RV3/DGAC – WP/03
22/09/2020

International Civil Aviation Organization
South American Regional Office
Third Virtual Meeting of Civil Aviation General Directors of the South American Region on the Response to COVID-19
(Lima, Peru, September 22 2020)

Agenda Item 2: Progress of the activities of SAM strategic framework in response to COVID-19

CRRIC ADOPTION PROGRESS OF THE CART RECOMMENDATIONS AND PUBLIC HEALTH RISK MITIGATION MEASURES

(Prepared by the Secretariat)

SUMMARY

This working paper presents the progress made by the SAM Region in the report on the adoption of the CART recommendations and the public Sanitary Measures as part of restarting, recovering, and resilient air transport in the South American Region.

1. INTRODUCTION

1.1 After the Declaration on the coronavirus outbreak (COVID-19), adopted by the Council on March 9, 2020, the ICAO Aviation Recovery Task Force (CART) was established by representatives of States, and international and regional organizations, with the assistance of the ICAO Secretariat. The task force was aimed to define strategic priorities and recommending policies to assist States and industry based on three pillars:

a) address the difficulties faced by States and the civil aviation industry due to the COVID-19 pandemic in the immediate future;
b) facilitate the resumption of aviation operations in a safe, secure, sustainable, and orderly manner as soon as possible according to the evolution of the pandemic and the decisions of national and international public health authorities; and
c) promote the resilience of the aviation system in the longer term.

1.2 The Special Aviation Recovery Team prepared and published a report which includes 11 recommendations and an attached document with approximately 182 Public Sanitary Measures grouped in five modules.

1.3 As part of the SAM Strategic Plan process against COVID-19, several regional activities were aligned to support the adoption of the CART Recommendations and the public health risk mitigation measures included in the “Take Off” document, annexed to the CART. This information paper presents the progress of the report of the States of the South American region regarding the adoption of the Recommendations and Public Sanitary Measures.

2. RESULTS

2.1 Regarding the report on the adoption of the CART recommendations, an advance of 92% has been achieved, which translates into twelve States of the SAM region having reported adoption of the Recommendations, pending only one State to report (see Figure I).

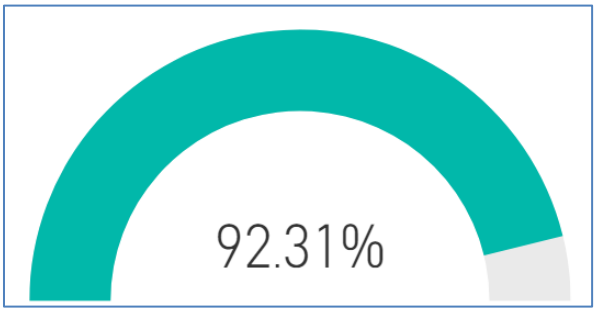

Figure I

2.2 Regarding the progress in the adoption of public health risk mitigation measures, a progress of 70% (approximate) has been achieved, which means that nine States of the SAM region have reported in the CRRIC the adoption of the measures of The Take Off document, pending only four States (Figure III). The region has defined the last day of September as a goal to finalize the report.

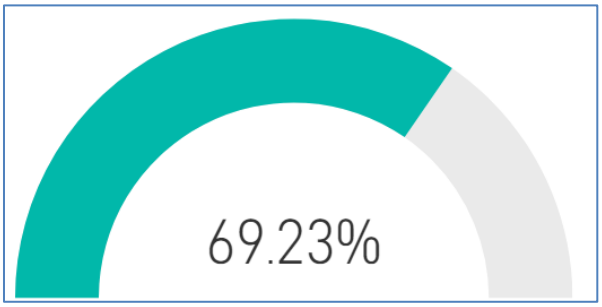

Figure II

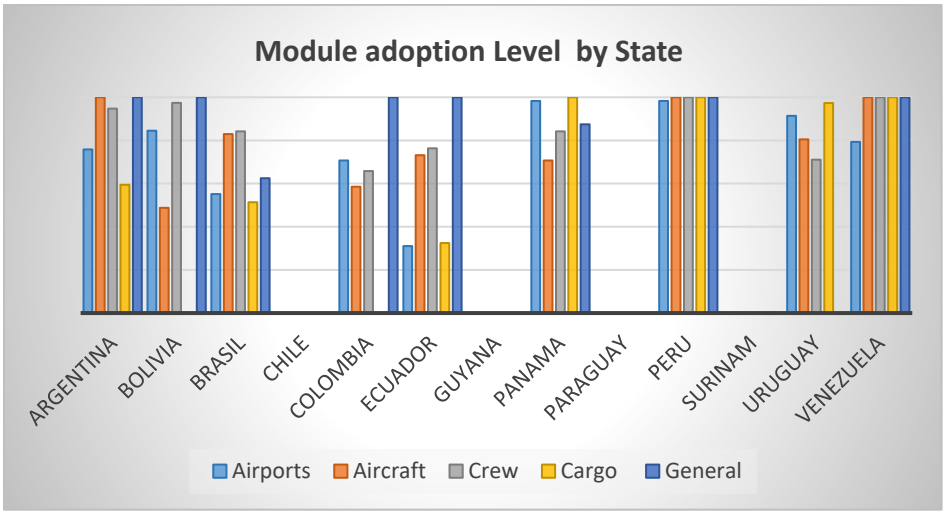

Figure III

2.3 Regarding the level of adoption of public health risk mitigation measures for each module, we identified that the "Cargo" module has the lowest adoption level of the five modules with a percentage of 67.57% (Figure IV).

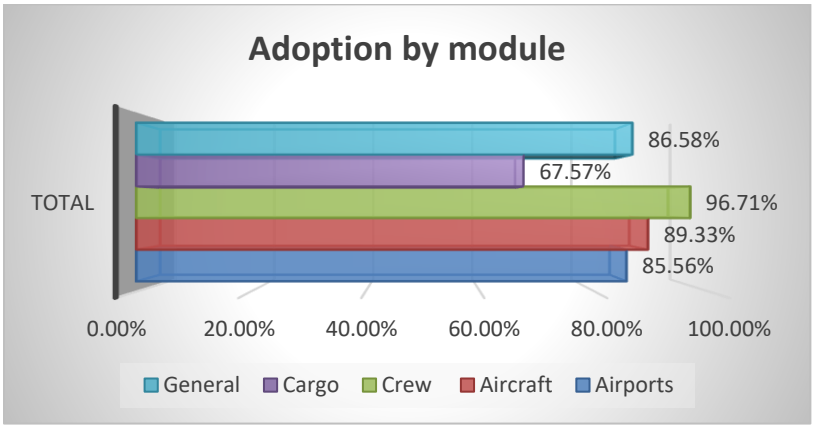

Figure IV

2.4 In the cargo module, it is identified that 22 measurements of the 37 included in the module have an adoption percentage of 56% or less, as shown in Figure V.

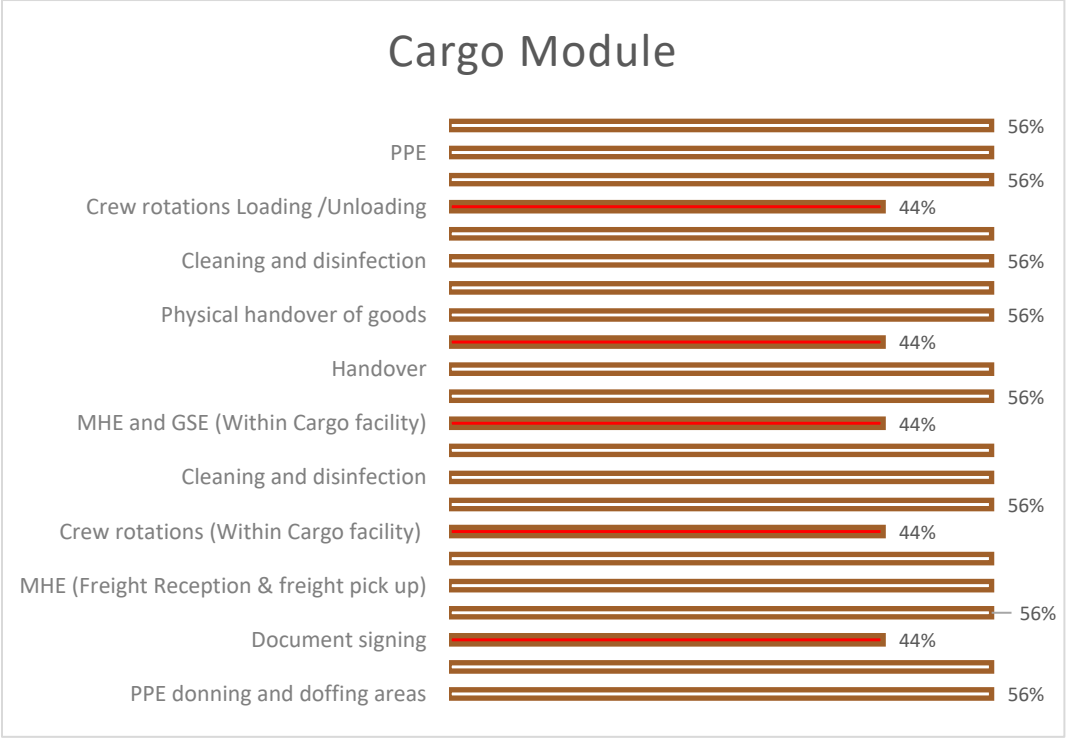

Figure V

2.5 In the Airport module, it is identified that a total of 10 Measures of the 58 included have an adoption percentage of 56% or less, as shown in Figure VI.

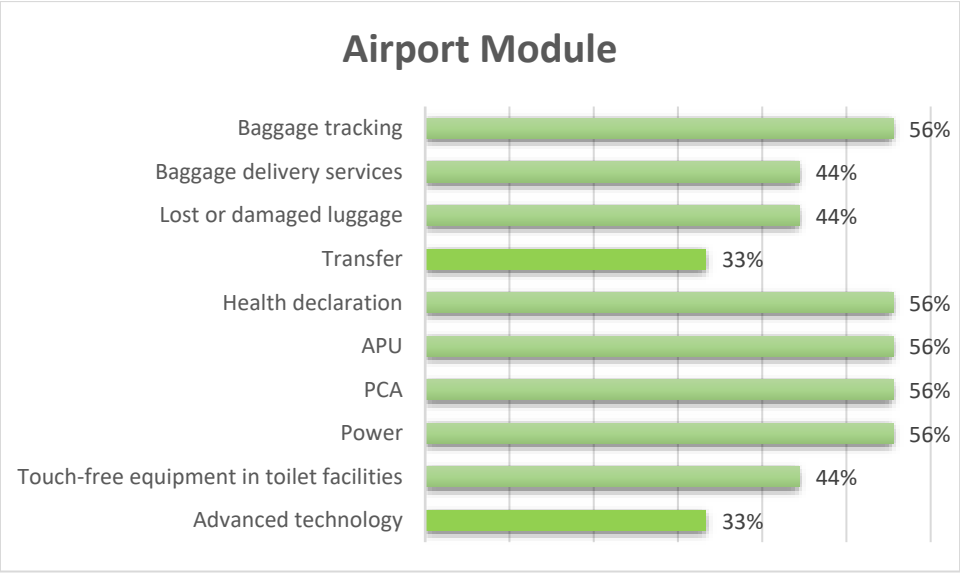

Figure VI

2.6 In the Aircraft module, it is identified that a total of 10 Measurements of the 41 included in the module have an adoption percentage of 56% or less, as shown in Figure VII.

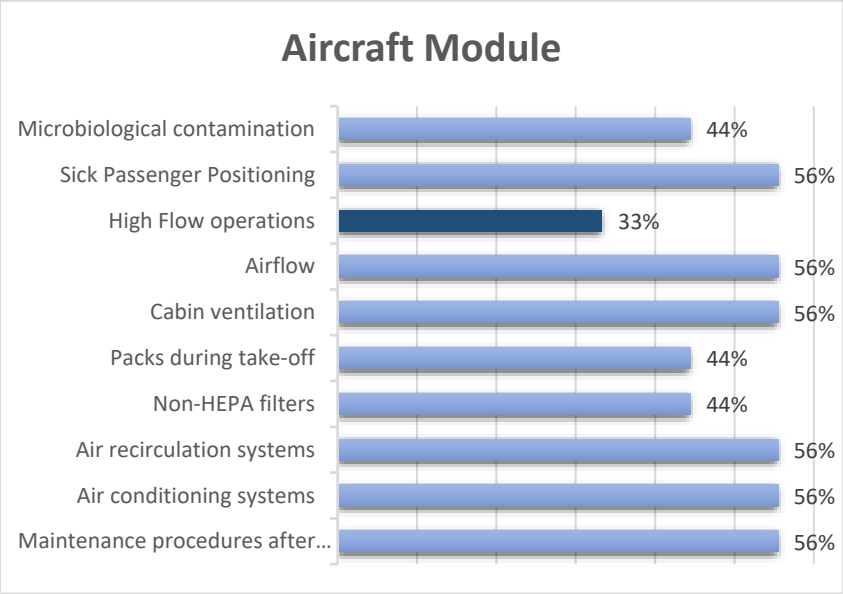

Figure VII

2.7 A list of the measures with the lowest adoption levels is presented as **Attachment** to this working paper.

3. SUGGESTED ACTION

3.1 The Virtual Meeting of Civil Aviation General Directors of the SAM Region is invited to:

a) Please take note of the information presented in this paper and its Attachment; and

b) States that have not completed the report on the recommendations and public health risk mitigation measures to complete the information in the CRRIC before the last day of September.

ATTACHMENT

module	element	measure	Total Estados	% adopcion por medida
Airports	General Check-In Area	**Advanced technology**: Self-sanitizing technology may be considered for integration within kiosks touch screens, to allow for the disinfection of the screen between each use. Whenever possible, use contactless processes and technology, including contactless biometrics such as facial or iris recognition to reduce the need for contact with travel documents between staff and passengers.	3	33%
	Terminal Airside Area	**Touch-free equipment in toilet facilities**: Installation of touch-free equipment in toilet facilities such as the following should be considered: automated door systems, automatic toilet flushing system, taps and soap/hand sanitiser dispensers, automated hand towel dispenser	4	44%
	Disembarking and Arrivals	**Transfer:** Develop "one-stop" health screening arrangements using existing one-stop security arrangement as a model. In this model, passengers and property are not rescreened at transfer locations based on mutual recognition of security measures between the States in the travel itinerary. A similar arrangement for health screening procedures may prevent new queuing points at passenger transfer locations. Where transfer security screening is needed, it should follow appropriate sanitary requirements as previously described in the departure process.	3	33%
	Baggage Claim Area	**Lost or damaged luggage:** Self-service kiosks or online options for passenger needing to report lost or damaged luggage should be made available. Airline agents at lost luggage counters should be provided with a protective transparent separator when possible.	4	44%
	Baggage Claim Area	**Baggage delivery services**: The use of baggage delivery services, where the passenger's baggage can be delivered directly to their hotel or home, should be encouraged.	4	44%

module	element	measure	Total Estados	% adopcion por medida
Crew	Flight Crew	**Oxygen masks:** Carriers should ensure that when face masks are worn by flight crew or other crew members etc., oxygen masks can be still rapidly placed on the face, properly secured, sealed, supplying oxygen on demand and flight crew are provided with the correct guidance on how to do so	5	56%
module	**element**	**measure**	**Total Estados**	**% adopcion por medida**
Cargo	Road Feeder to Freight Reception & freight pick up	**PPE donning and doffing areas:** Area(s) for donning and doffing of appropriate PPE as needed should be identified.	5	56%
	Road Feeder to Freight Reception & freight pick up	**Physical handover of goods (truck offload):** Drivers should stay in vehicle cabin until instructed (as per relevant procedures). Physical distance should be kept between driver and facility staff where possible. Close contact of personnel should be limited, appropriate PPE should be worn where appropriate	5	56%
	Road Feeder to Freight Reception & freight pick up	**Document signing:** Where physical documents need to be signed, each signatory should do so with their own pen	4	44%
	Road Feeder to Freight Reception & freight pick up.	**Physical barriers:** Physical barriers should be installed (transparent) at counters and reception.	5	56%
	Road Feeder to Freight Reception & freight pick up	**MHE:** To avoid cross-contamination, MHE should be cleaned and disinfected after use.	5	56%
	Within Cargo facility (Origin / Destination / Transit)	**Handover:** Close proximity for handover minimized (e.g. drop zones) or appropriate PPE should be worn	5	56%

	Within Cargo facility (Origin / Destination / Transit)	**Crew rotations:** Crew rotations should be maintained for 14-day periods to avoid cross-infection.	4	44%
	Within Cargo facility (Origin / Destination / Transit)	**Sanitizer:** Alcohol-based hand sanitizer should be placed on entry into common areas. Sanitizer should be made available for users of kiosks, shared mobile devices, and other shared devices.	5	56%
	Within Cargo facility (Origin / Destination / Transit)	**Cleaning and disinfection:** Regular cleaning and disinfection of surfaces (e.g. handles, mobile devices, kiosks) should be established	5	56%
	Within Cargo facility (Origin / Destination / Transit)	**Physical handling goods:** Physical distance should be kept when operational safety is not compromised. When not possible (e.g. 2 person lift needed for heavy cargo), appropriate PPE should be worn.	5	56%
	Within Cargo facility (Origin / Destination / Transit)	**MHE and GSE:** To avoid cross contamination MHE and GSE should be cleaned and disinfected between uses.	4	44%
	Cargo facility to ramp (Origin / Transit / Destination)	**Cleaning and disinfection:** Regular cleaning and disinfection of surfaces (e.g. handles, mobile devices, kiosks) should be established	5	56%
	Cargo facility to ramp (Origin / Transit / Destination)	**Handover:** Close proximity for handover minimized (e.g. drop zones) or appropriate PPE should be worn	5	56%
	Cargo facility to ramp (Origin / Transit / Destination)	**Crew rotations:** Crew rotations should be maintained for 14-day periods to avoid cross-infection.	4	44%
	Cargo facility to ramp (Origin / Transit / Destination)	**Physical handover of goods:** Physical distance should be maintained, and cargo drop zones used where possible. Close contact of personnel should be limited, and appropriate PPE should be worn where necessary.	5	56%

	Cargo facility to ramp (Origin / Transit / Destination)	**Ground support equipment (GSE) usage:** To avoid cross-contamination, GSE should be cleaned and disinfected between users. All employees should be educated and should practice personal hygiene principles. Appropriate PPE should be worn where necessary.	5	56%
	Aircraft Loading / Unloading	**Cleaning and disinfection:** Regular cleaning and disinfection of surfaces (e.g. handles, mobile devices, kiosks) should be established	5	56%
	Aircraft Loading / Unloading	**Loading staff:** Close proximity of staff for loading should be minimized or appropriate PPE should be used particularly for passenger cabin loading.	5	56%
	Aircraft Loading / Unloading	**Crew rotations:** Crew rotations should be maintained for 14-day periods to avoid cross-infection.	4	44%
	Aircraft Loading / Unloading	**Physical distance:** Physical distance should be kept when operational safety is not compromised (encourage single person operations)	5	56%
	Aircraft Loading / Unloading	**PPE:** Close contact of personnel should be limited, and appropriate PPE should be worn where necessary. For “human chain” loading, appropriate PPE should be used (masks and gloves) and hygiene principles should be applied between operations	5	56%
	Aircraft Loading / Unloading	**Avoid cross contamination:** To avoid cross contamination, MHE/GSE should be cleaned and disinfected between users.	5	56%

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