



International Civil Aviation Organization
South American Regional Office
**Fourth Virtual Meeting of Civil Aviation General Directors of the South
American Region on the Response to COVID-19**
(Lima, Peru, 11 December 2020)

Agenda Item 1: Review of the status of the Region and of CRRIC activities and SAM Strategic Framework in response to COVID-19

Summary of CART Phase II and associated documents

(Presented by the Secretariat)

SUMMARY

This working paper provides information on updating the CART documents and their annex "*Take-off: Guidance for air transport during the health crisis caused by COVID-19*", as part of the task carried out by the Aviation Recovery Working Group (CART).

As part of its efforts, the ICAO Council Aviation Recovery Working Group (CART) published the CART update and the Takeoff document in November. ICAO also published a new guidance manual on cross-border risk management measures and diagnostic tests prepared by CAPSCA.

States are invited to take note of the information provided in this note and consider actions proposed under Case 3.

1. Introduction

1.1 The impact of the coronavirus pandemic (COVID-19) on global air transport is unique. With the second wave of the virus affecting several countries and with new restrictions, international flights remain reduced by -88% less compared with August 2019.

1.2 As part of its efforts to support States in aviation recovery, the ICAO Council Aviation Recovery Working Group (CART) has updated Takeoff document: *Guidance for Air Travel through the COVID-19 Public Health Crisis (TOGD)*. The updates focus on technological developments and medical advances in the efforts against COVID-19, as well as feedback received from Member States, international organizations, including the World Health Organization (WHO) and regional organizations and industry.

1.3 In addition to the update of the CART and the "Takeoff" document, ICAO published a new guidance manual on cross-border risk management measures and diagnostic tests prepared by CAPSCA.

1.4 All this documents are available at the portal <https://www.icao.int/covid/cart/Pages/default.aspx>.

2. Analysis

2.1 The new guidelines cover, among others, general sanitation, face covers and medical masks, health examinations and declarations, air passengers with reduced mobility, testing, as well as the mental health and well-being of both aviation workers and passengers. In addition to existing modules on airport, aircraft, crew and cargo, references were included to introduce new risk mitigation measures applicable to other aviation sectors, including air traffic services, commercial aviation operations and general aviation.

2.2 One aspect to highlight is that operational safety aspects are emphasized, considering the resume of air travel, where a large proportion of the global fleet, air crew, airport operations personnel and air traffic controllers who have been inactive for extended periods, should be reactivated and retrained, as appropriate. To ensure a safe return it is important that States take the necessary measures to mitigate the operational security risks associated with such reactivation.

2.3 Among the most relevant aspects of this second edition of the CART is the introduction of three new recommendations, which together with the 11 recommendations of the original version make a total of fourteen. The three new recommendations included in the document are as follows:

- **Recommendation 12:** States should implement the necessary measures to mitigate the risks associated with prolonged regulatory deviations, and they should not extend beyond 31 March 2021, unless circumstances indicate otherwise. In addition, States are encouraged to facilitate access to medical and instructional facilities, including flight simulation instruction devices used by flight crew (domestic and foreign) to maintain their certifications, recent experience and competence.
- **Recommendation 13:** While public health authorities do not universally recommend testing as a routine method of health screening, States that provide for testing in their COVID-19 risk management strategy should apply the approach described in the ICAO Manual of Cross-Border Risk Management Measures and Testing.
- **Recommendation 14:** States considering the construction of a public health corridor (CPS) should actively share information with each other to implement corridors in the most harmonized manner possible. To facilitate the implementation of a public health corridor, the iPack on the establishment of a CPS is available to States.

2.4 Regarding Doc 10152: *“Manual on Testing and Cross-border Risk Management Measures”*, it provides guidance on a risk-based approach and conclusive data when implementing a risk management strategy with multiple controls. Doc 10152 includes updated guidance on COVID-19 diagnostic tests and their interdependencies with other irrigation mitigation measures aimed at States that choose to use diagnostic tests as an element of their risk management strategy.

3. GESAM feedback

3.1 On 4 December, ICAO SAM Office carried out the fifth session of the SAM Strategic Group (a report of the session, as well as the recording will be soon available at http://www.icao.int/SAM/Pages/ES/MeetingsDocumentation_ES.aspx?m=2020-VS5-SF).

3.2 Among the issues dealt with, an informal survey was conducted among the participants, in order to assess the perception of the level of influence that CAAs might have on risk analyses and decision-making of mitigations to be selected, which is directly related to the documents presented in this note. The results of these surveys are included as **Appendix** to this information paper.

4. **Suggested action**

4.1 The Virtual Meeting of Civil Aviation General Directors of the South American Region on the Response to COVID-19 is invited to:

- a) Take note on the information presented in this working paper;
- b) provide for the necessary and proactive actions for the adoption of the new recommendations and measures included in the updating of the documents;
- c) carry out the harmonized implementation of the measures proposed in the CART2 and Doc 10152, if their risk analyses have determined such measures; and
- d) report to the CRRIC on the progress made on the adoption of the new recommendations and measures.

APPENDIX



