



WORKING PAPER

ASSEMBLY — 41ST SESSION

EXECUTIVE COMMITTEE

Agenda Item 12: Outcomes of High-level Conference on COVID-19

**OUTCOMES OF THE FACILITATION STREAM OF THE
HIGH-LEVEL CONFERENCE ON COVID-19**

(Presented by the Council of ICAO)

EXECUTIVE SUMMARY

This paper presents the outcomes of the Facilitation (FAL) Stream of the High-level Conference on COVID-19 (HLCC 2021), held virtually from 12 to 22 October 2021, which include 79 recommendations endorsed by the Ministerial Plenary of the Conference.

Action: The Assembly is invited to:

- a) note the outcomes of the HLCC 2021 FAL Stream, in Appendix A;
- b) urge States to action the HLCC 2021 FAL Stream recommendations addressed to them;
- c) approve the draft Resolution A41-XX in Appendix C; and
- d) encourage States to support the implementation of the FAL Stream recommendations addressed to ICAO with extra-budgetary contributions.

<i>Strategic Objectives:</i>	This working paper relates to the Strategic Objective — <i>Security and Facilitation</i> .
<i>Financial implications:</i>	The ICAO activities referred to in this paper are expected to be undertaken within the resources available in the 2023-2025 Regular Budget and/or from extra-budgetary contributions as guided by the ICAO Business Plan 2023-2025.
<i>References:</i>	ICAO Business Plan 2023 - 2025 Doc 10160, <i>High-level Conference on COVID-19 (Montréal, 12 to 22 October) Report</i> Doc 10140, <i>Assembly Resolutions in Force (as of 4 October 2019)</i> Doc 9303, <i>Machine Readable Travel Documents (8th Edition)</i> Doc 9944, <i>Guidelines on Passenger Name Record (PNR) Data</i> ICAO Council Aviation Recovery Task Force (CART) Report A41-WP/19, <i>Developments pertaining to Annex 9 – Facilitation</i> A41-WP/10, <i>Developments pertaining to ICAO Traveller Identification Programme (TRIP) Strategy</i> A41-WP/9, <i>Developments pertaining to ICAO Public Key Directory (PKD)</i> A41-WP/26, <i>Outcome of the Ministerial Plenary of the High-level Conference on COVID-19</i> A41-WP/57, <i>Implementation of Resolutions A37-13, A39-24, A40-14, the ICAO CAPSCA Programme and medical provisions during public health events</i> A41- WP/18, <i>Consolidated statement of continuing ICAO policies related to Facilitation</i> A41-WP/35, <i>Proposed Draft Budget of the Organization for 2023, 2024 and 2025</i>

1. INTRODUCTION

1.1 The High-level Conference on COVID-19 (HLCC 2021) was held virtually from 12 to 22 October 2021 and attended by 1,786 representatives from 129 Member States and 38 international organizations. Fifty-six Ministers and Deputy Ministers and 24 heads of international organizations attended the Ministerial Plenary sessions of the Conference. The Conference discussed ten agenda items under two Streams: the Facilitation Stream discussed Agenda Items 6, 7, 8, 9 and 10 while the Safety Stream discussed Agenda Items 1, 2, 3, 4 and 5.

1.2 The HLCC 2021 Facilitation Stream covered a wide range of subjects under the following agenda items that resulted in 79 recommendations:

- a) Agenda item 6: Facilitation operational measures related to the COVID-19 pandemic and beyond;
- b) Agenda item 7: Enhancing National Coordination and International Cooperation;
- c) Agenda item 8: Enhancing digital data sharing to facilitate seamless and contactless processes during and beyond the COVID-19 pandemic;
- d) Agenda item 9: Future approaches to the management of sustainable health-related facilitation measures for the passenger experience and advancing the implementation monitoring; and
- e) Agenda item 10: Other issues to be considered by the Facilitation stream.

1.3 The ICAO Council during the Eleventh Meeting of its 225th Session endorsed the HLCC 2021 FAL Stream recommendations (Appendix A, refers) and noted that additional resources, both financial and human, would be required to support the implementation of the HLCC Facilitation Stream recommendations addressed to ICAO.

2. DISCUSSION

2.1 Under Agenda Item 6, Facilitation operational measures related to the COVID-19 pandemic and beyond, the Conference discussed the issues faced by States in protecting the health of the travelling public and aviation personnel and in mitigating the risk of transmission of communicable diseases by air transport, as well as the challenges faced by States in implementing the Facilitation-related Council Aviation Recovery Task Force (CART) recommendations. The Conference made 22 recommendations under this Agenda Item.

2.2 Under Agenda Item 7, Enhancing National Coordination and International Cooperation, the Conference discussed the importance of collaboration between public health authorities and aviation authorities, as well as the roles of regional Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) coordinators and State focal points of the ICAO CAPSCA Programme, noting that cross-sectoral collaboration was necessary to facilitate effective air transport operations during the pandemic and beyond. It discussed the systematic development of a National Air Transport Facilitation Programme (NATFP) and the related implementation of National Air Transport Facilitation Committees (NATFCs). It also considered the good practices to follow for the preparation and implementation of all the measures of a national emergency aviation plan in preparation for an outbreak of a communicable disease. The Conference agreed on 22 recommendations under this Agenda Item.

2.3 Under Agenda Item 8, Enhancing digital data sharing to facilitate seamless and contactless processes during and beyond the COVID-19 pandemic, the Conference deliberated on the collection and exchange of passenger contact and health information to facilitate seamless processes for secure and globally-interoperable health-proofs. It appraised the possible use of ICAO's existing solutions in the travel

document domain, in particular eMRTDs, the ICAO Digital Travel Credential (DTC) and the Public Key Directory (PKD), to stimulate short-term recovery from the COVID-19 pandemic. It also considered ICAO's outreach and capacity building to roll out effective solutions, involving States and all the stakeholders in an agile and flexible manner. The Conference agreed on 13 recommendations under this Agenda Item.

2.4 Under Agenda Item 9, Future approaches to the management of sustainable health-related facilitation measures for the passenger experience and advancing the implementation monitoring, the Conference considered the necessary steps to be taken to ensure that airport facilities and services are adapted to the needs of persons with disabilities and provide adequate access to air services while public health measures are maintained. The Conference also considered the need to effectively monitor the implementation of the new and/or revised health-related provisions of Annex 9 and the continuing need for financial and in-kind contributions to supplement ICAO Regular Budget funds in order to raise awareness of the importance of Facilitation during times of public health crisis. It also examined how to ensure that maximum efforts are made to assist States in overcoming Annex 9 implementation challenges during health outbreaks. The Conference agreed on 12 recommendations under this Agenda Item.

2.5 Under Agenda Item 10, Other issues to be considered by the Facilitation stream, the Conference discussed other subjects that were not covered by a specific agenda item, including assistance to aircraft accident victims and their families, unruly and disruptive passenger incidents in the context of the COVID-19 pandemic, ICAO template Air Services Agreement in relation to crises in international air transport, freight liberalization in the context of the COVID-19 pandemic, and equivalence of security measures – one-stop security and public health corridors. The Conference agreed on 10 recommendations under this Agenda Item.

2.6 The 79 Facilitation Stream recommendations are published in ICAO Doc 10160, *High-Level Conference on COVID-19 (Montréal, 12-22 October 2021) Report*. Of the 79 recommendations, 17 are addressed to ICAO.

2.7 The ICAO Council during the Eleventh Meeting of its 225th Session reviewed the HLCC 2021 Facilitation Stream recommendations and agreed to the inclusion of the 17 recommendations addressed to ICAO (Appendix B, refers) in the Organization's business plan of work for the triennium 2023 to 2025, taking into account the priorities assigned with the understanding that this prioritization would be taken into account in the context of the ICAO Business Plan for the next triennium 2023-2025.

2.8 Since the onset of the pandemic, Facilitation has been playing a critical role in the immediate response, restart, recovery and resilience of air transport. However, the COVID-19 pandemic has highlighted a lack of the implementation of the provisions of Annex 9 by States and underscored States' need for increased assistance in Facilitation.

2.9 In order to ensure the enhancement and sustainability of ICAO's facilitation initiatives in the context of the demonstrated economic importance of such activities in times of volatility, and the increasing importance of public health-related matters within facilitation, there is also a critical need to address the impact on the ICAO Regular Budget. This will be key to raise awareness on the importance of Facilitation in crisis times for all the air transport stakeholders and to ensure that appropriate efforts are made to assist States in implementing the provisions of Annex 9. For 2023-2025, the focus will be on, inter alia, developing initiatives to support ICAO Member States through the recovery process. In addition, a review of relevant ICAO SARPs and guidance material will be conducted to reflect the lessons learned from the COVID-19 pandemic in support of a more resilient aviation system.

3. WORK INITIATED IN LINE WITH HLCC 2021 FACILITATION STREAM RECOMMENDATIONS

3.1 The HLCC 2021 FAL Stream recommendations addressed to ICAO have been prioritized into three categories, considering the general importance of the recommended actions, their potential impact on the restart and recovery of air transport operations from the COVID-19 pandemic and their possible relevance for sustainability. Appendix B proposes a high-level prioritization regarding the inclusion in ICAO's 2023–2025 Business Plan of work items arising from the 17 HLCC 2021 Facilitation Stream recommendations to ICAO with the understanding that this prioritization would be taken into account in the context of the ICAO Business Plan for the next triennium 2023-2025.

3.2 To foster implementation of the HLCC 2021 Facilitation Stream recommendations addressed to Member States, a draft Assembly Resolution on air transport facilitation, affirming global commitment to enable the safe and efficient recovery of aviation from the COVID-19 pandemic, and to make aviation more resilient in the future is being proposed in Appendix C.

3.3 To the extent feasible, work on implementing the Facilitation Stream recommendations has already begun. In line with the Ministerial Declaration that stresses the importance of common standards, interoperability and mutual recommendation of digital applications and with HLCC Recommendation 8/1, and in order to support States in promoting and adopting a policy of mutual recognition of health proofs to facilitate the opening of borders, a Guide for Handling ICAO Visible Digital Seal for Non-Constrained Environments (VDS-NC) Health Proofs and EU-DCC1 has been approved by the Technical Advisory Group on the Traveller Identification Programme (TAG/TRIP). In addition, ICAO launched a new Health Master List that aggregates the public key certificates associated with different formats of health proofs into a single, publically-available source (State letter 22/38 dated 11 April 2022 refers). The new service enhances global verifiability of proofs in order to support mutual recognition and drive travel recovery.

4. CONCLUSION

4.1 The HLCC 2021 was a successful event, accomplishing its goal set out in State letter 21/40, culminating with recommendations for new and/or enhanced work items in the field of Facilitation, endorsed by the Ministerial Plenary of the Conference.

4.2 The lessons learnt from the COVID-19 pandemic, and notably, the recommendations of the High-level Conference on COVID-19 are essential elements defining part of the priorities for the Facilitation Programme's work on Annex 9 for the 2023-2025 triennium.

4.3 The implementation of the recommendations of the Facilitation Stream addressed to ICAO will require considerable work. States' extra-budgetary contributions are encouraged to support the non-budgeted work emanating from HLCC 2021 Facilitation Stream

4.4 States are also encouraged to take appropriate action to implement the HLCC Facilitation Stream recommendations addressed to them, in a timely manner.

¹ See <https://www.icao.int/security/fal/trip/pages/publications.aspx>

APPENDIX A

**HIGH-LEVEL CONFERENCE ON COVID-19 (HLCC 2021)
FACILITATION STREAM RECOMMENDATIONS
Montréal, Canada, 12 to 22 October 2021**

RECOMMENDATIONS ADOPTED BY HLCC 2021
Agenda Item 6: Facilitation operational measures related to the COVID-19 pandemic and beyond
Recommendation 6/1 — Facilitation operational measures related to COVID-19 pandemic and beyond
That States should:
a) conduct comprehensive risk assessments considering State contextual factors, risk tolerance and the practical application of public health risk mitigation measures in aviation, including with a view to easing their border measures, as part of transition towards living with COVID-19;
b) implement the CART recommendations and its associated guidance, whenever possible, while considering operational factors such as different routes, travel volume and travel frequencies between States;
c) ensure and promote multi-sector communication, coordination and collaboration between all relevant stakeholders including industry in the development of an aviation COVID-19 pandemic response plan;
d) promote and consider the harmonization of the various measures to allow mutual recognition and trust of information shared regarding COVID-19 status of travellers among the States, taking into consideration data protection prescripts applicable in most States;
e) endorse the Public Health Corridor (Cargo Operations) concept developed by CAPSCA to be used as a temporary measure during, other disease outbreaks with similar circumstances while noting that a PHC does not replace existing Air Services Agreements;
f) ensure coordination and harmonization between the various State actors responsible for management of pandemics and disaster, including strengthening collaboration and consultations between health, aviation and other authorities;
g) consider developing relevant consumer protection regulations, in line with ICAO consumer protection guidance, to address emergency situations, as necessary, and to promote the establishment of plans for consumer assistance and protection;
h) implement, to the extent practicable, globally and regionally-harmonized, collaborative, and mutually accepted measures that take into consideration different national circumstances and policies, without creating undue economic burdens or compromising the safety and facilitation of civil aviation, while being in line with Annex 9 provisions and related guidance material, towards widespread adoption of practical, flexible processes and solutions for travel acceptance to facilitate the recovery of international passenger travel;

RECOMMENDATIONS ADOPTED BY HLCC 2021
i) recommend measures to be taken by ICAO to assist Member States in their implementation of CART recommendations and the relevant health-related Standards and Recommended Practices (SARPs), and State's pandemic preparedness plans based on the lessons learnt during the COVID-19 pandemic;
j) set up national coordination mechanisms such as the NATFC and utilize international coordination mechanisms such as CAPSCA, to allow a seamless implementation of relevant health-related SARPs, taking into account a multi-layered risk based approach to establish their health measures;
k) communicate health-related entry requirements to the travelling public and all stakeholders in the aviation community in a timely manner in order to build resilience and regularly assess the possibility of eminent public health threats and promptly apply contingency measures;
l) utilize best practices for the planning and implementation of Facilitation-related operational mitigating measures dealing both with the immediate challenges imposed by the COVID-19 pandemic and future unforeseen wide scale disruptions;
m) regularly assess the health-related entry requirements for their relevance and lift the restrictions at an appropriate time;
n) ensure a high-level of engagement and coordination between civil aviation and public health authorities and close cooperation with international and regional organizations, and all involved stakeholders;
o) consider voluntary contributions, both financial and human, to ensure increased and effective implementation of Annex 9 - <i>Facilitation</i> provisions, and support CAPSCA, by all ICAO Member States;
p) assess the risk and rapidly implement the necessary measures at the appropriate scale to reduce both COVID-19 transmission, economic, public and social impact; and
q) encourage the adoption and acceptance of digital health certificates for testing and vaccination to facilitate international air travel and, if issuing health certificates, consider adopting the ICAO specifications for Visible Digital Seals for non-constrained environments or including other interoperable formats such as from regional or global intergovernmental bodies, or internationally recognized organizations. Emphasis should be put on also accepting non-digital certificates taking into account the importance of <i>No Country Left Behind</i> (NCLB) initiative.
That ICAO should:
r) collaborate with relevant international organizations and industry to develop a crisis response framework for future health-related crises that draws on CART recommendations and guidance, CAPSCA guidance, industry best practices, integrated risk management approaches, States' responses and lessons learnt from COVID-19 that would enable the international aviation community to rapidly respond to a health-related crisis;

RECOMMENDATIONS ADOPTED BY HLCC 2021	
s)	continue to adapt and provide for a quick response mechanism in ICAO that would issue urgent guidance to Member States in the event of an outbreak and develop case-specific Guidance on how to implement a Public Health Corridor for a particular outbreak, based on the available scientific evidence;
t)	assist developing States directly, and promote cooperation between States and with industry, to assist with the implementation of ICAO Annex 9 SARPs and related COVID-19 recovery initiatives;
u)	encourage the mutual recognition of proof of vaccination and testing documentation between States when used for cross-border travel, taking into account the likelihood of many formats in the short to medium term; and
v)	continue its work towards interoperable long-term solutions that use digital travel documents and health-related credentials established by States, taking into account existing solutions and global limitations;
Agenda Item 7: Enhancing National Coordination and International Cooperation	
Recommendation 7/1 — Enhancing National Coordination and International Cooperation	
That States should:	
a)	conduct comprehensive risk assessments considering their contextual factors, risk tolerance and the practical application of public health risk mitigation measures in aviation;
b)	implement national and international cooperation across multiple sectors in a multi-disciplinary manner;
c)	recognize the importance of the establishment of a unified framework;
d)	take necessary measures to ensure a systematic development of NATFP, promoting a culture of facilitation;
e)	ensure effective implementation of Annex 9 provisions, and coordination amongst all relevant agencies, departments of the State, including public health authorities and relevant stakeholders through the implementation of NATFCs, or similar coordinating bodies, for the coordination of facilitation-related activities;
f)	consider designating an appropriate authority for the air transport facilitation as States deem appropriate, and allocate necessary resources;
g)	note that additional Instructors are being identified to be certified, in order to establish a pool of trainers for delivery of the Annex 9 - <i>Facilitation</i> Course, and consider nominating facilitation experts from their State, to become Instructors;
h)	request the relevant authorities within their State to use the ICAO EFOD System, to notify differences and compliance with Annex 9 provisions, and that appropriate access is granted to those persons responsible for the implementation of Annex 9 provisions;

RECOMMENDATIONS ADOPTED BY HLCC 2021
i) endeavour to ensure that those measures mandated by the health authority that have an impact on the aviation industry are understood, evaluated and, if necessary, supplemented by aviation stakeholders prior to their enactment, in particular by the entity in charge of facilitation;
j) in conjunction with the participation of the health authority in the formal facilitation bodies, promote the collaborative implementation of any operational adjustment in the aviation industry pursuant upon the health regulations, through tactical task forces in which the impacts of these measures are presented and evaluated so that they can be appropriately applied in accordance with the operational context;
k) ensure a better and more fluid flow of information to the health authority, so that management of airport processes, traveller tracking, or any other process directly or indirectly related to the airline industry, is more efficient. To this end, the controlled use of operational information, API and passenger information provided to government portals can be useful. Accordingly, consideration might be given to possible agreements between public and private bodies to provide the health authority with such information to meet the urgent needs for the information necessary for efficient and effective health monitoring, with due regard to protection of personal information and privacy of personal health data which require adequate protection;
l) recognize the importance of the development of a multi-scenario framework for implementing PHCs safely during public health emergencies taking into account that PHCs are temporary arrangements that must not undermine or be inconsistent with existing Air Services Agreements;
m) continue to provide support to ICAO in progressing the work on PHCs, including providing information and lessons learned on PHC that has been established, amended, paused or suspended;
n) use the PHC Application to facilitate discussions for bilateral and multilateral agreements to open air routes between States and regions;
o) recognize the importance of CAPSCA and become members of CAPSCA, and ensure that the relevant national agencies participate within their CAPSCA membership; and
p) to the extent feasible, make available financial and human resources to participate in CAPSCA activities.
That ICAO should:
q) develop a unified framework to improve the effectiveness of global management of public health risk in aviation together with relevant stakeholders;
r) ensure alignment of this unified framework with other United Nations organizations policies, principles, and disaster risk reduction frameworks;
s) develop a multi-scenario framework for implementing PHCs during public health emergencies in close coordination with relevant stakeholders;
t) review the CAPSCA framework and governance to optimize preparedness planning and response to public health emergencies;

RECOMMENDATIONS ADOPTED BY HLCC 2021		
u) support the strengthening of the CAPSCA framework; and		
v) develop a shorter procedure for decision-making to be implemented during public health emergencies, in collaboration with the WHO, to enable a more rapid response to these events in the future.		
Agenda Item 8: Enhancing digital data sharing to facilitate seamless and contactless processes during and beyond the COVID-19 Pandemic		
Recommendation 8/1 — Enhancing digital data sharing to facilitate seamless and contactless processes during and beyond the COVID-19 Pandemic		
That States should:		
a) support digital issuance of health proofs in line with the World Health Organization (WHO) recommendations and these should be interoperable with the specifications in the ICAO Technical Report Visible Digital Seal for Non-Constrained Environments (VDS-NC), when possible;		
b) endeavour to integrate the verification of digital and non-digital health proofs for border crossing in order to facilitate the validation of deployed health credentials into their inspection systems, to the extent possible, noting that for some States, verification of health proofs is not always undertaken at border control points;		
c) adopt an appropriate regulatory framework that considers all data protection and privacy requirements for use of health proofs for travel and incorporates appropriate safeguards;		
d) adopt a policy of mutual recognition of health proofs to facilitate the opening of borders;		
e) if issuing ePassports, consider to redeploy their existing electronic Machine Readable Travel Documents (eMRTD) trust framework principles to secure the issuance of health proofs with the VDS-NC, or other interoperable formats, while recognizing that the development of a Public Key Infrastructure (PKI) or use of alternate trust mechanism system by health authorities is also acceptable;		
f) if requesting health-related documentation, consider developing a health digital platform where passengers can apply for obtaining a notification of approval to travel;		
g) consider digitization of passenger processing in line with ICAO Standards and international guidance, taking into account their own needs and circumstances;		
h) seek and promote global interoperability in all passenger processing efforts, whether involving manual or automated processes or some combination thereof;		
i) exploit the use of interactive Advance Passenger Information (iAPI) systems where feasible by providing a response message to aircraft operators with information related to public health requirements;		

RECOMMENDATIONS ADOPTED BY HLCC 2021
j) share lessons learned and best practices under the auspice of ICAO for the benefit of civil aviation recovery and responses to future disruptions;
k) consider making greater use of biometric technology for passenger processing as recommended in the Airport Module of the ICAO Council Aviation Recovery Taskforce (CART) <i>Take-off Guidance for Air Travel through the COVID-19 Public Health Crisis</i> document;
l) share experiences in implementing and using biometric passenger processing to facilitate wider adoption and safe travel as air travel recovers; and
m) support the development and implementation of innovative non-contact technologies and technological equipment which, as well as facilitating air travel, can mitigate the spread of communicable diseases.
Agenda Item 9: Future approaches to the management of sustainable health-related Facilitation measures for the passenger experience and advancing the implementation monitoring
Recommendation 9/1 — Future approaches to the management of sustainable health-related Facilitation measures for the passenger experience and advancing the implementation monitoring
That States should:
a) recognize the importance of the Standards and Recommended Practices of Annex 9 – <i>Facilitation</i> and increase their level of implementation of the relevant provisions on facilitation of the transport of persons with disabilities, giving due regard to ICAO Doc 9984, <i>Manual on Access to Air Transport by Persons with Disabilities</i> ;
b) more generally, ensure provision of assistance to persons with disabilities travelling by air and especially take steps to mitigate the barriers that limit the ability of the elderly and persons with disabilities in times of abnormal processes, such as during health-related pandemics;
c) ensure that airport facilities are adapted to the needs of persons with disabilities, that lifting systems and appropriate devices are made fully available, that designated points for the pick-up and drop-off of persons with disabilities are made available as close as possible to main entrances and/or exits of the terminal building and that adequate accessible parking facilities are provided for people with mobility needs, including during a pandemic;
d) ensure that airport services are made available that meet the needs of passengers with disabilities, including services for provision of flight service related information to hearing- and visually-impaired persons;
e) support the strengthening of the implementation of facilitation provisions and related activities through the establishment of sustainable funding mechanisms and corresponding human resources;
f) consider voluntary contributions, both financial and in-kind, to ensure increased and effective implementation of Annex 9 - <i>Facilitation</i> provisions by all ICAO Contracting States and take steps to ensure establishment of sustainable funding mechanisms and corresponding human resources moving forward;

RECOMMENDATIONS ADOPTED BY HLCC 2021	
g)	conduct comprehensive risk assessments considering their contextual factors, risk tolerance and the practical application in aviation of the public health-related Annex 9 provisions;
h)	recognize that a new strategic direction is required and a substantial streamlining of activities and resources is needed, both financial and in-kind, to ensure a successful framework for implementation of mitigation measures to deal with public health emergencies at borders of all ICAO Member States;
That ICAO should:	
i)	continue its work on accessibility in aviation through the Facilitation Panel and relevant existing working groups and launch a comprehensive work programme to mitigate the barriers that limit the ability of persons with reduced mobility and persons with disabilities to travel by air;
j)	continue to monitor new developments and collaborate with relevant stakeholders to further develop the guidance material supporting the implementation of the health-related provisions of Annex 9;
k)	support the strengthening of facilitation capabilities through establishment of sustainable funding mechanisms and resources; and
l)	develop in close cooperation with the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) experts, a comprehensive framework to be followed in response to significant public health emergencies, with specific reference to multi-sector risk assessment, a rapid initial response, and ongoing monitoring during the evolution of the emergency, and enabling national and international cooperation to prevent unnecessary interference with international traffic and trade.
Agenda Item 10: Other issues to be considered by the Facilitation stream	
Recommendation 10/1 — Other issues considered by the Facilitation stream	
That States should:	
a)	if they have not already done so, establish legislation, regulations and/or policies in support of assistance to aircraft accident victims and their families;
b)	ensure that aircraft and airport operators develop appropriate plans to provide timely assistance to aircraft accident victims and their families, recognizing that airport operators' plans may form part of the aerodrome emergency plans required under Annex 14;
c)	recognize that a substantial examination of resources is required, both financial and human, to ensure increased and effective implementation of Annex 9 provisions by all ICAO Member States;
d)	ensure reporting of their compliance status in the Electronic Filing of Differences (EFOD) system;
e)	ensure that their replies to the survey on implementation of the provisions of Annex 9 - Facilitation to facilitate assistance to aircraft accident victims and their families, in ICAO State letter EC 6/3-21/26, are consistent with what has been reported in the EFOD system;

RECOMMENDATIONS ADOPTED BY HLCC 2021	
f)	reinforce the guidance in the CART Report by implementing in their national laws the mechanisms to take enforcement actions against unruly and disruptive passenger offences in light of the increase in these offences related to the COVID-19 pandemic;
g)	be encouraged to ratify and implement the Montréal Protocol 2014 and consider the recommendations in the ICAO <i>Manual on the Legal Aspects of Unruly and Disruptive Passengers</i> (Doc 10117);
h)	recognize the need in future crises to respect and maintain existing agreed bilateral/regional air transport agreements, even where any mutually agreed interim measures are introduced;
That ICAO should:	
i)	expedite the development of the training course on Docs 9998 and 9973, and to ensure that such training is available to Member States; and
j)	consider whether additional guidance is needed to assist States in taking temporary interim measures to address emergency situations while not changing existing bilateral Air Services Agreements (ASAs).

APPENDIX B

**ICAO'S PRIORITIZATION OF HLCC 2021
FACILITATION-RELATED RECOMMENDATIONS ADDRESSED TO ICAO**

RECOMMENDATION	BUSINESS PLAN REF.	PRIORITY	COMMENTS	FUNDING	RESOURCES
RECOMMENDATION 6/1					
r) collaborate with relevant international organizations and industry to develop a crisis response framework for future health-related crises that draws on CART recommendations and guidance, CAPSCA guidance, industry best practices, integrated risk management approaches, States' responses and lessons learnt from COVID-19 that would enable the international aviation community to rapidly respond to a health-related crisis;	SAF 4.1	A	Coordination with relevant Bureaus, Panels and ICAO working groups, and international organizations, consultancy	RPB: 40% VF: 60%	Human / Financial resources
s) continue to adapt and provide for a quick response mechanism in ICAO that would issue urgent guidance to Member States in the event of an outbreak and develop case-specific Guidance on how to implement a Public Health Corridor for a particular outbreak, based on the available scientific evidence;	SAF 4.3	A	Coordinate with relevant ICAO Bureaus, Panels and working groups, and international organizations, consultancy	UNFUNDED	Financial and human resources
t) assist developing States directly, and promote cooperation between States and with industry, to assist with the implementation of ICAO Annex 9 SARPs and related COVID-19 recovery initiatives;	SEC 2.8	A	Assistance projects, development and delivery of relevant training (iPacks), technical experts, consultancy, workshops	UNFUNDED	Financial and human resources
u) encourage the mutual recognition of proof of vaccination and testing documentation between States when used for cross-border travel, taking into account the likelihood of many formats in the short to medium term;	SEC 2.10	A	Coordination with States and relevant international organizations, seminars	UNFUNDED	Financial and human resources
v) continue its work towards interoperable long-term solutions that use digital travel documents and health-related credentials established by States, taking into account existing solutions and global limitations;	SEC 4.6	A	Coordinate with relevant ICAO working groups, States and relevant international organizations,	UNFUNDED	Financial and human resources

RPB Regular programme budget
VP Voluntary contributions

RECOMMENDATION 7/1						
q) develop a unified framework to improve the effectiveness of global management of public health risk in aviation together with relevant stakeholders;	SEC 2.9, SAF 4.1	A	Coordinate with relevant ICAO Bureaus, Panels and working groups, and international organizations, consultancy	UNFUNDED	Financial and human resources	
r) ensure alignment of this unified framework with other United Nations organizations policies, principles, and disaster risk reduction frameworks;	SAF 1.12, SAF 4.1	A	Coordinate with relevant Bureaus, Panels and ICAO working groups, and international organizations, consultancy	RPB: 40 % VF: 60%	Human / Financial resources	
s) develop a multi-scenario framework for implementing PHCs during public health emergencies in close coordination with relevant stakeholders;	SEC 4.6, SAF 4.3	B	Coordinate with relevant ICAO Bureaus, Panels and working groups, CAPSCA, international organizations, consultancy	UNFUNDED	Financial and human resources	
t) review the CAPSCA framework and governance to optimize preparedness planning and response to public health emergencies;	SAF 4.2, SEC 4.6	A	Coordinate with relevant ICAO Bureaus, Panels and working groups, CAPSCA, international organizations, consultancy	UNFUNDED	Financial and human resources	
u) support the strengthening of the CAPSCA framework;	SAF 4.2, SEC 4.6	A	Part of 7/1 d)	UNFUNDED	Financial and human resources	
v) develop a shorter procedure for decision-making to be implemented during public health emergencies, in collaboration with the WHO, to enable a more rapid response to these events in the future.	SAF 4.1, SEC 4.6	A	Coordinate with relevant ICAO Bureaus, Panels and working groups, CAPSCA, World Health Organization, international organizations	UNFUNDED	Financial and human resources	
RECOMMENDATION 9/1						
i) continue its work on accessibility in aviation through the Facilitation Panel and relevant existing working groups and launch a comprehensive work programme to mitigate the barriers that limit the ability of persons with reduced mobility and persons with disabilities to travel by air;	N/A	A	The FALP Working Group on Accessibility in Aviation has commenced activities on developing a Compendium of regulations on accessibility in aviation.	RPB: 20% VF: 80%	Human / Financial resources	

j) continue to monitor new developments and collaborate with relevant stakeholders to further develop the guidance material supporting the implementation of the health-related provisions of Annex 9;	SEC 2.9	A	Part of the Terms of Reference of the ATC Task Force on Health issues Outbreaks on Aviation (TFHIOA). To start in Q2 2022	UNFUNDED	Human / Financial resources
k) support the strengthening of facilitation capabilities through establishment of sustainable funding mechanisms and resources;	N/A	A	Facilitation capabilities are defined by the RB	UNFUNDED	Human / Financial resources
l) develop in close cooperation with the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) experts, a comprehensive framework to be followed in response to significant public health emergencies, with specific reference to multi-sector risk assessment, a rapid initial response, and ongoing monitoring during the evolution of the emergency, and enabling national and international cooperation to prevent unnecessary interference with international traffic and trade.	SEC 2.11 SAF 4.3	A	Coordinate with relevant Bureaus, Panels, CAPSCA and ICAO working groups, and international organizations	UNFUNDED	Financial and Human
RECOMMENDATION 10/1					
i) expedite the development of the training course on Docs 9998 and 9973, and to ensure that such training is available to Member States;	N/A	A	Work has commenced on the development of the Training Course, which is expected to be completed by Q2 2022. NB: Required delivery resources should be integrated in RB 2023-2025	RPB: 100%	Allocated
j) consider whether additional guidance is needed to assist States in taking temporary interim measures to address emergency situations while not changing existing bilateral Air Services Agreements (ASAs).	N/A	C	Further steps to be discussed in the Air Transport Regulation Panel (ATRP)	UNFUNDED	No additional resources required in the interim and depending on the decision of the ATRP

APPENDIX C

DRAFT RESOLUTION FOR ADOPTION BY THE 41ST SESSION OF THE ASSEMBLY

Resolution A41/xx Declaration on air transport facilitation affirming global commitment to enable the safe and efficient recovery of aviation from the COVID-19 pandemic, and to make aviation more resilient in the future

Whereas Facilitation is the efficient management of border control processes to expedite clearance of aircraft, passengers/crew, baggage and cargo;

Whereas implementation of the Standards and Recommended Practices in Annex 9 — *Facilitation* is essential to facilitate the clearance of aircraft, passengers and their baggage, cargo and mail and manage challenges in border controls and airport processes so as to maintain the efficiency of air transport operations;

Recognizing the importance of an effective crisis response framework for future public health-related crises that draws on relevant guidance, best practices, integrated risk management approaches, and lessons learnt from the COVID-19 pandemic to enable the international aviation community to rapidly respond to a public health-related crisis; and building resilience to future similar outbreaks;

Further recognizing the need for mutual recognition of health proofs between States when used for cross-border travel; and interoperable long-term solutions that use digital travel documents and health-related credentials;

Acknowledging the challenges faced by States and the wider air transport industry in maintaining safe and efficient operations in response to the COVID-19 pandemic, and in protecting the health and safety of the travelling public and aviation personnel due to the continuing impacts of COVID-19, including insufficient coordination and collaboration among civil aviation authorities, public health entities, other Government authorities and industry in implementing Annex 9 — *Facilitation* provisions; and

Recalling the High-level Conference on COVID-19 (HLCC 2021) held on 12 to 22 October 2021, and the outcomes of the Facilitation Stream endorsed by the Ministerial Plenary.

The Assembly

1. *Urges* Member States to consider the harmonization of the various measures to allow mutual recognition and trust information shared regarding COVID-19 status of travellers among the States, taking into consideration data protection prescripts applicable in States;
2. *Urges* Member States to communicate public health-related entry requirements to the travelling public and all stakeholders in the aviation community in a timely manner, and regularly assess the possibility of eminent public health threats and promptly apply contingency measures;

3. *Requests* Member States to endeavour to integrate the verification of digital and non-digital health proofs for border crossing in order to facilitate the validation of deployed health credentials into their inspection systems, to the extent possible, noting that for some States, verification of health proofs is not always undertaken at border control points;
4. *Urges* Member States to adopt a policy of mutual recognition of health proofs, and an appropriate regulatory framework that considers all data protection and privacy requirements for use of health proofs for travel and incorporates appropriate safeguards;
5. *Requests* Member States to promote global interoperability in all passenger processing efforts, whether involving manual or automated processes or some combination thereof;
6. *Requests* Member States to support the development and implementation of innovative non-contact technologies and technological equipment which, as well as facilitating air travel, can mitigate the spread of communicable diseases;
7. *Requests* Member States to support vaccination certificates in line with the WHO recommendations and these vaccination certificates, when issued digitally, should be interoperable, taking into account the specifications of the ICAO Technical Report Visible Digital Seal for non-constrained environments (VDS-NC), and other interoperable formats from regional or global intergovernmental bodies, or internationally recognized organizations;
8. *Requests* Member States requesting health-related documentation or contact details to consider developing health digital platforms taking into account non-digital options where passengers can lodge all relevant details and apply to obtain a notification of approval to travel by the States of destination and transit;
9. *Urges* Member States to conduct comprehensive risk assessments considering their contextual factors, risk tolerance and the practical application in aviation of the public health related Annex 9 provisions;
10. *Urges* Member States to implement multi-sector communication, coordination and collaboration between all relevant stakeholders including industry in the development of a national aviation plan in preparation for an outbreak of a communicable disease posing a public health risk, and to ensure coordination and harmonization between the various State actors responsible for management of public health emergencies;
11. *Urges* Member States to ensure coordination between civil aviation and health authorities to allow a seamless implementation of relevant health-related Annex 9 — *Facilitation* provisions, taking into account a multi-layered risk based approach to establish their health measures;
12. *Requests* ICAO to collaborate with relevant international organizations and industry to develop a crisis response framework for future health-related crises that draws on the Council Aviation Recovery Taskforce (CART) recommendations and guidance, Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) guidance, industry best practices, integrated risk management approaches, States' responses and lessons learnt from COVID-19 that would enable the international aviation community to rapidly respond to a health-related crisis;

13. *Requests* ICAO to continue work towards interoperable long-term solutions that use digital travel documents and health-related credentials established by States, taking into account existing solutions and global limitations; and

14. *Requests* ICAO to continue to monitor new developments and collaborate with relevant stakeholders to further develop the guidance material supporting the implementation of the health-related provisions of Annex 9 — *Facilitation*.

— END —