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国际民用
航空组织

Ref. SN 5/1 - AP157/20 (RD)

24 July 2020

Subject: **Fifth Meeting of the ICAO APAC COVID-19
Contingency and Recovery Planning Group
(ACCRPG/5), web-conference, 7 August 2020**

Action required: **ACCRPG members please join the web-conference on 7 August 2020**

Dear Sir/Madam,

I have the pleasure of inviting the members of the ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG) to participate in the Fifth Meeting of the Group (ACCRPG/5), via web-conference, on **7 August 2020 from 10:00 am to 12:00 pm (ICT, UTC+7)**. Please use the joining instruction provided in the email.

One of the main objectives of the ACCRPG/5 will be to review progress of the work already undertaken by the three ACCRPG sub-groups on public health-, safety-, and security- and facilitation-related measures.

The meeting will also provide the opportunity for States to share their experiences on *Public Health and Aviation Authorities' Engagement/Collaboration*. The Secretariat invites three States to make 10-minute presentations on developing, reviewing, adapting and implementing air transport standard operating procedures (SOPs) for international air transport entry points through the establishment of Public Health and Aviation Authorities' engagement/collaboration mechanisms.

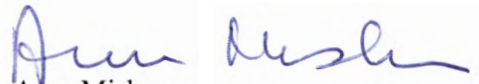
As a regular activity of the ACCRPG, the meeting will review and monitor APAC States' progress on implementation of the CART Recommendations through an examination of the *COVID-19 Response and Recovery Implementation Centre (CRRIC) "Dashboard"*.

Please find attached the **provisional agenda** (including annotated agenda items) along with the ACCRPG **list of members** and **terms of reference**, as well as a copy of the report from the previous meeting of the Group (ACCRPG/4). ICAO will make all the meeting documentation available at the ICAO APAC Office website (www.icao.int/apac > Meetings > Meeting List – 2020 > ACCRPG/5).

2/...

It would be helpful if you could confirm the availability of your nominated expert/s to participate in the ACCRPG/5 web-conference in advance to apac@icao.int. I look forward to your State's/Organization's active participation.

Yours sincerely,

A handwritten signature in blue ink, appearing to read 'Arun Mishra', is enclosed in a light blue rectangular box.

Arun Mishra
Regional Director

Attachments:

- Provisional Agenda for ACCRPG/5
- List of Members of ACCRPG
- Terms of Reference of ACCRPG
- Report of ACCRPG/4



ICAO

International Civil Aviation Organization

**FIFTH MEETING OF THE ICAO APAC COVID-19
CONTINGENCY AND RECOVERY PLANNING GROUP
(ACCRPG/5)**

Web-conference, 7 August 2020, 10:00 am – 12:00 pm (ICT, UTC+7)

PROVISIONAL AGENDA

- Agenda Item 1: Opening of the meeting and working arrangements
- Agenda Item 2: Public Health and Aviation Authorities' Engagement/Collaboration
- Agenda Item 3: ACCRPG Sub-Group Reports and Work Program
- Agenda Item 4: APAC States' progress on implementation of CART Recommendations
- Agenda Item 5: Any other business
- Agenda Item 6: Next meeting

ANNOTATED PROVISIONAL AGENDA

- Agenda Item 1: Opening of the meeting and working arrangements
- *Opening Remarks (Secretary and Co-Chairs)*
 - *Adoption of the Agenda (Secretariat)*
 - *Review the Report of the previous meeting (Secretariat)*
- Agenda Item 2: Public Health and Aviation Authorities' Engagement/Collaboration
- *Presentations on Public Health and Aviation Authorities' Engagement/Collaboration mechanisms for air transport SOPs at entry points (Australia, Sri Lanka and Singapore – tbc)*
- Agenda Item 3: ACCRPG Sub-Group Reports and Work Program
- *ATM contingency and recovery operations (Secretariat)*
 - *PH/SG progress report (PH/SG Rapporteur)*
 - *SAF/SG progress report (SAF/SG Rapporteur)*
 - *AVSEC/FAL/SG progress report (AVSEC-FAL/SG Rapporteur)*
- Agenda Item 4: APAC States' progress on implementation of CART Recommendations
- *Review the CRRIC "Dashboard" (Secretariat)*
- Agenda Item 5: Any other business
- *Self-explanatory*
- Agenda Item 6: Next meeting
- *Provisional agenda and date/time for the next meeting (Secretariat)*
-



ICAO MEMBERS OF APAC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP (ACCRPG)

28 July 2020

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ICAO APAC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP (ACCRPG)

TERMS OF REFERENCE

Adopted by ACCRPG/1, 05 June 2020

1. Name and establishment of group

1.1. ICAO APAC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP (ACCRPG)

1.2. The ICAO APAC DGCA *Information Sharing web-conference*, on the subject of COVID-19, 31 March 2020, decided to form a task force/group to assist the DGCAs in coordinating their approach to the management of civil aviation through, and out of, the current extraordinary circumstances resulting from the COVID-19 pandemic.

2. Membership and appointment

2.1. The size of the group should be commensurate with the need for expeditious and efficient handling of group's business.

2.2. Membership should provide the group with ready access to required research and supporting expertise, demonstrated experience in contingency management, post recovery and adequate geographical representation.

2.3. Members should be nominated by the Civil Aviation Authorities and international organizations concerned and confirmed by ICAO.

2.4. The term of the group will be for one year. However, the term may be extended by the DGCAs as necessary.

2.5. The Secretary of the group is the ICAO APAC Regional Director; with assistance from additional ICAO staff as necessary.

3. Chairing

3.1. The group shall elect a Chairperson at its first meeting from experts nominated by the members.

4. Frequency of meetings and quorum

4.1. The group will determine an appropriate frequency and schedule for its meetings.

4.2. A simple majority of members is required for the group to carry a motion.

5. Record of meetings

5.1. The group will record key discussion and outcomes of each meeting in the form of a progress report.

5.2. The Secretary will be responsible for the records of the group's meetings.

6. Reporting mechanism

6.1. The Secretary will deliver oral and/or written progress reports to the DGCAs, ICAO and other key stakeholders as necessary.

7. Functions and delegated authority

7.1. The purpose of the group is to take into account the priority of ICAO's strategic objectives and work proactively in coordination with the DGCAs, International Organisations, ICAO (HQ and Regional Offices) and other relevant bodies to assist the DGCAs with coordinating the management of international civil aviation contingencies of the COVID-19 pandemic.

7.2. The role of the group is to advise the DGCAs on aviation policy issues.

7.3. The scope of the group will accommodate contingencies of the immediate, recovery and post-recovery phases of the COVID-19 pandemic.

7.4. The key functions of the group are the following:

7.4.1. Obtain and share information on the implementation by Member States, ICAO, International Organizations, industry and other key stakeholders of measures to manage civil aviation contingencies of the COVID-19 pandemic;

7.4.2. Inform the DGCAs on a regular basis of the coordinated measures to manage civil aviation contingencies of the COVID-19 pandemic to encourage harmonised application;

7.4.3. Identify, anticipate, prioritize and make recommendations to address specific issues arising from the ICAO *Council Aviation Recovery Task Force* (CART), which require, or will in the future require remedial or preventive action by Member States and/or ICAO; and

7.4.4. Coordinate work and assist States and industry with the implementation of the CART's work.

INTERNATIONAL CIVIL AVIATION ORGANIZATION



REPORT
FOURTH MEETING OF THE ICAO ASIA AND PACIFIC
COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP
(ACCRPG/4)

Web-conference, 17 July 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

ACCRPG/4 – REPORT
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Appendix A – List of Participants

Appendix B - List of Presentations and Papers

Appendix C - Initial Report to DGCAs

Appendix D - Challenges in Restarting Aviation Services

INTRODUCTION

1. History of the Meeting

1.1. The ICAO Asia and Pacific (APAC) Office hosted the Fourth Meeting of the ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG/4) via web-conference from Bangkok, Thailand, on 17 July 2020.

2. Attendance

2.1. One hundred and fourteen (114) participants registered to attend the Meeting from twenty-one (21) Member States/Administrative Regions and twelve (12) International Organizations and aviation industry partners. 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 eight (8) presentations and one (1) discussion paper, 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-ACCRPG4.aspx>).

REPORT ON AGENDA ITEMS

1. Opening of the meeting and working arrangements

1.1. The Secretary officially opened the Meeting (web-conference) at 10:00 hrs. in Bangkok on 17 July 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 working arrangements
- Agenda Item 2: Restarting air connectivity
- Agenda Item 3: ACCRPG Sub-Group reports and Work Program
- Agenda Item 4: Draft ACCRPG – Initial Report to DGCAs
- Agenda Item 5: Any other business
- Agenda Item 6: Next meeting

2. Restarting air connectivity

Presentation: *Airports' Perspectives on Restart and Recovery (ACI)*

2.1. ACI presented information on experience and challenges on restarting and recovery of air connectivity and the implementation of CART recommendations by airports.

2.2. To support international operations re-start, ACI suggested that broadly collaborative approaches to COVID-19-related risk assessments, by relevant authorities and industry stakeholders, could enable sufficient alleviation of some travel-restrictive public health measures (such as mandatory quarantine) by States to open up “dynamic travel bubbles” between States.

2.3. ACI also suggested the need for defined roles and responsibilities for, and common understanding of the practicality and operational impacts of, any retained COVID-19-related public health measures. ACI suggested the cost of these public health measures should be borne by States (Governments) to the extent possible.

Presentation: *Restart and Recovery – the ATM perspective (CANSO)*

2.4. CANSO presented information from the perspective of Air Traffic Management (ATM) and Air Navigation Service Providers (ANSPs). Despite the COVID-19-related global impact on international air traffic, ANSPs need to continue to provide the necessary services supporting air traffic and must be prepared for variable levels of demand and patterns of air traffic recovery.

2.5. CANSO highlighted the need for a coordinated approach by all the key stakeholders to ensure ATM capacity across international boundaries continues to match the recovering and variable traffic demand.

2.6. CANSO is providing guidance to ANSPs and working in partnership with industry, States and ICAO (including in the CART) to help ensure the continuity of ANS in the COVID-19 pandemic and in the restart and recovery of air traffic.

Presentation: *Travel Bubbles – An information paper (IATA)*

2.7. IATA presented information in support of the concept of so-called “travel bubbles”, which could facilitate the recovery of international passenger air traffic.

2.8. The fundamental requirement to support travel bubbles would be that participating States eliminate the need for travel-restrictive public health measures. This would include travellers’ mandatory quarantine (or self-isolation) as well as passenger COVID-19 testing at both departure and arrival ports.

2.9. To support the above, IATA presented a concept (referred to as COVID-19 transmission level (CTL)) whereby States would eliminate the need for the travel-restrictive public health measures on the basis of equivalent, “low” or “medium” levels of (in-Country) COVID-19 transmission.

2.10. IATA also indicated how less travel-restrictive public health measures, including CART recommendations, might be applied in travel bubbles and that the steps to form a travel bubble would involve an extensive effort of collaboration, consultation, coordination and education.

Presentation: *EASA response to the COVID-19 crisis – Getting safely back to business (EASA)*

2.11. EASA presented information on COVID-19-related risk assessment and measures supporting passenger travel to and between European countries.

2.12. Four “levers” (in balance) support the recovery efforts for international passenger air traffic: reduction of travel restrictions; safe resumption of (aviation) industry; implementation of health measures; and engagement of stakeholders.

3. ACCRPG Sub-Group reports and Work Program

Presentation: *APAC COVID-19-Related ATM Operations and Contingency Coordination (Secretariat)*

3.1. The ICAO APAC Office conducted two video teleconference meetings on 21 May 2020 and 26 June 2020 on the subject of APAC COVID-19-related Air Traffic Management (ATM) operations and contingency coordination.

3.2. The purpose of the COVID-19-related ATM meetings was to implement a process for engagement with the ATM community, including sharing information on the current status of air traffic and ATM capability and capacity in the APAC Region and ensuring the ATM community was informed of relevant developments and provided with guidance for any COVID-19-related contingency operations.

3.3. Further such COVID-19-related ATM meetings were envisaged at intervals of approximately two- to three-weeks, and where necessitated by changing circumstances.

3.4. The ICAO APAC Office developed, and circulated by State Letter, the *Regional Strategy for COVID-19-Related ATM Contingency Recovery*. The second of the aforementioned COVID-19-related ATM meetings reviewed this Strategy document including the contained survey

questionnaire on ATM capacity, which ICAO requested all Administrations to complete and forward to the APAC Office by 31 July 2020.

3.5. Taking into consideration that the ACCRPG did not establish a specific ATM-related measures sub-group, ICAO suggested that, where necessary, ATM-related matters would be reported to the ACCRPG through the existing safety-related measures sub-group (SAF/SG).

3.6. Based on outcomes of the APAC COVID-19-related ATM activities, the meeting adopted the following ATM-related recommendation, proposed by ICAO (with minor modification by the meeting):

Air Traffic Management Capacity Coordination

Under a whole-of-government approach to the resumption of international air traffic, and considering that due to COVID-19 most Air Navigation Service Providers (ANSPs) are operating at lower than pre-COVID-19 Air Traffic Management (ATM) capacity, States should ensure that any decisions on the timing and scale of resumption of international travel are fully coordinated, taking into account:

1. the current ATM capacity of their ANSP;
2. the ATM capacity necessary to accommodate the increased in demand;
3. the time needed to increase capacity;
4. the need for coordinated planning among all affected States for resumption of international air traffic, whether between city pairs, within ‘travel bubbles’ or a more general reopening to all traffic; and
5. the ICAO Asia/Pacific Regional Strategy for COVID-19-related ATM Contingency Recovery - ICAO State Letter AP147/20 (ATM).

3.7. Additional issues arising from the APAC COVID-19-related ATM activities, such as the effective promulgation of COVID-19-related ATM information via NOTAM, would be addressed to future ACCRPG and other appropriate forums.

Presentation: *Public Health Sub-Group* (Public Health Sub-Group Rapporteur)

3.8. The PH/SG extended the deadline for States’ responses to its “Take-off Guidance (CART) Implementation Response Checklist”. To date, eight (8) States submitted responses related to domestic operations and six (6) States submitted responses related to international operations.

3.9. As requested by the PH-SG, ICAO sent a State letter (7 July 2020) inviting the nomination of States’ focal points for the communication and coordination of the work of the ACCRPG and its three sub-groups.

3.10. The PH/SG also initiated a special (web-conference) meeting of CAPSCA, on 16 July 2020, to promote multi-sectoral collaboration on COVID-19 public health-related measures. Although one hundred and thirty-five (135) experts participated from twenty-seven (27) APAC States and seventeen (17) international organizations and industry bodies, including the World Health Organization (WHO), the PH/SG considered the level of attendance by public health authorities was poor. Nonetheless, the PH-SG will continue discussion on issues emerging from the CAPSCA meeting.

Presentation: *Safety Sub-Group* (Safety Sub-Group Rapporteur)

3.11. The SAF/SG has conducted four (4) meetings so far to discuss ACCRPG’s assistance to DGCAs on implementation of the Recommendations 1, 2 and 3 of the CART Report.

3.12. The SAF/SG reported that 83% of APAC States have updated the COVID-19 Contingency Related Differences (CCRDs) in the Electronic Filing of Differences (EFOD) subsystem.

Furthermore, some States' COVID-19-related alleviation measures are about to expire. The SAF/SG noted that ICAO and IATA are supporting States and members with updating the CCRD information.

3.13. The SAF/SG identified COVID-19-related safety management guidance provided by Australia and Japan (re: ramp inspections) and IATA (re: flight and cabin operations – use of face masks), and IATA's operational notice on unstable approaches observed in flight data (ref: https://www.iata.org/contentassets/e5bc94292b44433ba852925ee9ac47bb/on_002_20_ua_during_reduced_operations.pdf).

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

3.14. The AVSEC/FAL/SG conducted its fourth and fifth meetings on 7 and 15 July 2020. The AVSEC/FAL/SG considered results from its survey of States' implementation of CART Recommendations 6 and 7 and reviewed ICAO's draft *COVID-19 AVSEC Contingency Plan*.

3.15. As requested by the AVSEC/FAL/SG, ICAO developed the *ACCRPG and Sub-Groups* website as a place holder for relevant information (<https://www.icao.int/APAC/ACCRPG/Pages/default.aspx>). The AVSEC/FAL/SG also supported ICAO in conducting an APAC webinar on the *COVID-19 Response and Recovery Implementation Centre* (CRRIC) on 14 July.

3.16. With regard to CART recommendation 8, ICAO will disseminate to States the *ICAO AVSEC Contingency Measures for COVID-19* in the near future and conduct a related Webinar in early August 2020. ICAO will also disseminate to its APAC AVSEC/FAL contacts details of the timings of the Webinar in due course and will record the Webinar and make it available (online) to States for future reference.

3.17. While the AVSEC/FAL/SG has completed a number of its initial deliverables, it also reviewed the objectives of the AVSEC/FAL/SG to ensure alignment with the terms of reference of the ACCRPG, including identifying, and addressing to the ACCRPG, forthcoming challenges and issues.

4. Draft Report to DGCAs

ACCRPG – INITIAL REPORT TO APAC DGCAs

4.1. As requested by the Co-Chairs at the previous ACCRPG meeting, the Sub-Groups, with support from the Secretariat, prepared a comprehensive ACCRPG initial report for the DGCAs on the key issues identified and lessons learned. ICAO disseminated a copy of the draft initial report, *Asia Pacific COVID-19 Contingency and Recovery Planning Group – Initial Report to Asia Pacific Director Generals of Civil Aviation*, to ACCRPG members on 15 July 2020 for review.

4.2. The meeting endorsed the draft ACCRPG initial report, including the amendments discussed below, as provided at **Appendix C** to this Report, for submission to the DGCAs:

4.2.1. Include (in the list at the last paragraph of the *Executive Summary* in the ACCRPG initial report), as one of the key factors for consideration in implementing the restart and recovery of international aviation in the Asia Pacific, the continuing importance of maintaining freight service in the APAC Region.

4.2.2. Include (in the list of *Initial ACCRPG Recommendations* in the ACCRPG initial report) the ATM-related recommendation adopted by the meeting above at para. 3.3. to this meeting Report.

4.2.3. Clarify (at para. 3.13. in the ACCRPG initial report) that the re-establishment of air connectivity between States is subject to and does not replace the existing, conventional air traffic rights agreements, which are negotiated between States.

4.2.4. Include additional, factual information (at Attachment C, para. 1.2.4. 3) and 1.2.5. 4) in the ACCRPG initial report) related to outcomes from the special CAPSCA meeting, which the PH/SG discussed above at para. 3.7. to this meeting Report.

4.3. IAOPA welcomed the well-coordinated approach for the air transport sector, contained in the ACCRPG progress report. The managed and measured resumption of airline flight operations, consistent with health, safety and security, will benefit the wider community and aviation industry as airports, infrastructure and services are reactivated. Recognising that the recommendations are rightly focused on air transport; for its part, IAOPA will make its Pacific Region affiliates aware of the valuable work of ACCRPG, and ICAO more broadly, and encourage them to promote practical measures for COVID safety, appropriate to the types of general aviation operations in which they are engaged, and in compliance with the directions of local, state and national authorities. IAOPA would be happy to assist with further information in relation to general aviation if required.

5. Any other Business

Next steps

5.1. The Co-Chairs suggested, as the next steps for the ACCRPG, that the Sub-Groups focus their work on the following issues and report progress in subsequent meetings of the ACCRPG:

- a) Impediments faced by States, including identification of three most challenging impediments, in restarting aviation services and developing relevant guidance for the restart within an agreed timeframe (for further details, refer to **Appendix D** to this Report); and
- b) Challenges and opportunities highlighted at para. 4. in the *ACCRPG – Initial Progress Report to APAC DGCA's*.

CRRIC Focal Points and implementation monitoring

5.2. The Secretariat highlighted that to support and monitor States' implementation of the CART Recommendations and its Take-Off guidance, ICAO has created the *COVID-19 Response and Recovery Implementation Centre (CRRIC)*.

5.3. The ICAO APAC Office issued a State Letter, Ref.: SN 5/1- AP142/20 (RD), dated 7 July 2020, requesting nomination of State Focal Point(s) for the CRRIC, however the response from the States had so far been poor.

5.4. The Secretariat briefly demonstrated to the meeting the inner workings of the CRRIC in order to both encourage APAC States to nominate State Focal Point(s) for the CRRIC and elaborate on the role of a focal point, which is to input updates on a State's progress on CART Report implementation into the CRRIC.

5.5. ICAO envisages that, to support the ACCRPG in monitoring States' implementation of the CART Recommendations in the APAC Region, a regular activity of every ACCRPG meeting will be a review of the APAC CRRIC "Dashboards".

6. Next Meeting

6.1. The Co-Chairs proposed to reconvene online for the next meeting of the Group (ACCRPG/5) on 7 August 2020.

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FOURTH MEETING OF THE ICAO APAC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP (ACCRPG/4)

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LIST OF PRESENTATIONS AND PAPERS

Agenda Item	Title	Presenter(s)/Author(s)
PRESENTATIONS		
2	Airports’ Perspectives on Restart and Recovery	ACI
2	Restart and Recovery – the ATM perspective	CANSO
2	Travel Bubbles – An information paper	IATA
2	EASA response to the COVID-19 crisis – Getting safely back to business	EASA
3	APAC COVID-19-Related ATM Operations and Contingency Coordination	Secretariat
3	Public Health Sub-Group	Public Health Sub-Group Rapporteur
3	Safety Sub-Group	Safety Sub-Group Rapporteur
3	AVSEC/FAL Sub-Group	Security and Facilitation Sub-Group Rapporteur
DISCUSSION PAPERS		
4	ACCRPG – Initial Report to APAC DGCAs	Secretariat and Sub-Groups

INTERNATIONAL CIVIL AVIATION ORGANIZATION



ICAO ASIA PACIFIC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP –

INITIAL REPORT TO ASIA PACIFIC DIRECTOR GENERALS OF CIVIL AVIATION

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

ACCRPG - INITIAL REPORT
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**ICAO ASIA PACIFIC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP -
INITIAL REPORT TO ASIA PACIFIC DIRECTOR GENERALS OF CIVIL AVIATION**

Executive Summary

The ACCRPG role is to report to the APAC DGCA's on the progress of, and propose recommendations/actions as necessary to facilitate the implementation by States of the CART recommendations, and use of the guidance document, *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis* as appropriate.

This initial report makes several initial recommendations to all APAC States to help them prioritise the key actions they should implement to reduce the risk to passengers, aviation staff and the community of COVID-19. It has focussed on the first nine of the CART recommendations related to safety, public health and security. These recommendations are outlined at the end of this executive summary.

Recommendation 10 of the CART report on use of appropriate extraordinary emergency measures to support financial viability and maintain an adequate level of safe, secure and efficient operations while striking an appropriate balance among the respective interests without prejudice to fair competition and compromising safety, security and environmental performance will require a more retrospective approach next year when States are in a position to better assess where States have reached in handling COVID-19.

Recommendation 11 of the CART Report suggesting Member States facilitate information-sharing and exchange on their actions and best practices by contributing to an ICAO database measures is underway through the establishment by ICAO of the COVID-19 Response and Recovery Implementation Centre (CRRIC). Many States including Australia, China, India, Korea, Malaysia, Singapore and Sri Lanka have also made presentations and provided material on their COVID-19 responses through the work of the Planning and sub-groups which are being shared with other Asia Pacific States

Subsequent to this initial report the Contingency and Recovery Planning Group and its dedicated sub-groups covering safety, public health and security and facilitation will, by 30 June 2021, provide a final report to Asia Pacific DGCA's. This final report will outline a more detailed regional response to the ICAO CART report, identify areas for improvement and refinement in the guidance material provided in the ICAO Take-off document based on APAC experience, and set out the ongoing challenges and opportunities for the Region and States going forward.

There are also some key factors that States across the Asia Pacific region will need to consider in implementing the restart and recovery of international aviation in the Asia Pacific including:

- (a) Domestic aviation will be easier to restart than international aviation where a range of different health and border environments has to be addressed;
- (b) Different States throughout the region will be at different stages of COVID-19 impacts at different times – hence it is likely that the first steps for restart and recovery will come through safe travel zones or corridors between low health risk States;
- (c) Other States could potentially join use these zones or corridors providing they are able to meet the health criteria established by these States;
- (d) The creation of these zones/corridors creates challenges for Government agencies, airline and airport operators to avoid mingling of passengers from low and high risk zones; handling international transit passengers and agreement on action if health conditions change;
- (e) International quarantine requirements continue to be a key part of States responses to reduce the risk of COVID-19 but are resource intensive and will reduce the pace of restart and recovery; and

- (f) The continuing importance of maintaining freight services in the APAC Region.

Initial ACCRPG Recommendations

1. APAC States that have not yet filed the COVID-19 Contingency Related Differences (CCRDs) in the Electronic Filing of Differences (EFOD) subsystem, promptly file the CCRDs and if necessary contact ICAO APAC Office for assistance,
2. APAC States that have implemented COVID-19-related alleviation measures, carefully consider the need for continuing such alleviations and to update any changes to the status of alleviations via the USOAP CMA Online Framework.
3. All States should continue to prioritise the maintenance of safety and security oversight and management of aircraft operations irrespective of the level of aviation activity including protection against acts of unlawful interference and the handling of unruly passengers
4. To facilitate information sharing on the implementation by States of the *CART Take-off Guidance* document, all DGCA's communicate relevant information to ICAO using the ACCRPG's 'Take-off Guidance (CART) Implementation Response Checklist'.
5. Considering that only a small number of APAC States have established a National Air Transport Facilitation Committee (NATFC), all DGCA's consistent with ICAO Annex 9 establish an effective coordination mechanism for relevant agencies and industry partners within the State and utilize the passenger health locator form.
6. All APAC States develop and implement airline and airport measures to reduce the health risk of COVID-19. These measures should be developed by Government agencies and industry and cover key areas such as physical distancing, the use of personal protective equipment, surface cleaning and other hygiene measures. States should access best practice material already developed by APAC States and industry for this purpose.
7. All DGCA's nominate a focal point(s) responsible for inputting this information into the ICAO CRRIC and a focal point(s) responsible for communication and coordination of the work of the ACCRPG. These focal points may be the same person.
8. All DGCA's that still need assistance with the implementation of ICAO provisions in alignment with the CART measures and recommendations consider procuring the ICAO I-Packs to facilitate States. For more information, refer to the ICAO I-Pack website at: www.icao.int/ipack and/or contact ICAO at: ipack@icao.int.
9. For access to all relevant information related to the work of the ACCRPG sub-groups, including guidance material and examples of best practice, all DGCA's to refer to the dedicated ICAO ACCRPG sub-groups' website (www.icao.int/APAC/Pages/COVID-19.aspx).
10. To register attendance at upcoming ICAO Webinars, or access recordings of previous ICAO Webinars on COVID-19-related topics, including the CRRIC, Air Traffic Services Guidance for Operation and Economic Impact of COVID-19 on Civil Aviation and the Form of Measures to Alleviate the Financial Distress, all DGCA's visit the "ICAO TV" Webinar website at: www.icao.int/Meetings/webinar-series/Pages/ScheduleAndRegistration.aspx.
11. Under a whole-of-government approach to the resumption of international air traffic, and considering that due to COVID-19 most Air Navigation Service Providers (ANSPs) are operating at lower than pre-COVID-19 Air Traffic Management (ATM) capacity, States should ensure that any decisions on the timing and scale of resumption of international travel are fully

coordinated, taking into account;

1. the current ATM capacity of their ANSP;
2. the ATM capacity necessary to accommodate the increased demand;
3. the time needed to increase capacity;
4. the need for coordinated planning among all affected States for resumption of international air traffic, whether between city pairs, within ‘travel bubbles’ or a more general reopening to all traffic; and
5. the *ICAO Asia/Pacific Regional Strategy for COVID-19-related ATM Contingency Recovery* - ICAO State Letter AP147/20 (ATM).

1. Introduction

1.1. On 27 May 2020, the ICAO Council Aviation Recovery Task Force (CART) published its report and the annex “*Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis*” to address the challenges of the health and economic crisis due to the coronavirus disease 2019 (COVID-19). The CART report encompasses 10 key principles and 11 recommendations to support the restart and recovery of aviation.

1.2. To ensure proper implementation of the CART recommendations and the associated Take-Off guidance document, the APAC Region has established a regional mechanism i.e. ICAO APAC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP (ACCRPG) to coordinate, monitor and support the implementation of CART recommendations by the APAC States in order to ensure an orderly restart and recovery of aviation in APAC.

2. Establishment of ACCRPG

2.1. The ICAO Asia and Pacific (APAC) COVID-19 Contingency and Recovery Planning Group (ACCRPG) is an initiative of the ICAO APAC Director-General of Civil Aviation (DGCA) Information Sharing web-conference¹, 31 March 2020, on the subject of “COVID-19”, which decided to form a group to assist the DGCAs in coordinating their approach to the management of civil aviation through, and out of, the current extraordinary circumstances resulting from the COVID-19 pandemic.

2.2. According to its Terms of Reference (ToR), the major focus of ACCRPG is to assist DGCAs with coordinating States’ implementation of the recommendations of ICAO’s Council Aviation Recovery Task Force (CART) Report, including the guidance document, *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis*.

2.3. The ACCRPG will report to the APAC DGCAs on the progress of, and will propose recommendations/actions as necessary to facilitate the implementation by States of the CART recommendations.

2.4. The ACCRPG is Co-Chaired by 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)*.

2.5. Currently, the ACCRPG lists eighty (80) members from twenty (20) States and thirteen (13) International Organizations and aviation industry partners. The ToR and list of members are provided at **Attachments A and B** to this Report.

3. History of ACCRPG

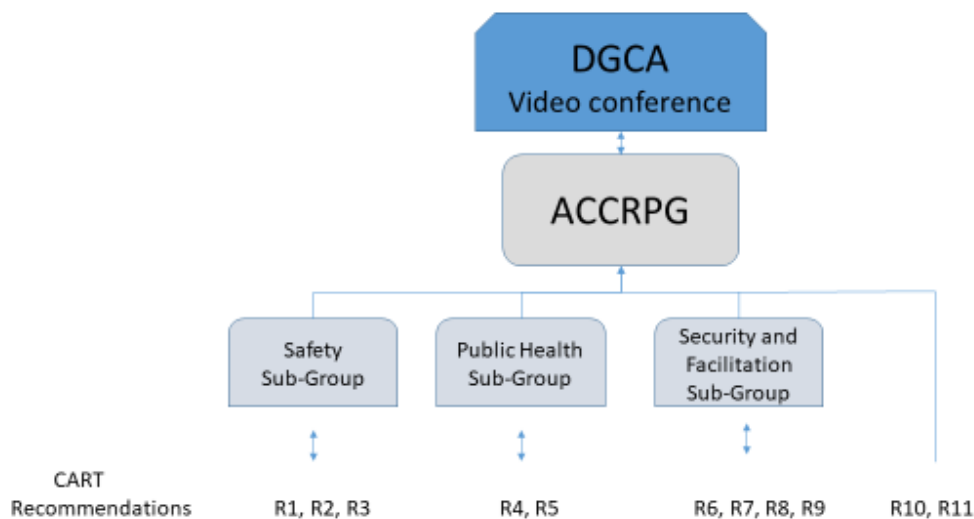
3.1. The ICAO APAC Regional Office hosted the First Meeting of the ACCRPG (ACCRPG/1) via web-conference from Bangkok, Thailand, on 05 June 2020. One hundred and two (102) participants attended ACCRPG/1 from nineteen (19) Member States/Administrative Regions and twelve (12) International Organizations and aviation companies.

3.2. ICAO took the opportunity at ACCRPG/1 to brief the participants on the details of the CART Report and its *Take-off* guidance document.

¹ The ICAO APAC Office also conducted a similar, special Pacific Islands DGCA Information Sharing web-conference on 12 May 2020.

3.3. In order to focus its inter-plenary work on specific CART Recommendations, ACCRPG/1 established three sub-groups as follows:

- Aviation safety-related measures sub-group (Recommendations 1, 2 and 3);
- Aviation public health-related measures sub-group (Recommendations 4 and 5); and
- Aviation security- and facilitation-related measures sub-group (Recommendations 6, 7, 8 and 9).



3.4. The sub-groups of the ACCRPG have convened through web-conferencing, with the support of the ICAO APAC Office secretariat, on a weekly or bi-weekly basis, as appropriate. The sub-groups’ reports are provided at the **Attachment C** to this Report. Note: The **Attachment C** also provides information on the ICAO APAC Office’s coordination activities for COVID-19-related Air Traffic Management (ATM) operations and contingency.

3.5. Subsequent to ACCRPG/1, the ACCRPG convened online for its Second and Third Meetings, ACCRPG/2 and ACCRPG/3, on 12 June 2020 and 26 June 2020, respectively.

3.6. One hundred and eight (108) and one hundred and sixteen (116) participants attended ACCRPG/2 and ACCRPG/3, respectively, from twenty (20) Member States/Administrative Regions and ten (10) International Organizations and aviation companies.

3.7. At the ACCRPG/2, ICAO informed participants about the establishment of the COVID-19 Response and Recovery Implementation Centre (CRRIC) to facilitate the sharing of relevant information among States and ICAO.

3.8. ICAO has requested that Member States nominate a focal point(s) responsible for inputting information on States’ implementation of the CART Recommendations into the CRRIC via the SN 5/1- AP142/20 (RD) dated 7 July 2020

3.9. At the ACCRPG/3, a number of States were able to share their experience on restarting domestic air connectivity and aligning their Standard Operating Procedures (SOPs) with the CART Report guidance. ICAO also informed participants about the Implementation Packages (I-Packs) which ICAO developed to facilitate States with the implementation of ICAO provisions in alignment with the CART measures and recommendations.

3.10. ICAO will deploy the following two I-Packs, via an electronic management system, in the second half of 2020:

- *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.*

3.11. For further information on the I-Packs, please visit the ICAO I-Pack website at: www.icao.int/ipack or contact ICAO at: ipack@icao.int.

3.12. Taking into account that many States have implemented a range of sound public health measures to mitigate the spread of COVID-19, the ACCRPG is investigating the consequential impacts on States' ability to maintain the safety, security and facilitation of aviation operations while restarting civil aviation operations.

3.13. A potential first step in aviation re-connectivity, may be the establishment of so-called Safe Travel "Zones" or "Corridors" bilaterally or between a group of States, within the existing conventional framework of air traffic rights agreements as negotiated between States. However, these require agreement between the relevant States of the risk levels posed by passengers travelling in these zones and potentially their separation from passengers from non-zone countries. The treatment of transit passengers also needs to be agreed as well as what happens if changes in health conditions in one of the States occurs, which may necessitate a suspension of travel.

3.14. To this end, the ACCRPG has encouraged States and industry partners to share their experiences and lessons learned and is promoting States' adoption of the CRRIC as the key information sharing, reporting and monitoring platform of the CART Recommendations. Furthermore, to demonstrate the tools available to States in the CRRIC, the ACCRPG promoted States' participation in a special ICAO CRRIC Webinar on 14 July 2020.

3.15. IATA has also developed its own global dashboard for public health mitigation measures (www.iata.org/en/programs/covid-19-resources-guidelines/covid-gov-mitigation/).

3.16. To provide APAC States with additional support and information sharing resources, ICAO has created a dedicated APAC COVID-19 BCP Measures and Guidelines Information Sharing webpage (<https://www.icao.int/APAC/Pages/COVID-19.aspx>).

4. Challenges/Opportunities

4.1. Noting that in the APAC region, the resumption of air travel has largely been limited to domestic operations, there is a need to focus on the barriers/challenges to restart of international operations throughout the region.

4.2. The implementation of CART guidelines by APAC States should be considered as part of the means to restarting aviation and not the end itself.

4.3. There is a need for the ACCRPG and the sub-groups to identify these challenges examples of which include (but are not limited to):

- (a) States are likely to remain at different levels of COVID-19 impact for some time leading to potentially different passenger handling arrangements from low to high risk countries;
- (b) Changes in different States risk status caused by “second” waves of COVID-19 needing quick action by States to reduce the health risks from international travellers;
- (c) Level and specialised nature of some resources needed to give effect to airline and airport health-related measures including by industry and Government agencies;
- (d) Effectiveness of different health measures associated with aviation travel from temperature screening through to quarantine; and
- (e) Need to obtain safety, security and other agency approvals for resuming international operations.

4.4. While there are many challenges ahead in the restart and recovery of international aviation from COVID-19 in the APAC region, there are opportunities as well. If the Region and its member States can safely and securely return airline and airport services while minimising health risks, there will be significant economic, social and cultural benefits from doing so.

4.5. To this end, the work of the Planning Group and its sub-Groups should now focus on addressing the challenges above and to develop clear advice for all States use in responding to them consistent with the CART recommendations.

4.6. States which have already addressed such challenges should be encouraged to contribute to this exercise and share their learnings for the benefit of other states. This material should then be presented to the ACCRPG for consideration as guidance material for States.

4.7. In addition, the Planning Group, assisted by input from each sub-Group should develop advice for all States on initiatives such as the safe travel zone/corridors, and airline and airport protocols and standard operating procedures (SOPS) to reduce the risk of COVID-19 which could be adopted, as appropriate, by States throughout the APAC region.

4.8. The ACCRPG should also consider the formation of a smaller informal “steering committee” comprising ICAO, Co-chairs and a representative from each of the sub-groups to develop this action plan.

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**ICAO APAC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP
(ACCRPG)**

TERMS OF REFERENCE

Adopted by ACCRPG/1, 05 June 2020

1. Name and establishment of group

1.1. ICAO APAC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP (ACCRPG)

1.2. The ICAO APAC DGCA *Information Sharing web-conference*, on the subject of COVID-19, 31 March 2020, decided to form a task force/group to assist the DGCAs in coordinating their approach to the management of civil aviation through, and out of, the current extraordinary circumstances resulting from the COVID-19 pandemic.

2. Membership and appointment

2.1. The size of the group should be commensurate with the need for expeditious and efficient handling of group's business.

2.2. Membership should provide the group with ready access to required research and supporting expertise, demonstrated experience in contingency management, post recovery and adequate geographical representation.

2.3. Members should be nominated by the Civil Aviation Authorities and international organizations concerned and confirmed by ICAO.

2.4. The term of the group will be for one year. However, the term may be extended by the DGCAs as necessary.

2.5. The Secretary of the group is the ICAO APAC Regional Director; with assistance from additional ICAO staff as necessary.

3. Chairing

3.1. The group shall elect a Chairperson at its first meeting from experts nominated by the members.

4. Frequency of meetings and quorum

4.1. The group will determine an appropriate frequency and schedule for its meetings.

4.2. A simple majority of members is required for the group to carry a motion.

5. Record of meetings

5.1. The group will record key discussion and outcomes of each meeting in the form of a progress report.

5.2. The Secretary will be responsible for the records of the group's meetings.

6. Reporting mechanism

6.1. The Secretary will deliver oral and/or written progress reports to the DGCAs, ICAO and other key stakeholders as necessary.

7. Functions and delegated authority

7.1. The purpose of the group is to take into account the priority of ICAO’s strategic objectives and work proactively in coordination with the DGCAs, International Organisations, ICAO (HQ and Regional Offices) and other relevant bodies to assist the DGCAs with coordinating the management of international civil aviation contingencies of the COVID-19 pandemic.

7.2. The role of the group is to advise the DGCAs on aviation policy issues.

7.3. The scope of the group will accommodate contingencies of the immediate, recovery and post-recovery phases of the COVID-19 pandemic.

7.4. The key functions of the group are the following:

7.4.1. Obtain and share information on the implementation by Member States, ICAO, International Organizations, industry and other key stakeholders of measures to manage civil aviation contingencies of the COVID-19 pandemic;

7.4.2. Inform the DGCAs on a regular basis of the coordinated measures to manage civil aviation contingencies of the COVID-19 pandemic to encourage harmonised application;

7.4.3. Identify, anticipate, prioritize and make recommendations to address specific issues arising from the ICAO *Council Aviation Recovery Task Force* (CART), which require, or will in the future require remedial or preventive action by Member States and/or ICAO; and

7.4.4. Coordinate work and assist States and industry with the implementation of the CART’s work.

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MEMBERS OF APAC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP (ACCRPG)

28 July 2020

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3.	Mr. Charles Hausknecht <i>(Alternative for Mr. Jim Wolfe)</i>	Director, International Standards and ICAO Department of Infrastructure, Transport, Regional Development and Communications	Charles.Hausknecht@infrastructure.gov.au
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1. ACCRPG sub-groups

1.1. Aviation safety-related measures sub-group (SAF/SG)

1.1.1. The SAF/SG was established in June 2020 to support the work of ACCRPG. The SAF/SG comprises of 11 States/Administrations and 7 International Organisations/Industry with Boeing volunteering as Rapporteur. It has completed 4 meetings.

1.1.2. The SAF/SG was tasked with the three safety related recommendations in the Council Aviation Recovery Taskforce (CART) Report. The 3 safety-related recommendations are:

- Recommendation 1: During the global COVID-19 outbreak, Member States should continue updating COVID-19 Contingency Related Differences (CCRDs) in the Electronic Filing of Differences (EFOD) subsystem;
- Recommendation 2: Member States should avoid retaining any COVID-19 related alleviation measures as soon as normal operations are resumed. Differences that remain after the contingency if any should be filed in the EFOD system; and
- Recommendation 3: Member States should expedite the development of guidance for safety management of new operations or operation change during this crisis.

1.1.3. Mindful of the objectives to harmonise and facilitate the continuation of safe operations with minimal disruptions on aircraft operations during this COVID-19 pandemic and the resumption of aircraft operations post-COVID-19, SAF/SG activities include:

- participation in the weekly meeting with Montreal, to update, clarify and share COVID-19 related issues/challenges and experiences;
- proactive engagement with the APAC States/Administrations including organizing virtual conferences/briefings to support States/Administrations with the management of the CCRDs;
- tracking, monitoring and discussing the issues arising from alleviations issued and their expiry; and
- providing feedback, discuss and sharing of experiences and tools to mitigate the ongoing aviation activities.

1.1.4. The outcomes of the work of SAF/SG are summarized below:

- Recommendation #1: The current status of CCRD submission for the APAC Region as of 10 Jul is 83%. This is translated to 34/41 States/Administration. SAF/SG will continue to engage the remaining States. ACCRPG may like to remind the remaining States (Cook Islands, Federated States of Micronesia, Nauru, Palau, Samoa and Tuvalu) to submit its CCRDs information on the USOAP CMA Online Framework and if necessary contact ICAO APAC Office for assistance;
- Recommendation #2: Alleviations were issued to facilitate ongoing aviation activities, based on our estimate, some of these alleviations are expired or about to expire. We are

reaching out to the States/Administrations to review, and carefully consider if these alleviations should continue further. Some members might well have received such notification. Arising from feedback, ICAO is also working with IATA, the developer of the CCRD dashboard and alleviation pivotal table to enhance the use and interpretation of the information therein. ACCRPG may highlight it is the responsibility of the States/Administrations to ensure that alleviations issued remain valid which must be communicated consistently and clearly to all stakeholders. Changes to the status of alleviations should be updated on the USOAP CMA Online Framework to minimise unnecessary misunderstanding or disruptions; and

- Recommendation #3: This item is where the SAF/SG devoted most of its time. Safety impacted issues associated with wearing of masks by flight/cabin crews while operating flights, need for flight crew awareness when operating flights with lighter payload, experiences on conducting aircraft ramp inspections during this period and the need for consistent and effective communication between Authority and their stakeholders to minimize unnecessary disruptions.

1.1.5. The SAF/SG thanked Australia, France, India, Japan, Singapore, Boeing and IATA for sharing established guidance / checklists, experiences and the support to the SAF/SG during the pandemic crisis, and the increased number of Unstable Approaches during reduced operations highlighted by IATA FDX (Flight Data Exchange) database.

1.1.6. In addition to sharing of feedback and experiences, SAF/SG intended to start discussion on the challenges/barriers to re-start at the next meeting.

1.1.7. The SAF/SG was in the midst of developing a repository for these shared documents to be accessed by all. The next SAF/SG meeting is tentatively scheduled for 29 July 2020.

1.2. Aviation public health-related measures sub-group (PH/SG)

1.2.1. The PH/SG comprises 23 Members from 9 States and 6 International/Regional Organizations. The sub-group was established by the ACCRPG to support the work programme of the ACCRPG as set out in ACCRPG's ToR and focus on specific CART recommendations on aviation public health-related measures as follows:

- 1) Recommendation 4: Global and regional harmonization of procedures is essential to strengthen public and passenger confidence in air travel. To that end, Member States should establish aviation public health procedures aligned with the guidance in the *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis*; and
- 2) Recommendation 5: In order to support the fastest possible return to normal aviation operations, Member States should regularly review the necessity of continuing the application of risk mitigation measures as the risk of COVID-19 transmission diminishes; and measures which are no longer needed to be discontinued.

1.2.2. The sub-group first convened on 11 June 2020 has conducted 4 meetings. Dr. Chong Chun Hon, Chairman, Civil Aviation Medical Board, Civil Aviation Authority of Singapore serves as the rapporteur for an interim period while Mr. S L Wong, Head Technical Affairs, Safety, Capacity and ATM of ACI Asia-Pacific acts as the alternate.

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1.2.3. The sub-group adopted the following deliverables, keeping in line with the key functions of the ACCRPG:

- 1) Appoint State Focal Points for CART guidance implementation;
- 2) Provide advice and clarifications to States on CART guidance implementation and deliberate on implementation challenges as highlighted by States and Industries. For this purpose, States are to respond to the 'CART guidance implementation - Response Checklist' circulated to States/Administrations through the APAC Regional Office;
- 3) Share best practices/experiences of States/Administrations in CART guidance implementation amongst APAC States/Administrations; and
- 4) Assist ACCRPG to improve awareness at State level of guidance in the CART '*Take-off Guidance*' through CAPSCA.

1.2.4. In realization of the above, following action has been completed as of this interim report:

- 1) Ref. deliverable 1) - As recommended by the sub-group to the 3rd ACCRPG meeting of 26 June 2020, ICAO APAC Office issued the State Letter Ref.: SN 5/1- AP142/20 (RD) dated 7 July 2020 which requested States, amongst other matters addressed in the same State Letter, to nominate focal points for the communication and coordination of the works of the APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG) and its three sub-groups (Safety, Public Health and Aviation Security and Facilitation). *Action required:* States to respond most preferably by 17 July 2020;
- 2) Ref. deliverable 2) and 3) - The 'Take-off Guidance (CART) Implementation Response Checklist' developed by the sub-group was circulated to the APAC States/Administrations through ICAO APAC State Letter Ref.: SN 5/1 - AP136/20 (TC) dated 24 June 2020 to collect responses from States/Administrations on the implementation of the CART *Take-off Guidance* document aviation public health risk mitigation measures and identify the challenges and issues faced in such implementation in respect of Domestic Operations and International Operations separately. *Action required:* States to respond: for Domestic Operations most preferably by 3 July 2020 and for International Operations most preferably by 10 July 2020;
- 3) Ref. deliverables 4), (also catering to 3)) - Thirteenth CAPSCA - APAC (Special) meeting with the theme "*Harmonized Implementation of CART Take-of/Guidance for air travel through COVID-19*" was conducted on 16 July 2020 in collaboration with WHO and supported by ACI, IATA and IFALPA. States/Administrations were invited to attend through ICAO APAC State Letter Ref. T 14/3.RAS/06/801: AP143/20 (TC) dated 7 July 2020. Twenty-nine States, 12 industry organizations and 5 International Associations, WHO HQ, WHO SEA Regional Office and ICAO attended with a total of 135 participants (preliminary attendance data). Meeting was updated by ICAO and WHO on PH related developments. CAA Singapore briefed the meeting on UK-SIN CART Crew Module Ongoing Trials and PH-SG presented its work on the CART Implementation Response Checklists. A panel discussion was included in the meeting where presentations centred on "Implementing PH Mitigation measures in Aviation" were delivered with an ensuing discussion with Q and A. Challenges/Issues/Ideas brought forward will be presented to the next PH-SG meeting for follow – up. The meeting invited aviation and public health

authorities of States to participate with the view to promote multi-sectoral collaboration. However, the attendance of public health authorities was poor.

- 4) The sub-group identified *Take-off Guidance* Document implementation issues/challenges (raised by subgroup members) - Airport module: Face mask and covering, Cargo module: definition of 'crew', Personal hygiene etiquette as an important general measure. Deliberations took place and suggestions made have been acknowledged by ICAO HQ to be referred to CART drafting group for consideration during the next review of the *Take-off Guidance* Document and would also be considered in other ICAO communication channels (EBs, FAQ section of CRRIC etc.). Safety aspect related to face shield has been referred to the ICAO Safety Section for further deliberation (through Chief/Av. Med. Section ICAO HQ).

1.2.5. Recommendation to the APAC State DGCA's

- 1) States/Administrations who are yet to respond to ICAO APAC State Letter referred to in above 1) and 2) are requested to respond at the earliest convenience and support the work of the Public Health Sub-group.
- 2) In respect of 'Harmonization of public health procedures' - to note that harmonization does not mean an equivalence of measures to be implemented by all States, but to recognise different 'Stages' of pandemic and vulnerability, and harmonise in intent and desired outcome.
- 3) Ref. Recommendation 5 of the CART Report, States are to assign due importance to removal of aviation public health restrictions through risk assessments when the pandemic situation improves.
- 4) States/Administrations are encouraged to invite and engage State public health authorities as well as other relevant entities at ICAO meetings in order to enhance multi-sectoral collaboration in the implementation of harmonized aviation related public health risk mitigation procedures across the APAC region. APRO will also solicit assistance from WHO to extend invitations to State public health authorities through their channel.

1.3. Aviation security- and facilitation-related measures sub-group (AVSEC-FAL/SG)

1.3.1. The AVSEC-FAL/SG first convened on 11 June 2020 and has held 4 sessions. The sub-group has 23 Members representing 10 States/SARs and 4 IOs/Industry. The AVSEC-FAL/SG is focusing on CART Recommendations 6, 7, 8 and 9 with the objective as set out in a separate document and reported on previously.

1.3.2. With regard to CART Recommendation 6 and 7, the sub-group disseminated a survey to determine States' establishment of a NATFC or similar structure tasked with coordination among relevant agencies and industry partners for the implementation of COVID-19 measures and to determine the level of utilization of public health passenger locator forms or similar mechanism. A small number of survey responses was received but served to highlight that not all States had yet established an effective coordination mechanism for relevant agencies and industry partners within the State and not all States are establishing effective track and trace mechanisms for passengers entering the State.

1.3.3. Concurrently and in response to the results of the survey the sub-group has directed States to the ICAO -Facilitation Webinar - Facilitation Tools in Response to COVID-19 “Strengthening International and Inter-Agency Cooperation” and a number of APAC States participated in the session on 23rd June and/or have viewed the recorded Webinar which offered relevant guidance for the CART Facilitation-related Recommendations 6, 7 and 9.

1.3.4. The sub-group has also highlighted the availability of the ICAO I-Pack Facilitation which addresses guidance materials and the availability of expertise to assist States to respond to the CART Facilitation related Recommendations.

1.3.5. The ICAO Legal Bureau has led work on a review of existing ICAO materials relating to unruly and disruptive passengers and CART Recommendation 9. Relevant requirements and related ICAO guidance material has been collated and will be/has been shared with States.

1.3.6. The sub-group has also collated examples of best practice and relevant ICAO and other entity developed guidance material relating to all CART Facilitation-related Recommendations. This information has been/will be disseminated to APAC States via the establishment of regional office APAC RO ACCRPG AVSEC-FAL/SG website.

1.3.7. With regard to the CART Recommendation 8 and Aviation Security, in addition to best practice examples and materials provided by States and industry partners, the subgroup and ICAO Regional Office have coordinated with ICAO HQs to disseminate the ICAO document “Guidelines for AVSEC Contingency Measures During the COVID-19 Pandemic” to APAC AVSEC Contacts.

2. ATM Activities

2.1.1. The ICAO APAC Office conducted two APAC COVID-19-related Air Traffic Management (ATM) operations and contingency coordination Video Teleconferences (VTCs) to implement a process for engagement with the ATM community, share information on the current status of air traffic, and of air traffic management capability and capacity in the APAC Region, and to ensure the ATM community was informed of relevant developments and provided with guidance for any COVID-19-related contingency operations. Further VTCs would be conducted at intervals of approximately two to three weeks, and where necessitated by changing circumstances.

2.1.2. The APAC Office developed the Regional Strategy for COVID-19-Related ATM Contingency Recovery, which was reviewed by the second of the aforementioned ATM VTCs, and circulated by State Letter. The Strategy document included a survey of ATM capacity, which all Administrations were requested to complete and forward to the ICAO APAC Office by 31 July 2020.

2.1.3. No ATM-specific sub-group of ACCRPG was established. Where necessary, ATM-related matters would be reported through the SAF/SG.

CHALLENGES IN RESTARTING AVIATION SERVICES

The assist the ACCRPG Sub-Groups with identifying and focusing on three most challenging impediments in restarting aviation services, the Co-Chair proposed that the ACCRPG Sub-Groups consider the following challenges (presented in the form of issues, objectives and deliverables):

SAFETY		
Issues	Objectives	Deliverables
1. Each APAC State to provide input into and regularly update safety-related information for the key ICAO databases – CCRD and CRIC	Dedicated resources required to input into the ICAO databases – CCRD and CRIC. Achieving consistency between States in reporting.	<ul style="list-style-type: none"> • Distribution of advice to all APAC States on how to implement information into ICAO databases. • Sharing of experiences between States that have already put in information to ICAO and those still to do so. • Standard ICAO reporting templates should reduce burden on States in providing information and increase consistency of information provided.
2. Timely APAC State and industry responses to specific COVID-19 safety-related issues	Level of resources available to States and industry with significant downturn in demand and employment across the region	<ul style="list-style-type: none"> • State and industry commitment to maintain key safety personnel and core safety regulatory and oversight resourcing levels. • Sharing of experiences between States and guidance material on handling of emerging COVID-19 safety-related issues.
3. APAC States and industry have safety guidance material and checklists readily available to handle recovery of aviation demand	Loss of key safety personnel to implement measures needed to facilitate recovery of aviation demand. Normal safety guidance material not updated to reflect COVID-19 related risks.	<ul style="list-style-type: none"> • State and industry ensure that key safety personnel are retained and/or readily accessible to facilitate recovery in aviation demand and hence demand for safety personnel • Review and update as appropriate of existing guidance materials to address risks related to COVID-19.

AVSEC FAL		
Issues	Objectives	Deliverables
4. APAC States adopt consistent approaches to health requirements placed on passengers, airlines and airports having regard to the different and changing	There are a range of different health related measures that can be adopted by States and industry to reduce the health risk of COVID-19 as well as build public confidence in international aviation travel.	<ul style="list-style-type: none"> • Develop best practice guidance material covering the key health measures for passengers, airlines and airports, building on existing material and supplemented by specific advice covering COVID-19 as appropriate.

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AVSEC FAL		
Issues	Objectives	Deliverables
levels of risk being experienced in different States.	e.g. health declarations, health screening, aircraft and airport physical distancing, personal protective equipment and personal hygiene, and surface cleaning measures. Lack of a consistent approach impacts on compliance levels by passengers and airlines but recognising that each State has the right to develop nationally appropriate health responses.	<ul style="list-style-type: none"> • Sharing of experiences between States in terms of measures that have worked well and those that have proven less successful.
5. Ensure APAC State Health authorities and other relevant agencies are involved in decision making processes for SEC FAL matters and measures to be introduced	Traditionally limited involvement by State Health Authorities in aviation SEC FAL related matters, Some health measures may challenge commercial and operational viability of airline and airport operations. Lack of an effective National Air Transport Facilitation Committee or equivalent that includes health and other relevant agencies.	<ul style="list-style-type: none"> • Develop best practice guidance material which helps APAC States effectively and efficiently implement health measures into the airline and airport operating environment. • Sharing of experiences between States in terms of health measures that have proven compatible with good security and facilitation outcomes and those that have not. • APAC States establish an appropriate and effective coordination mechanism for all relevant agencies and industry that handle health and related matters.
6. Ensure APAC States and aircraft operators take into account COVID-19 impacts in protection against acts of unlawful interference and the handling of unruly passengers.	COVID-19 assumed to be “just another” potential cause of risk to aviation.	<ul style="list-style-type: none"> • Use by industry of IATA guidance for cabin operations during & post-COVID-19 which has been updated to highlight potential new causes of unruly behaviour. • Development of advice for States as appropriate to cover COVID-19 impacts in regulatory and procedural requirements covering acts of unlawful interference and handling of unruly passengers.

Public Health		
Issues	Objectives	Deliverables
7. APAC States adopt consistent practices in	Different and changing levels of risk being experienced in	<ul style="list-style-type: none"> • Sharing of experiences between States in terms of health measures

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Public Health		
Issues	Objectives	Deliverables
terms of health requirements for international air crew movements.	different States leading to different health measures being applied to air crew by different States..	<p>applied to crew that have proven compatible with good commercial and operational outcomes</p> <ul style="list-style-type: none"> • States continuing to prioritise importance of international air freight services facilitated by effective and efficient air crew movement practices that minimise risk to the crew, airport employees and the community.
8. APAC States to encourage establishment of safe travel corridors to enable the movement of people between States in a way that is safe and ensures public health requirements are met.	Need for States to agree on terms and conditions of when a safe travel corridor can be established (including health benchmarks) and when the corridor may need to be suspended or can be reopened if COVID-19 circumstance change in either State. Potential inconsistency between different States in core health benchmarks that need to be met to establish a safe travel corridor.	<ul style="list-style-type: none"> • Share details of safe travel corridors in the region once established, including the process adopted to develop the safe travel corridor • Consideration of development of guidance to States on what matters should be covered in future safe travel corridors.
9. APAC States have access to provide guidance material for specific modules covered in CART “Take Off” guidance document	Based on the Public Health sub-group survey, challenges in implementing some of the CART guidance modules have been identified.	<ul style="list-style-type: none"> • Share details of initial State experiences with implementation of the four “Take Off” modules (airport, aircraft, crew and cargo). • Develop guidance material on specific module items that are providing problematic in the Asia Pacific region.