



ICAO

**TENTH MEETING OF THE REGIONAL AVIATION SAFETY GROUP -
ASIA PACIFIC REGIONAL (RASG-APAC/10)**

(Bangkok, Thailand, 17-18 December 2020 on Virtual Platform)

RASG-APAC/10–WP/13

Agenda Item 5

Revision 1

Agenda Item 5: ICAO/ Member State / Industry Presentations

**PROGRESS REPORT OF THE APAC COVID-19 CONTINGENCY AND
RECOVERY PLANNING GROUP**

(Presented by the Secretariat)

SUMMARY

This paper presents the progress report of the ICAO APAC COVID-19 Contingency and Recovery Planning Group (ACCRPG) Activities.

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**

*D: Economic Development of Air Transport— Foster the development of a sound
and economically viable civil aviation system*

Action by the meetings is at paragraph 3 of this Working Paper.

1. INTRODUCTION

1.1 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, 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.

1.2 The ICAO APAC Office also conducted a similar, special Pacific Islands DGCA Information Sharing web-conference on 12 May 2020.

1.3 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*.

1.4 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>.

1.5 In order to focus its inter-plenary work on specific CART Recommendations, the First Meeting of the ACCRPG 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).

1.6 The Meetings of the ACCRPG and its sub-groups are conducted through web-conferencing, with the support of the ICAO APAC Office Secretariat, initially on a weekly basis, and currently on a monthly basis. Reports of the ACCRPG and its sub-groups meetings are available at <https://www.icao.int/APAC/ACCRPG/Pages/ACCRPG-Meetings.aspx>.

1.7 The ACCRPG reports to the APAC DGCAs on the progress of, and proposes recommendations/actions as necessary to facilitate the implementation by States of the CART recommendations.

2. DISCUSSION

2.1 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.

2.2 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*.

2.3 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).

2.4 The ICAO ACCRPG initial report (first progress 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.

2.5 The second progress report (8 December 2020) provided 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 up to ACCRPG/8 Meeting (13 November 2020).

2.6 The ACCRPG provided eleven (11) recommendations in the initial report and additional five (5) recommendations in the second progress report to help all APAC States to prioritise the key actions they should implement to reduce the risk to passengers, aviation staff and the community

of COVID-19.

2.7 Subsequent to the second progress report (and the previously presented ICAO ACCRPG first progress 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.

2.8 ACCRPG initial report (first progress report) and second progress report are provided at **Attachments A and B** and also available at <https://www.icao.int/APAC/ACCRPG/Pages/ACCRPG-e-Docs.aspx>.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) encourage States to participate directly in the meetings of the ACCRPG and its sub-groups nominating their Focal Points to the ICAO APAC Office;
- b) encourage States to report progress on the implementation of the CART recommendations (Phase I and II) and TOGD (2nd Edition) through the ICAO COVID-19 Response and Recovery Implementation Centre (CRRIC); and
- c) discuss any relevant matters as appropriate.

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 and/or contact ICAO at: 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).
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.
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-conference¹, 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

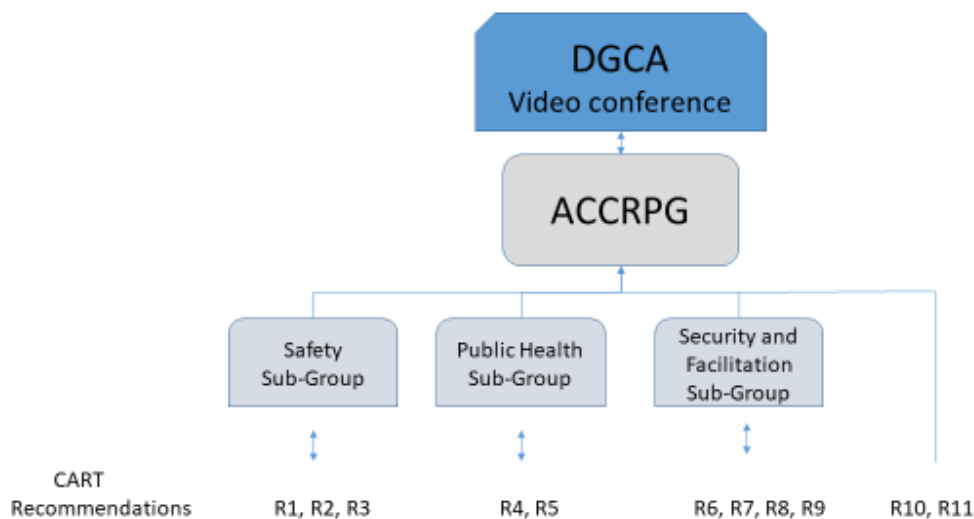
3.1. The ICAO APAC Regional Office hosted the First Meeting of the ACCRPG (ACCRPG/1) via web-conference from Bangkok, Thailand, on 05 June 2020. One hundred and two (102) participants attended ACCRPG/1 from nineteen (19) Member States/Administrative Regions and twelve (12) International Organizations 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.

¹ 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 or contact ICAO at: 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/).

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

28 July 2020

	NAME	TITLE/ADMINISTRATION	EMAIL ADDRESS
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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
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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	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) & NCCM Civil Aviation Authority of Bangladesh	zia.dfsr@gmail.com ; mfsr@caab.gov.bd

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	16. Mr. Raymond NG	Assistant Director-General of Civil Aviation (Airport Standards) Civil Aviation Department Hong Kong China	rcong@cad.gov.hk
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8.	INDIA		
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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.

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

Approved by the Meeting and published by the ICAO Asia and Pacific Office, Bangkok

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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.

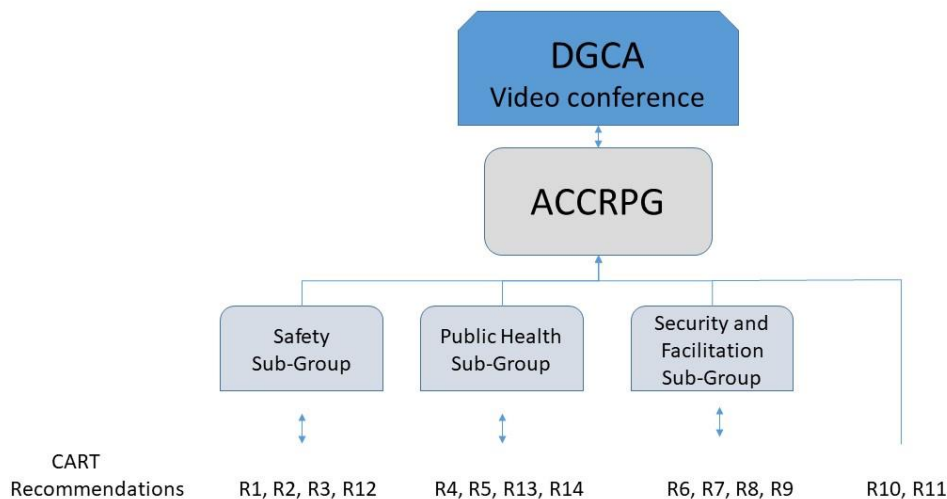
2.2. The ACCRPG is Co-Chaired by Mr. Jim Wolfe, *Assistant Secretary, COVID International, Department of Infrastructure, Transport, Regional Development and Communications, Australian Government*, and Mr. Conrad Clifford, *Regional Vice President, Asia Pacific, International Air Transport Association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

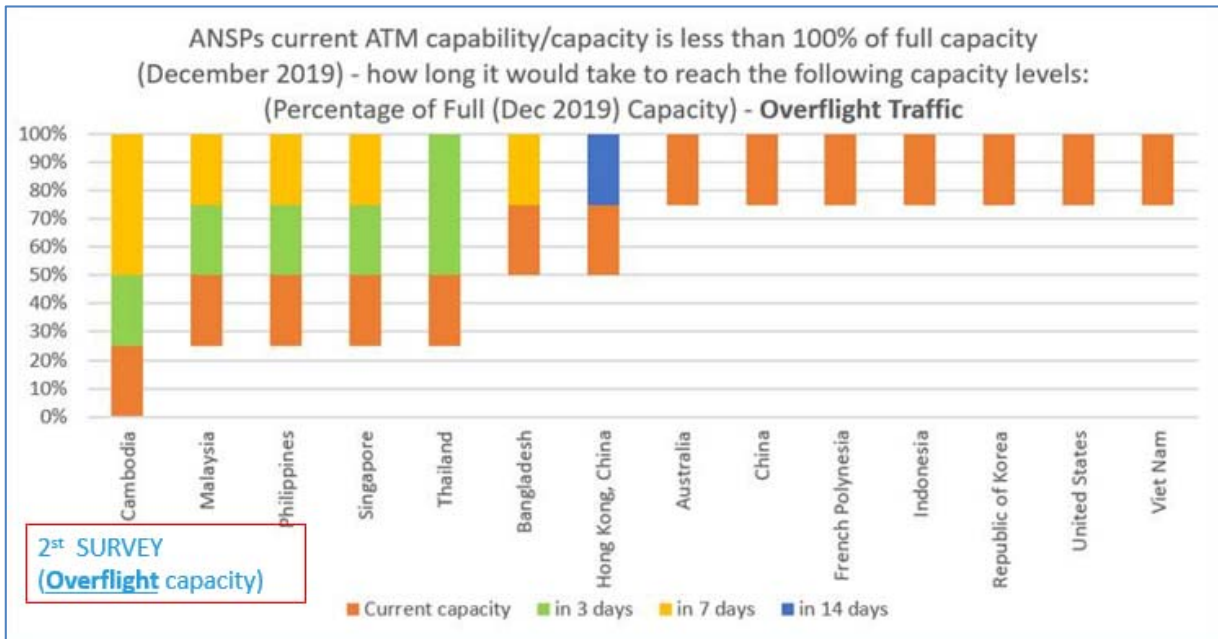


Figure 1: ANSP-Reported Overflight Capacity

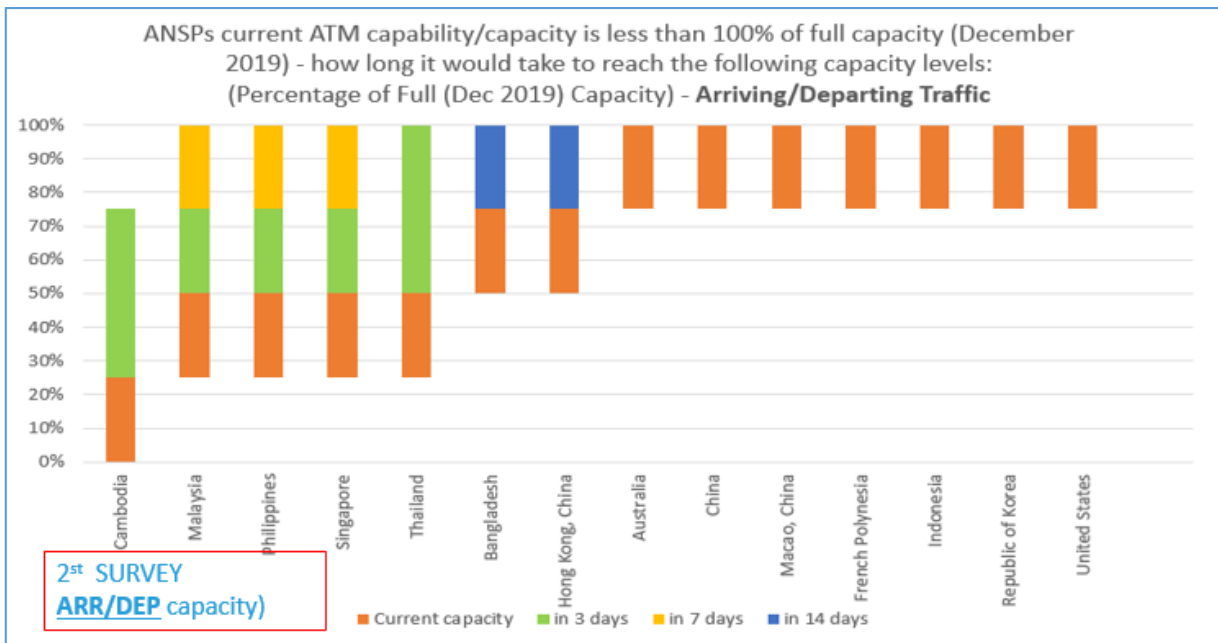


Figure 2: ANSP-Reported Arrival/Departure Capacity