had forced States and Service providers to implement travel and operations restrictions for the safeguard of the passengers, their staff and the general travelling public. The following are some measures for State to consider for the mitigation and recovery actions for aviation:

- [What key points shall be considered for Air Traffic Services \(ATS\) provision under the coronavirus disease \(COVID-19\) pandemic? \(to be develop\)](#)
- [Guidance on potential hazards associated with recovery to normal air traffic services \(ATS\) following disruptions resulting from the COVID-19 pandemic](#)
- [Simplified Collaborative Decision Making Procedure](#)
- [Alleviation for ATCO recency requirement extension](#)
- [ATCO training alleviation as a consequence of COVID-19](#)
- [Alleviation for the Periodicity of flight inspection of radio navigation aids](#)
- [Flight inspection periodicity considerations for radio navigation aids during the COVID-19 pandemic and related recovery phase](#)
- [Quick reference guidance for the enhancement of MET Services remote working capabilities \(to be develop\)](#)



Civil Aviation Authority Inspectors and staff

The COVID 19 Pandemic had affected the timely and normal inspections and oversight of Civil Aviation Staff particular Inspectors, several measures and considerations shall be consider when returning performing their duties:

- **Measures to Strengthen health monitoring and support of CAA inspectors – employees (to be develop)**

Aviation Security (AVSEC) and Facilitation (FAL)

As COVID-19 pandemic had restricted or limited aircraft operations globally. However, in case of no operations airport facilities have to be protected, and AVSEC personnel is usually assigned to that task, conducting surveillance of the perimeter and airport terminal and other facilities in the aerodrome; or in the other hand AVSEC and FAL personnel keeps providing service in those airports with reduced operations of passengers and cargo. Therefore it is necessary that States authorities, industry and other stakeholders take previsions in order to protect their own personnel in order maintain operations and keep this valuable force for the moment of reactivation of the aviation operations, and furthermore to protect the travelers and customers utilizing the air transport looking for their confidence in the system. With this purpose, **a Matrix of suggestions and best practices for staff and customers health protection is suggested (to be develop) .**

Public Health Corridor (PHC) Concept

In order to facilitate continued flight operations whilst 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 (CAPSCA) recommends the implementation of “Public Health Corridor” (PHC) concept- guidance is provided:

Implementing a Public Health Corridor (PHC) to Protect Flight Crew during the Covid-19 Pandemic (All types of Operations)

ICAO WEBINARS

The COVID-19 Webinar Series will present updates and information on the various ways ICAO is currently supporting the civil aviation community during the pandemic crisis. The series will be free of charge and hosted by leading international experts in their fields. The recording of past Webinar is also available.

An updated ICAO HQ schedule can be [found here](#).

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