



International
Civil Aviation
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Международная
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منظمة الطيران
المدني الدولي

国际民用
航空组织

Ref. SN 5/1 – AP 194/20 (RD)

21 September 2020

Subject: **Seventh Meeting of the ICAO APAC COVID-19
Contingency and Recovery Planning Group
(ACCRPG/7), web-conference, 25 September 2020**

Action required: **ACCRPG members please join the web-conference on 25 September 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 Seventh Meeting of the Group (ACCRPG/7), via web-conference, on **25 September 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/7 will be to review progress of the three ACCRPG sub-groups on public health-, safety-, and security- and facilitation-related measures in identifying challenges and potential solutions for restarting aviation services.

The meeting will also provide an opportunity for the ACCRPG to hear about the challenges and the way forward in implementing the CART Report Recommendations and Take-off Measures from the various perspectives of recent international travellers, the European Union and international airports.

As a regular activity of the ACCRPG, the meeting will monitor APAC States' progress on implementation of the CART Recommendations through an examination of the *COVID-19 Response and Recovery Implementation Centre (CRRIC) – Activity Status Dashboard*. States will also brief the meeting on success stories in reopening of international air travel.

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/6). ICAO will make all the ACCRPG/7 meeting documentation available at the ICAO APAC Office website (<https://www.icao.int/APAC/ACCRPG/Pages/2020-ACCRPG7.aspx>).

2/...

It would be helpful if you could confirm the availability of your nominated expert/s to participate in the ACCRPG/7 web-conference in advance to apac@icao.int. I look forward to your State's/Organization's active participation.

Yours sincerely,



Arun Mishra
Regional Director

Attachments:

- A. Provisional Agenda for ACCRPG/7
- B. List of Members of ACCRPG
- C. Terms of Reference of ACCRPG
- D. Report of ACCRPG/6



ICAO

International Civil Aviation Organization

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

Web-conference, 25 September 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: 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

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: Perspectives on challenges and way forward in implementing the CART Report Recommendations and Take-off Measures
- *Observations from recent international travellers (Ross Lockie and Len Wicks)*
 - *European Union testing developments (EASA)*
 - *Airport Health Accreditation Program (ACI)*
- 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
- *Reopening success stories (Australia (tbc) and Singapore)*
 - *CRRIC Activity Status Dashboard (Secretariat)*
- Agenda Item 5: Any other business
- *Update from the Association of Asia Pacific Airlines (AAPA)*
 - *Update on WHO/ICAO Webinar (Secretariat)*
- Agenda Item 6: Next meeting
- *Provisional agenda and date/time for the next meeting (Secretariat)*
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**MEMBERS OF APAC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP
(ACCRPG)**

18 September 2020

	NAME	TITLE/ADMINISTRATION	EMAIL ADDRESS
	CO-CHAIRS OF ACCRPG		
	1. Mr. Jim Wolfe	Assistant Secretary, COVID International, Department of Infrastructure, Transport, Regional Development and Communications	Jim.Wolfe@infrastructure.gov.au;
	2. Mr. Conrad Clifford	Regional Vice President Asia Pacific International Air Transport Association	cliffordc@iata.org
1.	AUSTRALIA		
	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
	4. Mr. Miles Gore-Brown	FOI, International Operations & Chair ICAO Flight Operations Panel Civil Aviation Safety Authority (CASA)	Miles.Gorebrown@casa.gov.au
	5. Mr. Michael Juelg <i>(Alternative for Mr. Miles Gore-Brown.)</i>	Manager, Flight Crew Licensing Standards Civil Aviation Safety Authority (CASA)	Michael.Juelg@casa.gov.au
2.	BANGLADESH		
	6. Capt Chy M Zia Ul Kabir	Member (Flight Standard & Regulations) & NMC Civil Aviation Authority of Bangladesh	zia.dfsr@gmail.com; mfsr@caab.gov.bd
	7. Gp Capt Imranur Rahman	Director (Flight Standard, Regulations and Int'l Affairs) Civil Aviation Authority of Bangladesh	dfsr@caab.gov.bd

	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
3.	BHUTAN			
	8.	Mr. Dema Wangdi	Senior PEL Officer Flight Safety Division Bhutan Civil Aviation Authority	dwangdi@bcaa.gov.bt
4.	CAMBODIA			
	9.	H.E. Mr. Sarinkunakor	Deputy Director General for Technical/NCMC State Secretariat of Civil Aviation of Cambodia (SSCA)	sarinkunakor@yahoo.com
5.	CHINA			
	10.	Mr. Wan Xiangdong	Chief Pilot of Civil Aviation Administration of China Civil Administration of China (CAAC)	china_icao@caac.gov.cn yangwei@caac.gov.cn
6.	HONG KONG, CHINA			
	11.	Mr. Richard WU	Deputy Director-General of Civil Aviation Civil Aviation Department Hong Kong China	rckwu@cad.gov.hk
	12.	Mr. Raymond NG	Assistant Director-General of Civil Aviation (Airport Standards) Civil Aviation Department Hong Kong China	rcong@cad.gov.hk
	13.	Ms. Charly YU	Operations Officer (AVSEC Support) Civil Aviation Department Hong Kong China	hkaccrpg@cad.gov.hk
7.	FIJI			
	14.	Captain George Tudreu	Controller Air Safety Civil Aviation Authority of Fiji (CAAF)	cas@caaf.org.fj
8.	FRANCE			
	15.	Mr. Thibaut Lallemand	Asia - Pacific Cooperation Director French Civil Aviation Authority	thibaut.lallemand@aviation-civile.gouv.fr

	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
9.	INDIA			
	16.	Capt. Vivek Chhabra	Deputy Chief Flight Operations Inspector Directorate General of Civil Aviation	v.chhabra@nic.in
	17.	Mr. D. C. Sharma	Deputy Director General of Civil Aviation Directorate General of Civil Aviation	dcsharma.dgca@nic.in
	18.	Mr. Ashutosh Vashisth	Deputy Director General of Civil Aviation Directorate General of Civil Aviation	avasistha.dgca@nic.in
	19.	Gp. Capt. (Dr.) Y. S. Dahiya	Director Medical Services (CA) Directorate General of Civil Aviation	doctor.dgca@nic.in
	20.	Mrs. Tuhinanshu Sharma	Director of Airworthiness and NCMC Directorate General of Civil Aviation	tuhi.dgca@nic.in
10.	INDONESIA			
	21.	Capt. Tri Nusiogo	Deputy Director for Standardization of Airworthiness and Aircraft Operation Directorate General of Civil Aviation (DGCA)	nusiogo@gmail.com nusiogo@yahoo.com
	22.	Mr. Tian Kusdinar	Head of Air Traffic Management Directorate General of Civil Aviation (DGCA)	tian231182@gmail.com
	23.	Ms. Ade Chandra Dewi	Head of International Schedule Flight Directorate General of Civil Aviation (DGCA)	adecdewi@gmail.com
	24.	Mr. Fikri Arif Sulaiman	Head of Airport Management and Services Directorate General of Civil Aviation (DGCA)	fikrisulaiman798@gmail.com
	25.	Mr. Bardianto	Head of Standardization for Aviation Security Directorate General of Civil Aviation (DGCA)	bardikespen@yahoo.com bardikespen@gmail.com

	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
11.	JAPAN			
	26.	Mr. FUJISAKI Akira	Deputy Director, International Air Transport Division, Japan Civil Aviation Bureau (JCAB)	fujisaki-a01hn@mlit.go.jp
	27.	Mr. KUDO Takayuki	Director for Crisis Management Coordination, Crisis Management Office, JCAB	kudou-t018i@mlit.go.jp
	28.	Mr. MIYOSHI Tomoya	Director for International Affairs of Aviation Security, Aviation Security Office, Aviation Safety and Security Planning Division, JCAB	miyoshi-t41ka@mlit.go.jp
12.	LAO PDR			
	29.	Mr. Soukxhongthong Voraphet <i>(Primary Coordinator)</i>	Director of Air Transport Division Department of Civil Aviation of the Lao PDR (DCAL)	souk_voraphet@yahoo.com
	30.	Mr. Thienthong Sopha <i>(Secondary Coordinator)</i>	Deputy Director of Aviation Security Division Department of Civil Aviation of the Lao PDR (DCAL)	c/o laodca@laotel.com; pikeo1991@gmail.com
13.	MALAYSIA			
	31.	Capt. Md. Jani Md Dom	Director of Policy, Quality and Standard Civil Aviation Authority of Malaysia (CAAM)	janimd@caam.gov.my
	32.	Mr. Collin J. Melling	Director of Airworthiness Civil Aviation Authority of Malaysia (CAAM)	collin@caam.gov.my
	33.	Mdm. Suraya Kulop Abd. Rahman	Head of Strategic Affairs Civil Aviation Authority of Malaysia (CAAM)	suraya.rahman@caam.gov.my
	34.	Mr. Mohammad Azman Bin Abdul Rahman	Project Management Officer Civil Aviation Authority of Malaysia (CAAM)	azman.rahman@caam.gov.my

	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
14.	MALDIVES			
	35.	Mr. Abdulla Mohamed	Director, Airworthiness Maldives Civil Aviation Authority	a.mohamed@caa.gov.mv
	36.	Mr. Abdulla Rasheed	Director, Air Transport Maldives Civil Aviation Authority	abdulla@caa.gov.mv
	37.	Mr. Ahmed Rasheed	Chief Superintendent Directorate of Aviation Security Administration, Ministry of Defence	ahmed.rasheed@defence.gov.mv
15.	NEPAL			
	38.	Mr. Raju Shrestha	Chief, Flight Safety Standards Department Civil Aviation Authority of Nepal (CAAN)	raju.shrestha@caanepal.gov.np; rajushrestha10@yahoo.com
16.	NEW ZEALAND			
	39.	Ms. Bev Driscoll <i>(Lead – focal point)</i>	Manager, Regulatory Policy Ministry of Transport	B.Driscoll@transport.govt.nz
	40.	Ms. Sonya Van De Geer <i>(Alternate focal point)</i>	Principal Adviser Ministry of Transport	s.vandeger@transport.govt.nz
	41.	Mr. Peter Mee <i>(Alternate focal point)</i>	Principal Adviser Civil Aviation Authority (CAA)	Peter.Mee@caa.govt.nz
17.	PAKISTAN			
	42.	Mr. Khurram Shahzad	Deputy Director Air Transport (Operations) Pakistan Civil Aviation Authority (PCAA)	khurramshahzad@caapakistan.com.pk
	43.	Mr. Syed Hasan Owais Jafri	Additional Director Aviation Security Pakistan Civil Aviation Authority (PCAA)	syed.hasan@caapakistan.com.pk
	44.	Mr. Raja Azhar	Additional Director Aerodrome Operations Pakistan Civil Aviation Authority (PCAA)	adld.adops@caapakistan.com.pk

	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
	45.	Mr. Zulfiqar Sajid	Senior Joint Director Billing Pakistan Civil Aviation Authority (PCAA)	zulfiqar.sajid@caapakistan.com.pk
	46.	Dr. Shahid Saleem	Chief of Aviation Medicine Pakistan Civil Aviation Authority (PCAA)	shahid.saleem@caapakistan.com.pk
	47.	Dr. Khurram	Joint Director Medical Services Pakistan Civil Aviation Authority (PCAA)	dr.mkhurram@caapakistan.com.pk
18.	REPUBLIC OF KOREA			
	48.	Ms. Crystal KIM	Deputy Director ICAO & Global Partnerships Ministry of Land, Infrastructure and Transport	Office: +82 (44) 201 4371 Mobile: +82 10 3593 1228 jewelry@korea.kr
	49.	Mr. Hongil KIM	Assistant Director ICAO & Global Partnerships Ministry of Land, Infrastructure and Transport "	Office: +82 (44) 201 4372 Mobile: +82 10 8847 5176 c172@korea.kr
	50.	Ms. Mia JI	Assistant Director ICAO & Global Partnerships Ministry of Land, Infrastructure and Transport	miaji@korea.kr
19.	SINGAPORE			
	51.	Mr. Han Kok Juan	Senior Deputy Director-General Civil Aviation Authority of Singapore (CAAS)	HAN_Kok_Juan@caas.gov.sg
	52.	Mr. Tan Kah Han	Senior Director of the Safety Regulation Group Civil Aviation Authority of Singapore (CAAS)	TAN_Kah_Han@caas.gov.sg
	53.	Ms. Lau Bee Juan	Manager International Relations Civil Aviation Authority of Singapore (CAAS)	lau_bee_juan@caas.gov.sg

	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
20.	SRI LANKA			
	54.	Mr. Rayhan Wannappa	Director Air Transport and Economic Regulations Civil Aviation Authority of Sri Lanka	dater@caa.lk
	55.	Dr. Bimal Dias	Senior Civil Aviation Inspector - Aviation Medicine Civil Aviation Authority of Sri Lanka	scaiamed@caa.lk
21.	THAILAND			
	56.	Mr. Glot Sanalaksna	Manager of Personnel Licensing Department Civil Aviation Authority of Thailand (CAAT)	glot.s@caat.or.th
22.	UNITED STATES			
	57.	Ms. Carey Fagan	Director, Asia Pacific Area Office Federal Aviation Administration – IAO American Embassy – Singapore 27 Napier Road Singapore 258508	Carey.Fagan@faa.gov
	58.	Ms. Mary Jo Marzinzik	Foreign Affairs Specialist Federal Aviation Administration Office of International Affairs	Maryjo.Marzinzik@faa.gov
	59.	Mr. Michael Watkins	Senior Air Traffic Representative, Asia Pacific; Federal Aviation Administration American Embassy – Singapore	Michael.Watkins@faa.gov
23.	VIET NAM			
	60.	Mr. Vo Huy Cuong	Deputy Director General Civil Aviation Authority of Viet Nam (CAAV)	vohuycuong@caa.gov.vn
	61.	Mr. Bui Minh Dang	Deputy Director of Air Transport Department Civil Aviation Authority of Viet Nam (CAAV)	dangbm@caa.gov.vn
	62.	Mrs. Nguyen Lan Oanh	Deputy Director of Air Navigation Department Civil Aviation Authority of Viet Nam (CAAV)	lanoanh@caa.gov.vn

	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
	63.	Mr. Hoang Duc Thuan	Deputy Director of Airports & Aerodromes Management Department Civil Aviation Authority of Viet Nam (CAAV)	hmtan@caa.gov.vn
	64.	Mrs. Tran Tri Bich Hien	Deputy Director of Finance Department Civil Aviation Authority of Viet Nam (CAAV)	hienttb@caa.gov.vn
24.	AAPA			
	65.	Mr. Subhas Menon	Director General of Association of Asia Pacific Airlines (AAPA)	subhasmenon@aapa.org.my
25.	ACI			
	66.	Mr. SL Wong	Head - Technical Affairs, Safety, Capacity and ATM Airports Council International (ACI)	sl@aci-asiapac.aero
	67.	Mr. Gary Leung	Manager - Security and Facilitation Airports Council International (ACI)	gary@aci-asiapac.aero
26.	ADB			
	68.	Dr. Patrick L. Osewe	Chief of Health Sector Group Asian Development Bank (ADB) Manila	posewe@adb.org
	69.	Ms. Masha Savchuk	Asian Development Bank (ADB)	msavchuk@gmail.com
27.	CANSO			
	70.	Mr. Hai Eng Chiang	Director Asia Pacific Affairs Civil Air Navigation Services Organization (CANSO)	hai.eng.chiang@canso.org
28.	EASA			
	71.	Mr. Javier Vicedo PhD	EASA Representative European Union Aviation Safety Agency (EASA)	javier.vicedo@easa.europa.eu

	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
	72.	Mr. Laurent Gruz	EASA Representative ICAO European Union Aviation Safety Agency (EASA)	laurent.gruz@easa.europa.eu
29.	IAOPA			
	73.	Mr. Andrew Andersen	Vice-President Pacific Region International Council of Aircraft Owner and Pilot Associations (IAOPA)	andrew@andersen.com.au
30.	IATA			
	74.	Mr. Blair Cowles	Regional Director Safety & Flight Operations (SFO) – Asia Pacific International Air Transport Association (IATA)	cowlesb@iata.org
	75.	Mr. Vinoop Goel	Regional Director Airports & External Relations (APCS, MER) – Asia Pacific International Air Transport Association (IATA)	goelv@iata.org; kimy@iata.org; gulatia@iata.org;
31.	IFALPA			
	76.	Captain Amornvaj (Ben) Mansumitchai	Deputy President International Federation of Air Line Pilots’ Associations (IFALPA)	amornvaj@ifalpa.org
	77.	Captain Daniel Dickson	International Federation of Air Line Pilots’ Associations (IFALPA), Singapore	pgachair@ifalpa.org; danieljdickson@me.com
32.	IFATCA			
	78.	Mr. Anthony Ang	Executive Vice-President Asia Pacific International Federation of Air Traffic Controllers’ Associations (IFATCA)	anthony.ang@ifatca.org

	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
33.	PASO			
		Mr. Netava Waqa	Operations Manager Pacific Aviation Safety Office (PASO)	om@paso.aero
34.	ICAO COSCAP-SA			
	79.	Capt. Marie Zubryckyj	Programme Coordinator / CTA COSCAP South Asia Programme (COSCAP-SA)	marie.zubryckyj@coscap-icao.org
35.	ICAO COSCAP-SEA			
	80.	TBA.		
36.	AIRBUS			
	81.	Mr. Dhruv Rebbapragada	Airbus Regional Safety Director for South Asia Airbus	dhruv.rebbapragada@airbus.com
	82.	Ms. Mélanie Astruc	Director International Cooperation Corporate External Affairs Airbus	Tel: +33 5 67 19 29 48 Mobile: +33 6 86 68 05 50 Email: melanie.astruc@airbus.com
	83.	Mr. Arnaud Meziere	Vice President Strategy, Airbus Asia Pacific	arnaud.meziere@airbus.com
	84.	Mr. Mads Bondergaard	Chief Operating Officer, Airbus Asia Pacific	mads.bondergaard@airbus.com
37.	BOEING			
	85.	Mr. Jonathan Grant	Director for Southeast Asia & India Global Safety & Regulatory Affairs Boeing Commercial Airplanes	Mobile: +65 8939-5891 Mobile (US): +1 425-306-6032 Email: jonathan.e.grant@boeing.com

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
SIXTH MEETING OF THE ICAO ASIA AND PACIFIC
COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP
(ACCRPG/6)

Web-conference, 28 August 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/6 – REPORT
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INTRODUCTION

1. History of the Meeting

1.1. The ICAO Asia and Pacific (APAC) Office hosted the Sixth Meeting of the ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG/6) via web-conference from Bangkok, Thailand, on 28 August 2020.

2. Attendance

2.1. Over eighty-nine (89) participants registered to attend the Meeting from eighteen (18) Member States/Administrative Regions and eleven (11) 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 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-ACCRPG6.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 28 August 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: Operators 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 ACCRPG/5 to all members and focal points of the ACCRPG and posted the Report on the ICAO APAC Office website (<https://www.icao.int/APAC/ACCRPG/Pages/2020-ACCRPG5.aspx>).

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

Presentation: *Delhi International Airport Limited – COVID Presentation (DIAL)*

2.1. Subsequent to Government of India's prohibition (due to COVID-19) of international and domestic aviation operations in late March 2020, India has since resumed limited (<=30%) domestic operations from late May 2020 and currently also conducts limited international operations, via special air transport "bubble" arrangements, with selected countries.

2.2. To support the resumption of airport operations, DIAL worked closely with India's Civil Aviation Authority (CAA) to implement COVID-19-related standard operating procedures (SOPs) designed to ensure the safety of passengers and staff. The SOPs focus on airport operations in the following areas: health screening, passenger isolation/quarantine, social/physical distancing, sanitization/disinfection, "contactless" processes, personal protective equipment (PPE), baggage handling, safe waste disposal, security screening and staff health and safety. The SOPs are based closely on the ICAO Council Aviation Recovery Task Force (CART) "Take-off" guidance and are structured around four themes: "Place", "Process", "Passenger" and "People".

2.3. In the resumption of airport operations, DIAL identified a number of key challenges, including the following:

- Designing and implementing health protocols and passenger processing procedures in consultation with all relevant stakeholders, including both aviation and health experts;

- Arranging the necessary PPE and additional infrastructure and processes needed for sanitization and social distancing; and
- Managing the increase in processing times needed for international arrival passengers.

2.4. To further facilitate public confidence in and the resumption of (domestic and international) air travel, DIAL recommends that States harmonize their policies on passenger testing and quarantine and consider adopting COVID-negative test report/certificate for travellers in lieu of mandatory quarantine.

2.5. To support the ongoing financial viability of airports, DIAL recommends that States consider various options including the deferment of concession fees and provision of loans.

Presentation: *Combating the Outbreak of COVID-19 Pandemic: Hong Kong International Airport's Measures (HKIA)*

2.6. To support airport operations during the COVID-19 pandemic, HKIA implemented public health-related measures aligned with the ICAO CART Recommendations and “Take-off” guidance. The airport-wide measures include body temperature screening, cleaning and disinfection, physical distancing, PPE and mandatory mask-wearing.

2.7. Contactless processing of passengers at HKIA is facilitated through the concept of a “single token journey” through all the airport’s checkpoints, from check-in to boarding. The process is enabled through the deployment of automated technologies (including facial recognition technology) at each point: “smart” check-in kiosk, self-bag-drop, e-security-gate and e-boarding-gate.

2.8. While supporting airport operations during the COVID-19 pandemic, HKIA identified a number of key challenges and lessons learnt, including the following:

- Supplying the urgent demand for additional resources to implement health-related measures and the need to factor this into planning for future contingencies;
- Supplying the urgent demand for PPE and the need to stockpile sufficient supplies of PPE for future events; and
- Securing buy-in from airlines necessary to support the implementation of contactless processing systems and the need for customization of the systems to meet the airlines’ needs.

2.9. To further facilitate public confidence in and the stabilization of air travel, HKIA supports the promotion of initiatives such as “travel bubbles” and airport health accreditation (AHA). These initiatives will provide passengers with assurance on public health-related measures, which ensure the safety of people from COVID-19, and streamlined processing of passengers, which facilitates the ongoing convenience of air travel.

Presentation: *Malaysia Airlines Berhad COVID-19 Preventive Measures (MAB)*

2.10. MAB’s management of operations in the COVID-19 pandemic is facilitated by its holistic approach to operational safety and health principles in the preparedness for, response to and recovery from the pandemic.

2.11. MAB has implemented health-related measures, for passengers and crew, which are evidence based and aligned with the ICAO CART “Take-off” guidance, the Malaysian CAA’s COVID-19 guidelines and the four components and twelve elements of MAB’s own safety management system (SMS).

2.12. MAB identified several issues and challenges related to the implementation of the ICAO CART “Take-off” guidance or the CAA health-related measures or other consequences of the COVID-19 pandemic, including the following:

- Assessment of health risk;
- Investment in contactless technologies;
- Requirements for COVID-19 testing of crew;
- Safety-related risks associated with the use of PPE on-board;
- Implementation of public health declaration cards;
- Requirements for temperature screening of passengers on-board;
- Carriage of alcohol-based hand sanitizer on-board;
- Maintaining flight crew competency and recent experience; and
- Adoption of new technologies (e.g., aircraft disinfection, COVID-19 testing, etc.)

Presentation: *Travel Bubbles, Risk Assessment Framework and Testing (IATA)*

2.13. A “travel bubble” (between countries) is fundamentally an international air travel agreement on COVID-19-related mitigation measures, which facilitates the reopening of international travel markets through the elimination or relaxation of mandatory 14-day quarantine/self-isolation of travellers.

2.14. The concept involves an escalating scale of public health-related measures linked to the level of infection risk and the differential in infection risk in the participating countries. Therefore, to support States with implementing travel bubbles, IATA recommends that ICAO should develop guidance on a common risk assessment framework incorporating a harmonized, universally-accepted metric for assessing COVID-19 infection risk.

2.15. Countries with similar levels of infection risk, and stable or decreasing rates of infection, could implement travel bubbles with basic public health-related measures for travellers, which do not include COVID-19 testing. Countries with significantly different levels of infection risk, and/or higher or increasing infection rates, could also implement travel bubbles with more stringent public health-related measures, which do include COVID-19 testing of travellers before departure and in some cases also on arrival.

3. ACCRPG Sub-Group reports and Work Program

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

3.1. The PH/SG convened online for its 7th meeting on 27 August. The top three challenges for States in resuming international air travel are: managing the various national requirements for COVID-19 testing and/or quarantine of travellers and how to facilitate travel for COVID-19-recovered persons who test positive; establishing structured communication between aviation and public health authorities; and implementing the ICAO CART guidance.

3.2. In order to support States with establishing structured communication between aviation and public health authorities, the meeting supported the PH/SG’s recommendation for ICAO to convene a special “roundtable”, in collaboration with the WHO. The roundtable would assist States in discussing and building consensus on aviation public health-related measures in the APAC region, such as pre-departure COVID-19 testing for travellers and acceptance of “discharge letters” for recovered COVID-19 travellers.

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

3.3. The SAF/SG reported that, with respect to ICAO CART Recommendation 1, since the last meeting of the ACCRPG there has been no change in the proportion of APAC States (85%) that have updated the COVID-19 Contingency Related Differences (CCRDs) in the Electronic Filing of Differences (EFOD) subsystem.

3.4. With respect to CART Recommendation 3, the SAF/SG is reviewing recommendations and guidance from the Boeing company on the storage of alcohol-based hand sanitizer on-board aircraft. Singapore is preparing guidance on the proper use of PPE by crew (including face masks) and Malaysia is drafting a document on operators' assignment of crew members to flight duty while exercising CCRDs.

Presentation: *Security and Facilitation Sub-Group* (Security and Facilitation Sub-Group Rapporteur)

3.5. The AVSEC-FAL/SG convened online for its 7th meeting on 19 August. Deliverables for each of the CART Recommendations have been achieved. However, in the interests of identifying potential challenges/obstacles which may have, or may, arise as the Pandemic situation evolves, APAC States were asked to consider their most pressing challenges and submit these to the AVSEC-FAL/SG. Major challenges/obstacles as identified by the AVSEC-FAL/SG for APAC States in the resumption of international air travel include the following:

- Implementation of appropriate public health-related measures at security screening points;
- Maintaining security screening staff competency;
- Maintaining security oversight activities;
- Lack of harmonization with respect to States' requirements of pre-departure COVID-19 testing of travellers; and
- Lack of consensus among States on how to facilitate travel for COVID-19-recovered persons who test positive.

3.6. The AVSEC-FAL/SG will continue to work with ICAO and all relevant partners in order to address existing or potential challenges which are linked to the CART security- and facilitation-related Recommendations or that may have been identified independent to the Recommendations.

4. APAC States' progress on implementation of CART Recommendations

Presentation: *Covid-19 Response and Recovery Implementation Centre (CRRIC) – APAC State Activity Status* (Secretariat)

4.1. To date, only twenty-eight (28) of the thirty-nine (39) APAC States had nominated a CRRIC Focal Point/s to ensure the accuracy and timeliness of each State's information shared via the CRRIC.

4.2. The eleven (11) APAC States yet to nominate a CRRIC Focal Point are Cambodia, Democratic Peoples' Republic of Korea, Fiji, Kiribati, Micronesia, Palau, Solomon Islands, Timor Leste, Tonga, Tuvalu and Vanuatu.

4.3. A recent ICAO analysis of CRRIC State Activity Status indicated that the numbers of APAC States which have either used the CRRIC to complete the CART Recommendation Gap Analysis or review the public health risk mitigation measures or been active users of the CRRIC were well below the average compared with other ICAO Regions.

4.4. The CRRIC “Best Practices” tool allows States to share their best practices related to the implementation of the CART recommendations. States can choose to share their best practices documents with Member States only (restricted to the CRRIC website) or with the general public (also published on the CART public website).

5. Any other Business

5.1. No business discussed under this agenda item.

6. Next Meeting

6.1. The Co-Chairs reminded the ACCRPG sub-groups to refer to Appendix D to the ACCRPG/4 Report and to report on progress in identifying challenges and potential solutions for restarting aviation services. *Note: for ease of reference, a copy of the Appendix D to the ACCRPG/4 Report is attached to this Report.*

6.2. The Co-Chairs and Secretariat proposed that the Group reconvene online for its next meeting (ACCRPG/7) on 25 September 2020. ACCRPG members may propose agenda items for ACCRPG/7.

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SIXTH MEETING OF THE ICAO APAC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP (ACCRPG/6)

List of Participants

	NAME	TITLE/ADMINISTRATION	EMAIL ADDRESS
	CO-CHAIRS OF ACCRPG		
	1. Mr. Jim Wolfe	Assistant Secretary, COVID International, Department of Infrastructure, Transport, Regional Development and Communications	Jim.Wolfe@infrastructure.gov.au;
	2. Mr. Conrad Clifford	Regional Vice President Asia Pacific International Air Transport Association	cliffordc@iata.org
1.	AUSTRALIA		
	3. Mr. Miles Gore-Brown	FOI, International Operations & Chair ICAO Flight Operations Panel Civil Aviation Safety Authority (CASA)	Miles.Gorebrown@casa.gov.au
	4. Mr. Michael Juelg	Manager, Flight Crew Licensing Standards Civil Aviation Safety Authority (CASA)	Michael.Juelg@casa.gov.au
2.	BANGLADESH		
	5. Gp Capt Imranur Rahman	Director (Flight Standard, Regulations and Int'l Affairs) Civil Aviation Authority of Bangladesh	dfsr@caab.gov.bd
3.	CAMBODIA		
	6. H.E. Capt. Mr. Khan Vanna	Director General for Technical State Secretariat of Civil Aviation of Cambodia (SSCA)	k-vanna@civilaviation.gov.kh

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	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
	7.	H.E. Mr. Sarin Kunakor	Advisory to SSCA and Deputy Director General/ NCMC State Secretariat of Civil Aviation of Cambodia (SSCA)	sarinkunakor@yahoo.com
	8.	H.E. Capt.Mr. Mak Sam Ol	Assistant to SSCA and Director of Standards and Flight Safety Department State Secretariat of Civil Aviation of Cambodia (SSCA)	samol@civilaviation.gov.kh
	9.	Mr. Chhun Sivorn	Director of Air Navigation Standards and Safety Department State Secretariat of Civil Aviation of Cambodia (SSCA)	chhunsivorn@ssca.gov.kh
	10.	Mr. Long Hay Kampoul	Director of International Relations and Legal Affairs Department State Secretariat of Civil Aviation of Cambodia (SSCA)	kampoulphnom@yahoo.com
	11.	Mr. Cheav Vin	Director of Airport Standards and Safety Department State Secretariat of Civil Aviation of Cambodia (SSCA)	vincheav@gmail.com
4.	CHINA			
	12.	Mr. Ding Chunyu	Deputy Director General Dept. of International Affairs Civil Administration of China (CAAC)	china_icao@caac.gov.cn yangwei@caac.gov.cn
5.	HONG KONG, CHINA			
	13.	Mr. Richard WU	Deputy Director-General of Civil Aviation Civil Aviation Department Hong Kong China	rckwu@cad.gov.hk

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	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
	14.	Mr. Raymond NG	Assistant Director-General of Civil Aviation (Airport Standards) Civil Aviation Department Hong Kong China	rcong@cad.gov.hk
	15.	Ms. Charly YU	Operations Officer (AVSEC Support) Civil Aviation Department Hong Kong China	hkaccrpg@cad.gov.hk
	16.	Mr. David P. W. Jea	General Manager, Safety, Security and Business Continuity Airport Authority Hong Kong	david.jea@hkairport.com
6.	INDIA			
	17.	Mrs. Tuhinanshu Sharma	Director of Airworthiness and NCMC Directorate General of Civil Aviation	tuhi.dgca@nic.in
	18.	Mr Videh Kumar Jaipuriar	Chief Executive Officer Delhi International Airport Limited	VidehKumar.Jaipuriar@gmrgroup.in
	19.	Puskar Nath Thakur	Delhi International Airport Limited	PuskarNath.Thakur@gmrgroup.in
7.	INDONESIA			
	20.	Capt. Tri Nusiogo	Deputy Director for Standardization of Airworthiness and Aircraft Operation Directorate General of Civil Aviation (DGCA)	nusiogo@gmail.com nusiogo@yahoo.com
	21.	Ms. Ade Chandra Dewi	Head of International Schedule Flight Directorate General of Civil Aviation (DGCA)	adecdewi@gmail.com
	22.	Mr. Bardianto	Head of Standardization for Aviation Security Directorate General of Civil Aviation (DGCA)	bardikespen@yahoo.com bardikespen@gmail.com

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	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
8.	JAPAN			
	23.	Mr. Fujisaki Akira	Deputy Director International Air Transport Division, Aviation Network Department, Japan Civil Aviation Bureau (JCAB)	fujisaki-a01hn@mlit.go.jp
	24.	Jinnai Shunsuke	Japan Civil Aviation Bureau (JCAB)	
	25.	Kishimoto Yasuteru	Japan Civil Aviation Bureau (JCAB)	
9.	MALAYSIA			
	26.	Capt. Md. Jani Md Dom	Director of Policy, Quality and Standard Civil Aviation Authority of Malaysia (CAAM)	janimd@caam.gov.my
	27.	Mr. Mohammad Azman Bin Abdul Rahman	Project Management Officer Civil Aviation Authority of Malaysia (CAAM)	azman.rahman@caam.gov.my
	28.	Dato' Dr. Mohammad Razin Kamarulzaman	Head of Corporate Safety Oversight Malaysia Airlines Berhad	mohammadrazin.kamarulzaman@malaysia airlines.com
10.	MALDIVES			
	29.	Mr. Abdulla Rasheed	Director Air Transport Maldives Civil Aviation Authority	abdulla@caa.gov.mv
11.	NEPAL			
	30.	Mr. Raju Shrestha	Chief, Flight Safety Standards Department Civil Aviation Authority of Nepal (CAAN)	raju.shrestha@caanepal.gov.np; rajushrestha10@yahoo.com
	31.	Mr. Suwarn Raj Upadhyay	Civil Aviation Authority of Nepal	
	32.	Bikram Gautam	Civil Aviation Authority of Nepal	
	33.	Babu Ram Paudel	Civil Aviation Authority of Nepal	

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	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
	34.	Indu Raj Adhikari	Civil Aviation Authority of Nepal	
	35.	Narendra Thapa	Civil Aviation Authority of Nepal	
	36.	Suresh Khanal	Civil Aviation Authority of Nepal	
12.	NEW ZEALAND			
	37.	Ms. Bev Driscoll	Manager, Regulatory Policy Ministry of Transport	B.Driscoll@transport.govt.nz
13.	REPUBLIC OF KOREA			
	38.	Ms. Crystal Kim	Deputy Director ICAO & Global Partnerships Ministry of Land, Infrastructure and Transport	jewelry@korea.kr
	39.	Mr. Hongil Kim	Assistant Director ICAO & Global Partnerships Ministry of Land, Infrastructure and Transport	c172@korea.kr
14.	SINGAPORE			
	40.	Dr Chong Chun Hon	Chairman, Civil Aviation Medical Board Civil Aviation Authority of Singapore (CAAS)	CHONG_Chun_Hon@caas.gov.sg
	41.	Mr. Han Kok Juan	Senior Deputy Director-General Civil Aviation Authority of Singapore (CAAS)	HAN_Kok_Juan@caas.gov.sg
	42.	Mr. Tan Kah Han	Senior Director of the Safety Regulation Group Civil Aviation Authority of Singapore (CAAS)	TAN_Kah_Han@caas.gov.sg
15.	SRI LANKA			
	43.	Mr. Rayhan Wannappa	Director Air Transport and Economic Regulations Civil Aviation Authority of Sri Lanka	dater@caa.lk

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	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
16.	THAILAND			
	44.	Mr. Glot Sanalaksna	Manager of Personnel Licensing Department Civil Aviation Authority of Thailand (CAAT)	glot.s@caat.or.th
17.	UNITED STATES			
	45.	Ms. Carey Fagan	Director, Asia Pacific Area Office Federal Aviation Administration – IAO American Embassy – Singapore	Carey.Fagan@faa.gov
	46.	Mr. Michael Watkins	Senior Air Traffic Representative, Asia Pacific; Federal Aviation Administration American Embassy – Singapore	Michael.W.Watkins@faa.gov
	47.	Dr. Susan Northrup	Southern Region Flight Surgeon Office of Aviation Medicine Federal Aviation Administration, USA	Susan.northrup-MD@faa.gov
18.	Viet Nam			
	48.	Mr. Vo Huy Cuong	Deputy Director General Civil Aviation Authority of Viet Nam (CAAV)	vohuycuong@caa.gov.vn
	49.	Toby Hung To	Civil Aviation Authority of Viet Nam (CAAV)	
19.	AAPA			
	50.	Mr. Subhas Menon	Director General of Association of Asia Pacific Airlines (AAPA)	subhasmenon@aapa.org.my
	51.	Ms. Beatrice Lim	Director Industry and Regulatory Affairs Association of Asia Pacific Airlines (AAPA)	beatricelim@aapa.org.my
	52.	Mr. Desmond Yeoh	Association of Asia Pacific Airlines (AAPA)	dyeoh@aapa.org.my

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	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
20.	ACI			
	53.	Mr. SL Wong	Head - Technical Affairs, Safety, Capacity and ATM Airports Council International (ACI)	sl@aci-asiapac.aero
	54.	Mr. Gary Leung	Manager - Security and Facilitation Airports Council International (ACI)	gary@aci-asiapac.aero
21.	CANSO			
	55.	Mr. Hai Eng Chiang	Director Asia Pacific Affairs Civil Air Navigation Services Organization (CANSO)	hai.eng.chiang@canso.org
22.	EASA			
	56.	Mr. Javier Vicedo PhD	EASA Representative European Union Aviation Safety Agency (EASA)	javier.vicedo@easa.europa.eu
23.	IATA			
	57.	Mr. Blair Cowles	Regional Director Safety & Flight Operations (SFO) – Asia Pacific International Air Transport Association (IATA)	cowlesb@iata.org
	58.	Mr. Vinoop Goel	Regional Director Airports & External Relations (APCS, MER) – Asia Pacific International Air Transport Association (IATA)	goelv@iata.org; kimy@iata.org;
	59.	Ms. Younkyung (Youn) Kim	Regional Manager, Passenger and Facilitation International Air Transport Association (IATA)	kimy@iata.org
	60.	Ms. Anchalee Gulati	Regional Manager, Aviation Security International Air Transport Association (IATA)	gulatia@iata.org

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	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
24.	IFALPA			
	61.	Captain Amornvaj (Ben) Mansumitchai	Deputy President International Federation of Air Line Pilots' Associations (IFALPA)	amornvaj@ifalpa.org
	62.	Captain Daniel Dickson	International Federation of Air Line Pilots' Associations (IFALPA), Singapore	pgachair@ifalpa.org; danieljdickson@me.com
25.	IFATCA			
	63.	Mr. Anthony Ang	Executive Vice-President Asia Pacific International Federation of Air Traffic Controllers' Associations (IFATCA)	anthony.ang@ifatca.org; atomie@hotmail.com;
26.	PASO			
		Mr. Netava Waqa	Operations Manager Pacific Aviation Safety Office (PASO)	om@paso.aero; nwaqa@paso.aero;
27.	AIRBUS			
	64.	Mr. Dhruv Rebbapragada	Airbus Regional Safety Director for South Asia Airbus	dhruv.rebbapragada@airbus.com
	65.	Mr. Mads Bondergaard	Chief Operating Officer, Airbus Asia Pacific	mads.bondergaard@airbus.com
28.	BOEING			
	66.	Mr. Andy Chumney	Senior Program Manager for Southeast Asia & India Global Safety & Regulatory Affairs Boeing Commercial Airplanes, Singapore	andrew.g.chumney@boeing.com
29.	ICAO			
	67.	Mr. Arun Mishra	Regional Director ICAO Asia and Pacific Office	amishra@icao.int

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	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
	68.	Mr. Manjit Singh PhD	Deputy Regional Director ICAO Asia and Pacific Office	msingh@icao.int
	69.	Mr. Raphael GUILLET	Chief Regional Sub-Office ICAO Regional Sub-Office for Asia and Pacific	rguillet@icao.int
	70.	Capt. Marie Zubryckyj	Programme Coordinator / CTA COSCAP South Asia Programme (COSCAP-SA)	marie.zubryckyj@coscap-icao.org
	71.	Mr. Peter Dunda	Regional Officer, Aeronautical Meteorology / Environment ICAO Asia and Pacific Office	pdunda@icao.int
	72.	Mr. Punya Raj Shakya PhD	Regional Officer, Aerodromes and Ground Aids ICAO Asia and Pacific Office	pshakya@icao.int
	73.	Mr. D M Parakrama Dissanayake	Regional Officer - Technical Assistance ICAO Asia and Pacific Office	ddissanayake@icao.int
	74.	Mr. Ross Lockie	Regional Officer, Aviation Security and Facilitation ICAO Asia and Pacific Office	rlockie@icao.int
	75.	Mr. Remington Low	Regional Officer, Aviation Security and Facilitation ICAO Asia and Pacific Office	rlow@icao.int
	76.	Mr. Susantha De Silva	Regional Officer - Safety Implementation ICAO Asia and Pacific Office	sdesilva@icao.int
	77.	Mr. S. M. Nazmul Anam	Regional Officer - Flight Safety ICAO Asia and Pacific Office	sanam@icao.int

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	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
	78.	Mr. Cheong Tuck Kong	Regional Officer – USOAP CMA ICAO Asia and Pacific Office	ckong@icao.int
	79.	Mr. Jiazheng Gu	Safety Oversight Officer ICAO Asia and Pacific Office	jgu@icao.int
	80.	Mr. Leonard Wicks	Regional Officer, Air Traffic Management and Search And Rescue ICAO Asia and Pacific Office	lwicks@icao.int
	81.	Mr. Shane Sumner	Regional Officer, ATM ICAO Asia and Pacific Office	ssumner@icao.int
	82.	Mr. Luo Yi	Regional Officer, Communications, Navigation and Surveillance ICAO Asia and Pacific Office	yluo@icao.int
	83.	Mr. Takata Hiroyuki	Regional Officer, ATM ICAO Asia and Pacific Office	htakata@icao.int
	84.	Mr. Steven Ka Ho Pang	Regional Officer, Aerodromes And Ground Aids ICAO Asia and Pacific Office	spang@icao.int
	85.	Mr. Han Chee Chew	Air Traffic Management Officer ICAO Asia and Pacific Office	hchew@icao.int
	86.	Mr. Erdenebaatar Davaasuren	Regional Officer, Aeronautical Information Management (AIM) ICAO Asia and Pacific Office	edavaasuren@icao.int
	87.	Ms. Lita Lee	TCBO/CASP-AP	llee@icao.int
	88.	Ms. Chananphorn Sakdanuphap	Administrative Associate ICAO Asia and Pacific Office	csakdanuphap@icao.int

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	NAME	TITLE/ADMINISTRATION	EMAIL ADDRESS
	89. Mr. Philip Owora	IT Consultant ICAO Asia and Pacific Office	powora@icao.int

LIST OF PRESENTATIONS AND PAPERS

Agenda Item	Title	Presenter(s)/Author(s)
PRESENTATIONS		
2	Delhi International Airport Limited – COVID Presentation	Delhi International Airport Limited
2	Combating the Outbreak of COVID-19 Pandemic: Hong Kong International Airport’s Measures	Hong Kong International Airport
2	Malaysia Airlines Berhad COVID-19 Preventive Measures	Malaysia Airlines Berhad
3	Travel Bubbles, Risk Assessment Framework and Testing	International Air Transport Association
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 - Security and Facilitation Sub-Group	Security and Facilitation Sub-Group Rapporteur
4	Covid-19 Response and Recovery Implementation Centre (CRRIC) –APAC State Activity Status	Secretariat

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 **Objective, Challenges and Potential Solutions**):

SAFETY		
Objective	Challenges	Potential Solutions
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		
Objective	Challenges	Potential Solutions
4. APAC States adopt consistent approaches to health requirements placed on passengers, airlines and airports having regard to the	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	<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		
Objective	Challenges	Potential Solutions
different and changing levels of risk being experienced in different States.	international aviation travel. 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.

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Public Health		
Objective	Challenges	Potential Solutions
<p>7. APAC States adopt consistent practices in terms of health requirements for international air crew movements.</p>	<p>Different and changing levels of risk being experienced in different States leading to different health measures being applied to air crew by different States..</p>	<ul style="list-style-type: none"> • Sharing of experiences between States in terms of health measures applied to crew that have proven compatible with good commercial and operational outcomes • 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.
<p>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.</p>	<p>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.</p>	<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.
<p>9. APAC States have access to provide guidance material for specific modules covered in CART “Take Off” guidance document</p>	<p>Based on the Public Health sub-group survey, challenges in implementing some of the CART guidance modules have been identified.</p>	<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.
