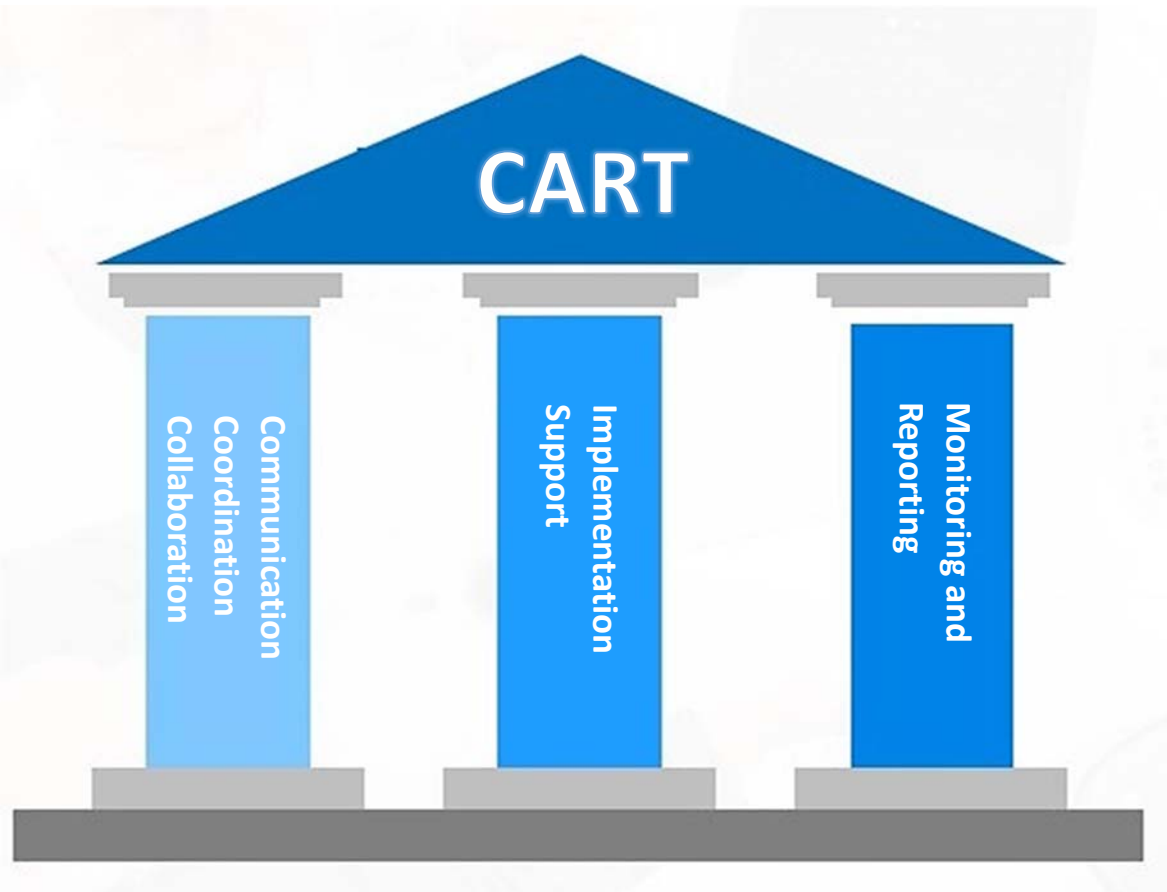# MID CART IMPLEMENTATION PLAN

MID CART IMPLEMENTATION PLAN

December 2020

1. EXECUTIVE SUMMARY

1.1   The main objective of the MID CART Implementation Plan is to support the restart and recovery of the civil aviation system, in a harmonized, safe, secure and sustainable manner, through established frameworks and effective implementation of the recommendations and guidance outlined in the Council Aviation Recovery Task Force (CART) Report and the associated "Take-Off Guidance Document" (TOGD) and other guidance material from ICAO and International and Regional Organizations, including the World Health Organization (WHO).

1.2   The MID CART Implementation Plan is developed in line with and in support of the Global Implementation Roadmap (GIR) to contribute to the restart and recovery of the civil aviation system by establishing and enabling a framework for an effective implementation of the recommendations and guidance outlined in the Council Aviation Recovery Task Force (CART) Report and the associated "Take-Off Guidance Document" (TOGD).

1.3   The MID CART implementation Plan is developed based on the following main 3 pillars:

1- Communication, Coordination and Collaboration
2- Implementation Support
3- Monitoring and Reporting

1.4   This will allow for providing support and targeted assistance to States in need, in line with the MID Region NCLB Strategy, aiming to safeguard the aviation sector against downside risks, restore its growth and establish a more sustainable and resilient aviation system. Addressing the region's operational risks and other issues in a timely manner; and creating effective link between the MID Region Strategies in a collaborative manner with all Stakeholders is a key element for achieving the regional objectives and goals.

2. INTRODUCTION

2.1   Since the early stages of the COVID-19 outbreak, ICAO has provided support and guidance to States and the civil aviation industry on the expedited release and clearance of goods carried by air, licensing and certification of crew, aviation safety risk management and facilitation of repatriation flights. To resolve disruptions to trade and global supply chains, ICAO worked to enable expedited air cargo movements, coordinated delivery of humanitarian goods through the United Nations Humanitarian Air Service (UNHAS), and most recently published guidance for the implementation of Public Health Corridors to protect crews operating cargo flights (*extract from the CART Report*).

2.2   ICAO, through the Council Aviation Recovery Task Force (CART), provided global guidance for a safe, secure and sustainable restart and recovery of the aviation sector (CART reports and its take-off guidance). The restart and recovery are best supported by an international approach which is based on the key principles and recommendations contained in the CART and the High-Level Cover Document, which was endorsed by the Council on 9 November 2020, and which included 3 additional Recommendations to complement the original 11 Recommendations of the CART Report.

2.3   The CART has updated the Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis (TOGD) issued in June 2020. Updates focus on the evolving technological and medical advancements in the fight against COVID-19. Specific attention is being brought to testing as a potential means to alleviate quarantine measures and thus facilitate international movement of people and goods, as part of a multilayer risk management strategy.

2.4   The second DGCA-MID Virtual Meeting held on 18 June 2020 agreed that it is very important for ICAO and all stakeholders to continue working collaboratively to develop and support the development and implementation of a MID Region Implementation Plan, which is consistent with the CART framework and its Global Implementation Roadmap (GIR), while addressing the Region's specific priorities.

2.5   The MID CART Implementation Plan addresses all areas covered in the CART Report by following the key principles and the guiding considerations outlined in the TOGD, in particular the principle of 'working as one aviation team'. In support to the GIR, the MID Region initiatives will be compiled on the online interactive roadmap accessible through the COVID-19 Response and Recovery Implementation Centre (CRRIC).

3.   COMMUNICATION, COORDINATION AND COLLABORATION

3.1   The second Key Principle of the CART Report: *Work as One Aviation Team and Show Solidarity*, states that the respective plans of ICAO, States, international and regional organizations, and the industry should complement and support each other.

3.2   In accordance with the CART guidelines, ICAO, civil aviation and public health authorities, in cooperation with the industry, should communicate clearly and effectively to strengthen the confidence of the travelling public and help individuals understand how they can contribute to a safe travel journey.

3.3   Since the beginning of the COVID-19 outbreak, ICAO has been frequently communicating with States, and all relevant stakeholders, in particular, UN entities, industry, and international and regional organizations, and sharing information on various aspects related to the pandemic, its impact on the aviation sector and the response and recovery activities.

3.4   The ICAO MID Office has been actively communicating with States and other stakeholders, both at strategic and tactical levels, through various means (such as public website with a dedicated COVID-19 web page, webinars, virtual meetings, social media, State Letters, correspondence and targeted phone calls to State authorities and other stakeholders, etc.). In addition, at ICAO Headquarters level, the information has been provided through numerous means, including (ICAO public website, State letters and Electronic Bulletins, joint statements with the WHO or other UN entities; news releases and social media).

3.5   The main objectives of the communication strategy related to COVID-19 are:

   a) ensure the transmission of relevant, consistent, accurate and updated information to all stakeholders in a timely manner;
   b) support the implementation of ICAO provisions and the CART recommendations and guidance;
   c) foster States' commitment and engagement to the aviation restart/recovery activities; and
   d) in collaboration within concerned stakeholders, restore and strengthen consumer confidence in air travel;

3.6   In accordance with *CART Recommendation 11 - Member States should facilitate information-sharing and* exchange *on their actions and best practices by contributing to an ICAO database of measures*. The main objective of the coordination activities is to facilitate the exchange of information and experience, including best practices, challenges and lessons learnt, among all aviation stakeholders.

3.7   The Coordination and Collaboration framework/activities, with Member States, International and Regional Organizations and Stakeholders, include the following non-exhaustive list:

- the MID Region Recovery Plan Task Force (RPTF);
- close coordination with ICAO HQ, promotion of the guidance issued at global level (including CART and TOGD) and discussion with concerned States and stakeholders at regional level of specific needs/challenges;
- virtual coordination meetings with the Chairpersons of RASG-MID, MIDANPIRG MID-RASFG, and CAPSCA-MID;
- coordination meetings with International and Regional Organizations;
- conduct of DGCA-MID virtual meetings for sharing of information, experiences, lessons learned, challenges, etc.;
- provide necessary support to WFP in particular to facilitate the conduct of humanitarian and repatriation flights, as well as some cargo flights for the transport of medical equipment.
- use of the ICAO MID Website for the sharing of information on COVID-19 (COVID-19 webpage and RPTF Platform);
- development of Checklists and Questionnaires to receive effective and timely feedback to identify and address needs and operational challenges; and
- use of the CAPSCA programme (at global and regional levels) to coordinate public health measures with WHO and concerned stakeholders. In this respect, through the CAPSCA programme and other existing mechanisms, the ICAO MID Office will continue to support the activities of WHO and other UN agencies, such as IMO, when relevant, taking into account the regional context, and ensure their participation to ICAO initiatives when deemed necessary.

3.8   Through the regional coordinating mechanisms, ICAO will keep abreast of implementation strategies and initiatives by the industry and strive for synergies whenever possible to ensure effective and timely implementation of the CART recommendations and guidance; and will ensure that States report when operations are returning to normal and mitigations are no longer necessary, update the CCRD subsystem accordingly and continue to accept alleviations from other States until the entire community is back to normal operations. The initial target date for all States to return to normal operations is 31 March 2021.

4.   IMPLEMENTATION SUPPORT

4.1   Implementation support activities focus on providing guidance, training tools and expert assistance to States in line with the CART recommendations on areas of aviation safety, aviation public health, facilitation, aviation security and economic and financial measures, as well as pertinent aspects of aerodromes, air navigation services, international general aviation. To support the implementation of the CART recommendations and guidance, ICAO will make use of all available resources, which include activities related to resource mobilization and fund raising to support some assistance activities such as the free deployment of Implementation Packages (iPacks), which represent a bundle of guidance material, training, tools, expert assistance and, when applicable, procurement guidance. It aims at facilitating and guiding the implementation of the applicable ICAO provisions and recommendations by State entities (e.g. Governments, Civil Aviation Authorities and National Air Transport Facilitation Committees), aviation service providers, supply chain stakeholders and their personnel.

4.2   The MID Region CART Implementation Support Strategy includes the following activities:

- Development of the RPTF platform to be used as a repository of COVID-19 guidance material issued by ICAO, States and international and regional organizations. The guidance material includes ICAO Quick Reference Guidance (QRGs), Doc 10144 ICAO Handbook for CAAs on the Management of Aviation Safety Risks, IATA guidance material, and States COVID-19 restart checklists, Operations Resumptions planning, and States practical examples and tools related to the Management of Aviation Safety Risks related to COVID-19.
- Posting of information and daily update (NOTAMs summary and Status of airports operability) on the ICAO MID COVID-19 webpage.
- Assistance for the use of tools, reporting and self-assessment (gap analysis) through CRRIC;
- Training and capacity building activities (webinars, on-line training courses, etc)
- Deployment of iPACKs;
- Identification of challenges and sharing of best practices/mitigation measures.

4.3   The implementation support activities are being coordinated with all relevant stakeholders under the relevant frameworks, namely: RPTF, CAPSCA-MID, RASG-MID, MIDANPIRG, MID-RASFG and the MID Region NCLB Strategy. It covers the following areas:

Aviation Public Health-related Measures

4.4   The fifth Key Principle of the CART: *Make Aviation Public Health Measures Work with Aviation Safety and Security Systems* states that Health measures must be carefully assessed to avoid negatively impacting aviation safety and/or security.

4.5   In accordance with the CART Recommendations 4, 5, 13 and 14, States should establish public health procedures aligned with the guidance included in the Take-Off Guidance Document (TOGD).

4.6   The Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) is an instrumental platform bridging the public health and aviation sectors, which encourages multi-sectoral collaboration between the United Nations (UN) entities, multiple sectors of national authorities, including CAAs, public health authorities, customs and immigration, as well as industry stakeholders at international, regional and national levels.

4.7   The Work Stream 1- *Public Health Requirements* -established under the MID Region Recovery Plan Task Force (RPTF), was mandated to follow-up CAPSCA activities and guidance, as well as other guidance material and best practices published by International Organizations (WHO, ACI, IATA, CANSO, IFATCA, IFALPA, EASA, FAA, etc) and, customize them to the MID Region/States needs, as deemed necessary, to support the assistance activities to States, in particular with regard to the application of risk mitigation measures, including the application of the the approach outlined in the ICAO Manual on Testing and Cross Border Risk Management Measures. The continuous coordination and regular meetings with the CASPCA States' Focal Points is also used as a mechanism to promote the CAPSCA guidance, CART Recommendations and other relevant guidance related to public health management. This would facilitate also, the sharing of information between States to enable mutual recognition and enter into bilateral or multilateral discussions with each other to implement Public Health Corridors (PHCs) in a harmonized manner. The iPack on establishing a PHC will be also deployed to facilitate the implementation of PHCs.

Aviation Safety-related Measures

4.8   Providing regulatory certainty to air operators during the COVID-19 contingency is paramount for the sustainability of international civil aviation. Physical distancing practices, closure of workspaces in Civil Aviation Authorities (CAAs) in some States and other measures as a result of the COVID-19 outbreak made it difficult for some States to comply fully with certain ICAO Standards. The COVID-19 Contingency Related Differences (CCRD) sub-system of the Electronic Filing of Differences (EFOD) system allows States to file temporary differences and at the same time indicate what they would find acceptable from other State alleviations to facilitate international operations and meeting their obligations under Article 40 of the Chicago Convention.

4.9   The support for the implementation of the CART Recommendations 1, 2, 3 and 12, is provided to States, in close collaboration with all concerned stakeholders, within 2 main frameworks: the RASG-MID and RPTF Work Stream 2- *Operational Safety Measures*. This includes, mainly:

-    Provision of guidance to the States on the posting of information on the CCRD with respect to the nine Standards contained in Annex 1 and Annex 6; while ensuring that any associated safety risks are adequately addressed, facilitating recognition and acceptance by other States, and making that information readily available for all stakeholders, to ensure a harmonised approach to filing the differences and mutual recognition.
-    Identification of expiring operational safety alleviations and undertaking necessary action based on safety assessment (extension of alleviation or resuming normal activities).
-    Collecting, sharing and promoting ICAO and international organizations guidance material and States best practices with MID States and stakeholders on operational safety measures to support States in expediting the development of guidance for safety management of new operations or operation change during COVID-19 pandemic outbreak.
-    Provide guidance in addressing COVID-19 related risks to the continuity of business and operations in accordance with the guidance contained in particular in the ICAO Doc 10144 - Handbook for CAAs on the Management of Aviation Safety Risks.
-    Encouragement of States to attend the ICAO Aviation Risk Management on COVID-19 Webinars.
-    Encouragement of States to use the new COVID-19 webpage on the Safety Management Implementation (SMI) website (Safety Management Implementation COVID-19 webpage) which has been created to help States with Tabletop exercises to simulate the restart of operations.
-    Deployment of the Aviation Safety Risk Management iPack.
-    Encouragement of States 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.

Security and Facilitation-related Measures

4.10   In light of border closures and travel restrictions in response to the COVID-19 pandemic, measures that facilitate the movement of people and goods (known as "facilitation" under Annex 9 to the Chicago Convention) are more vital than ever in the recovery of aviation post-COVID.

4.11   Standard 8.19 of Annex 9 – Facilitation to the Chicago Convention mandates establishment of appropriate committees to provide a forum for consultation and information-sharing about facilitation matters amongst government stakeholders including: civil aviation, customs, immigration, quarantine, public health and other authorities, representatives of other air transport-related communities (including those related to both passenger and cargo operations) and industry at the national and airport levels.

4.12   The support for the implementation of the CART Recommendations 6 and 7 related to Facilitation and Recommendations 7 and 8 related to Aviation Security is provided to States, in close collaboration with all concerned stakeholders, within 2 main frameworks: the MID-RASFG and RPTF Work Stream 3- *Airport & Passenger Facilitation*. This includes, mainly:

- Provide appropriate support to ensure that all MID States established a National Air Transport Facilitation Committee (or equivalent) as required by ICAO Annex 9 to increase national level cross-sectoral coordination and developed an Aviation Security Contingency Plan during a Pandemic, including the procedures to be implemented 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.
- Supporting States in the development and implementation of risk mitigation measures applicable for airports including specific guidance addressing elements for: Airport terminal building, cleaning, disinfecting, and hygiene, physical distancing, staff protection, access, check-in area, security screening, airside areas, gate installations, passenger transfer, disembarking, baggage claim and arrivals areas in line with the guidance in TOGD.
- Guidance for the development of an Aviation Security Contingency Plan during a Pandemic, including the procedures to be implemented 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.
- Promotion of global guidance on Passenger Health Locator Form;
- Development of guidance for the use of advanced technologies to facilitate contactless processing of passengers at various stages of their journey;
- Deployment of the FAL and AVSEC iPacks.
- Monitoring the States' needs for the strengthening of their aviation security oversight systems and provision of necessary support and training, in coordination with ICAO HQ and other stakeholders, as appropriate.

Air Navigation Services/Air Traffic Management

4.13   The constant changes in the operational and financial environments surrounding to air navigation services (ANS) and public health measures for essential works have brought new challenges to the global ANS system to maintain operations and services with required levels of availability, safety, and efficiency, in a context with a reduced number of operations. The reduced traffic levels coupled with social distancing requirements has affected the number of active workstations, supervision functions, and duty times. In some cases, the number of working personnel is kept at the minimum to maintain operations in the facility.

4.14   The MIDANPIRG framework with all its subsidiary bodies as well as the RPTF Work Stream 4- Air Navigation Services/Air Traffic Management are used to provide support to States in the implementation of the CART and CANSO guidance related to air navigation services, in order to, inter-alia, ensure the ANS business continuity in a safe and efficient manner.

4.15   The main objectives of the implementation support activities are:

1. ANS Business continuity and recovery, to ensure Continuity of ATS and related Services Provision during COVID-19 Crisis and preparedness/readiness for restart and recovery phases through effective communication with Sates.

2. Air Traffic Flow Management, to ensure that ATFM restrictions are only implemented if/when required during current, restart and initial recovery phases (capacity constraints).

3. Aeronautical Information management, to develop a program to ensure harmonization, accuracy, currency and timely promulgation of aeronautical information publications during the COVID-19 pandemic, restart and recovery phases.

4. Regional Network Operations Recovery, to support MID Region network functions and ensure implementation of measures where required due to improved view of forecasted Air Traffic demand.

5. Overflight permissions, to ensure Facilitation & Flexibility and relief of OVF Permissions.

6. Training and awareness, to raise awareness on global development related to ANS and organize training sessions and webinars as required.

Aerodromes

4.16   ICAO has published aerodrome related guidelines, including sample checklists for States, to address various challenges caused by the COVID-19 pandemic and facilitate aerodrome restart (available at: https://www.icao.int/safety/COVID-19OPS/Pages/aga.aspx). In particular, ICAO has advised States of options to provide interim aerodrome certificates or extend the validity of aerodrome certificates, where required for a defined period based on established guidelines, while maintaining a robust State safety oversights system. These guidelines will be amended periodically based on lessons learnt and updated best practices following the gradual resuming of aerodrome operations worldwide.

4.17   The ICAO MID Offices will continue to support the implementation of the ICAO guidelines by States, in collaboration with all stakeholders; and will support the deployment of the Aerodrome Restart iPack. Webinars will continue to be held on relevant aerodrome topics.

5.   MONITORING AND REPORTING

5.1   Monitoring and reporting activities are facilitated through multi-functional interactive tools available on the CRRIC, which has made available simple tools for States to monitor, document and report their progress in the implementation of the CART recommendations as well as its service providers' level of implementation of the guidance contained in the TOGD. These tools include:

- standard slide-deck presenting the content of the CART report and the "Take-off" guidance document;
- dedicated CART website providing mobile access to the content of the CART report, as well links to iPACKs and assistance activities delivered by CASPCA or other means;
- a gap analysis tools related to the progress achieved in the implementation of the CART Recommendation;

- dashboards;
- online Roadmap;
- a series of webinars related to the CART recommendations and guidance;
- a list of focal points in regions and Member States;
- email support hotline to answer CART-related questions; and
- online tools.

5.2   The CRRIC is the main tool used for the monitoring and reporting activities related to the implementation of the CART Recommendations and Health measures contained in the TOGD.

6.   CONCLUSION

6.1   To reach the goal to restart aviation operations, achieve a recovery in a prompt and sustainable manner and build a more resilient aviation system, the MID CART Implementation Plan will support States and industry in the MID Region in their implementation of the CART recommendations and guidance, taking into account the national and regional specificities and needs.

6.2   These will require efforts orchestrated by States, international and regional organizations and industry. Continuous two-way communication, exchange of information and reporting of the implementation status will enable the MID Region through its Regional Frameworks to accurately identify the challenges and needs of States and the industry; and consequentially address them with increased implementation and assistance capacity.

6.3   In this vein, ICAO MID Regional Office reaffirms its highest commitment to actively providing support and expanding its activities as required to tackle imminent issues and challenges arising from the evolving pandemic.

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