



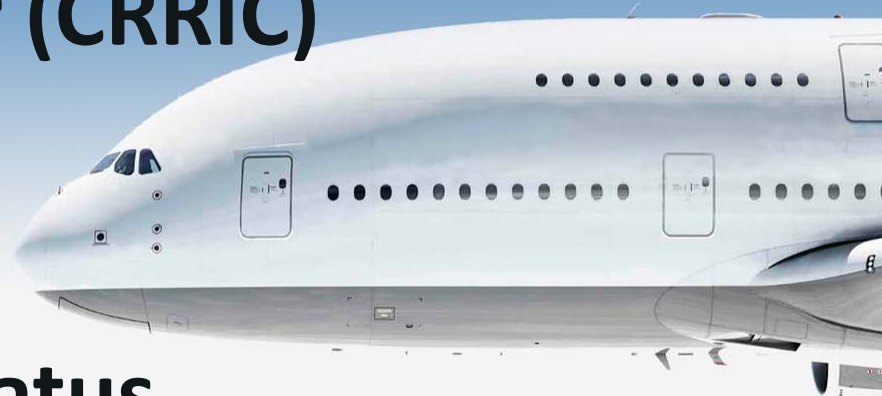
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NO COUNTRY LEFT BEHIND



# **Covid-19 Response and Recovery Implementation Center (CRRIC)**

## **- APAC State Activity Status**





## APAC CRRIC Focal Point(s)

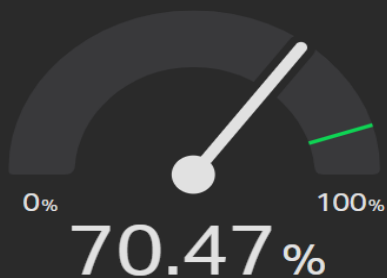
States yet to nominate

11

Cambodia, DPRK, Fiji,  
Kiribati, Micronesia,  
Palau, Solomon Islands,  
Timor Leste, Tonga,  
Tuvalu, Vanuatu

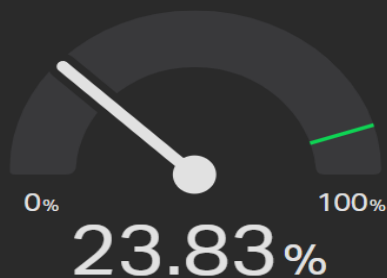


FPs Nominated



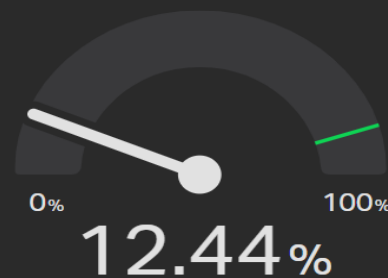
APAC	66.67%
ESAF	100%
EUR/NAT	44.64%
MID	46.67%
NACC	77.27%
SAM	100%
WACAF	100%

GAP Analysis complete



APAC	15.38%
ESAF	29.17%
EUR/NAT	7.14%
MID	26.67%
NACC	27.27%
SAM	92.31%
WACAF	29.17%

PHM reviewed



APAC	7.69%
ESAF	16.67%
EUR/NAT	3.57%
MID	6.67%
NACC	9.09%
SAM	53.85%
WACAF	20.83%

Montreal ...

14:34

Tuesday

Active on CRRIC in last 7 ...

10.88%

SAM	38.46%
ESAF	16.67%
WACAF	16.67%
NACC	13.64%
MID	13.33%
EUR/NAT	3.57%
APAC	2.56%



BROWSE PAGE PUBLISH

Gap Analysis

Public Health Risk Mitigation Measures

Dashboard

Best Practices

List of Focal Points

Documentation and Support

Webinars

Related ICAO Public Portals

Council Aviation Recovery Taskforce (CART)

COVID-19 Response and Recovery Platform

Implementation Roadmap

Select a State: Sandbox

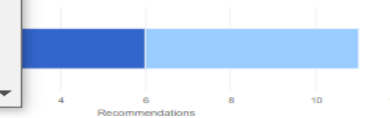
Print

- Sandbox
- My gap analysis project
- Sandbox
- Other projects
- Alghanisian
- Albania
- Algeria
- Andorra
- Angola
- Antigua and Barbuda
- Argentina
- Armenia
- Australia
- Austria
- Azerbaijan
- Bahamas
- Bahrain
- Bangladesh
- Barbados
- Belarus
- Belgium

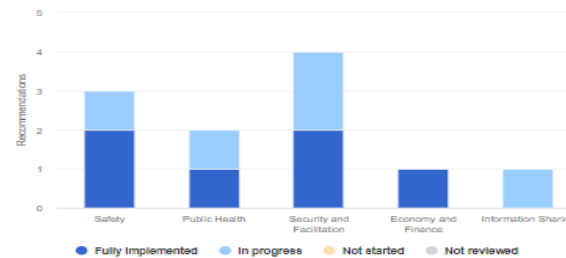
# Recommendation Gap Analysis

## Sandbox

Level of Implementation



Level of Implementation by Area



Area

- All
- Safety
- Public Health
- Security and Facilitation
- Economy and Finance
- Information Sharing

- Safety**  
 REC-01 - 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.  
 Fully implemented  
 Toggle details
- Safety**  
 REC-02 - 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.  
 In progress  
 Toggle details



**Safety**

**REC-01 - 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.**

Not reviewed

[Toggle details](#)

Guidelines:

- Using a risk-based approach, establish and implement alleviation measures for certification and licensing provisions and other operational issues facing during contingency,
- Identify and file CCRDs (Core and extended) on OLF/EFOD, as applicable, using the quick reference guides (QRG) and other best practices published on the ICAO webpage <https://www.icao.int/safety/COVID-19OPS/Pages/default.aspx>
- Facilitate the recognition and acceptance by other States CCRDs
- Amend CCRDs, as needed
- Use safety risk management approach (Doc 10144) for managing aviation safety risks during the pandemic
- Use available support from ICAO Regional Offices and Regional Safety Oversight Organizations (RSOO) for uploading harmonized information in the CCRD system
- CART recommendation 1 may be assessed as "Fully Implemented" when the State has filed its core CCRDs, has indicated whether it accepts the CCRDs filed by other States and has established a system to continuously update this information.

[Show more / less](#)

---

This question has not yet been reviewed.

**Update**

**REC-01 - 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.** ✕

Status:

Assessment / Comment on the implementation of the recommendation

[Show / hide guidelines](#)

Action

Est. Completion Date:

Optional feedback to ICAO on this CART recommendation



Public Health

REC-04 - Global and regional harmonization of procedures should establish aviation public health procedures aligned

Fully implemented

Toggle details

Guidelines:

- Implement the PH recommended measures according to the evolving situation to support a risk-based, safe and secure resumption of passenger traffic until the pandemic is brought under control.
- Recommended measures should strengthen aviation public health and consumer confidence while minimising negative operational and efficiency impacts.
- Incorporate new public health measures into the aviation system in a practical manner to further enable the sector to support economic recovery and growth.
- Apply the measures to the entire passenger journey, from arriving at the terminal, to leaving the baggage claim area, and also address aviation workers in the cabin, on the flight deck and on the ground.
- 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 should be discontinued
- Use the Take-off document as basis to develop a restart and recovery plan
- Monitor and evaluate public health measures on a dynamic basis
- CART recommendation 4 may be assessed as "Fully Implemented" when the State has established and service providers have implemented the aviation public health procedures aligned with the Airports, Aircraft, Crew, and Cargo elements of the Take-off document

Show more / less

Assessment / Comment: test

Action: DGCA is working with the various stakeholders to implement these guidelines in each of the 4 modules

Est. Comp. Date: 2020-11-30

Feedback to ICAO: Regional harmonization of measures among States

Update

Public Health

REC-05 - In order to support the fastest possible return to normal operations, Member States should establish aviation public health procedures aligned

In progress

Toggle details

Security and Facilitation

REC-06 - Member States that have not done so should implement measures to increase national level cross-sectoral coordination.

Fully implemented

Toggle details

Security and Facilitation

REC-07 - Member States should systematically use a Passengers' Checklist to ensure the safety of the aircraft and resurgence of the pandemic.

Fully implemented

Toggle details

REC-04 - 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-15 Public Health Crises.

Status:

Fully implemented

Not started

In progress

Fully implemented

Assessment / Comment on the implementation:

Show / hide guidelines

- Implement the PH recommended measures according to the evolving situation to support a risk-based, safe and secure resumption of passenger traffic until the pandemic is brought under control.
- Recommended measures should strengthen aviation public health and consumer confidence while minimising negative operational and efficiency impacts.
- Incorporate new public health measures into the aviation system in a practical manner to further enable the sector to support economic recovery and growth.
- Apply the measures to the entire passenger journey, from arriving at the terminal, to leaving the baggage claim area, and also address aviation workers in the cabin, on the flight deck and on the ground.
- 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 should be discontinued
- Use the Take-off document as basis to develop a restart and recovery plan
- Monitor and evaluate public health measures on a dynamic basis as the situation evolves, to avoid retention by default, unnecessary regulatory burden and inefficiencies.
- CART recommendation 4 may be assessed as "Fully Implemented" when the State has established and service providers have implemented the aviation public health procedures aligned with the Airports, Aircraft, Crew, and Cargo elements of the Take-off document

test

Action

DGCA is working with the various stakeholders to implement these guidelines in each of the 4 modules

Est. Completion Date:

30-Nov-2020

Optional feedback to ICAO on this CART recommendation

Regional harmonization of measures among States

Close

Save changes

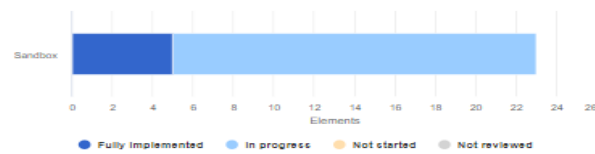
through this list and mark those measures they chose to implement and if other measures were implemented, add those in the custom measures table below.

Select a State:

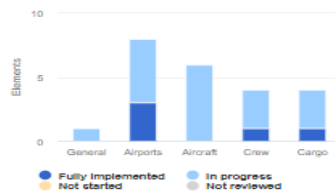
[Update recovery stage](#)

# Public Health Risk Mitigation Measures

Level of Implementation



Level of Implementation by Module



Level of Measure Adoption by Module



Recovery Stage: 1



Module

- All
- General
- Airports
- Aircraft
- Crew
- Cargo

## General

Level of Measure Adoption by Element



Generally applicable risk mitigation measures  
in progress

# Airports

## General Check-In Area

Implementation Status

Fully implemented

Comment

Not international airport

Not started  
In progress

Fully implemented

Select all   Unselect all

Adopted

Measure



**Planning and monitoring**

Implement measures that reduce congestion through advanced-planning and monitoring of passenger flows.



**Signalization and barriers**

Signage, floor markings and announcements via Public Address system to encourage physical distancing. Retractable stanchions and floor signage in the queuing area and transparent barriers in front of staff.



**Kiosks**

Use of boarding pass/baggage tag kiosks and baggage drop to reduce face-to-face interactions, but with careful attention to the management of passenger flow and keeping such devices adequately and constantly disinfected.



**Home check-in**

Passengers should be encouraged to complete check-in processes prior to arriving at the airport.



**Advanced technology**

Self-sanitizing technology may be considered for integration within kiosks touch screens, to allow for the disinfection of the screen between each use. Whenever possible, use contactless processes and technology, including contactless biometrics such as facial or iris recognition to reduce the need for contact with travel documents between staff and passengers.

Close

Save changes

General Check-In Area

Fully implemented

Update

State comment:

Not international airport has self check-in

Adopted

Measure



**Planning and monitoring**  
Implement measures that



**Signalization and barriers**  
Signage, floor markings, the queuing area and tra



**Kiosks**  
Use of boarding pass/ba  
passenger flow and kee



**Home check-in**  
Passengers should be e



**Advanced technology**  
Self-sanitizing technolog  
Whenever possible, use  
contact with travel docu

Security Screening

Fully implemented

# Cargo

Level of Measure Adoption by Element



Road Feeder to Freight Reception & freight pick up  
**Fully implemented**

Within Cargo facility (Origin / Destination / Transit)  
**In progress**

Cargo facility to ramp (Origin / Transit / Destination)  
**In progress**

Aircraft Loading / Unloading  
**In progress**

## Custom measures

Organizations which implemented measures which are not listed in the table above are invited to enter those measures in the table below.

[+ new item](#) or [edit this list](#)

Measure	Description	Module/Element	Applicable Entities	State
There are no items to show in this view of the "Custom Measures" list.				



### Best Practices

+ new item or edit this list

✓	Title	Description	State	Recommendations	Sharing
	CART Take-off Documents spreadsheet for Progress Monitoring	... A breakdown of CART Take-off Documents in Excel spreadsheet incorporating IATA (Asia Pacific) inputs for Progress Monitoring	Malaysia	REC04 - Take-off Guidance	General Public

- Tool to share best practices and documentation
- Share with Member States only or General Public



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THANK YOU