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# P/01 Updates on ICAO CART and CRRIC recommendations and Take-off Guidance Document (TOGD)

ICAO Virtual Meeting for Civil Aviation Authorities Directors  
General on Aviation Recovery in the North American, Central  
American and Caribbean (NACC) States  
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- ✈ Council Aviation Recovery Task Force (CART) Phase II Recommendations
- ✈ New CRRIC requirements: “COVID-19 Response and Recovery Implementation Center”
- ✈ CRRIC Implementation Members States status.



## New CART Recommendations

✈ Three new CART recommendations that complement the previous eleven recommendations of the CART I Report issued in June 2020:

- ✈ aviation safety-related measures,
- ✈ testing and cross border risk management measures, and
- ✈ the formation of Public Health Corridors (PHCs), which complement the eleven recommendations of the CART I Report issued in June 2020





## Recommendation 12

- ✈ States should put in place the necessary measures to mitigate risks associated with prolonged regulatory alleviations and should not extend alleviations (both core and extended COVID-19 Contingency Related Differences (CCRDs)) beyond 31 March 2021, unless circumstances dictate otherwise. In addition, States are encouraged to facilitate access to medical and training facilities, including flight simulation training devices used for flight crew (national and foreign) to maintain their certifications, recent experience and proficiency.



## Recommendation 13

- ✈ While testing is not universally recommended by public health authorities as a routine health screening method, States contemplating testing in their COVID-19 risk management strategy should apply the approach outlined in the ICAO *Testing and Cross-Border Risk Management Measures Manual*.





## Recommendation 14

- ✈ States considering the formation of a Public Health Corridor (PHC) should actively share information with each other to implement PHCs in a harmonized manner. To facilitate implementation of PHCs, the ICAO Implementation Package (iPack) on establishing a PHC is available to States.



## COVID-19 Response and Recovery Implementation Center

- ✈ 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. Update State information about CART I and CART II: **14 recommendations**.
- ✈ Since 25 November 2020: 3 new recommendations were added following the publication of CART Phase II. States are invited to report level of implementation for those 3 new recommendations by 8 January 2021



### ✈ States has to update information about Public Health Risk Mitigation Measures in the CRRIC:

✈ CART Phase II: The amendment of the take off guidance document following CART Phase II Introduced some small changes in the list of measures:

- ✈ The measure mentioning testing under General was removed as new evidence was available related to testing.
- ✈ 3 additional measures were added under General.
- ✈ A new element on Hazardous Waste inside the Aircraft module was created, adding 5 new measures.



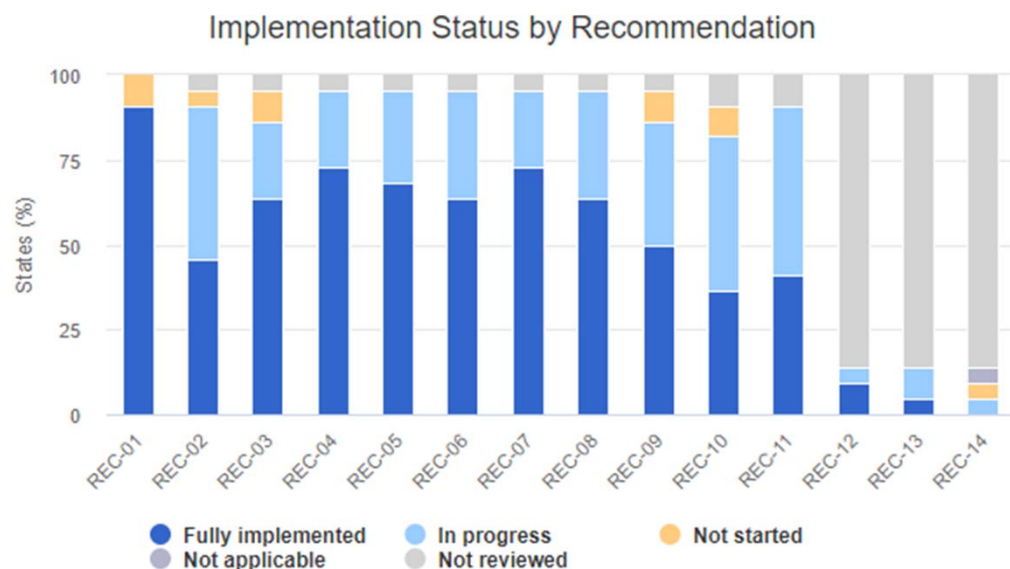


## COVID-19 Response and Recovery Implementation Center

- ✈ State Risk Levels: In CART Phase II, ICAO released the Manual on Testing and Cross-border Risk Management Measures.
- ✈ Chapter 4 of that manual introduces a model for risk assessment and determining mitigation measures through a Four-step process:
- ✈ The risk of translocating COVID-19 from one State to another can be determined by looking at three conditions within States.
  1. Prevalence: 7 days new cases per 100,000 people
  2. Test positivity rate: 7 days new cases (positive tests) per number of tests.
  3. Testing rate: 7 days tests per 100,000 people.



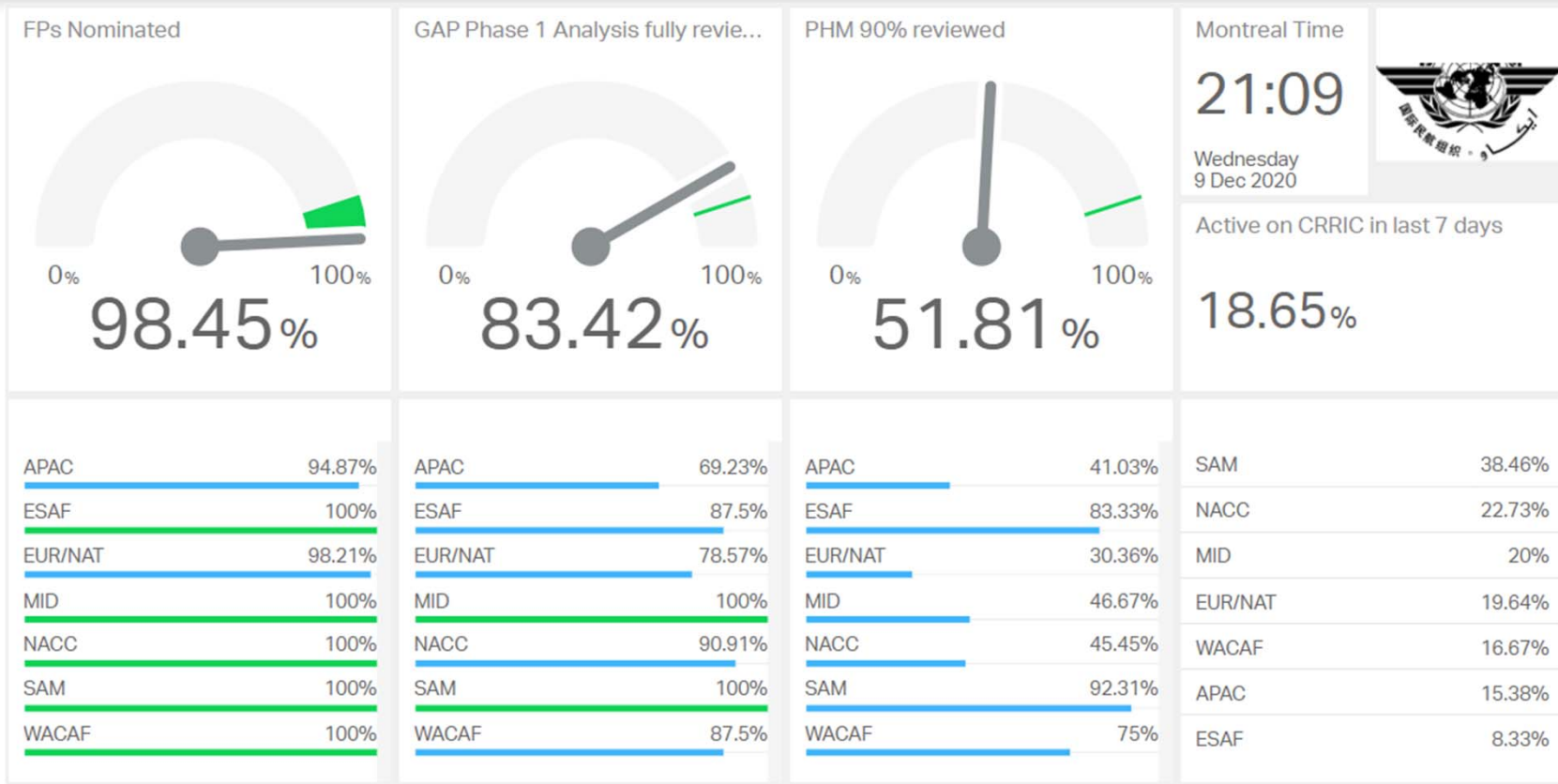
## CRRIC Members States Information Status



It is necessary States are encouraged to update information about recommendations 12, 13 and 14 **by 8 January 2021.**



# CRRIC Activities





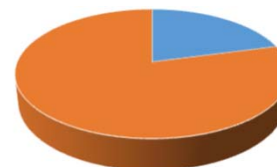
## 1. NAM/CAR Regions in number of differences/alleviations:

- 25 authorities, 28 States and Territories,
- 4 of them without COVID-19 related posted differences from the start of the pandemic, one of them managed to solve the differences to re-start normal operations, since August.
- 18 authorities with a total of one hundred COVID-19 related differences (43% of them already past due)
- 1 authority with 9 differences valid until December 31st 2020.
- Slow progress in resolving the differences in the remaining time ( March 31, 2021)

## 2. CART recommendations challenges:

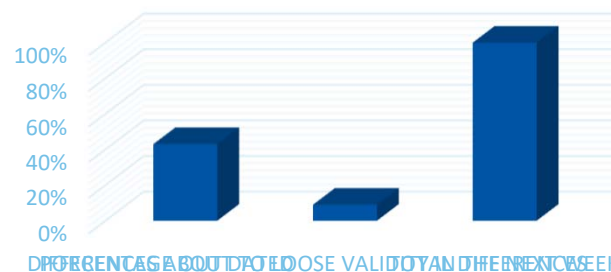
- Lack of safety risk Management knowledge (proper training) within the authorities to manage the return to normal activities
- Lack of resources due to the social distance required in some states and difficulties related to internet capabilities and hardware.
- Economic difficulties as result of the pandemic

AUTHORITIES VRS COVID RELATED DIFFERENCES



- AUTHORITIES WITH NO DIFFERENCES
- AUTHORITIES WITH DIFFERENCES

## COVID-19 RELATED DIFFERENCES



DIFFERENCES ABOUT TO BE POSTED ALREADY POSTED ALREADY PAST DUE



✈ Least Adopted Measures in NACC States:

28.57%	<b>Baggage delivery services</b> The use of baggage delivery services, where the passenger's baggage can be delivered directly to their hotel or home, should be encouraged.
28.57%	<b>Advanced technology</b> Self-sanitizing technology may also be considered for integration within kiosks with touch screens, to allow for the disinfection of the screens between each use. Whenever possible, airport and other stakeholders should use contactless processes and technology, including contactless biometrics such as facial or iris recognition. Such digital identification processes can be applied to self-service bag drops, various queue accesses, boarding gates and retail and duty-free outlets. This will eliminate or greatly reduce the need for contact with travel documents between staff and passengers. It may also accelerate various processes, resulting in enhanced health protection, reduced queuing and other process efficiencies.
14.29%	<b>Transfer</b> Develop "one-stop" health screening arrangements using existing one-stop security arrangement as a model. In this model, passengers and property are not rescreened at transfer locations based on mutual recognition of security measures between the States in the travel itinerary. A similar arrangement for health screening procedures may prevent new queuing points at passenger transfer locations. Where transfer security screening is needed, it should follow appropriate sanitary requirements as previously described in the departure process.
0%	<b>Promoting, maintaining and supporting mental well-being</b> COVID-19 and its associated restrictions has had a significant impact on the mental health and well-being of both passengers and aviation workers, which could impact operational safety. To provide for a psycho-socially safe and supportive aviation environment, multi-sector multi-stakeholder collaboration is necessary to support mental well-being of aviation workers, and to assist passengers in their preparations for travel. Principles and guidance material to support mental well-being may be found on the Promoting, Maintaining and Supporting Mental Well-Being in Aviation during the COVID-19 Pandemic Electronic Bulletin (EB 2020/55).
0%	<b>Single use plastic</b> States should consider relieving the ban on single use plastics to permit their use by airports and civil aviation authorities for medical, hygiene and safety purposes during the pandemic.



- ✈ States are encouraged to continuously update the status of implementation of the CART's recommendations and to update it according to the changes that the State makes in its procedures.
- ✈ It is necessary that States work on the implementation of recommendations 12, 13 and 14 of CART Phase II and that they integrate this information in the CRRIC by 8 January 2021.
- ✈ It is necessary for the States to analyze why the measures with lower percentage of implementation in the region and to work on their implementation.



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