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P/06 ICAO new guidance (Testing and Cross-border Risk Management Measures)

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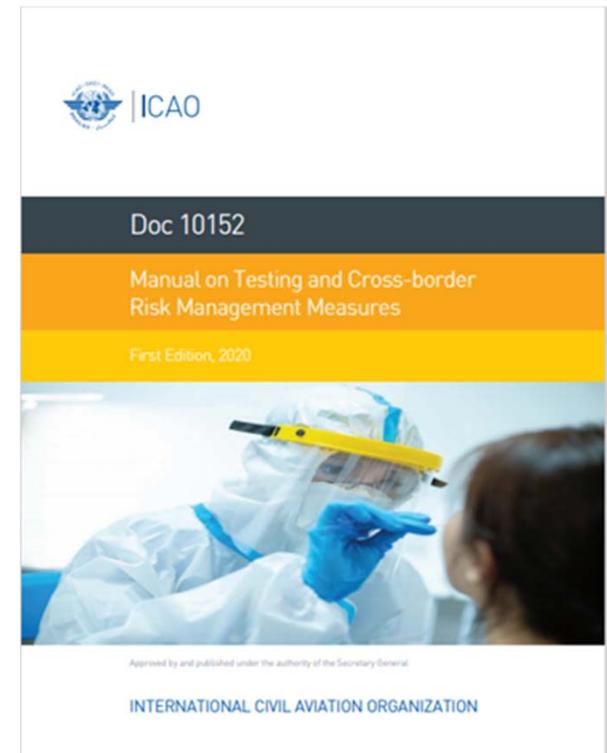
Doc 10152 Testing and Cross-border Risk Management Measures Manual

- ✈ Prepared by aviation health experts led by ICAO with support from the CDC, ECDC and others, with contributions from WHO.
- ✈ CAPSCA developed this guidance in close collaboration with the ICAO CART
- ✈ Updated guidance on the inclusion of COVID-19 testing
- ✈ States to conduct its own assessment and the use the processes outlined as the basis for its assessment
- ✈ Risk tolerance varies between States and depends on many factors.
- ✈ The determination of such level cannot be universal.



Doc 10152 Testing and Cross-border Risk Management Measures Manual

- ✈ Public health risk management strategies
- ✈ Updates as new scientific evidence becomes available
- ✈ Systemic process to identify risks related to the pandemic and mitigate them
- ✈ Create a harmonized and cooperative effort to maintain global connectivity
- ✈ Assessment tools to evaluate and implement measures





- To re-start international travel, need effective strategies for mitigating the risk of active case importation and disease transmission.
- Mitigation strategies include transmission suppression and control, testing, and other tools such as symptom screening.
- Given the high complexity of the current public health crisis, there is no **single measure** as a final solution.
- Emerging strategies should be considered and revised as new scientific evidence is published, innovative approaches are tested, and potential outcomes are modelled.



The layered defense measures against COVID-19 is described in the i-pack, may include amongst others:

- a) temperature testing and/or asking about symptoms
- b) self-awareness orientation,
- c) enhanced cleaning and disinfection; contactless boarding/baggage processing;
- d) physical distancing in airports and during boarding; use of face coverings or masks;
- e) adjustment of food and beverage service to reduce contact;
- f) limiting exposure of crew members to infection; and
- g) facilitation of contact tracing in the event that a passenger develops infection.



- Testing is not universally recommended as a routine screening method for **asymptomatic** international travelers
- To employ testing as a part of an overall risk mitigation strategy, the following concepts should be considered:
 - Reducing risk to zero is impossible, but testing can be one measure in the risk mitigation system.
 - There are three reasons to consider testing:
 - 1) reducing transmission during the actual travel;
 - 2) reducing potential introduction of disease in a region/country, and
 - 3) potentially reducing or eliminating quarantine for the traveler at their destination



TESTING AS A SCREENING STRATEGY APPLIED TO AVIATION

- The current approved COVID-19 tests, recommended by PHA authorities are for testing of ***symptomatic*** or exposed individuals for diagnostic purposes.
- In areas with low test availability, States should balance the diagnostic needs in symptomatic individuals and individuals related to high risk settings against screening of healthy or asymptomatic travelers.
- Testing should be performed by individuals trained to perform the test at a site approved by the appropriate authorities.
- The test outcome should be a confirmed test result that the traveler can present to authorities
- A standardized form to report tests results will be developed in future



Testing methods and performance-based recommendation

- Molecular testing (e.g. RT-PCR) is recommended by WHO for routine diagnosis, some rapid antigen tests were recommended but not as a diagnostic test for points of entry:
<https://www.who.int/publications/i/item/antigen-detection-in-the-diagnosis-of-sars-cov-2infection-using-rapid-immunoassays>
- Serological tests are not considered suitable for diagnosis of an active COVID-19
- The closer the testing is to departure, the more likely the person will remain unable to infect others
- The optimum risk reduction results can be achieved by testing within 48 hours of departure.



- Risk mitigation strategies: temperature measurements, traveler symptom questionnaires, COVID-19 testing, and a variety of travel restrictions such as border closures, entry bans from specific States, etc.
- These measures are ***not harmonized*** across States
- Assess their own level of COVID-19 disease burden, health system capacity, availability of testing, and level of risk tolerance.
- States can share risk assessments with other States and begin developing bilateral agreements to open public health corridors.
- Harmonization of procedures is crucial for facilitating air transport, and new practices should be coordinated with other States and stakeholders.



- Identify experts from State authorities, including but not limited to aviation (national authorities and industry), public health, customs and immigration and legal departments, to assess the State's current status with respect to disease patterns
- After reviewing Doc 10152 and the CART Take-off guidance, States should identify the risk tolerance they can accept on a bilateral basis and the mitigation measures that could be employed to meet that target using a safety management system (SMS) approach



- **CART and Take-off:** <https://www.icao.int/covid/cart/Pages/CART-Take-off.aspx>
 - **Doc 10152 – *Manual on Testing and Cross-border Risk Management Measures.***
<https://www.icao.int/covid/cart/Pages/default.aspx>
 - Doc 10144 - ICAO Handbook for CAAs on the Management of Aviation Safety Risks related to COVID-19
 - EB 2020/55 Promoting, Maintaining and Supporting Mental well-being in Aviation during Covid-19 Pandemic: <https://box.icao.int/link/u8mLNQKjP4XPEaEgqZ2Bi9>
 - www.capsca.org
- WHO sources:**
- COVID-19 website: <https://www.who.int/health-topics/coronavirus>
 - WHO Travel Advice: <https://www.who.int/ith/en/>



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