



ICAO



Council Aviation Recovery Task Force (CART) Report Phase II

Third COVID-19 Information Sharing Teleconference Session with
APAC CAA Director Generals
8 Dec 2020



Council Aviation Recovery Task Force (CART)

High-Level Cover Document

introducing recommendations and guidance of CART
in light of latest developments of the COVID-19 crisis

**State Letter EC 2/76-20/122
dated 17 Nov 20**

- Setting the scene
- New and updated guidance
 - Way Forward
 - Annex





- Introductory paragraphs covering:
 - Reason why new and updated guidance is required
 - ICAO & CART's role and focus, including assistance to States under NCLB
 - Greater-than-anticipated impact on aviation and global economy
 - Epidemiological situation & feedback from States
- Bridge paragraph highlighting:
 - Sovereignty and authority of States over their national recovery
 - Importance of globally- and regionally-harmonized, mutually-accepted measures
 - Collective, coordinated and devoted efforts by States, industry, etc.



Three recommendations complementing the original 11 recommendations of the CART Report

- **Recommendation 12 (Aviation safety-related measures).** States should put in place the necessary measures to mitigate risks associated with prolonged regulatory alleviations and should not extend alleviations (both core and extended CCRDs) beyond 31 March 2021, unless circumstances dictate otherwise. In addition, States are encouraged to facilitate access to medical and training facilities, including flight simulation training devices used for flight crew (national and foreign) to maintain their certifications, recency of experience and proficiency.
- **Recommendation 13 (Testing and cross border risk management measures).** While testing is not universally recommended by public health authorities as a routine health screening method, States contemplating testing in their COVID-19 risk management strategy should apply the approach outlined in the *ICAO Manual on Testing and Cross Border Risk Management Measures*.
- **Recommendation 14 (Public Health Corridors (PHCs)).** States considering the formation of a PHC should actively share information with each other to implement PHCs in a harmonized manner. To facilitate implementation of PHCs, the ICAO Implementation Package (iPack) on establishing a PHC is available to States.



- Collective engagement
- Building resilience and evaluation of transformation
- ICAO/CART's future work or commitments:
 - Continuous update of guidance
 - Monitoring and assessment of the situation
 - Coordination of actions



2nd Edition of “Take-off” Guidance Document (TOGD)

2nd Edition of “Take-off” Guidance Document:

Testing
&
Risk
Management

Public Health
Corridors

Annex to the High-Level Cover Document provide a list of multiple guidance (TOGD), tools and other instruments with weblinks.



Risk Management (including testing)

- A range of different and varied mitigation measures
- States should assess their risks and determine mitigation measures appropriate to their situation
- States may consider incorporating testing as part of an overall risk management strategy
- Guidance balanced between TOGD and the Testing and Cross-Border Risk Management Measures Guidance Manual (EB 2020/62 dated 23 Nov 20)



Implementation through Public Health Corridors

- A public health corridor is formed when two or more States agree to recognize the public health mitigation measures.
- States apply a mutually supportive multi-layered risk-based approach to their implementation of public health mitigating risk measures.
- A combination of risk controls will provide better protection than the implementation of only one or two selected risk controls.
- ICAO i-PACK “Establishing a Public Health Corridor” is available to States to facilitate implementation of PHCs.

Public Health
Corridors



- Risk based & evidence based approach to support States in implementing a multi-layer risk management strategy.
- Risk Management Framework with a decision-making tool to determine the risk of transporting potentially infectious passengers and/or importing COVID-19.
- Advice on factors States could consider should they elect to implement testing, as well as guidance on how to implement testing.
- Recognizing the sovereignty and authority of States over their national recovery, taking into account national frameworks and public health capacities.
- Living document with regular updates as technology advances and evidence evolves



2nd Edition of “Take-off” Guidance Document:

Update of existing modules

- AVSEC screening
- Disinfection & Disinsection
- Crew & layovers
- Passengers with disabilities

New text

- General hygiene
- Face coverings and masks
- Passengers with disabilities
- Mental health
- Hazardous waste management

New references for non-commercial aviation

- References to industry material

- CAPSCA provided input and strong guidance on several updates



The CAT passenger journey

Airport module

Use of PPE, assurance of passenger flows and approaches to security screening

Aircraft module

Updated advice on disinfection; impacts of increased disinfection on disinsection

Crew module

Updated guidance on travel for training & certification; use of face coverings; assistance of sick passengers

General inappropriateness of quarantine for crew layovers highlighted

Update of existing modules

- AVSEC screening
- Disinfection & Disinsection
- Crew & layovers
- Passengers with disabilities



The CAT passenger journey

Generally applicable measures

Importance of general hygiene (hand-washing, respiratory etiquette etc.)

Clarification on use of masks/face coverings and the need for exemptions

Importance of considering passengers with disabilities highlighted

The need for collaboration to support mental well-being of staff and passengers is highlighted

Aircraft module

A new section on hazardous waste clarifies when waste should be treated as biohazardous and the importance of associated training

New text

- General hygiene
- Face coverings and masks
- Passengers with disabilities
- Mental health
- Hazardous waste management



Non-commercial aviation

New section 1.4 - Risk mitigation measures applicable to other aviation sectors

Links provided to material maintained by:

- a. CANSO: [air traffic services](#)
- b. IBAC: [business aviation](#)
- c. IAOPA: [general aviation](#)

It is highlighted that the referenced material has been developed and will be maintained to be consistent with CART principles and the TOGD.

New references
for non-
commercial
aviation

- References to industry material



COVID-19 Response and Recovery Implementation Centre (CRRIC)

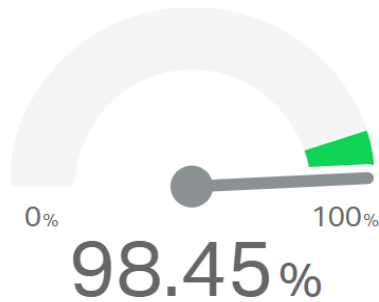
- CRRIC - website that bundles resources , dashboards and tools to assist implementation support, coordination, monitoring and reporting CART activities
- Access to the CRRIC is provided to State Focal Points involved in the implementation and reporting of the recommendations of the CART report





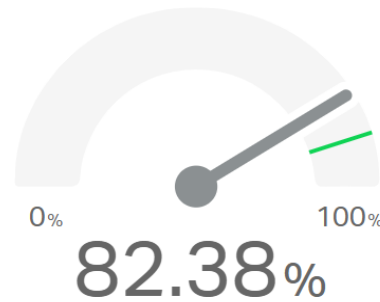
CRRIC Activity Status Dashboard

FPs Nominated



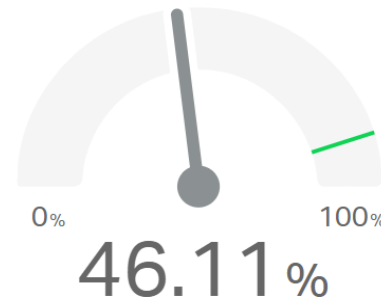
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ESAF	100%
EUR/NAT	98.21%
MID	100%
NACC	100%
SAM	100%
WACAF	100%

GAP Phase 1 Analysis full...



APAC	69.23%
ESAF	87.5%
EUR/NAT	76.79%
MID	100%
NACC	90.91%
SAM	100%
WACAF	83.33%

PHM fully reviewed



APAC	35.9%
ESAF	83.33%
EUR/NAT	19.64%
MID	46.67%
NACC	36.36%
SAM	92.31%
WACAF	70.83%

Montreal ...

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Thursday



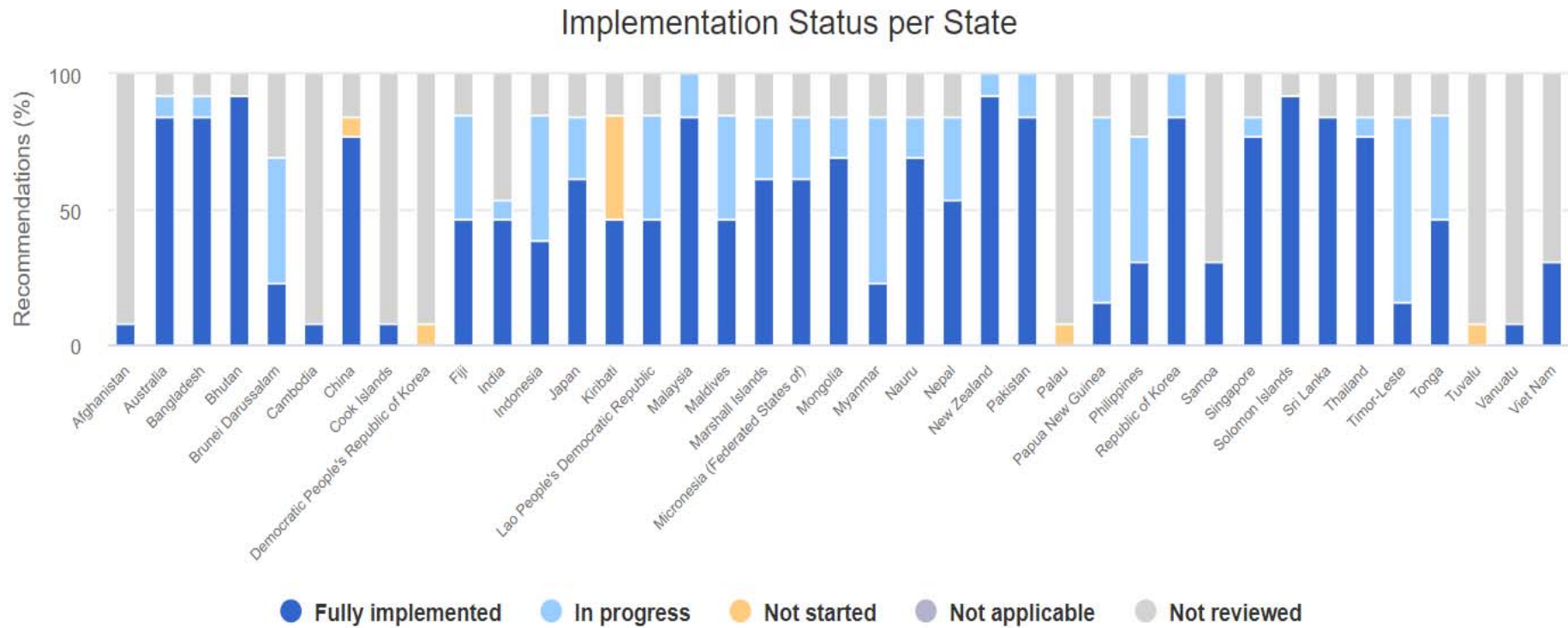
Active on CRRIC in last 7 ...

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APAC	15.38%
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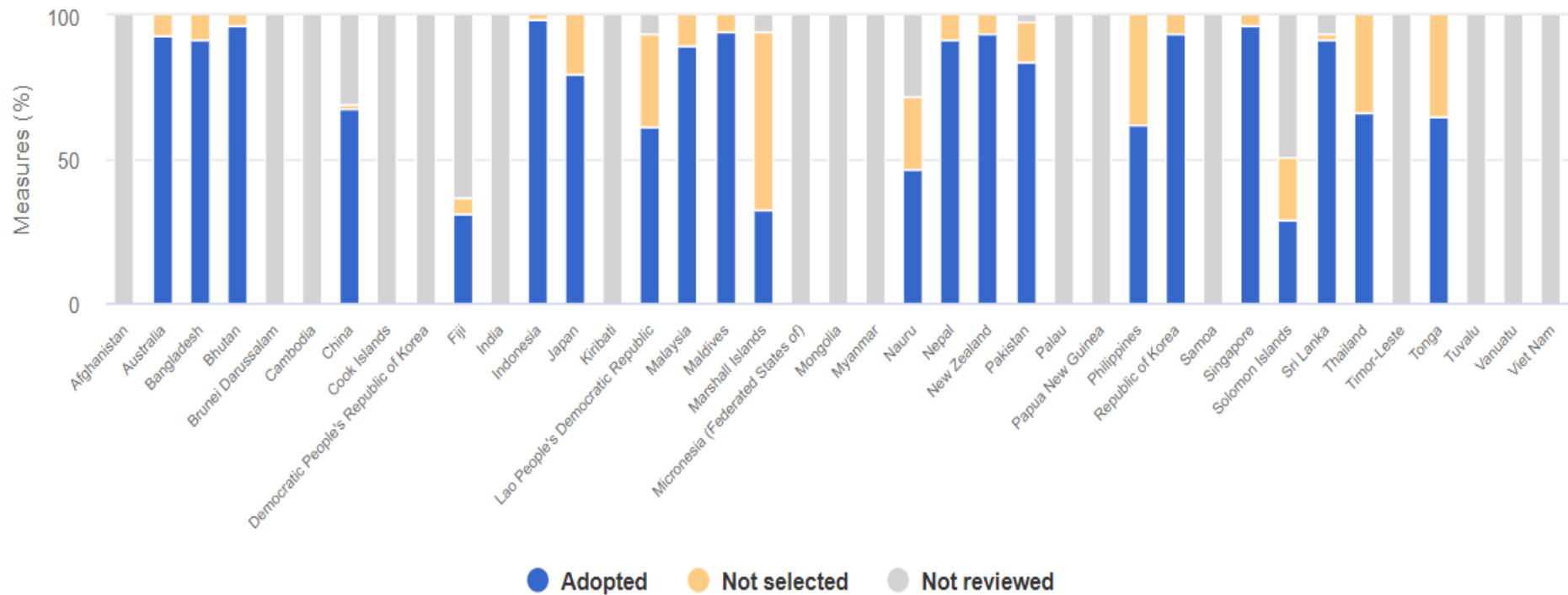
Implementation Status of the 14 Recommendations of CART





Adoption Status of the PHRMM of the TOGD

Status of Measure Adoption per State





In conclusion, the APAC DGCAs are invited to:

- a) Adopt the CART Phase I & II HLCD, including the additional three recommendations, and the second edition of the TOGD
(<https://www.icao.int/Meetings/webinar-series/Pages/ArchivedWebinars.aspx>);
- b) Publicise and disseminate the CART documents and the associated Manual on Testing and Cross-Border Risk Management Measures to as wide an audience as possible;
- c) Support the continuation of CART, in anticipation of upcoming developments, including testing and vaccines and associated challenges such as the efficient transport of vaccines by air; and
- d) Contribute to APAC Region's reporting of harmonised implementation according to the Recommendations of CART and TOGD by active engagement on the *Covid-19 Recovery and Response Implementation Center (CRRIC)*



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Dakar
- European and North Atlantic (EUR/NAT) Office
Paris
- Middle East (MID) Office
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Nairobi
- Asia and Pacific (APAC) Sub-office
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- Asia and Pacific (APAC) Office
Bangkok



THANK YOU