

INTERNATIONAL CIVIL AVIATION ORGANIZATION



ICAO ASIA PACIFIC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP –

SECOND PROGRESS REPORT TO

ASIA PACIFIC DIRECTOR GENERALS OF CIVIL AVIATION

08 December 2020

The views expressed in this Report are those of the Meeting
and not the Organization

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ACCRPG – SECOND PROGRESS REPORT
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**ICAO ASIA PACIFIC COVID-19 CONTINGENCY AND RECOVERY PLANNING GROUP -
SECOND PROGRESS REPORT TO APAC DIRECTOR GENERALS OF CIVIL AVIATION**

Executive Summary

The ACCRPG role is to report to the APAC DGCAs on the progress of implementation by States of the ICAO Council Aviation Recovery Task Force (CART) recommendations, including the use of the guidance document, *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis*, and propose recommendations/actions for the DGCAs, as necessary, to facilitate States' progress on the above. The fourteen (14) recommendations of the ICAO CART Report Phase I and II relate to aviation safety, public health, security and facilitation.

This second ACCRPG progress report makes five recommendations (in addition to the 11 already presented in the ICAO ACCRPG initial report to APAC DGCAs) to help States prioritise the key actions they should implement to reduce the risk to passengers, aviation staff and the community of COVID-19. These additional five recommendations are presented at the end of this executive summary.

Subsequent to this second progress report (and the previously presented ICAO ACCRPG initial report to APAC DGCAs) the ACCRPG and its dedicated sub-groups covering aviation safety, public health and security and facilitation will, by 30 June 2021, provide a final report to APAC DGCAs.

The final report will outline a more detailed regional response to the ICAO CART recommendations, 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.

The ICAO ACCRPG initial report to APAC DGCAs pointed out some key factors that States across the APAC region will need to consider in implementing the restart and recovery of international aviation, including eleven ACCRPG recommendations for the DGCAs.

Additional ACCRPG Recommendations

12. **Air Navigation Services Planning to Support Post-COVID-19 Aviation Recovery:** Considering the dramatically different operating environment, States urgently review and update their National Air Navigation Plans (NANPs) in close coordination with Air Navigation Service Providers (ANSPs) and airspace users, to ensure that:
 - a) any new ANSP projects that entail cost to airspace users in terms of equipage, efficiency, mandates, etc. still have a positive cost-benefit to the air navigation system; and
 - b) current ANSP systems and procedures are reviewed to explore measures that can be taken to increase airspace user operating efficiencies (such as using 5NM horizontal surveillance-based separations within the applicable airspace); and
 - c) ANSPs are prepared in terms of capacity to manage increases in traffic from recovery policies or a change in the pandemic's status.

13. APAC States utilise the CART Phase II, *High Level Cover Document (HLCD)*, including the three (3) additional CART recommendations (Nos. 12-14), and the second edition of the *Take-Off Guidance Document (TOGD)*, publicize and disseminate both documents and the associated ICAO Doc 10152, *Testing and Cross-border Risk Management Measures Manual*, to as wide an audience as possible and take into cognisance the associated challenges such as the efficient transport of vaccines by air.

14. To assist in the recovery and restart effort, APAC States consider availing themselves of the implementation support provided by the ICAO Implementation Packages (iPACKs) in the areas of: *Aviation Safety Risk Management*; *Air Transport Facilitation*; *Aerodrome Restart*; and *Public Health Corridor* (www.icao.int/secretariat/TechnicalCooperation/Pages/iPACK.aspx).
15. With respect to CART (Phase II) recommendation #12, APAC DGCAAs should:
 - a) plan ahead and prepare for return to “normal ops” with regarding to compliance with the ICAO provisions;
 - b) ensure that status of its CCRDs and associated alleviations are regularly updated in a timely manner to minimize unnecessary disruption to its operations;
 - c) continue with engaging its stakeholders accordingly with the updated status of its CCRDs and its alleviations such that aviation activities continue to be conducted in accordance with the existing regulatory requirements; and
 - d) continue to perform safety oversight activities of their certificate holders and foreign operators to ensure aviation activities are performed in accordance with existing requirements, consistent with the relevant CCRDs and associated alleviations.
16. With respect to the COVID-19 Response and Recovery Implementation Centre (CRRIC), APAC States should continue to engage the resources available in the CRRIC (e.g., the *Gap Analysis*, *Public Health Risk Mitigation Measures* and *Best Practices*) and report on States’ progress on implementation of the CART recommendations (Phase I and II) and TOGD (2nd Edition).

1. Introduction

1.1. In November 2020, the ICAO Council Aviation Recovery Task Force (CART) published its Phase II outcomes, including the CART *High Level Cover Document* (HLCD), the updated *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis* (TOGD), the additional CART recommendations 12, 13 and 14 concerning COVID-19 Contingency Related Differences (CCRDs), COVID-19 testing and Public Health Corridors, and the ICAO Doc 10152, *Testing and Cross-border Risk Management Measures Manual*.

1.2. To ensure an orderly restart and recovery of the aviation system in the APAC region, the ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG) coordinates, monitors and supports the implementation of the ICAO CART recommendations and the associated *Take-Off* guidance document by APAC States and makes appropriate recommendations for the APAC Directors-General of Civil Aviation (DGCAs).

2. Establishment of ACCRPG

2.1. The ICAO ACCRPG initial report to APAC DGCAs described the establishment, terms of reference, functions and reporting process.

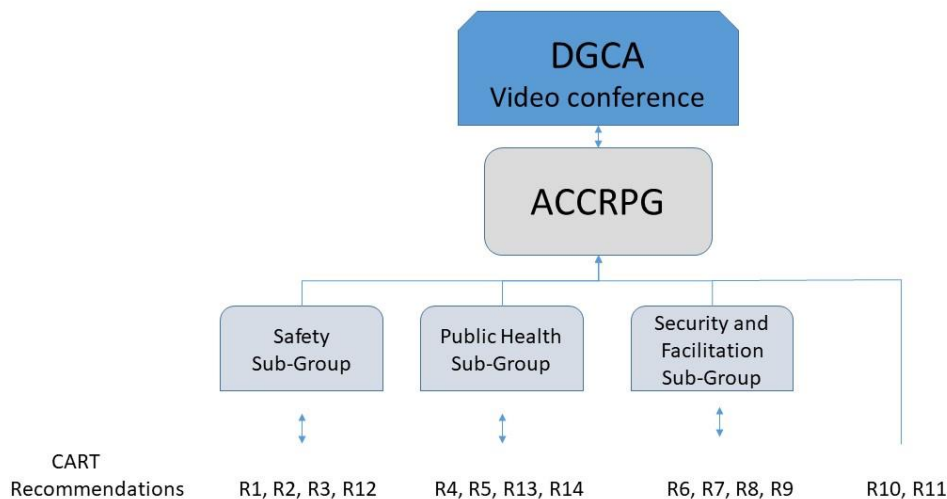
2.2. The ACCRPG is Co-Chaired by Mr. Jim Wolfe, *Assistant Secretary, COVID International, Department of Infrastructure, Transport, Regional Development and Communications, Australian Government*, and Mr. Conrad Clifford, *Regional Vice President, Asia Pacific, International Air Transport Association (IATA)*.

2.3. Currently, the ACCRPG lists almost one-hundred and fifty (150) members from twenty-four (24) States and Special Administrative Regions and thirteen (13) International Organizations and aviation industry partners. The latest list of members of ACCRPG is available at the ICAO APAC Office, ACCRPG website: <https://www.icao.int/APAC/ACCRPG/Pages/ACCRPG-e-Docs.aspx>. The terms of reference of ACCRPG are provided at **Attachment A** to this Report.

3. History of ACCRPG

3.1. The ICAO ACCRPG initial report to APAC DGCAs presented an overview of the ACCRPG and its Sub-Groups from the first meeting (ACCRPG/1) on 05 June 2020, up until the fourth meeting (ACCRPG/4) on 7 July 2020.

3.2. This second progress report provides the APAC DGCAs with an update on the activities of the ACCRPG and its three Sub-Groups, i.e., the aviation safety-related measures sub-group (SAF/SG), public health-related measures sub-group (PH/SG) and security- and facilitation-related measures sub-group (AVSEC-FAL/SG), as well as air traffic management (ATM)-related COVID-19 contingency and recovery activities.



3.3. The ACCRPG has convened online, with the support of the ICAO APAC Office Secretariat, to conduct eight (8) meetings in total up until 13 November 2020. All documentation related to the meetings of the ACCRPG, and the ACCRPG Sub-Groups, is available at the ICAO APAC Office website at: <https://www.icao.int/APAC/ACCRPG/Pages/default.aspx>.

3.4. In addition, a summary of the activities of the ACCRPG Sub-Groups, as well as relevant ATM-related COVID-19 contingency and recovery activities, is provided at the **Attachment B** to this Report.

3.5. Agenda items discussed at the fifth, sixth, seventh and eighth meetings of the ACCRPG include the following:

- Public Health and Aviation Authorities' Engagement/Collaboration
- APAC States' progress on implementation of CART Recommendations
- Economic Impact of COVID-19 on Civil Aviation and the Financial Alleviation Measures
- Perspectives on challenges and way forward in implementing the CART Report Recommendations and Take-off Measures
- Update on CART Developments

Enhancing Aviation – Public Health Collaboration

3.6. ACCRPG supported organization of the first collaborative ICAO and WHO event in the APAC Region, the *Joint WHO-ICAO Webinar*, themed “Considerations and Challenges in Resuming Air-Travel in the Context of COVID-19 - Multi-Sectoral Approach”, on 5 October 2020.

3.7. Key outcomes of the above Webinar included strengthening the awareness of civil aviation and public health authorities on the need to work collaboratively on removing the impediments to aviation recovery and strengthening public confidence in air travel.

3.8. Subsequent to the Webinar, ICAO organized the online *Aviation – Public Health Experts’ Roundtable Discussion* on 4 November 2020, on the theme “Future of Aviation: Facing the New Normal with COVID-19” (<https://www.icao.int/APAC/Meetings/Pages/2020-Roundtable.aspx>).

3.9. The roundtable discussion provided aviation and public health experts a platform for

exchanging ideas, strategies and national experiences, and promoting shared understanding and consensus, on the issues concerning safe resumption of international air travel.

3.10. The roundtable discussion emphasised the importance of a common risk assessment framework as an enabler for building trust between States, which is necessary for international travel resumption.

4. ICAO CART and related developments

CART

4.1. The ICAO CART website, <https://www.icao.int/covid/cart/Pages/default.aspx>, provides users with access to all publicly accessible CART documentation, including the CART Phase I Report and its associated TOGD and initial CART recommendations (1-11), and the recent CART Phase II HLCD and its associated, updated TOGD and additional CART recommendations (12-14) as well as the ICAO Doc 10152, *Testing and Cross-border Risk Management Measures Manual*, and others.

CRRIC Reporting/Updates

4.2. The COVID-19 *Response and Recovery Implementation Centre* (CRRIC), <https://portal.icao.int/CRRIC/Pages/default.aspx>, accessible to registered users via the ICAO (secure) Web Portal, is the dedicated information sharing platform developed by ICAO to support States with implementing, and monitoring the progress of implementation by States of, the measures and recommendations of the ICAO CART.

4.3. The CRRIC bundles resources and tools to assist implementation support, coordination, monitoring and reporting activities. Access to the CRRIC is limited to representatives of States, stakeholders and partners involved in the implementation of the recommendations of the CART.

4.4. For APAC States, the reporting levels and updates related to the CRRIC still have room for improvement. In particular, one APAC State has yet to nominate a focal point for the CRRIC. Additional progress by APAC States is expected regarding the provision of information on the CRRIC, especially on the status of implementation of CART recommendations and on adoption/implementation of public health related measures.

iPack Support

4.5. ICAO has developed a system of Implementation Packages (iPacks), in full alignment with the measures and recommendations of the CART, to support Member States in coping with the challenges caused by the COVID-19 pandemic in regard to the movement of goods and health of passengers.

4.6. Each iPack is a bundle of standardized guidance, training, tools and expert support aimed at facilitating the implementation of ICAO provisions by State entities (e.g., Governments, Civil Aviation Authorities, National Air Transport Facilitation Committees, etc.) as well as aviation service providers, supply chain stakeholders and their personnel.

4.7. The iPacks are currently available on the following topics:

- Capacity and Efficiency – *Aerodrome Restart*
- Facilitation – *Strengthening National Air Transport Facilitation Committees for the Restart and the Resilience of Civil Aviation*

- Safety Management – *Aviation Safety Risk Management related to COVID-19 for CAAs*
- Safety Management/Public Health – *Establishing a Public Health Corridor (Note: under development)*
- Security – *Aviation Security COVID-19 Guidance*

4.8. More information on the iPacks is available at:

<https://www.icao.int/secretariat/TechnicalCooperation/Pages/iPACK.aspx>

4.9. The ICAO APAC Office has coordinated the complimentary provision of iPacks (using ICAO funds) to the following 3 APAC States:

- Lao PDR – Facilitation
- Nepal – Safety Management (*Aviation Safety Risk Management*)
- Papua New Guinea – Security

5. Challenges/Opportunities

5.1. Subsequent to the challenges and opportunities highlighted in the ICAO ACCRPG initial report to APAC DGCAs, the ACCRPG and the Sub-Groups have discussed a number of emerging issues including, but not limited to, the following:

- (a) re-emergence of the COVID-19 pandemic in many countries and regions, especially in North America and Europe, and the implications for opening of travel in the APAC region;
- (b) continual need for cooperation and information sharing to support the ACCRPG process;
- (c) positive developments announced by developers of COVID-19 vaccines;
- (d) significant challenges concerning the global distribution of vaccines and requirements for extreme cold storage of vaccines during air transportation as well as compliance with Dangerous Goods Regulations; and
- (e) need for harmonized COVID-19 testing protocols and the removal of quarantine requirements for international air travel as well as development of digital vaccination certificate.

5.2. The ACCRPG remains committed to the development of clear advice for all States to respond to the above challenges and opportunities in a coordinated manner which is consistent with the CART recommendations and guidance.

5.3. To this end, 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.

**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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1. ACCRPG sub-groups

Aviation safety-related measures sub-group (SAF/SG)

- 1.1. This is an update of the SAF/SG activities since the last report to DGCA in June 2020.
- 1.2. The composition of membership remains constant comprising of 11 States/Administrations and 7 International Organisations/Industry with Boeing volunteering as Rapporteur. Since the last report, the SAF/SG had completed 10 meetings, the last being SAF/SG/12 on 2 Dec 2020.
- 1.3. ICAO APAC has established the ACCRPG website, accessible at:
<https://www.icao.int/APAC/Pages/COVID-19.aspx>.
- 1.4. The SAF/SG was originally tasked with three safety related recommendations in the Council Aviation Recovery Taskforce (CART) Report out of the original 11 recommendations. The CART Phase II has endorsed 3 more recommendations with Recommendation #12 being the 4th safety-related recommendations. The current 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.
 - ❖ **Recommendation 3:** Member States should expedite the development of guidance for safety management of new operations or operation change during this crisis.
 - ❖ **Recommendation 12:** 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.
- 1.5. 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.
- 1.6. The outcomes of the work of SAF/SG are summarized below:

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Recommendation #1: The current level on CCRD submission for the APAC Region has improved from 80% to **92%** as compared to the World average level of submission rate of 96%. DPRK, Palau and Tuvalu are the three remaining States that have not submitted its CCRDs. ICAO APAC will continue to engage these remaining States.

Recommendation #2: Alleviations were issued to facilitate ongoing aviation activities, based on our estimate, some of these alleviations are or about to expiry. We are reaching out to the States/Administrations to review, and urging States to carefully consider if existing alleviations should continue further. ICAO APAC with support from HQ is tracking these alleviations and continue to advise States.

Information regarding the CCRD submission by States is available at [COVID-19 Contingency Related Differences \(CCRD\) \(icao.int\)](https://www.icao.int/COVID-19/Contingency-Related-Differences-CCRD/) .

Recommendation #3: The SAF/SG has developed and shared 22 guidance, checklist and reference document. The SAF/SG is currently working on the “return to normal” phase, notable guidance already implemented include the concept on facilitation of Simulator Training Travel Bubble which encourage States, through its CAA to facilitate crew to undergo the necessary training/checks without subjecting to the full travel/boarder requirements, like quarantine requirement. ICAO APAC has reached out to those relevant APAC States to support and participate on this initiative. ICAO APAC regularly attends meeting with our Montreal experts to update and share COVID-19 related matters. The matter which ICAO is working on is related to the transportation of the COVID-19 vaccine by air.

Recommendation #12: At the SAF/SG level, we continue to remind States of the importance to implement necessary measures to mitigate risks associated with prolonged regulatory alleviations and alleviations (both core and extended CCRDs) should not be extended beyond 31 March 2021. The concept of simulator training travel bubble together with its working arrangements are in place.

1.7. ACCRPG SAF/SG would like to thank all SAF/SG members for their contributions and active participation in the various discussions.

1.8. The next SAF/SG meeting is tentatively scheduled for January 2021.

Aviation public health-related measures sub-group (PH/SG)

1.9. The PH/SG comprises 23 Members from 9 States and 6 International/Regional Organizations since inception and the composition remains unchanged. The sub-group was established by the ACCRPG to support the key functions of the ACCRPG related to public health measures. The Subgroup has so far conducted 10 meetings of which 6 have been since the last report to the DGCA's in July 2020 and this report presents the work of the Subgroup in the ensuing period.

1.10. The work of the Subgroup arises mainly from the following two recommendations issued through CART I Report of June 2020:

- 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

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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.

1.11. The new High-Level Cover Document (HLCD) adopted by the Council of ICAO in November 2020 through Phase II of CART includes two new recommendations relevant to the PH Subgroup which relate to testing and cross border risk management measures and the formation of Public Health Corridors (PHCs) respectively, as follows.

- 1) Recommendation 13: 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 Testing and Cross-Border Risk Management Measures Manual; and
- 2) Recommendation 14: States considering the formation of a Public Health Corridor (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.

1.12. The Subgroup continued to work towards fulfilling the following deliverables adopted in the beginning, 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.

1.13. In the period under review by this report, the Subgroup's focus was centred on three top challenges. Of these, the Subgroup was able to complete substantial amount of work in regard to two of them, namely, establish structured communications between Aviation and PH Authorities which emerged as a key priority from the 13 CAPSCA-AP meeting, and the second, which was the follow up on collation and analysis of States' challenges in implementation of initial CART Take-off Guidance document recommendations. The third challenge identified, which was on Testing / Quarantine / Recovered Persons (International harmonised regime), the Subgroup agreed to monitor the work undertaken by CART which was reconvened in August 2020 to avoid work duplication and rely upon the expertise of CART.

1.14. In realization of the above, following was achieved in the ensuing period:

- 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 to nominate their focal points for the COVID-19 Response and Recovery Implementation Centre (CRRIC) and where necessary similar focal points for the communication and coordination of the works of the ACCRPG and its three sub-groups.

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The main role and responsibility of a CRRIC focal point is to ensure accurate and timely input of the State's implementation of the Recommendations and Guidance from the ICAO CART Report and its Take-off Document. Of the 39 APAC Member States, 37 States have already nominated CRRIC focal points;

- 2) Ref. deliverable 2) and 3) – Fourteen APAC States responded to the CART Take-off Guidance Implementation Response Checklist (International Operations and Domestic Operations respectively) developed by the Sub-group and circulated through ICAO APAC State Letter in June 2020. One of the observations in the responses for the Airport Module was that the challenges were centred mainly on financial/infrastructure/resources constraints. The challenges and issues reported by the States were consolidated and analysed by the Subgroup and the recommendations were submitted to ICAO HQ through the APAC Regional Office on 15 October 2020 for consideration by CART Phase II review process. This submission also contained several non-CART issues identified through the work of the Subgroup and the CAPSCA Meetings.
- 3) Ref. deliverables 3), (also as follow up to deliverable 4)) - The Subgroup assisted the APAC Regional Office in the successful conduct of the WHO-ICAO Joint Webinar (VTC) themed “*Considerations and Challenges in Resuming Air-Travel in the Context of COVID-19 - Multi-Sectoral Approach*” on 5th October 2020. The DGs of the APAC CAAs and all relevant aviation and PH sector stakeholders were invited to attend. There were 424 participants who attended including National IHR Focal Points (NFPs), public health sector professionals, and Aviation Sector representatives (Ministries, Regulator, Service Providers, International Organizations). Two informative Sessions were conducted separately by aviation sector and PH sector, which were focused on ‘*Taking off: Safety in air travel in the time of Covid-19*’ by aviation sector with presentations and updates from ICAO, CAA Singapore, ACI and IATA followed by the PH sector session focused on ‘*Infection Prevention and Control considerations for passenger air travel in the context of COVID-19*’ with presentations from WHO and Lao PDR.

The key outcome of the Webinar was the strengthening of the awareness on the need to work collaboratively between the public health and civil aviation authorities to address impediments to aviation recovery and strengthen public confidence in air travel, which also marked the first collaborative event of ICAO and WHO in the APAC Region.

- 4) Ref. deliverables 3), (also as follow up to deliverable 4)) - The sub-group assisted the APAC Regional Office to successfully conduct the ICAO Aviation – Public Health Experts’ Roundtable (VTC) on 4th November 2020 themed “*Future of Aviation: Facing the New Normal with COVID-19*”. Secretary General, ICAO delivered the opening remarks. The DGs of the APAC CAAs and all relevant aviation and PH sector stakeholders were invited to attend. There were over 200 participants who attended including national public health professionals and Ministries, aviation sector representatives (Ministries, Regulators, Service Providers, International Organizations), WHO and ICAO. Twenty public health and aviation experts from 9 APAC States (Australia, China, India, Japan, Malaysia, Republic of Korea, Singapore, Sri Lanka and Thailand) participated as panellists in the roundtable which consisted two segments, viz. ‘*Examining strategies to recover air travel*’ and ‘*Enhancing Mutual trust*’ which was moderated by Singapore.

The roundtable provided a platform for aviation and public health thought-leaders to exchange ideas, strategies and national experiences, and promote understanding to build consensus for safe resumption of international air travel. The panel discussion converged on the relevance of

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commonly agreed risk assessment framework focused on both equal risk levels and equal response capacity as an enabler to build the trust between States for travel resumption. The Final Report has been compiled and will be disseminated to the participants to be used to provide policy and strategic inputs to the respective States.

Aviation security- and facilitation-related measures sub-group (AVSEC-FAL/SG)

1.15. The AVSEC-FAL/SG first convened on 11 June 2020 and has held 9 sessions to date. The sub-
The 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.

1.16. The sub-group continues to focus on the Recommendations 6, 7, 8 and 9 of the CART and CART II reports and associated take-off guidance to deliberate its actions on information gathering and subsequent deliverables.

1.17. While the CART II report does not include additional recommendations for facilitation or aviation security, the sub-group has reviewed the terms of reference of the sub-group and the ACCRPG to ensure that the focus of attention remains on relevant topics/subjects and deliverables.

1.18. The sub-group has also highlighted the availability of the ICAO I-Packs Facilitation and Aviation Security which address guidance materials and the availability of expertise to assist States to respond to the respective CART Facilitation and Aviation Security related Recommendations. Webinars concerning the two I-PACKS and CART Recommendations 6 and 8 were conducted and well attended by APAC facilitation and AVSEC experts. In coordination with ICAO HQs, the APAC Regional Office has obtained funding for the provision of 1 x I-PACK Facilitation and separately 1 x IPACK Aviation Security for two APAC States identified as having particular need.

1.19. In coordination with ICAO HQs and in relation to CART Recommendation 7, updated model passenger health declaration forms which are complimentary to the Passenger Health Locator Form (PLF) the format for which is defined in ICAO Annex 9 Appendix 13, have been developed and disseminated to States.

1.20. With regard to CART Recommendation 9 and dealing with unruly passengers, a new Second Edition of the ICAO Cabin Crew Safety Training Manual (2020) and ICAO Handbook for Cabin Crew Recurrent Training during COVID-19 Doc 10148 have been disseminated to APAC States and Facilitation and AVSEC contacts.

1.21. 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 coordinated with ICAO HQs to disseminate the initial draft ICAO document “Guidelines for AVSEC Contingency Measures During the COVID-19 Pandemic” to APAC AVSEC Contacts. This document has subsequently been updated and disseminated as the First Edition of the Guidelines under ICAO Electronic Bulletin EB 2020/32 dated 27 October.

1.22. The sub-group has also continued to collate examples of best practice and relevant ICAO and other entity developed guidance material relating to all CART Facilitation and AVSEC related Recommendations. This information has been disseminated to APAC States via the establishment of regional office APAC RO ACCRPG AVSEC-FAL/SG website.

2. ATM Activities

2.1. ICAO reminded the ACCRPG/7 meeting of the Air Traffic Management (ATM) information available to Air Navigation Service Providers (ANSPs) to assist in the forecasting and management of COVID-19-affected air traffic demand, including the APAC Regional Strategy for COVID-19-related ATM Contingency Recovery.

2.2. In particular, the meeting was reminded of the need for ANSPs, in coordination with other relevant government agencies, to inform the ICAO Asia/Pacific Regional Office in the event of any planned relaxation of entry restrictions that would result in a full or partial recovery of air traffic. ACCRPG/4 Recommendation 11 referred. As at 28 November 2020, no information had been received by ICAO from any ANSP.

2.3. The ACCRPG/7 meeting was also informed of the APAC COVID-19-related ATM Economics Seminar, which was subsequently held by Video Teleconference (VTC) on 08 October 2020. Government officials having responsibility for State financial policy and ANS provision during the post-pandemic recovery of the aviation industry were strongly encouraged to participate.

2.4. Seminar presentations on drivers for economic change, national air navigation planning and aviation industry engagement were made by India, New Zealand, Singapore, USA, CANSO, IATA and ICAO, and are available on the Seminar web-page at <https://www.icao.int/APAC/Meetings/Pages/2020-COVID-19-ATM-Seminar.aspx>.

2.5. In discussing the factors that prompted ICAO to plan the seminar, the ACCRPG/7 meeting agreed to the following Recommendation:

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

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

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

2.6. The ACCRPG/8 meeting was provided with an update on APAC COVID-19-related ATM operations and contingency coordination, briefly reviewing previously provided information and covering the results of the second APAC survey of ATM capacity compared to 'normal' December 2019 capacity (overflight, and arrival/departure capacity, **Figures 1 and 2**), and noting the continued non-receipt of any information on relaxation of passenger traffic restrictions, which was requested in the Regional Strategy for COVID-19-related ATM Contingency Recovery.

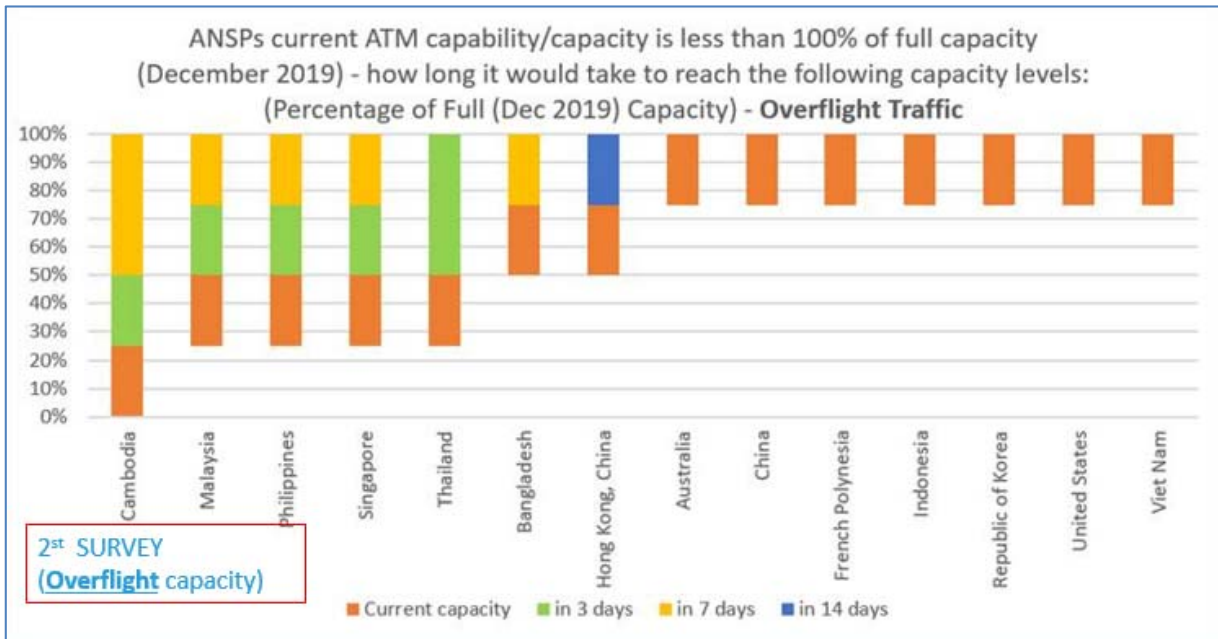


Figure 1: ANSP-Reported Overflight Capacity

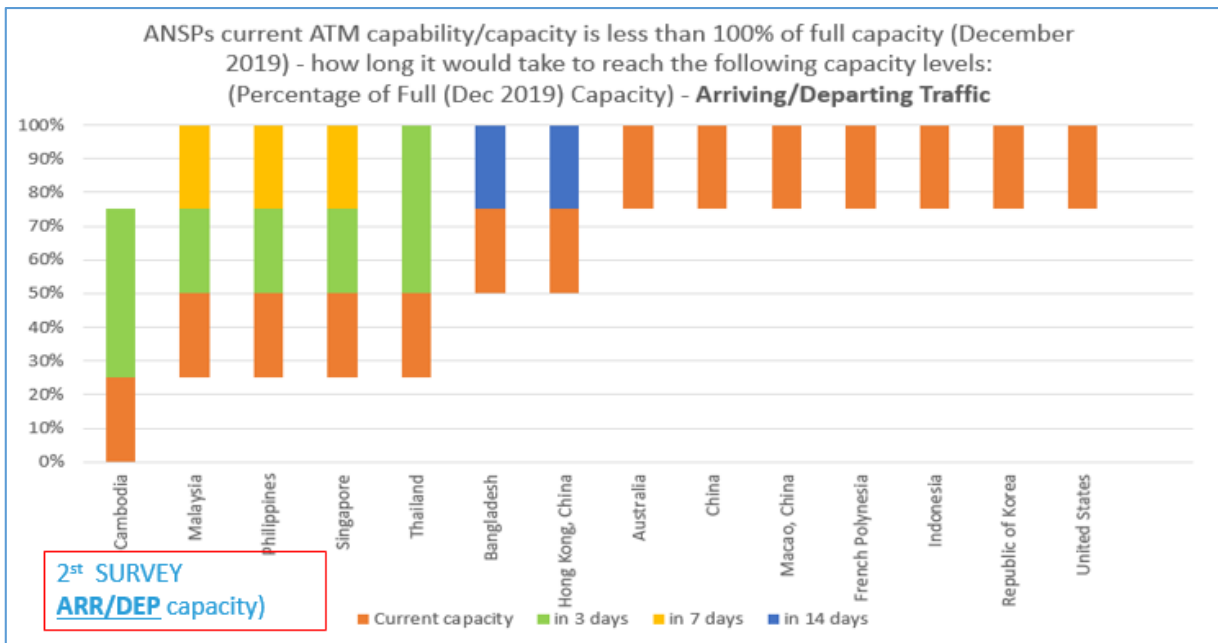


Figure 2: ANSP-Reported Arrival/Departure Capacity