

INTERNATIONAL CIVIL AVIATION ORGANIZATION



REPORT
THIRD MEETING OF THE ICAO ASIA AND PACIFIC
COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP
(ACCRPG/3)

Web-conference, 26 June 2020

The views expressed in this Report are those of the Meeting
and not the Organization

Approved by the Meeting and published by the ICAO Asia and Pacific Office, Bangkok

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INTRODUCTION

1. History of the Meeting

1.1. The ICAO Asia and Pacific (APAC) Office hosted the Third Meeting of the ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG/3) via web-conference from Bangkok, Thailand, on 26 June 2020.

2. Attendance

2.1. One hundred and sixteen (116) registered participants attended the Meeting from twenty (20) Member States/Administrative Regions and ten (10) International Organizations and aviation companies. The list of registered participants is at **Appendix A** to this Report.

3. Officers and Secretariat

3.1. Mr. Jim Wolfe, *Assistant Secretary, COVID International, Department of Infrastructure, Transport, Regional Development and Communications, Australian Government*, and Mr. Conrad Clifford, *Regional Vice President, Asia Pacific, International Air Transport Association (IATA)*, presided as Co-Chairs of the Meeting.

3.2. Mr. Arun Mishra, *Regional Director, ICAO APAC Office*, acted as Secretary for the Meeting; assisted by members of the ICAO Secretariat.

4. Language and Documentation

4.1. The working language of the Meeting was English, inclusive of all documentation and this Report. The meeting considered nine (9) presentations, as listed at **Appendix B** to this Report. The Meeting documentation is available at the ICAO APAC Office website (<https://www.icao.int/APAC/Meetings/Pages/2020-ACCRPG3.aspx>).

REPORT ON AGENDA ITEMS

1. Opening of the Meeting and Organizational Matters

1.1. The Secretary officially opened the Meeting (web-conference) at 10:00 hrs. in Bangkok on 26 June 2020 (ICT, UTC+7). The Secretary and the Co-Chairs provided opening remarks and welcomed all participants to the Meeting.

Adoption of the Agenda

1.2. The Meeting adopted the Agenda as shown below:

- Agenda Item 1: Opening of the Meeting and Organizational Matters
- Agenda Item 2: Implementation Support
- Agenda Item 3: Restarting air connectivity
- Agenda Item 4: Sub-Group Reports and Work Program
- Agenda Item 5: Any other business
- Agenda Item 6: Next meeting

2. Implementation Support

Presentation: *Implementation Packages* (Secretariat)

2.1. The Secretariat presented an overview of the “Implementation Packages” (IPacks) which ICAO is developing, through its Technical Cooperation Bureau (TCB), to facilitate States with the implementation of ICAO provisions in alignment with the ICAO Council Aviation Recovery Task Force (CART) measures and recommendations.

2.2. ICAO is planning to deploy two of these COVID-19-related IPacks: *Strengthening National Air Transport Facilitation Committees for Re-start and Resilience of Civil Aviation* and *Aviation Safety Risk Management related to COVID-19 for CAAs*, to States via an electronic management system in the second half of 2020.

[Note: For further information and comments on IPacks, please visit the ICAO IPack website at: www.icao.int/ipack or contact ICAO at: ipack@icao.int]

2.3. ICAO intends to make the user-cost for each IPack as low as possible. ICAO, through its TCB, is also offering States assistance with the procurement of goods and services required due to the contingencies of COVID-19, such as public health related equipment and facilities for airports and aircraft.

2.4. In addition, ICAO has developed, through its Global Aviation Training (GAT) program, a series of COVID-19-related online courses to assist States. Furthermore, to maintain accessibility by States to the full GAT program during the COVID-19 pandemic, ICAO has deployed more than 40 of its GAT courses to an online format.

[Note: For further information on GAT online courses, please visit the ICAO GAT website at: www.icao.int/training]

3. Restarting air connectivity

Presentation: *The Practices of CAAC to Recover Domestic Transport during COVID-19 Pandemic Influenza (China)*

3.1. China's significant recovery of domestic air transport, post COVID-19 shutdown, was in part enabled through effective measures, taken by the Government, to control the pandemic.

3.2. China's approach to air transport recovery is aligned with the CART outcomes and has helped domestic passenger flights/passenger numbers to recover to 60%/50% of 2019 levels, respectively. Air cargo operations have increased by 20% on 2019 levels.

3.3. For the recovery of international air passenger operations, China has identified the need to: 1) strengthen collaboration between relevant national authorities; 2) minimize the public health measures processing time for passengers; 3) develop "green channels" for chartered flights; and 4) negotiate "express corridors" between countries.

Presentation: *COVID19 – India Experience (India)*

3.4. With COVID-19 still spreading in India, and the magnitude of its impact and resultant public health protocols varied in different States, India has adopted a phased approach for recovery of domestic air transport.

3.5. Following its national COVID-19 lockdown, India's first phase of recovery (commenced 25 May) permits domestic flights of up to 33% of normal levels. With India's strict application of public health measures, including testing of all passengers, domestic operations have so far recovered to approx. 20% of normal levels.

3.6. Due to the continued spread of COVID-19 domestically, India has no plans for resumption of international operations in the near future.

Presentation: *CAAM (Malaysia)*

3.7. To support the recovery of its domestic air transport, Malaysia has adopted a "One Nation Approach", across all aspects of air transport and in consultation with all major stakeholders, to develop standard operating procedures (SOP) for the COVID-19 pandemic.

3.8. Malaysia's SOP are closely aligned with the CART, *Take Off* document and Malaysia is actively working on identifying and closing any gaps between the two.

3.9. Malaysia's experience with domestic air transport recovery highlighted a need to improve public confidence in air travel through national health authority endorsed and evidence-based public health measures.

Presentation: *ROK's Approach to Travel Bubble (Republic of Korea)*

3.10. Republic of Korea (ROK) has established limited international air connectivity in the post COVID-19 lockdown era utilizing charter flights for business travellers to 16-countries through a so-called "Fast Track" concept.

3.11. ROK is also currently in discussion on the establishment of more regular international air connectivity through the gradual expansion of scheduled flights on bilateral agreement with countries with both well controlled COVID-19 and urgent need for passenger connectivity; through the

so-called “travel bubble” concept.

3.12. The bilateral “travel bubble” agreement would include provisions for special operational, immigration, public health and cargo arrangements and would be established in addition to existing air transport agreements.

Presentation: *Airport Restart Plan Sri Lanka (Sri Lanka)*

3.13. Sri Lanka shut down most of its regular international air transport on 19 March 2020 with only repatriation flights, crew exchanges and cargo flights operating on a regular basis since. These are subject to comprehensive public health measures.

3.14. Sri Lanka established a Task Force to plan resumption of regular international air transport. Issues under consideration include the determination and establishment of various necessary public health related measures.

3.15. Major challenges include: 1) how to determine the appropriate COVID-19 testing protocol? 2) how to minimize the public health measures processing time for passengers? and 3) how to allocate appropriate slots for operators?

Discussion on restarting air connectivity

3.16. With respect to the presentations, above, on and related to the concept of “travel bubbles”, the Secretariat raised the idea of the development of a register (e.g., a matrix) as a tool for APAC States to exchange information on the various national requirements for quarantine and other public health measures for passengers.

3.17. In response, IATA shared that it has developed a global dashboard for public health mitigation measures including government’s policy on entry restrictions, quarantine, physical distancing, face coverings, health screening, health declaration, contact tracing and COVID-19 testing. IATA also shared the internet link for the dashboard <https://www.iata.org/en/programs/covid-19-resources-guidelines/covid-gov-mitigation/>.

4. Sub-Group reports and Work Program

Presentation: *Third Meeting – Public Health Sub-Group (Public Health sub-group Rapporteur)*

4.1. To promote information exchange on implementation of the CART Recommendations and Take-off guidance measures, the Public Health Sub-Group (PH/SG) disseminated a checklist to States, via ICAO State letter, to report on the implementation of and challenges related to the CART public health measures for domestic operations, by 03 July 2020, and international operations, by 10 July 2020, and requested ACCRPG members to encourage respective States to respond.

4.2. In addition, the PH/SG proposed the ACCRPG recommend that each State designate an official focal point for CART-related matters. The PH/SG also initiated a special meeting of CAPSCA¹, to be convened online on 16 July 2020, to promote awareness of CART outcomes.

4.3. The PH/SG referred identified issues back to the CART or ICAO’s Aviation Medicine Section concerning use of face masks and coverings, definition of “crew” and general application of

¹ Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (<http://www.capsca.org/AsiaPac.html>)

personal hygiene etiquette for passengers.

Presentation: Safety Sub-Group – Meeting 2 (Safety sub-group Rapporteur)

4.4. The Safety Sub-Group (SAF/SG) is developing a checklist to assist States with implementation of CART measures with respect to ramp inspections.

4.5. The SAF/SG identified potential safety issues related to “light airplane” operations, such as tail strikes and traffic advisories (TAs) triggered by the traffic alert and collision avoidance system (TCAS), and the use of face masks and personal protective equipment (PPE) by flight crew. The SAF/SG is developing proposals related to guidance on the above issues.

4.6. The SAF/SG also identified the opportunity to develop proposals to promote awareness by stakeholders of relevant ICAO safety-related publications.

Presentation: AVSEC/FAL Sub-Group (Security and Facilitation sub-group Rapporteur)

4.7. The Security and Facilitation sub-group (AVSEC-FAL/SG) disseminated a survey questionnaire to States to report by 03 July 2020 on the implementation of CART Recommendations 6 and 7, concerning establishment of a National Air Transport Facilitation Committee and use of a Passenger Health Locator Form.

4.8. The AVSEC-FAL/SG will continue to consolidate relevant information, including examples of best practices and available guidance relating to the CART Recommendations (6, 7, 8 and 9), and develop proposals for action on how to best share the information with all relevant stakeholders.

Discussion on work program

4.9. The Co-Chairs acknowledged the significant amount of information gathered and actions proposed by the ACCRPG Sub-Groups in the short time since establishment.

4.10. Taking into account the ACCRPG’s functions to inform the Directors General of Civil Aviation (DGCAs) and make recommendations to the DGCAs for appropriate action by States and/or ICAO, the Co-Chairs requested the Sub-Groups, with support from the Secretariat, to prepare a comprehensive progress report for the DGCAs on the key issues identified and lessons learned.

4.11. The draft progress report should be shared with ACCRPG members by 10 July 2020, in preparation for the next meeting (ACCRPG/4).

5. Any other Business

5.1. No discussion under this agenda item.

6. Next Meeting

6.1. The meeting agreed to reconvene online for the next meeting of the Group (ACCRPG/4) on 17 July 2020. The agenda would include a review of the ACCRPG Sub-Groups’ progress report for the DGCAs.

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Apologies

Mr. Andrew Andersen, Vice-President Pacific Region - IAOPA

**THIRD MEETING OF THE ICAO APAC COVID-19 CONTINGENCY AND RECOVERY
PLANNING GROUP (ACCRPG/3)**

List of Presentations

Agenda Item	Title	Presented by
2	Implementation Package (Ipack)	Secretariat
3	The Practices of CAAC to Recover Domestic Transport During COVID-19 Pandemic Influenza	China
3	COVID-19 India Experience	India
3	SOP - Transportation Sector (Aviation)	Malaysia
3	ROK's Approach to Travel Bubble	Republic of Korea
3	Airport Restart Plan - Sri Lanka	Sri Lanka
4	Public Health Sub-Group Progress Report	Public Health sub-group Rapporteur
4	Safety Sub-Group Progress Report	Safety sub-group Rapporteur
4	Security and Facilitation Sub-Group Progress Report	Security and Facilitation sub-group Rapporteur
