

ICAO Council Aviation Recovery Task Force (CART) Report



ICAO



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I. BACKGROUND

- *In response to the serious consequences of the COVID-19 pandemic for international civil aviation and the need for a wide scope coordination between the governments and the industry to assist in reconnecting the world, the representatives of the 36 States conforming the International Civil Aviation Organization (ICAO) Council, created the Council Aviation Recovery Task Force post COVID-19 (CART)*
- Aviation connectivity is fundamental for the sustainable economic development of all the regions of the world.
- The new Council Task Force is composed by Council members and high level representatives of the aviation industry, including General Directors of all the main air transport industry associations. The Task Force is also integrated by other UN organisms, such as the World Health Organization (WHO) and the World Tourism Organization (WTM), and the managers of several national and regional administrations.



II. KEY PRINCIPLES

- 1- *Protect People: Harmonized but Flexible Measures.*** States and industry need to work together to protect passengers.
- 2- *Work as One Aviation Team and Show Solidarity.*** The respective plans of ICAO, States, international and regional organizations, and the industry should complement and support each other.
- 3- *Ensure Essential Connectivity.*** Los States and industry should maintain essential connectivity and global supply chains, especially to remote regions, isolated islands and other vulnerable States.



4- **Actively Manage Safety-, Security- and Health-related Risks.** States and industry should use data-driven systemic approaches to manage the operational safety, security, and health related risks in the restart and recovery phases, and adapt their measures accordingly.

5- **Make Aviation Public Health Measures Work with Aviation Safety and Security Systems.** Health measures must be carefully assessed to avoid negatively impacting aviation safety and/or security.

6- **Strengthen Public Confidence.** States and industry need to work together, harmonizing practical measures and communicating clearly, to ensure passengers are willing to travel again.

7- **Distinguish Restart from Recovery.** Restarting the industry and supporting its recovery are distinct phases which may require different approaches and temporary measures to mitigate evolving risks.



8- ***Support Financial Relief Strategies to Help the Aviation Industry.*** States and financial institutions, consistent with their mandates, should consider the need to provide direct and/or indirect support in various proportionate and transparent ways. In doing so, they should safeguard fair competition and not distort markets or undermine diversity or access.

9- ***Ensure Sustainability.*** Aviation is the business of connections, and a driver of economic and social recovery. States and industry should strive to ensure the economic and environmental sustainability of the aviation sector.

10- ***Learn Lessons to Improve Resilience.*** As the world recovers, the lessons learned have to be used to make the aviation system stronger.



III. A FLIGHTPLAN FOR INTERNATIONAL CIVIL AVIATION RESTART AND RECOVERY

- a) **Aviation safety-related measures.** States may temporarily depart from ICAO Standards but must do so in a manner that does not compromise safety and security, and which is duly reported to ICAO. These departures should not be retained beyond the crisis.

ICAO has expedited the development and publication of new guidance, *Handbook for CAAs on the Management of Aviation Safety Risks related to COVID-19* (Doc 10144)⁴ to support the continuation of safe operations.

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.



b) Aviation public health-related measures. States should establish public health procedures aligned with the guidance included in the annexed document, ***Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis.*** This guidance document puts forward a comprehensive framework of recommended measures to address and mitigate the risk for passengers and aviation workers during all phases of a journey.

This document was based on the following considerations:

- ***Remain Focused on Fundamentals: Safety, Security and Efficiency;***
- ***Promote Public Health and Confidence among Passengers, Aviation Workers, and the General Public;***
- ***Recognize Aviation as a Driver of Economic Recovery.***



Recommendation 4

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.

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 should be discontinued.



- c) **Security- and facilitation-related measures.** States should enhance cross-sectoral coordination by establishing a National Air Transport Facilitation Committee or equivalent, and use the Passenger Health Locator Form to ensure identification and traceability of passengers

With regard to security, ICAO will publish a guidance document, Aviation Security Contingency Plan during COVID-19 Pandemic, will be published in June 2020 as a reference in maintaining an adequate level of security in the current circumstances.

This guidance will recommend procedures at airport security checkpoints and for other aspects of aviation security such as access control, surveillance, security of cargo and mail, aircraft security and staff training.

In respect to unruly and disruptive passengers under current circumstances, States should refer to the Manual on the Legal Aspects of Unruly and Disruptive Passengers (Doc 10117).

Passenger's understanding of and compliance with the aviation public health and safety measures is essential for the effectiveness of such measures, and for the trust that other passengers will place in the safety of their journey.



Recommendation 6

Member States that have not done so should immediately establish a **National Air Transport Facilitation Committee** (or equivalent) as required by Annex 9 to increase national level cross-sectoral coordination.

Recommendation 7

Member States should systematically use a **Passenger Health Locator Form** to ensure identification and traceability of passengers to help limit the spread of the disease and resurgence of the pandemic.

Recommendation 8

While temporarily adapting their security-related measures, using the guidance provided, Member States should strengthen their **oversight system** to ensure these measures are consistently applied with the objective of protecting aviation against acts of unlawful interference.

Recommendation 9

Member States should take measures to ensure that relevant personnel are provided **training to identify and manage unruly passenger situations** related to non-respect of essential aviation public health and safety measures.



d) **Economic and financial measures.** Member States should consider appropriate extraordinary emergency measures to support financial viability and to maintain an adequate level of safe, secure and efficient operations.

These should be inclusive, targeted, proportionate, transparent, temporary and consistent with ICAO's policies, while striking an appropriate balance of interests without prejudice to fair competition.



IV. BUILDING RESILIENCE

- ICAO encourages States to adopt a flexible approach to enable a sustainable recovery and growth of air transport at the national, regional and/or global level.

To this end, measures should be harmonized to the extent possible, in line with ICAO's standards, plans and policies, proportionate to the evolution of the public health situation, and coordinated among civil aviation, public health authorities and other ministries, as well as with relevant international and regional authorities, and industry.

- High-level commitments among the different stakeholders or international civil Aviation (Governments, international and regional organizations and the industry) in order to achieve the sector's recovery.
- In addressing COVID-19 and future crises, it is important that obligations and commitments under international agreements and practices are upheld. This includes the need to pay particular attention to global standards, plans and policies related to all ICAO's Strategic Objectives.
- Clear, accurate, transparent and continuous communication among all stakeholders, as well as towards the general public.



V. CONCLUSIONS

- Air connectivity is essential for sustainable economic development of all the regions of the world, thus, a coordinated effort is required among the Governments and the industry for the international air transport recovery.
- This process should be based on the following principles:
 1. *Protect people: harmonized but flexible measures*
 2. *Work as one aviation team and show solidarity*
 3. *Ensure essential connectivity*
 4. *Actively manage safety-, security- and health-related risks*
 5. *Make aviation public health measures work with aviation safety and security systems*
 6. *Strengthen public confidence*
 7. *Distinguish restart from recovery*
 8. *Support financial relief strategies to help the aviation industry*
 9. *Ensure sustainability*
 10. *Learn lessons to improve resilience*



- The following basket measures should be taken:
 - a) Aviation safety-related measures**
 - b) Aviation public health-related measures**
 - c) Security- and facilitation-related measures**
 - d) Economic and financial measures**