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# COVID-19 Information Sharing with Pacific Islands CAA Director Generals

**Presented by ICAO APAC Office**

12 May 2020





# Out Line of the presentation

- 1. Impact on AT Economics due to Pandemic
- 2. Safety Implications and mitigations;
- 3. Airports and Facilitation efforts
- 4. Annex 11 & 15 - Air Traffic Services and A I S
- 5. UN Humanitarian Air Services
- 6. CAPSCA Initiatives to resume OPS;
- 7. ICAO Webinars and other matters



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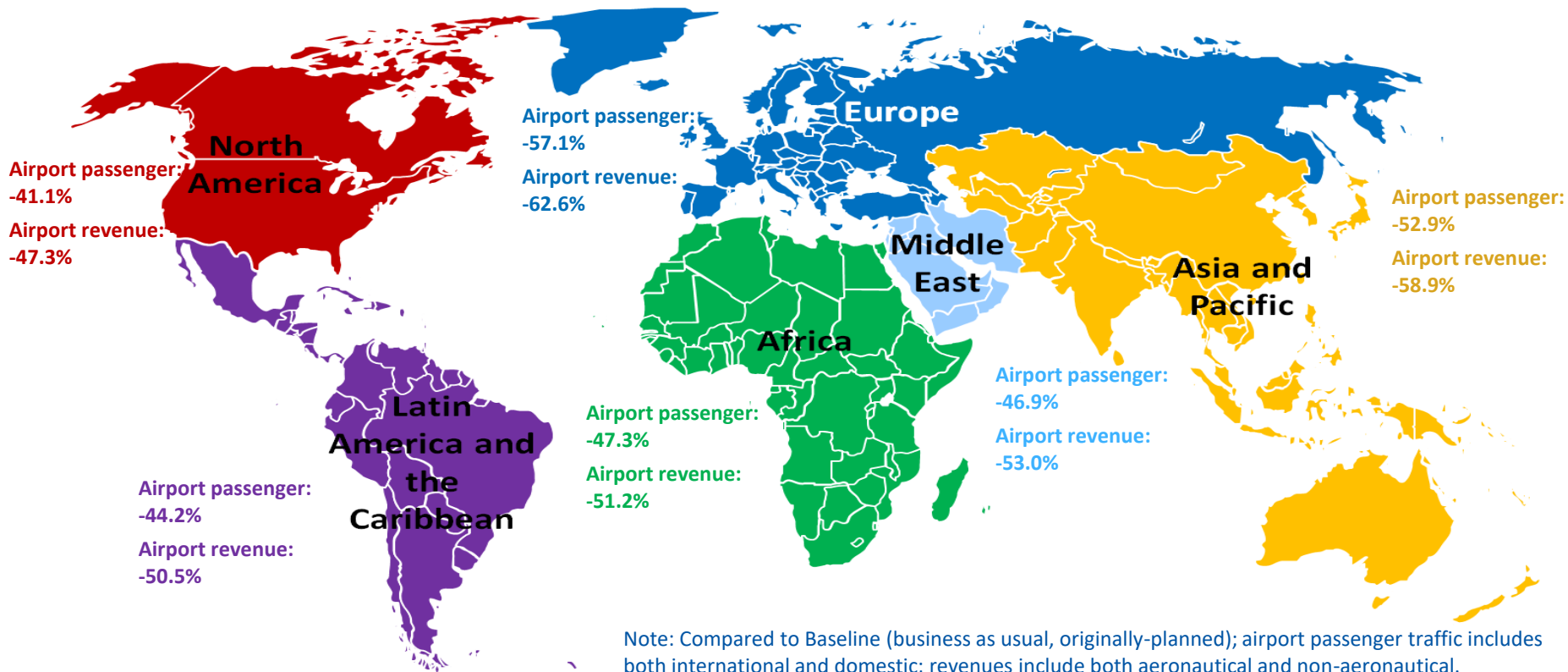
# Impact on Air Transport Economics due to Pandemic

**Presented by ICAO APAC Office**

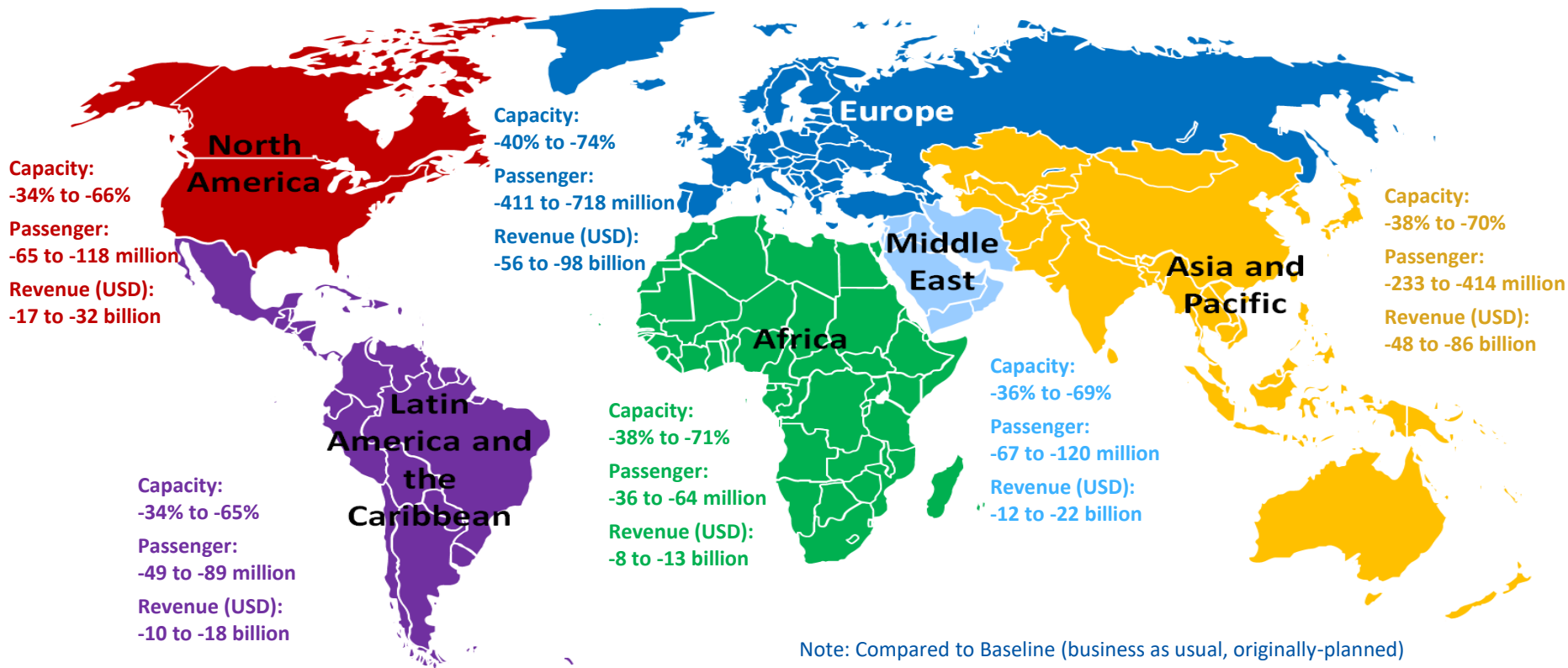
12 May 2020



# Estimated impact on airport passenger traffic and revenues by region for 2020 (by ACI)



# Estimated impact on international passenger traffic and revenues by region for 2020



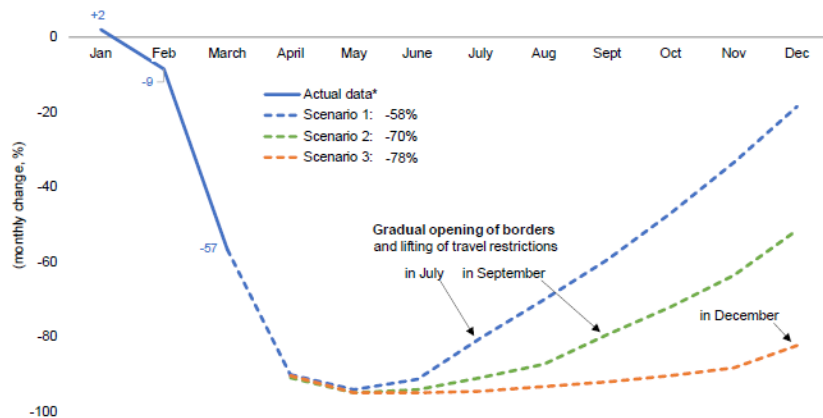


## Global impact of COVID-19 on aviation, tourism, trade and economy

- **International air passenger traffic**: An overall reduction of international passengers ranging from 44% to 80% in 2020 compared to 2019
- **Airports**: An estimated loss of over 50% of passenger traffic and 57% or over USD97 billion airport revenues in 2020 compared to business as usual
- **Airlines**: A 48% decline of revenue passenger kilometres (RPKs, both international and domestic) in 2020 compared to 2019
- **Tourism**: A decline in international tourism receipts of between USD 910 to 1,170 billion in 2020, compared to the USD 1.5 trillion generated in 2019, with 96% of worldwide destinations having travel restrictions
- **Trade**: A fall of global merchandise trade volume by between 13 and 32% in 2020 compared to 2019
- **Global economy**: A projected -3% contraction in world GDP in 2020, far worse than during the 2008–09 financial crisis

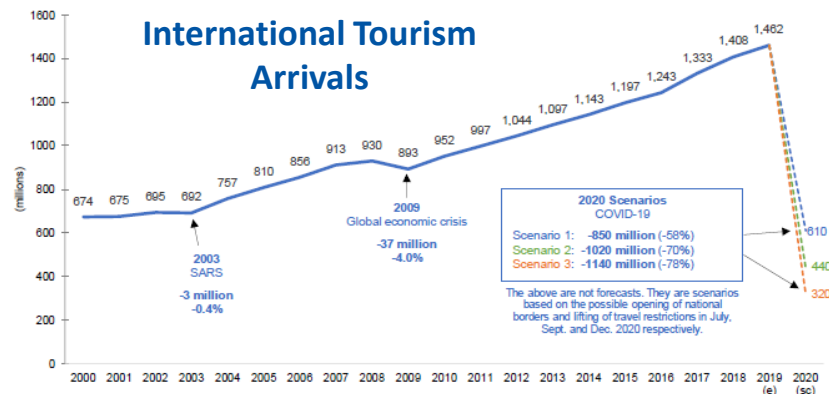
# UNWTO: A loss of USD 910 to 1,170 billion in international tourism receipts in 2020

## Three scenarios dependent upon re-opening of borders International Tourism Arrivals (year-on-year % change from 2019 level)

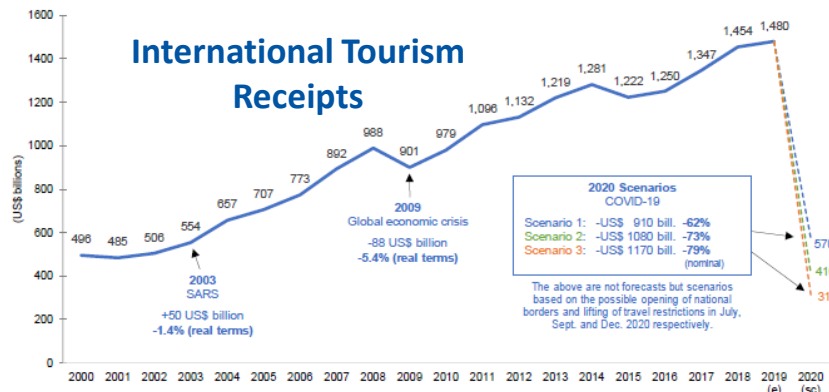


<https://webunwto.s3.eu-west-1.amazonaws.com/s3fs-public/2020-05/Barometer%20-%20May%202020%20-%20Short.pdf>

## International Tourism Arrivals



## International Tourism Receipts



# WTTC: A loss of 100 million jobs in travel and tourism sector in 2020

## 2020 forecasts – COVID-19 impact on travel and tourism sector

Region	Potential Total Job Losses (million)	Total GDP Loss (USD billion*)
Africa	-7.6	-52.8
Asia/Pacific	-63.4	-1,041.0
Europe	-13.0	-708.5
Latin America/Caribbean	-5.9	-110.2
Middle East	-2.6	-96.2
North America	-8.2	-680.7
<b>Total</b>	<b>-100.8</b>	<b>-2689.4</b>

\* based on 2019 prices and exchange rates

<https://wtcc.org/About/News-Media/Press-Releases>



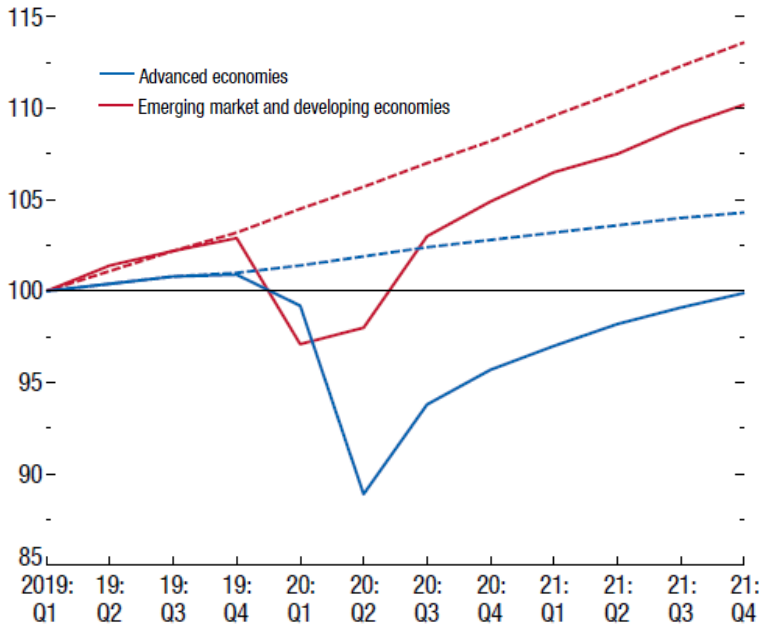


Region	Passenger number - both international and domestic for full year 2020		Airport revenue - both aeronautical and non-aeronautical for full year 2020	
	million and % change from 2020 "business as usual" baseline scenario		USD billion and % change from 2020 "business as usual" baseline scenario	
Africa	-114	-47.3%	-2.2	-51.2%
Asia/Pacific	-1,797	-52.9%	-29.4	-58.9%
Europe	-1,416	-57.1%	-37.1	-62.6%
Latin America/Caribbean	-289	-44.2%	-5.3	-50.5%
Middle East	-201	-46.9%	-7.0	-53.0%
North America	-859	-41.1%	-16.4	-47.3%
<b>Total</b>	<b>-4,676</b>	<b>-50.4%</b>	<b>-97.4</b>	<b>-56.7%</b>

<https://aci.aero/wp-content/uploads/2020/05/200505-Third-Economic-Impact-Bulletin-FINAL.pdf>

## What “recession shape” can be assumed given uncertainties surrounding the outlook?

World's GDP Projections (by IMF)



(2019:Q1 = 100; dashed lines indicate estimates from January 2020 World Economic Outlook Update)

<https://www.imf.org/en/Publications/WEO/Issues/2020/04/14/weo-april-2020>

- How long will the pandemic last and what will be the severity levels?
- How deep and how long will the global recession be?
- How long will lockdowns and travel restrictions continue?
- How fast will consumer confidence in air travel be restored?
- Will there be a structural shift in industry and consumers' behaviors?
- How long can the air transport industry withstand the financial adversity?

## COVID-19 ECONOMIC IMPACT SCENARIOS: INDICATIVE V- AND U-SHAPED PATHS

Three scenarios to measure the possible impact of COVID-19 outbreak on scheduled **international passenger** traffic worldwide for **first half of the year 2020 (1Q and 2Q 2020)**:

- ❑ **Baseline:** hypothetical situation without COVID-19 outbreak, i.e. originally-planned
- ❑ **Scenario 1:** V-shaped path, quick recovery from May 2020
- ❑ **Scenario 2:** U-shaped path, prolonged contraction to June 2020

Assumptions used for each scenario are summarized in **Appendix**

- Given a rapidly changing environment, Scenarios 1 and 2 are merely indicative of two possible paths out of many. The exact path will depend upon various factors, inter alia, duration and magnitude of the outbreak and containment measures, availability of government assistance, consumers' confidence, and economic conditions.
- Scenarios 1 and 2 are differentiated in terms of **supply (output)** and **demand (spending)** conditions, mainly, a) the timing and scale of airline capacity decline and recovery, and b) the degree of consumers' confidence for air travel that can be translated into demand or load factor.

## GLOBAL-LEVEL ANALYSIS

- 41% ▼ ✈️ - 51% ▼

- 443M ▼ 👤 - 561M ▼

- 98bn ▼ \$ - 124bn ▼

## NORTH AMERICA

- 37% ▼ ✈️ - 47.7% ▼

- 34.73M ▼ 👤 - 45.28M ▼

- 11.17bn ▼ \$ - 14.56bn ▼

## EUROPE

- 41.4% ▼ ✈️ - 53.1% ▼

- 197.62M ▼ 👤 - 254.61M ▼

- 34.29bn ▼ \$ - 44.29bn ▼

## ASIA AND PACIFIC

- 46.4% ▼ ✈️ - 55.7% ▼

- 140.38M ▼ 👤 - 168.88M ▼

- 33.01bn ▼ \$ - 39.82bn ▼

## MIDDLE EAST

- 35.3% ▼ ✈️ - 45.4% ▼

- 31.07M ▼ 👤 - 40.50M ▼

- 8.78bn ▼ \$ - 11.45bn ▼

## LATIN AMERICA / CARIBBEAN

- 31.3% ▼ ✈️ - 40.9% ▼

- 24.01M ▼ 👤 - 31.87M ▼

- 5.41bn ▼ \$ - 7.18bn ▼

## AFRICA

- 32% ▼ ✈️ - 42.2% ▼

- 14.81M ▼ 👤 - 19.69M ▼

- 5.15bn ▼ \$ - 6.85bn ▼

The preliminary estimates indicate the impact in terms of scheduled international passenger traffic during first half 2020 compared to Baseline (originally-planned):

## Scenario 1 (V-shaped path)

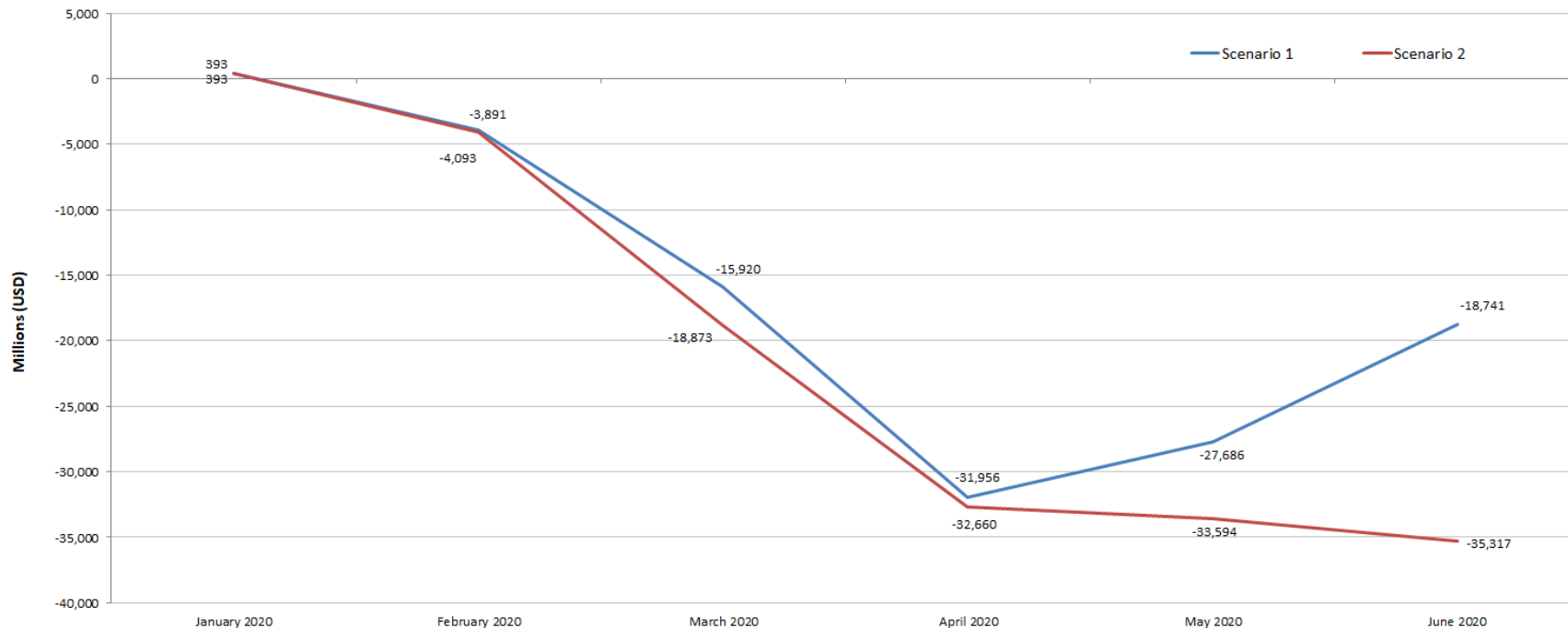
- Overall reduction of **41% of seats offered by airlines**
- Overall reduction of **443 million passengers**
- Approx. **USD 98 billion potential loss** of gross operating revenues of airlines

## Scenario 2 (U-shaped path)

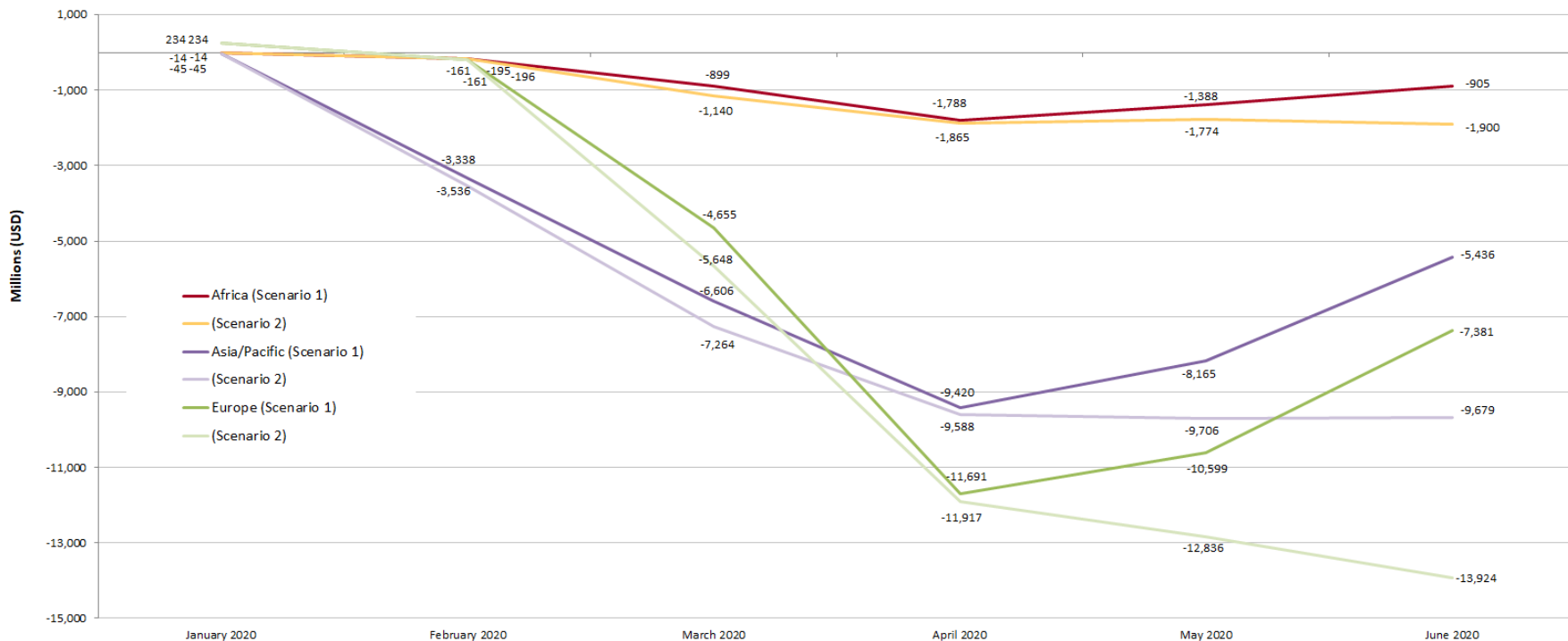
- Overall reduction of **51% of seats offered by airlines**
- Overall reduction of **561 million passengers**
- Approx. **USD 124 billion potential loss** of gross operating revenues of airlines



# APPROX. USD 98 TO 124 BILLION LOSS OF AIRLINE REVENUES IN FIRST HALF 2020 COMPARED TO BASELINE

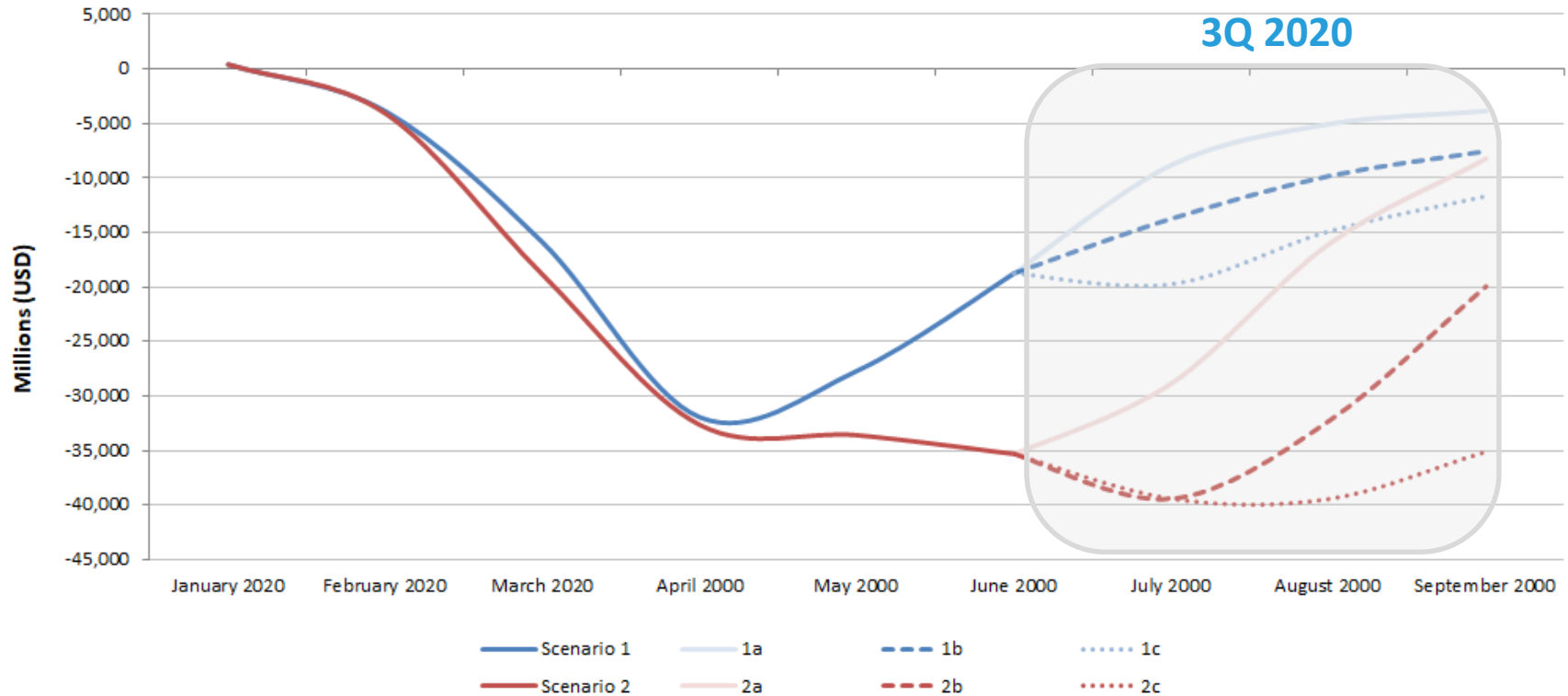


Note: The above revenues are gross passenger operating revenues of all airlines serving international routes from each country and territory, which are aggregated at the regional level (revenues of international routes to each country and territory were removed to avoid double counting).





# POSSIBLE PATHS FOR 3Q 2020 ALTHOUGH RECOVERY PROSPECTS ARE STILL VERY UNCERTAIN





# Safety Implications and mitigations

**Presented by ICAO APAC Office**

12 May 2020





# **Global Safety Issues due to limited operations**

- **States and Industry**
- Currency and Proficiency of Commercial Pilots;
- Validity of medical Certificates;
- **ICAO;**
- Best course of actions in coordination with the SME's of Flight Operations and other Panels

## Operational Alleviations

### Deviations from SARPs caused by COVID-19

#### States are likely to face;

- difficulties in meeting the requirements of existing SARPs.
- immediate impact of Licenses and Certificates. (Annex 1)
- proficiency and recency of Experience Requirements (Annex-6 > 9.4.1 and 9.4.4).

#### ICAO expectations;

- states will carefully prioritize the operational needs and be flexible to exercise the freedom of action on the contingency planning.
- states will share the best practices in **COVID-19 Safety Operational Measures** ICAO website
- return to OPS Normal asap.

#### Chicago Convention – State Obligations

- *Article 33 - Recognition of Certificates and License.*
- *Article 38 - Departure from SARPs*
- *Article 39 – Endorsement of Certificates and Licenses*
- *Article 40 – Validity of Endorsed Certificates and Licenses.*

# International Operations

## State Obligations under the Convention

- **Article 33; Recognition of Certificates**
  - Airworthiness
  - Competency
  - Licences
- Equal to or above the minimum Standards

COVID-19 Pandemic  
State Safety Operational Measures  
Challenges

## The Issue

- States can file a difference (Art 38)
- Other States have no obligation to accept filed differences (Art 33)

## The Solution

- Certificates with differences need to have a document that describes them (Art 39)
- States need to accept international operations with non-complaint certificates (Art 40)
- Many States are open to accept COVID-19 related differences



AN 11/55-20/50

- Flexibility in State approaches;
- Facilitate adherence to their obligations under the Convention;
- Common Platform to share best practices;
- Establish a contingency period;
- Return to normal operations ASAP;
- Considerations for States still in contingency
- <https://www.icao.int/safety/COVID-19OPS>

Internation  
Civil Aviation  
OrganizationOrganisation  
de l'aviation civile  
internationaleOrganización  
de Aviación Civil  
InternacionalМеждународная  
организация  
гражданской  
авиацииمنظمة الطيران  
المدني الدولي

Tel.: +1 514-954-8219 ext. 8080

Ref: AN 11/55-20/50

3 April 2020

Subject: Operational measures to ensure safe operations during the COVID-19 pandemic

Action required: a) Note the information; b) Provide information as requested in paragraphs 7 and 8

Sir/Madam,

1. I have the honour to refer to the urgent need to reduce the risks of the COVID-19 by air transport and to protect the health of air travellers and aviation personnel maintaining essential aviation transport operations and ensuring an orderly return to normal in due course. In this respect, it has come to my attention that as a result of social distancing closure of work spaces and other preventive measures, a number of States are taking various enable service providers and personnel to maintain the validity of their certificates, license approvals during the COVID-19 pandemic.

2. Service providers and aviation personnel are facing different challenges depending where their State is with regard to the COVID-19 pandemic. There are approximately 650 000 personnel supporting commercial air transport worldwide. If a fraction of those personnel is the pandemic measures, the potential for the disruption may be significant. In order to facilitate operations during these difficult times, I encourage States to be flexible in their approaches while at the same time adhering to their obligations under the *Convention on International Civil Aviation* (Chicago Convention).

3. ICAO estimates that States may have COVID-19 related aviation contingency measures in place to some extent until 31 March 2021. To assist all States and relevant stakeholders, ICAO has launched a COVID-19 Operational Safety Measures public website (<https://www.icao.int/safety/COVID-19OPS>).



Miguel Marin, Canada

Canada

## Latest News

[First](#) [Previous](#) [1](#) [2](#) [3](#) [4](#) [5](#) [Next](#) [Last](#)

COVID-19 Contingency-Related Differences (CCRDs)

April 05, 2020 16:50

As per State Letter AN 11/55-20/50, of 3 April 2020, a CCRD EFOD site has been created in order to [Read More](#)

Updated SSPIA information

February 02, 2020 21:49

An updated presentation on SSP Implementation Assessments (SSPIAs) under the USOAP CMA has been [Read More](#)

January 2020 USOAP Activity Plan has been uploaded to the CMA Library module.

January 13, 2020 14:02



State Dashboard



User Management



Significant Safety Concerns



Tutorials &amp; Help



SAAQ



CAP



USOAP Reports



CMA Library



Self-Assessment



PQ Findings



USOAP Live Charts



Feedback



CC / EFOD



E-Supplements



MIR



CC/EFOD Reports



COVID19 CC / EFOD



COVID19 CC/EFOD Reports



## • Difference Notification

### CCRD Subsystem

#### – Offline form

– Anybody can fill

#### – State must submit through

– NCMC

– Authorized user

– by email to; [ops@icao.int](mailto:ops@icao.int).

#### COVID-19 NOTIFICATION OF TEMPORARY DIFFERENCES FORM

With reference to State Letter AN/11/55-20/50, the CCRD sub-system has been created in the existing Electronic Filing of Differences (EFD) system to capture any differences to Certification and Licensing ICAO Standards that may arise from mitigation measures due to the spread of COVID-19.

#### What

It is recognized that States may need to take flexible approaches to maintain the validity of their certificates, licenses and other forms that allow a State to identify those temporary differences.

#### Why

This is necessary to support States in meeting their obligations to conduct international operations where certification Annexes. It also allows the sharing of information on what other States during this period.

#### When

These temporary measures apply until 31 March 2021. This form may be used after that date.

#### Who

There is no restriction on who can fill out the form. However, the user must be an authorized user from a Member State of the ICAO.

#### How

Standards specifically related to certification and licensing are listed in this form. The specific Annex referenced in the form is listed in the form. The information required in each subsequent column is as follows:

#### Column 3: Details of Difference.

Summarize the difference to the certification regulatory documents where appropriate.

#### Column 4: Remarks.

Provide your rationale for these differences where necessary.

#### Column 5: Recognition of other State Differences.

Indicate whether your State will recognize licenses based on their temporary differences stated as an exclusion (what other States listing what would be acceptable).

Please submit this form by email to [ops@icao.int](mailto:ops@icao.int).

Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures Annex Standard or Recommended Practice			
Annex 1 1.2.4.4.1	1.2.4.4.1 The period of validity of a Medical Assessment may be extended, at the discretion of the Licensing Authority, up to 45 days.  <i>Note. – It is advisable to let the calendar day on which the Medical Assessment expires remain constant year after year by allowing the expiry date of the current Medical Assessment to be the beginning of the new validity period under the proviso that the medical examination takes place during the period of validity of the current Medical Assessment but no more than 45 days before it expires.</i>			
Annex 1 1.2.5.1.2	1.2.5.1.2 A Contracting State, having issued a licence, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence.  <i>Note 1. – Until 2 November 2022, the maintenance of competency of flight crew or remote flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6.</i>  <i>Note 1. – As of 3 November 2022, the maintenance of competency of flight</i>			

[Home](#)[Contingency Related Differences \(CCRD\)](#)[Establishing Alleviations](#)[QRGs](#)[Additional Info & Guidance](#)[- AGA](#)[- AIG](#)[- AIR](#)[- Regional Cooperation](#)

## 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](#).

### VIEWING THE INFORMATION

The information is accessible via the [USOAP dashboard](#). In addition, the information received will be published in 2 regularly updated reports:

1. Report providing information grouped by States [CLICK HERE](#)
2. Report providing information grouped by Standard [CLICK HERE](#)
3. A CCRD graphical interface has been kindly developed by IATA and available [HERE](#)





## By State

## By SARP

## COVID-19 Contingency Related Differences (CCRD) / Electronic Filing of Differences (EFOD)

Annex 1, Amendment 175				
COVID-19 Alteration measures by State				
Annex Reference	PERSONNEL LICENSING Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 1 Chapter 1 References	1.2.4.4.1 The period of validity of a Medical Assessment may be extended, at the discretion of the Licensing Authority, up to 45 days.  <i>Note— It is advisable to let the calendar day on which the Medical Assessment expires remain constant year after year.</i>	As Andorra is not delivering Licenses, this statement is not applicable		Andorra accepts that it is not possible to file other States.

## COVID-19 Contingency Related Differences (CCRD) / Electronic Filing of Differences (EFOD)

Annex 1, Amendment 175				
COVID-19 Alteration measures by State				
Annex Reference	PERSONNEL LICENSING Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 1 Chapter 1 References	1.2.4.4.1 The period of validity of a Medical Assessment may be extended, at the discretion of the Licensing Authority, up to 45 days.	Due to special circumstances caused by "COVID19" in Bosnia and Herzegovina the	During pandemic crisis, some of aero-medical examinations are not available.	Bosnia and Herzegovina recognizes differences of other states.

## COVID-19 Contingency Related Differences (CCRD) / Electronic Filing of Differences (EFOD)

Annex 1, Amendment 175				
COVID-19 Alteration measures by State				
Annex Reference	PERSONNEL LICENSING Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 1 Chapter 1 References	1.2.5.1.2 A Contracting State, having issued a licence, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence.  <i>Note 1.— Until 2 November 2022, the maintenance of competency of flight crew or remote flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6.</i>  <i>Note 1.— As of 2 November 2022, the maintenance of competency of flight crew members, engaged in commercial air transport operations, may be satisfactorily established</i>	The validity period of aviation medical certificates which expires between April 1, 2020 and June 30, 2020, will be extended by 3 months from the next day after the expiration of the validity period with permission of the Minister of Land, Infrastructure, Transport and Tourism in accordance with Article 28 paragraph (3) of the Civil Aeronautics Act. The permission is granted by	a) Holders of an aviation medical certificate have difficulty in taking the required medical examination due to COVID-19 pandemic. b) All personnel subject to the exemption have to carry the permission attached to their aviation medical certificate.	JCAB accepts differences of other States during this time

## COVID-19 Contingency Related Differences (CCRD) / Electronic Filing of Differences (EFOD)

Annex 1, Amendment 175				
COVID-19 Alteration measures by SARP				
State Name	PERSONNEL LICENSING Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
Argentina ANNEX 1 Chapter 1 References	1.2.4.4.1 The period of validity of a Medical Assessment may be extended, at the discretion of the Licensing Authority, up to 45 days.  <i>Note— It is advisable to let the calendar day on which the Medical Assessment expires remain constant year after year by allowing the expiry date of the current Medical Assessment to be the beginning of the new validity period unless the medical examination takes place during the period of validity of the current Medical Assessment, more than 45 days before it expires.</i>	An extension of the validity of licenses, proficiency certificates and Medical Assessment has been granted for 90 days since March, 20th until May, 31st due to COVID-19	(*) In the context of the declaration of the pandemic due to the appearance of the new Coronavirus (COVID-19), The National Administration Of Civil Aviation (ANAC) extended for 90 days the validity of different certifications, ratings and licenses to ensure compliance with the measures provided by the	The National Civil Aviation Administration (ANAC) will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.

## COVID-19 Contingency Related Differences (CCRD) / Electronic Filing of Differences (EFOD)

Annex 1, Amendment 175				
COVID-19 Alteration measures by SARP				
State Name	PERSONNEL LICENSING Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
Austria ANNEX 1 Chapter 1 References	1.2.4.4.1 The period of validity of a Medical Assessment may be extended, at the discretion of the Licensing Authority, up to 45 days.  <i>Note— It is advisable to let the calendar day on which the Medical Assessment expires remain constant year after year by allowing the expiry date of the current Medical Assessment to be the beginning of the new validity period unless the medical examination takes place during the period of validity of the current Medical Assessment, more than 45 days before it expires.</i>	The validity periods of all medical certificates which expire before the end of July 2020, except such containing other than visual limitations are automatically extended by 4 months.	This was necessary, since no zero medical examiners who could revalidate medical certificates are available due to the COVID-19 crisis. Personnel with other than visual limitations have to	Austria recognizes differences of other states.

## COVID-19 Contingency Related Differences (CCRD) / Electronic Filing of Differences (EFOD)

Annex 6, Amendment 43				
COVID-19 Alteration measures by SARP				
State Name	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
Oman ANNEX 6 Chapter 9 References	9.4.2 Recent experience — cruise relief pilot  9.4.2.1 The operator shall not assign a pilot to act in the capacity of cruise relief pilot in a type or variant of a type of aircraft unless, within the preceding 90 days that pilot has acted.	No Differences	Standard Regulation applies	We accept other ICAO States member difference

## Quick Reference Guidance (QRG)

Alleviation Title	Flight crew licence and rating validity extension
Version	1.0
Publication Date	24 April 2020
Relevant Standard(s)	Annex 1 1.2.5.1.2 A Contracting State, having issued a licence, shall ensure that

## Quick Reference Guidance (QRG)

Alleviation Title	Medical Assessment - Certificate Validity Extension
Version	1.0
Publication Date	22 April 2020
Relevant Standard(s)	Annex 1 1.2.4.4.1 The period of validity of a Medical Assessment may be extended, at the discretion of the Licensing Authority, up to 45 days.  <i>Note. — It is advisable to let the calendar day on which the Medical Assessment expires remain constant year after year by allowing the expiry date of the current Medical Assessment to be the beginning of the new validity period under the proviso that the medical examination takes place during the period of validity of the current Medical Assessment but no more than 45 days before it expires.</i>  1.2.5.2 Except as provided in 1.2.5.2.1, 1.2.5.2.2, 1.2.5.2.3, 1.2.5.2.4, 1.2.5.2.5 and 1.2.5.2.6, a Medical Assessment issued in accordance with 1.2.4.7 and 1.2.4.8 shall be valid from the date of the medical examination for a period not greater than: <ul style="list-style-type: none"> <li>60 months for the private pilot licence — aeroplane, airship, helicopter and powered-lift;</li> <li>12 months for the commercial pilot licence — aeroplane, airship, helicopter and powered-lift;</li> <li>12 months for the multi-crew pilot licence — aeroplane;...</li> <li>12 months for the airline transport pilot licence — aeroplane, helicopter and powered-lift;</li> <li>60 months for the glider pilot licence;</li> <li>60 months for the free balloon pilot licence;</li> <li>12 months for the flight navigator licence;</li> <li>12 months for the flight engineer licence;</li> </ul>
CCRD entry required	
Problem Statement	

## • Succinct initial guidance (QRGs)

### – Nine SARPs in the CCRD

- License and Medical validity extension – 2
- Recent Experience and Proficiency of Pilots – 7

### – Other identified SARPs

- ATC and AML recent experience

### – Other operational areas

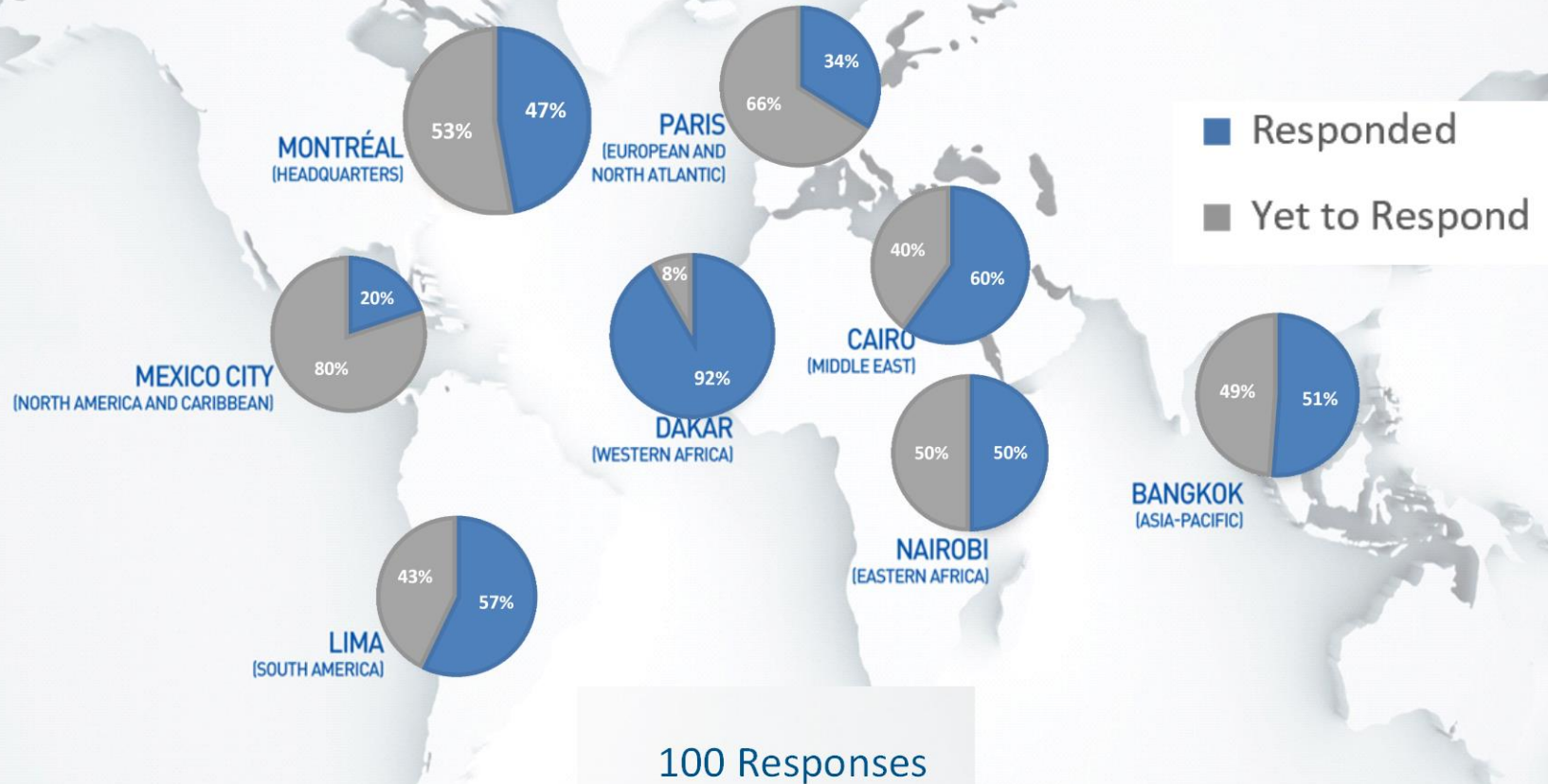
- Crew Duty time limitations;
- Repurposing passenger aircraft to transport Cargo,



Areas	Documents
Accident and Incident Investigation (AIG)	
Aerodromes (AGA)	
Air Navigation Services (ANS)	ATCO recency requirement extension _v1.0
	ATCO training alleviation as a consequence of COVID-19 spread_v1.0
Aircraft Operations (OPS)	<u>Flight Crew Training Programmes Pub_v1.0</u>
	Recent Experience Requirements Pub_v1.1
	Variations to existing flight and duty time limitations Pub_v1.0
	Minimum Cabin Crew Requirements_v1.0
	Cabin Crew Recurrent Training Requirements_v1.0
	Aeroplane recent experience - Pilot -In- Command area, route and aerodrome (ARA) qualifications_v1.0
	Helicopter recent experience - Pilot-In-Command Operational Qualification_v1.0
Airworthiness (AIR)	
Licensing (PEL)	Flight crew licence and rating validity extensions_v1.0
Aviation Medicine (MED)	Medical certificate validity extension_v1.0

Recognition ● See Description ● Yes





### **COVID-19 Contingency Related Differences (CRD)**

- ☐ States should follow the guidance on exemption and exception in Doc 9734 with appropriate, robust and documented Safety Risk Assessment.
- ☐ May use ICAO recommendations of QRGs;
- ☐ May complete all relevant columns most importantly last column on “Acceptance of others states differences”;
- ☐ COVID-19 OPS site will be available until the end of the crisis only;
- ☐ **Work with ICAO Regional Office to populate CCRDs System electronically or conventionally.**





# Airports and Facilitation efforts

**Presented by ICAO APAC Office**

12 May 2020



# Aerodrome Operations

- Information and guidance on establishing alleviations in aerodromes available in <https://www.icao.int/safety/COVID-19OPS/Pages/aga.aspx>:
  - *aerodrome certification,*
  - *coordination for aerodrome closure or reduced capacity; and*
  - *resuming aerodrome operations.*





## Home

Contingency Related  
Differences (CCRD)

## Establishing Alleviations

## QRGs

## Additional Info &amp; Guidance

- AGA

- AIG

- AIR

- Regional Cooperation

## ICAO SARPs

## Aviation Medicine

CAPSCA

Reference

Facilitation (Aviation and  
COVID-19)States & Organizations  
LinksState Letters &  
Electronic Bulletin

## Tools

Airport Status

API Data Service

## COVID-19 Webinars

## FAQs

Latest APIs **4** All **61** AIRCRAFT **2** AIRLINES **3** AIRPORTS **11** AIRSPACES **4**

OCCURRENCES **5** STATES **36**

Show **10** entries

Search: covid

Dataset	Topic	Samples	API Service
<b>Airport COVID-19 NOTAMs</b> List of NOTAMS for international airports referring to COVID-19 restrictions	<b>AIRPORTS</b>	CSV JSON	Query Full Download
<b>Airspace COVID-19 NOTAMs</b> List of NOTAMS for airspaces referring to COVID-19 restrictions	<b>AIRSPACES</b>	CSV JSON	Query Full Download



# Annex 11 - Air Traffic Services and Annex 15 - Aeronautical Information Services

**Presented by ICAO APAC Office**

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## Annex 11 - Air Traffic Services

- **Requirement:** Annex 11, Para 2.32 (Contingency arrangements) and Attachment C (material relating to contingency planning)
- **ICAO State Letters:** AN 13/34 – 20/47 (HQ) and AP086/20 (APAC Office)
- **Subjects:** Implementation of contingency arrangements to reduce the risks of the spread of COVID-19, and  
ATM and Aerodrome Covid-19 Contingency Response and Information
- **Action Required:** Urge States to:
  - Review existing or planned air traffic services contingency arrangements
  - Ensure availability of sufficient ATS operational personnel – contingency planning
  - Avoid undue or inadvertent restrictions



# Annex 15 - Aeronautical Information Services

- **Airspace and Aerodrome contingencies/limited operations**
  - NOTAMS issued by many States are unclear (or absent)
    - Annex 15 requirements for NOTAMs on aerodromes, epidemics/inoculation requirements/quarantine, and aeronautical services
    - Closure or limited availability of aerodromes included in Regional Requirements (Regional Air Navigation Plan Vol II)
    - Availability for EDTO operations, ALTN, emergency diversions, UN/humanitarian operations, tech stops, cargo
  - ICAO Global COVID-19 Airport Status web-page ([link](#))

# Annex 15 - Aeronautical Information Services

- **When issuing COVID-19 related NOTAM**
  - Ensure to include procedures for handling of cargo and emergency flights, including emergency diversions and medical evacuations
  - Include details on handling measures with regard to cargo operations, vital supplies, including food and medical equipment
- Note: In the rare instance of an aircraft subject to an emergency, the pilot may exercise command authority and land regardless of any NOTAM.



# UN Humanitarian Air Services

**Presented by ICAO APAC Office**

12 May 2020



# ICAO State Letter Ref. EC 6/3 – 20/46 18 March 2020

- **Subject:** Adherence to relevant ICAO Annex 9 – Facilitation Standards; and Actions taken by Member States to reduce the spread of the novel coronavirus (COVID-19) by air transport and to protect the health of air travellers and the aviation personnel
- **Action Required:** Urge States to;
  - establish National Facilitation Committees in line with Annex 9 Standard 8.19
  - adhere to Annex 9 Standards 4.7, 8.8 & 8.9 related to air cargo and relief operations
  - take into account the guidance material in relation to screening measures
  - provide ICAO with their actions taken to reduce the spread of the coronavirus (COVID-19) by air transport aiming at protecting the health of air travellers and aviation personnel, no later than 30 April 2020

# ICAO State Letter Ref. EC 6/3 – 20/55 15 April 2020

- **Subject:** Speedy authorization of “repatriation flights” during the COVID-19 pandemic period
- **Action Required:** Invites States to;
  - a) Note the information;
  - b) Expedite the approval process of “repatriation flights” and facilitate the operations of all designated “repatriation flights” during the COVID-19 pandemic by;
    - reviewing their authorization procedures; and
    - exercising flexibility in their approaches for granting all necessary authorizations for the entry, departure and transit of aircraft carrying out such operations whether by State aircraft, humanitarian flights or chartered commercial flights.



# Facilitating WFP UN Humanitarian Air Services

- ICAO assisting with humanitarian relief flight operations
- WFP UNHAS flights to transport medical and other humanitarian staff and cargo (food, medical equipment, etc.), Emergency and medical evacuations
- ICAO Annex 9 – 8.8 and 8.9 - Contracting States shall facilitate relief flights
- WFP requests States support to facilitate processing and handling of flights:
  - Overflight flight plan & alternate aerodromes approvals and ATS
  - Aerodrome access for flights
  - Aircraft ground handling
  - Flight and Cabin Crew turn-around
  - Passenger and Cargo handling
- “Hub” airports for Asia being considered (Bangkok & Shanghai) to support global UNHAS network



# CAPSCA Initiatives to resume Operations

**Presented by ICAO APAC Office**

12 May 2020



# Basis for Action – Public Health Preparedness Planning

- **Chicago Convention Article 14** – Specifies Member States to take **effective measures** to prevent the spread of communicable diseases by means of air navigation
- Resolution A37-13 (2010) and A40 – 14 (2019) – urged Contracting States to join CAPSCA (Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation)

**International Health Regulations (IHR) published by WHO**  
**ICAO Annexes 6, 9, 11, 14, 18 & PANS-ATM Document**

**National Public Health Emergency Contingency Plan**  
**National Aviation Regulations with standards related to public health**  
**National Aviation Plan for a Public Health Emergency**  
**Airport (PoE) Public Health Emergency Contingency Plan**

**Aerodrome  
Emergency Plan and  
Aerodrome Manual  
including Public  
Health Emergencies**

**Air Traffic Services  
(ATS) Contingency  
Plan including  
Public Health  
Emergencies**

**ATS Procedures for  
notification of  
suspected Public  
Health risk on board  
an aircraft**

**Aircraft Operators  
Procedures for  
managing suspected  
Public Health risk on  
board an aircraft**

**Business Continuity Management Plans and Procedures for  
Airports, Airlines & ANSPs**



## PUBLIC HEALTH CORRIDORS (PHC) CONCEPT

### Aeronautical considerations

- **License Validity (training/medical)**
  - Pilots
  - ATCOs
  - Technicians
- **Cleared airspace**
- **Maintenance of the A/C**
  - C of A validity
  - Storage of A/C & Return to Service

### Facilitation Considerations (Annex 9\*)

- **Entry and departure of aircraft**
  - Exemptions/ Authorizations
- **Aircraft documentation**
  - General Declaration\*\*
  - Passenger Locator Form\*\*
  - Passenger manifest
  - Cargo manifest
- **Travel documents and passenger data\*\***
- **Clean A/C (Certified)**
  - Disinfection/ Cleaning of the a/c\*\*
- **Clean Facilities (Certified)**
  - Dedicated COVID parking lots
  - Dedicated COVID handling procedures
  - Dedicated COVID lanes for border control/security

### Public Health Considerations (CAPSCA)\*\*

- **Implementation**
  - International Health Regulations\*
  - Communicable disease outbreak national aviation plan\*
  - National facilitation plans\*
  - Incremental guidelines – cargo, humanitarian, repatriation, passengers
- **Clean Crew (Certified)**
  - Pre-Checks/Tests
  - COVID19 kit
- **Clean Facilities (Certified)**
  - Airport certification
  - Transport modes
  - Dedicated COVID accommodation
- **Clean Passenger**

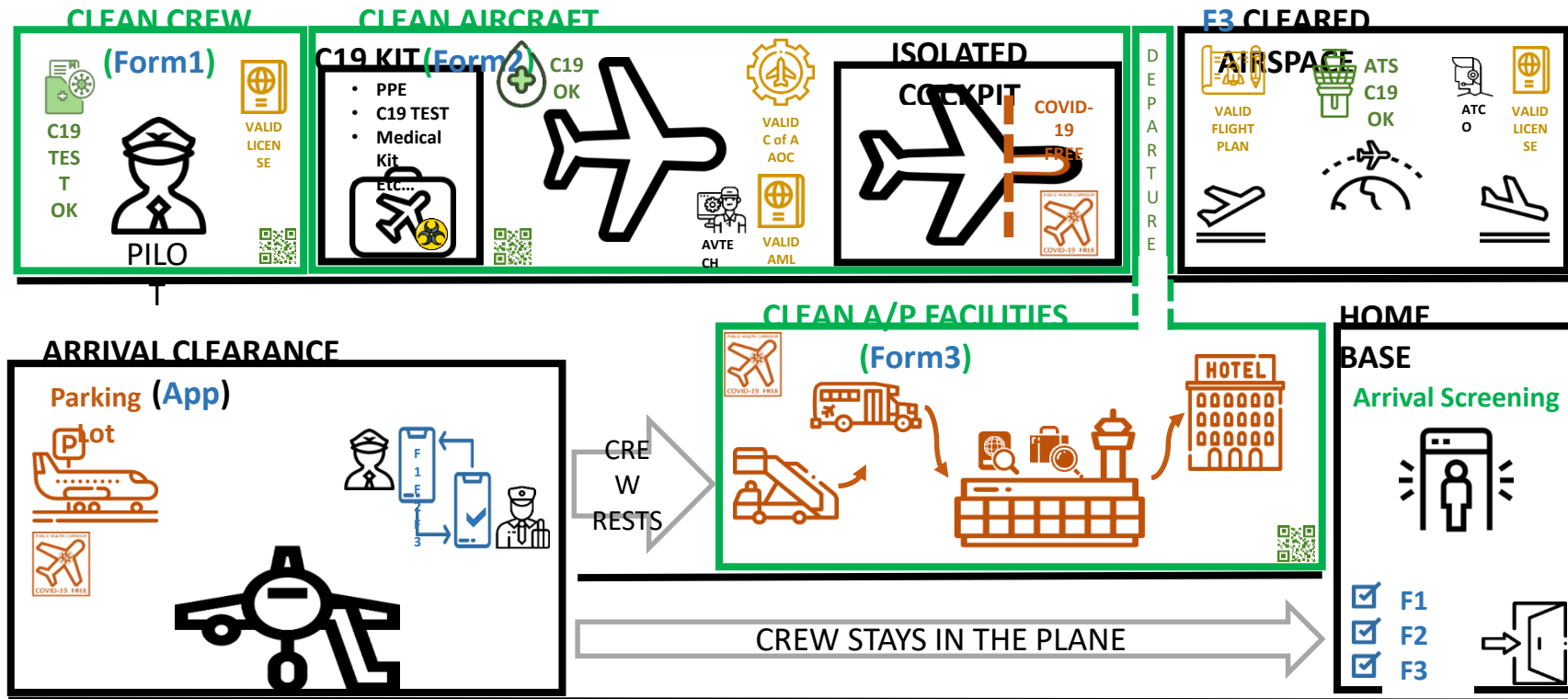
**PASSENGER CONFIDENCE**



ICAO

# PUBLIC HEALTH CORRIDORS (PHC)

NO COUNTRY  
LEFT BEHIND



OPERATIONAL

CREDENTIALS

CLEAN CERTIFICATION

PHC COVID-19 FREE



## CAPSCA Survey

- 85 responses received (44%)
- Analysis of information
- Template under development
- To be updated on the website on a real-time basis
- Informs guidance material development

## Survey on Health Restrictions during COVID-19 Pandemic

- APAC State Letter - 15 April 2020
- E-mail Reminder – 5 May 2020
- APAC States/Administrations responded - 18
- Pacific Island States responded - 2



## COVID-19 Guidance material Phase 1: (Flight crew and Cargo)

*Draft dated 26 April 2020*

### IMPLEMENTING A PUBLIC HEALTH CORRIDOR TO PROTECT CREW AND FACILITATE CARGO OPERATIONS DURING THE COVID-19 PANDEMIC

*Presented by the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA)*

The current guidance material refers specifically to cargo operations. Further similar guidance addressing humanitarian, repatriation and scheduled passenger flights is under development through CAPSCA and will be consistent with this approach. Such guidance will allow States to implement processes consistently and in accordance with the International Health Regulations (IHR) and ICAO Standards and Recommended Practices (SARPs) relating to airports, on-board procedures, facilitation, and air traffic management and navigation.

#### CREW COVID-19 STATUS CARD

Information required for State health officials to be confident that crew members have taken reasonable precautions to ensure they are COVID-19 virus free.

**1. Have you been in contact\* with a person with probable or confirmed COVID-19 during the 2 days before or 14 days after that person had the onset of symptoms?**

**\*WHO definition of contact**

1. Face-to-face contact within 1 meter and for more than 15 minutes;
2. Direct physical contact with a probable or confirmed case;
3. Direct care for a patient with probable or confirmed COVID-19 disease without using proper personal protective equipment; or
4. Other situations as indicated by local risk assessments.

Yes ☐ No ☐

**2. Have you had any of the following symptoms during the past 14 days:**

Fever	Yes <input type="checkbox"/> No <input type="checkbox"/>
Coughing	Yes <input type="checkbox"/> No <input type="checkbox"/>
Breathing difficulties	Yes <input type="checkbox"/> No <input type="checkbox"/>

**3. \*Temperature at duty start:** Date: \_\_\_\_\_ Time: \_\_\_\_\_



## Attention of Pacific Island States drawn to:

- APAC State Letter – 6 May 2020

States that are not yet members of the CAPSCA programme to become a member of CAPSCA – Asia Pacific

- APAC State Letter – 28 April 2020

Invitation to Complete a Survey on your COVID-19 Aviation Procurement Needs – ICAO TCB Survey

**Action required:** Please complete the online Survey by **15 May 2020**



# ICAO Webinars and other matters

Presented by ICAO APAC Office

12 May 2020



# Other Matters



1. Establishment of the APAC COVID-19 Contingency And Recovery Planning Group (ACCRPG)
  - ICAO State Letter Ref. SN 5/1 – AP092/20 (RD) dated 8 April 2020
    - To assist APAC States in coordinating their approach to the management of the civil aviation system during the COVID-19 pandemic.
    - Recommend to the DGCAs specific, prioritized remedial or preventive action, which Member States and/or ICAO should take, to address matters concerning the management of civil aviation in the COVID-19 pandemic, and in its aftermath

## Regional technical meetings (APANPIRG and RASG AP contributory bodies) through web-based meetings

### – Abbreviated meetings on core issues

- ATFM/SG/10 VTC 4-8 May
- MET/R WG/9 VTC 11-14 May
- MODE S DAPs WG/3 VTC 12-15 May
- SR/WG/4 VTC 9-10 June
- APSARWG/5 9-11 June
- APRAST/15 VTC 24-25 June
- <https://www.icao.int/APAC/Meetings/Pages/default.aspx>



Series	Topic	Dates/Time	Registration
COVID-19	COVID-19 Safety Operational Measures Framework <a href="#">Learn more</a>	30 April 2020, 0900 EDT (Montreal time)	Recording <a href="#">Now available here</a>
COVID-19	Repurposing Aircraft Passenger Cabin for Transport of Cargo <a href="#">Learn more</a>	5 May 2020, 0900 EDT (Montreal time)	Recording <a href="#">Now available here</a>
COVID-19	Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) <a href="#">Learn more</a>	7 May 2020, 0800 EDT (Montreal time)	Recording <a href="#">Now available here</a>
COVID-19	Public Health Corridor <a href="#">Learn more</a>	11 May 2020, 0900 EDT (Montreal time)	<a href="#">Click here to register</a>  518 registered
COVID-19	Management of Aviation Safety Risks Related to COVID-19 for Civil Aviation Authorities <a href="#">Learn more</a>	14 May 2020, 0900 EDT (Montreal time)	<a href="#">Click here to register</a>  686 registered

<https://www.icao.int/Meetings/webinar-series/Pages/ScheduleAndRegistration.aspx>



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UNITING AVIATION



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Central American  
and Caribbean  
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Southern African  
(ESAF) Office  
Nairobi

Asia and Pacific  
(APAC) Sub-office  
Beijing

Asia and Pacific  
(APAC) Office  
Bangkok



THANK YOU

## Useful References for States

- Related ICAO State Letters and Electronic Bulletins available on ICAO-NET
- Related ICAO News Releases on the ICAO website
- <https://www.icao.int/safety/COVID-19OPS>
- **ICAO Website COVID-19 Web link:** <https://www.icao.int/Security/COVID-19/Pages/default.aspx>
- **CAPSCA COVID-19 Website:** <https://www.capsca.org/CoronaVirusRefs.html>
- **CAPSCA Website:** <http://www.capsca.org/>
- **Global COVID-19 Airport Status ICAO Web link:**  
<https://www.icao.int/safety/Pages/COVID-19-Airport-Status.aspx>
- <https://www.iatatravelcentre.com/international-travel-document-news/1580226297.htm> **for IATA COVID-19 Outbreak –Update**
- **ACI Website:** <https://aci.aero/about-aci/priorities/health/covid-19/>
- **WHO Website:** <https://www.who.int/emergencies/diseases/novel-coronavirus-2019>