



ICAO

**The Fourth Meeting of the Aerodromes Operations and Planning Sub-Group (AOP/SG/4)**

*Video Teleconference, 10 to 13 November 2020*

**Agenda Item 2: Review Outcome of Relevant Meetings**

**REPORT OF THE ICAO ASIA PACIFIC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP (ACCRPG) — INITIAL REPORT TO ASIA PACIFIC DIRECTOR GENERALS OF CIVIL AVIATION (APAC DGCAs)**

(Presented by the Secretariat)

**SUMMARY**

This paper summarizes the outcomes of the Report of the ICAO Asia Pacific COVID-19 Contingency and Recovery Planning Group (ACCRPG) — Initial Report to Asia Pacific Director Generals of Civil Aviation (APAC DGCAs) circulated to States/Administrations on 24 July 2020.

*Strategic Objectives:*

A: **Safety** – Enhance global civil aviation safety

B: **Air Navigation Capacity and Efficiency**—Increase the capacity and improve the efficiency of the global aviation system

Action by the meetings is at Para 3 to this Information Paper.

**1. INTRODUCTION**

1.1 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.

1.2 The ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG) role is to report to the APAC DGCAs 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*.

1.3 The ACCRPG Meeting documentations are available at the ICAO APAC Office website: <https://www.icao.int/APAC/Meetings/Pages/default.aspx>.

**2. DISCUSSION**

2.1 The Fourth Meeting of the ACCRPG, conducted via Web-conference on 17 July 2020, finalized its Initial Report to APAC DGCAs. This Initial Report provides eleven (11) initial ACCRPG recommendations to all APAC States to help them prioritize the key actions they should implement to

reduce the risk to passengers, aviation staff and the community of COVID-19. It has focused on the first nine of the CART recommendations related to safety, public health and security. These recommendations are outlined at the end of the executive summary of the Initial Report to APAC DGCA's.

2.2 The Initial Report to APAC DGCA's also includes 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.

2.3 The Initial Report to APAC DGCA's is available at ICAO APAC Website: <https://www.icao.int/APAC/Meetings/Pages/2020-ACCRPG4.aspx> and also provided at the **Attachment** to this paper.

### **3. ACTION BY THE MEETING**

3.1 The meeting is invited to note the information contained in this paper.

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**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](http://www.icao.int/ipack) and/or contact ICAO at: [ipack@icao.int](mailto: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](http://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](http://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-conference<sup>1</sup>, 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.

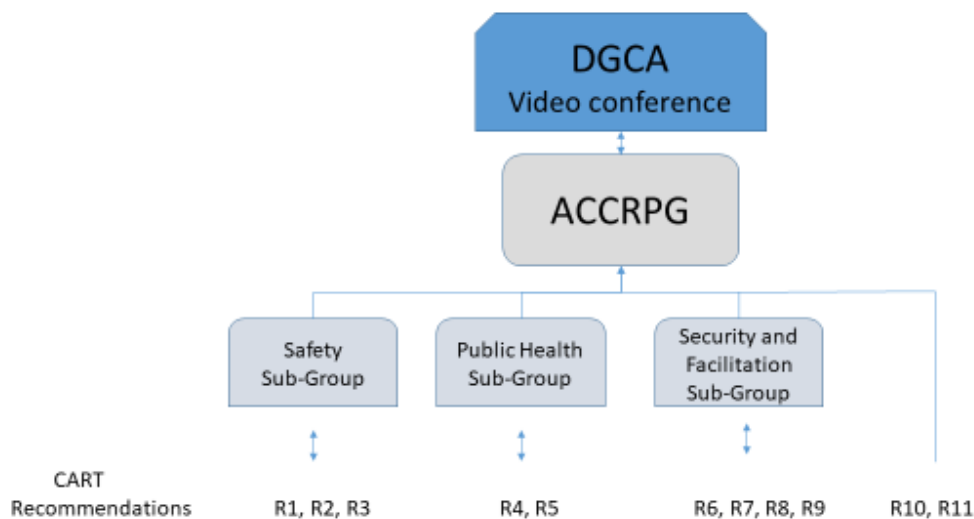
3.2. ICAO took the opportunity at ACCRPG/1 to brief the participants on the details of the CART Report and its *Take-off* guidance document.

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<sup>1</sup> 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](http://www.icao.int/ipack) or contact ICAO at: [ipack@icao.int](mailto: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/](http://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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Attachment B to the Report

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

28 July 2020

	NAME	TITLE/ADMINISTRATION	EMAIL ADDRESS
	<b>CO-CHAIRS OF ACCRPG</b>		
1.	Mr. Jim Wolfe	Assistant Secretary, COVID International, Department of Infrastructure, Transport, Regional Development and Communications	<a href="mailto:Jim.Wolfe@infrastructure.gov.au">Jim.Wolfe@infrastructure.gov.au</a> ;
2.	Mr. Conrad Clifford	Regional Vice President Asia Pacific International Air Transport Association	<a href="mailto:cliffordc@iata.org">cliffordc@iata.org</a>
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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	<a href="mailto:Charles.Hausknecht@infrastructure.gov.au">Charles.Hausknecht@infrastructure.gov.au</a>
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5.	Mr. Michael Juelg <i>(Alternative for Mr. Miles Gore-Brown.)</i>	Manager, Flight Crew Licensing Standards Civil Aviation Safety Authority (CASA)	<a href="mailto:Michael.Juelg@casa.gov.au">Michael.Juelg@casa.gov.au</a>
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	9.	H.E. Mr. Sarin Kunakor	Advisory to SSCA and Deputy Director General/ NCMC State Secretariat of Civil Aviation of Cambodia (SSCA)	<a href="mailto:sarinkunakor@yahoo.com">sarinkunakor@yahoo.com</a>
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	12.	Mr. Long Hay Kampoul	Director of International Relations and Legal Affairs Department State Secretariat of Civil Aviation of Cambodia (SSCA)	<a href="mailto:kampoulphnom@yahoo.com">kampoulphnom@yahoo.com</a>
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	NAME		TITLE/ADMINISTRATION	EMAIL ADDRESS
	22.	Mr. Ashutosh Vashisth	Deputy Director General of Civil Aviation Directorate General of Civil Aviation	avasistha.dgca@nic.in
	23.	Gp. Capt. (Dr.) Y. S. Dahiya	Director Medical Services (CA) Directorate General of Civil Aviation	<a href="mailto:doctor.dgca@nic.in">doctor.dgca@nic.in</a>
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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.