

INTERNATIONAL CIVIL AVIATION ORGANIZATION



REPORT
SEVENTH MEETING OF THE ICAO ASIA AND PACIFIC
COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP
(ACCRPG/7)

Web-conference, 25 September 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/7 – REPORT
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INTRODUCTION

1. History of the Meeting

1.1. The ICAO Asia and Pacific (APAC) Office hosted the Seventh Meeting of the ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG/7) via web-conference from Bangkok, Thailand, on 25 September 2020.

2. Attendance

2.1. Over eighty-seven (87) participants joined the Meeting from twenty (20) 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 information in fifteen (15) 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/ACCRPG/Pages/2020-ACCRPG7.aspx>

REPORT ON AGENDA ITEMS

1. Opening of the meeting and working arrangements

1.1. The Secretary officially opened the Meeting at 10:00 hrs. in Bangkok on 25 September 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: Perspectives on challenges and way forward in implementing the CART Report Recommendations and Take-off Measures
- 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

Review the Report of the previous meeting

1.3. The Secretariat disseminated a copy of the Report from the previous meeting, ACCRPG/6, to all members and focal points of the ACCRPG and posted the Report of ACCRPG/6 on the ICAO APAC Office website: <https://www.icao.int/APAC/ACCRPG/Pages/2020-ACCRPG6.aspx>.

2. Perspectives on challenges and way forward in implementing the CART Report Recommendations and Take-off Measures

Presentations (1-3) by the Secretariat: *Travel Experience Feedback; Re-entry into Thailand – A Singaporean Experience; and The Traveller's Perspective – challenges and way forward to implement the CART Report*

2.1. Three recent international air travellers to Bangkok, Thailand, from Australia, Singapore and United Kingdom, all observed or experienced a range of public health related risk mitigation measures implemented at airports and on-board aircraft, which reflected COVID-19-related measures set forth in the ICAO CART guidance.

2.2. Notwithstanding the evident implementation of CART guidance measures to protect travellers, all three (above) travellers indicated that the likelihood of their choosing to repeat the international air travel experience was very low. This was primarily, if not entirely, due to the current, significant increase in the cost, time and complexity of the international air travel experience.

2.3. The three travellers specifically noted that the vastly reduced availability and significantly increased expense of flights, along with the additional burden of cost, time and/or logistics associated with various, mandatory, COVID-19-related national requirements (e.g., testing, quarantine, medical insurance, certifications, declarations and approvals), which also lacked standardisation across borders, together represented a significant deterrent against choosing international air travel.

Presentation (4) by the European Union Aviation Safety Agency (EASA): *Latest Developments from the European Union (EU)*

2.4. EASA described the EU’s response to the COVID-19 crisis “Getting Safely Back to Business”. The EU’s approach is supported by four main pillars: *Reduction of Travel Restrictions; Implementation of Health Measures; Engagement of Stakeholders; and Safe Resumption of Industry*. Underpinning its approach, the EU is coordinating action by countries on a number of key public-health-related initiatives.

2.5. *Enhancing Preparedness for COVID-19 outbreaks* aims at ensuring the EU’s short-term health preparedness in case of further COVID-19 outbreaks in Europe.

2.6. *Recommendations for Common COVID-19 Testing* sets out various actions points for consideration by countries when updating or adapting their national testing strategy, with the aim to achieve an agreement on a coherent approach to COVID-19 testing across Europe.

2.7. *COVID-19 Testing Strategies and Objectives* outlines strategies and objectives for sustainable SARS-CoV-2 testing of populations to achieve specific public health objectives in various epidemiological situations. General population-wide testing, as well as targeted testing of individuals, or specific populations related to particular settings, are presented on the basis of country experiences and information collected from scientific literature.

Presentation (5) by Airports Council International (ACI), Asia-Pacific: *Update on ACI Airport Health Accreditation (AHA)*

2.8. ACI launched its new *Airport Health Accreditation (AHA)*, in July 2020, to reassure passengers. The objectives of ACI’s AHA are: to promote best practices of health measures; to restore confidence for passengers, staff and governments; and to ensure harmonization of measures based on the ICAO CART guidance and ACI guidance.

2.9. The ACI based the AHA mainly on the ICAO CART Take-off document, “Airports” module, but also on other ACI guidance materials.

2.10. The process by which ACI grants AHA is entirely voluntary (i.e., by the airport’s request). The applicant airport completes a self-assessment questionnaire, which the ACI validates online and, subject to successful validation, ACI subsequently grants the AHA. ACI conducts an ongoing review of the AHA for continuous improvement.

2.11. So far, ACI has received applications for AHA from 316 (worldwide)/70 (Asia/Pacific) airports and has granted AHA to 46 (worldwide)/6 (Asia/Pacific) airports.

3. ACCRPG Sub-Group reports and Work Program

Presentation (6) by the Secretariat: *APAC COVID-19-related ATM Operations and Contingency Coordination*

3.1. ICAO reminded the meeting of the Air Traffic Management (ATM) information available to Air Navigation Service Providers (ANSPs) to assist in the forecasting and management of COVID-19-affected air traffic demand, including the APAC Regional Strategy for COVID-19-related ATM Contingency Recovery.

3.2. In particular, the meeting was reminded of the need for ANSPs, in coordination with other relevant government agencies, to inform the ICAO Asia/Pacific Regional Office in the event of any planned relaxation of entry restrictions that would result in a full or partial recovery of air traffic. ACCRPG/4 Recommendation 11 referred.

3.3. The meeting was also informed of the APAC COVID-19-related ATM Economics Seminar, which would be held by Video Teleconference (VTC) on 08 October 2020. Government officials having responsibility for State financial policy and ANS provision during the post-pandemic recovery of the aviation industry were strongly encouraged to participate.

3.4. In discussing the factors that prompted ICAO to plan the seminar, the meeting agreed to the following Recommendation:

DRAFT Recommendation XX: Air Navigation Services Planning to Support Post - COVID-19 Aviation Recovery

That, considering the dramatically different operating environment, States urgently review and update their National Air Navigation Plans (NANPs) in close coordination with Air Navigation Service Providers (ANSPs) and airspace users, to ensure that:

1. any new ANSP projects that entail cost to airspace users in terms of equipage, efficiency, mandates, etc. still have a positive cost-benefit to the air navigation system; and
2. current ANSP systems and procedures are reviewed to explore measures that can be taken to increase airspace user operating efficiencies (such as using 5NM horizontal surveillance-based separations within the applicable airspace); and
3. ANSPs are prepared in terms of capacity to manage increases in traffic from recovery policies or a change in the pandemic's status.

Presentation (7) by the Public Health Sub-Group Rapporteur: *Progress Report – Public Health Sub-Group (PH/SG)*

3.5. The PH/SG has conducted seven (7) meetings so far and will convene its 8th meeting on 1 October 2020. The PH/SG was focusing its efforts in three areas: establishing structured communications between (regional) aviation and public health authorities; harmonizing (international) regimes for testing/quarantine/recovered persons; and collating States' feedback on the challenges of implementing CART guidance.

3.6. Two upcoming events will support the establishment of structured communications between aviation and public health authorities: WHO/ICAO Webinar, 5 October 2020; and ICAO *Aviation and Public Health Experts' Roundtable*, 4 November 2020.

3.7. To avoid duplication of effort in the area of testing/quarantine/recovered persons, the PH/SG is monitoring progress of the ICAO CART. In addition, the CAPSCA *Subgroup on Testing and Cross-border Risk Mitigation Measures* reports its findings to the ICAO CART WG1.

3.8. The PH/SG continues to collate and assess information on the challenges faced by States in implementing the CART guidance and formulate appropriate recommendations on behalf of ACCRPG.

Presentation (8) by the Safety Sub-Group Rapporteur: *Progress Report – Safety Sub-Group (SAF/SG)*

3.9. The SAF/SG has conducted nine (9) meetings as of 23 September 2020, focussing its attention on the Recommendations 1 to 3 of the ICAO CART Report. The next meeting of the SAF/SG is scheduled for 7 October 2020.

3.10. With respect to ICAO CART Recommendation 1, the percentage of APAC States that have updated the COVID-19 Contingency Related Differences (CCRDs) in the Electronic Filing of Differences (EFOD) subsystem has remained steady (85%).

3.11. With respect to CART Recommendations 2 and 3, the SAF/SG is coordinating its efforts with the ICAO Flight Operations Panel on updates to the *Pilot Proficiency Checks* alleviations. In addition, the SAF/SG is developing recommendations related to “Simulator Training Travel Bubbles” as risk mitigation measures States might implement to ensure availability of pilot simulator training despite COVID-19-related travel restrictions.

3.12. The SAF/SG was also considering safety implications related to the transportation of large quantities of vaccines by air and would review the upcoming publication, by the International Coordinating Council of Aerospace Industries Associations (ICCAIA), of manufacturer guidance on the use of alcohol-based hand sanitizer in aircraft, original equipment manufacturer (OEM) guidelines on aircraft parking and storage, and security considerations for the return of an aircraft back to service after parking and storage.

Presentation (9) by the Security and Facilitation Sub-Group Rapporteur: *Progress Report – Security and Facilitation Sub-Group (AVSEC-FAL/SG)*

3.13. The AVSEC-FAL/SG convened online for its 8th meeting on 18 September. The main focus of the AVSEC-FAL/SG is on the ICAO CART Recommendations 6 to 9. Specific issues under consideration include:

- Maintaining competency of security screening staff
- Risk management processes for aviation operations during COVID-19
- Airport-level facilitation committees and programs
- Staff training for the management of unruly passengers
- Harmonization of health declaration and contact tracing requirements
- Harmonization of pre-departure testing and quarantine requirements
- Framework for travel bubbles
- Financial assistance for implementation of security screening technological solutions

3.14. The AVSEC-FAL/SG monitors the CRRIC/gap analysis tool for information on challenges/obstacles States face related to implementation of CART Recommendations 6 to 9. However, at present, an insufficient number of APAC States have uploaded information to the CRRIC.

4. APAC States’ progress on implementation of CART Recommendations

Presentation (10) by Australia: *Pilot Proficiency Check (PPC): Simulator Training Travel Bubble (STTB)*

4.1. The COVID-19 Contingency Related Differences (CCRDs) have facilitated the continuance of safe international air transport operations during the COVID-19 pandemic.

4.2. In particular, the CCRDs have facilitated the temporary recognition or acceptance of the validity of certificates and licenses of pilots who, due to the impacts of COVID-19-related cross-border travel restrictions, can no longer access approved flight simulation training devices, such as simulators (which they need to maintain compliance with the SARPs related to certificates and licenses).

4.3. ICAO has estimated that States may have COVID-19 related aviation contingency measures in place to some extent until 31 March 2021. Accordingly, ICAO has also indicated it will only tentatively maintain the CCRDs through 31 March 2021.

4.4. Therefore, in order to ensure the continuance of safe international air transport operations beyond the applicability period of the CCRDs, States need to ensure continued compliance with the SARPs concerned beyond 31 March 2021.

4.5. In the case of SARPs related to certificates and licenses of pilots, it is likely that a number of States concerned will need to consider establishing special arrangements for alleviating the COVID-19-related cross-border travel restrictions to enable pilots access to simulators.

4.6. To facilitate the necessary travel for pilots, with reduced or exempted COVID-19-related quarantine requirements, Australia recommends that States establish a “Simulator Training Travel Bubble” (STTB).

4.7. Experience in Australia in facilitating the travel of flight crew for the sole purpose of conducting simulator training, suggests that the STTB should best be established through effective communication between relevant Government, Aviation and Public Health Authorities and aircraft and airport operators.

4.8. The recommendation makes reference to the applicable ICAO SARP’s, the CART report, applicable modules contained in the CART “Take-off” guidance document and the WHO and other public health recommendations, and suggests a set of elements or framework as a basis for the implementation of the STTB.

Presentation (11) by Singapore: *Reviving Air Travel – Sharing on Singapore’s Efforts*

4.9. The revival of the international air travel system may depend on the establishment by States of “Reciprocal Green Lanes” and “Unilateral Openings”.

4.10. The ACCRPG forum is discussing the practical matters related to establishing such measures as above, including: starting with countries/regions with comparable (COVID-19 infection) risk; going beyond “essential” travel to include “general” travel; and doing pre-departure testing.

4.11. Individual States cannot do it alone, but need to build support to revive air-connectivity. States should consider establishing measures such as pre-departure testing to lower the risk and build public confidence in air travel.

Presentation (12) by the Secretariat: *COVID-19 Response and Recovery Implementation Centre (CRRIC) – APAC State Activity Status*

4.12. To support States in implementing the measures and recommendations contained in the ICAO CART Report, and to help monitor progress of implementation by States, ICAO created the (online) *COVID-19 Response and Recovery Implementation Centre* (CRRIC).

4.13. The following seven (7) APAC States are yet to nominate a CRRIC Focal Point: Democratic Peoples’ Republic of Korea, Kiribati, Micronesia, Palau, Timor Leste, Tonga and Tuvalu.

4.14. The CRRIC State Activity Status dashboard indicated that the recent level of activity of APAC States on the CRRIC, when compared with other ICAO Regions, remained below average:

- CRRIC Focal Points nominated: APAC 77% [Ave. 84%];
- CART Recommendation Gap Analysis fully reviewed: APAC 15% [Ave. 31%];
- Public Health Risk Mitigation Measures reviewed: APAC 5% [Ave. 18%];
- Active on CRRIC in last 7-days: APAC 13% [Ave. 16%].

4.15. ICAO invited all APAC CRRIC Focal Points to participate in an APAC CRRIC Workshop, which ICAO will conduct online, on 29 September 2020 at 09:00 ICT (UTC+7).

5. Any other Business

Presentation (13) by Association of Asia Pacific Airlines (AAPA): *Asia Pacific Airlines – Ready for Take Off*

5.1. AAPA's objectives include: implementing CART Recommendations; avoiding impediments of "blanket" quarantine requirements; assessing and mitigating risks in the air travel process; facilitating establishment of "travel bubbles"; facilitating APAC aviation's financial viability; and promoting lasting, health protocols for virus-related crises.

5.2. AAPA always bases aviation safety management on risk mitigation. Its risk considerations include "new normal" risks for airlines such as: virus transmission (inflight); virus importation; the diminished reputation, public trust and convenience of air travel; and financial losses and detriment to operations due to long grounding and long-term border closures.

5.3. To mitigate the risks, AAPA supports several measures, including: implementation by States of CART Recommendations APAC-wide; safe resumption of air-connectivity; facilitation of cargo flights, extension of fee exemptions/waivers; alleviation of travel restrictions based on comparable prevalence of virus at origin/departure points; and implementation of (virus) testing.

5.4. AAPA's framework for (aviation) restart would include the following ideas: harmonizing the assessment of infection risk; limiting the requirement for mandatory quarantine to "high risk" areas only; harmonizing the requirements for testing, e.g., pre-departure testing; improving the affordability, accuracy, accessibility and speed of testing; and coordinating a framework for (APAC) "travel bubbles" and transit travel.

5.5. AAPA's "Declaration of Solidarity" encapsulates its commitment to the safe restart of air travel.

Presentation (14) by the Secretariat: *Update on Joint WHO-ICAO Webinar "Considerations and Challenges in Resuming Air-Travel in the Context of COVID-19: Multi-sectoral Approach"*

5.6. The joint WHO-ICAO Webinar, on 5 October 2020, will feature: the ICAO CART Public Health Measures and Public Health Corridor Concept; challenges posed by public health measures in restarting and supporting aviation recovery; infection prevention and control considerations for passenger air travel; and considerations for diagnostic testing in the context of points of entry.

Presentation (15) by the Secretariat: *Council Aviation Recovery Task Force (CART) Phase II – working method, deliverables and associated timelines*

5.7. CART Phase II will focus on high priority issues, including interactions between the CART and CAPSCA. Deliverables (by end October 2020) will include updates to the “Take-off” guidance document and a report to the ICAO Council (including possible next steps).

5.8. The CART has created 3 (three) working groups (WG1, WG2 and WG3) with Rapporteurs from United States, Singapore and Colombia. WG1 will focus on public health risk management, testing regimes and quarantine; WG2 on updates of the “Take-off” guidance document; and WG3 on strategic issues, such as priorities for the continuation of CART activities beyond Phase II.

5.9. Upcoming CART meetings include CART/8, 6 October 2020, and CART/9, tentatively, 29 October 2020.

6. Next Meeting

6.1. The Co-Chairs and Secretariat proposed that the Group reconvene online for its next meeting (ACCRPG/8), tentatively, on 23 October 2020.

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SEVENTH MEETING OF THE ICAO APAC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP (ACCRPG/7)

List of Participants

		NAME	TITLE/ADMINISTRATION	EMAIL ADDRESS
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LIST OF PRESENTATIONS

Agenda Item	Title	Presenter(s)/Author(s)
2	Travel Experience Feedback	Secretariat
2	Re-entry into Thailand – A Singaporean Experience	Secretariat
2	The Traveller’s Perspective – challenges and way forward to implement the CART Report	Secretariat
2	European Union testing developments	European Union Aviation Safety Agency (EASA)
2	Update on ACI Health Accreditation (AHA)	Airports Council International (ACI) Asia-Pacific
3	APAC COVID-19-related ATM Operations and Contingency Coordination	Secretariat
3	Progress Report – Public Health Sub-Group	Public Health Sub-Group Rapporteur
3	Progress Report – Safety Sub-Group	Safety Sub-Group Rapporteur
3	Progress Report – Aviation Security and Facilitation Sub-Group	Aviation Security and Facilitation Sub-Group Rapporteur
4	Pilot Proficiency Check (PPC): Simulator Training Travel Bubble (STTB)	Australia
4	Reviving Air Travel – Sharing on Singapore’s Efforts	Singapore
4	COVID-19 Response and Recovery Implementation Centre (CRRIC) – APAC State Activity Status	Secretariat
5	Asia Pacific Airlines – Ready for Take Off	Association of Asia Pacific Airlines (AAPA)
5	Update on Joint WHO-ICAO Webinar "Considerations and Challenges in Resuming Air-Travel in the Context of COVID-19: Multi-sectoral Approach"	Secretariat
5	Council Aviation Recovery Task Force (CART) Phase II – working method, deliverables and associated timelines	Secretariat