MIDANPIRG/18
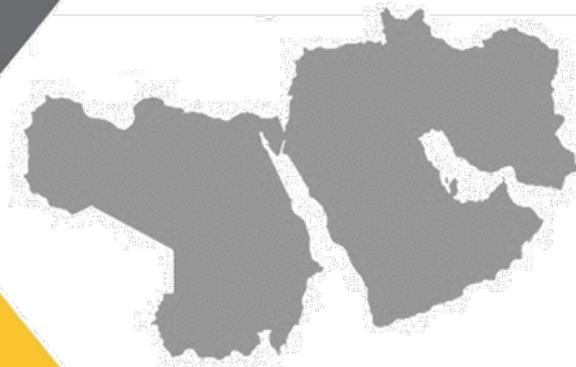
RASG-MID/8

VIRTUAL MEETINGS

15-22 February 2021

Global & Regional Developments related to COVID-19

ICAO MID

MID CART IMPLEMENTATION PLAN

CART

December 2020

CART

COUNCIL AVIATION RECOVERY TASK FORCE

REPORT

CART

Communication Coordination Collaboration

Implementation Support

Monitoring and Reporting

GIR
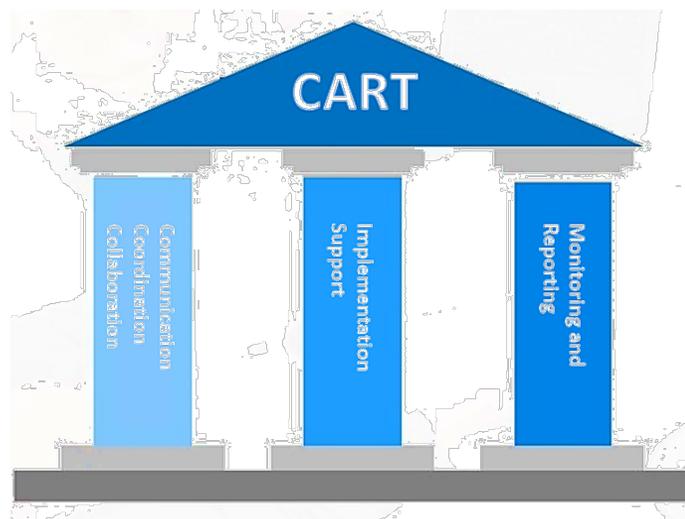
ICAO · OACI · ИКАО | ICAO MID

Phases of ICAO Council's Aviation Recovery Task Force (CART)

Phase I: April – June 2020

Phase III: December 2020 – March 2021

Phase II: July – November 2020

CART Phase II

- **Building on the process and success of CART Phase I**

  – CART Report (10 key principles and 11 recommendations)

  – Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis (TOGD)

- **Specific mandates of CART Phase II**

  – Review and draft amendment proposals to the TOGD associated with the Commercial Air Transport (CAT) journey

  – Review public health measures guidance material for activities associated with the CAT passenger journey not covered by TOGD, and other public health matters

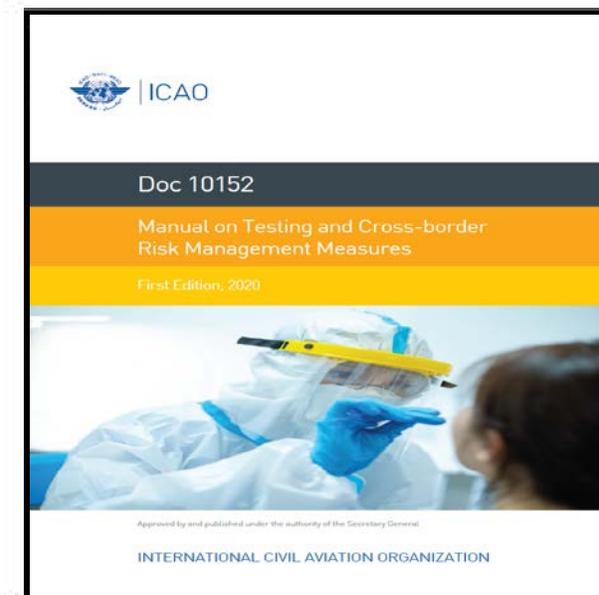 – Draft a high-level cover document on the outcomes and findings of CART

CART Phase II Outcomes

HIGH-LEVEL COVER DOCUMENT

TAKE-OFF GUIDANCE DOCUMENT 2nd Edition

Testing and Cross-border Risk Management Measures Manual (Doc 10152)

- *CART Report Phase I (published in June 2020) introduced a set of 11 recommendations for States to follow on their path to restart and recovery of aviation*

- **The HLCD introduces 3 <u>complementing</u> recommendations:**

> ### Recommendation 12 – Aviation safety-related measures

> ### Recommendation 13 - Testing and cross border risk management measures

> ### Recommendation 14 - Public Health Corridors (PHCs)

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iPacks

MIDANPIRG/18
RASG-MID/8
VIRTUAL MEETINGS
15-22 February 2021

Self-contained package of standardized implementation support, including:

- Guidance material
- Training
- Tools
- Expert support
- Procurement support (when applicable)

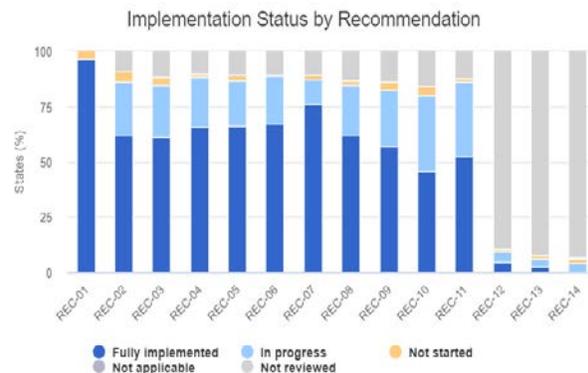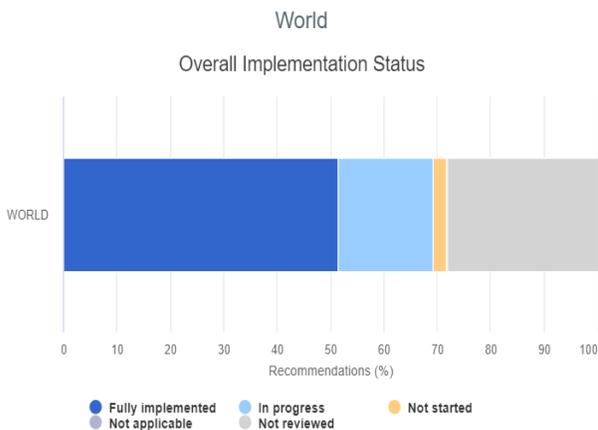**iPacks available in the following areas:**

- Facilitation
- Aerodrome Restart
- Safety Risk Management
- Public Health Corridor
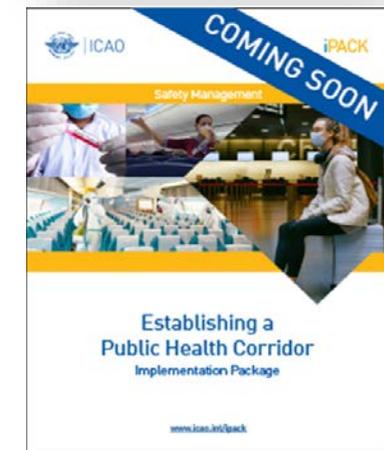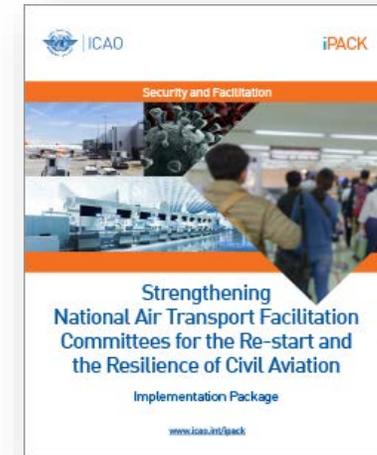
COVID-19 Response and Recovery Implementation Centre (CRRIC)

- States can report on implementation of:
  - CART Recommendations
  - Take Off Guidance Document
- Provides State, Regional and Global Dashboards
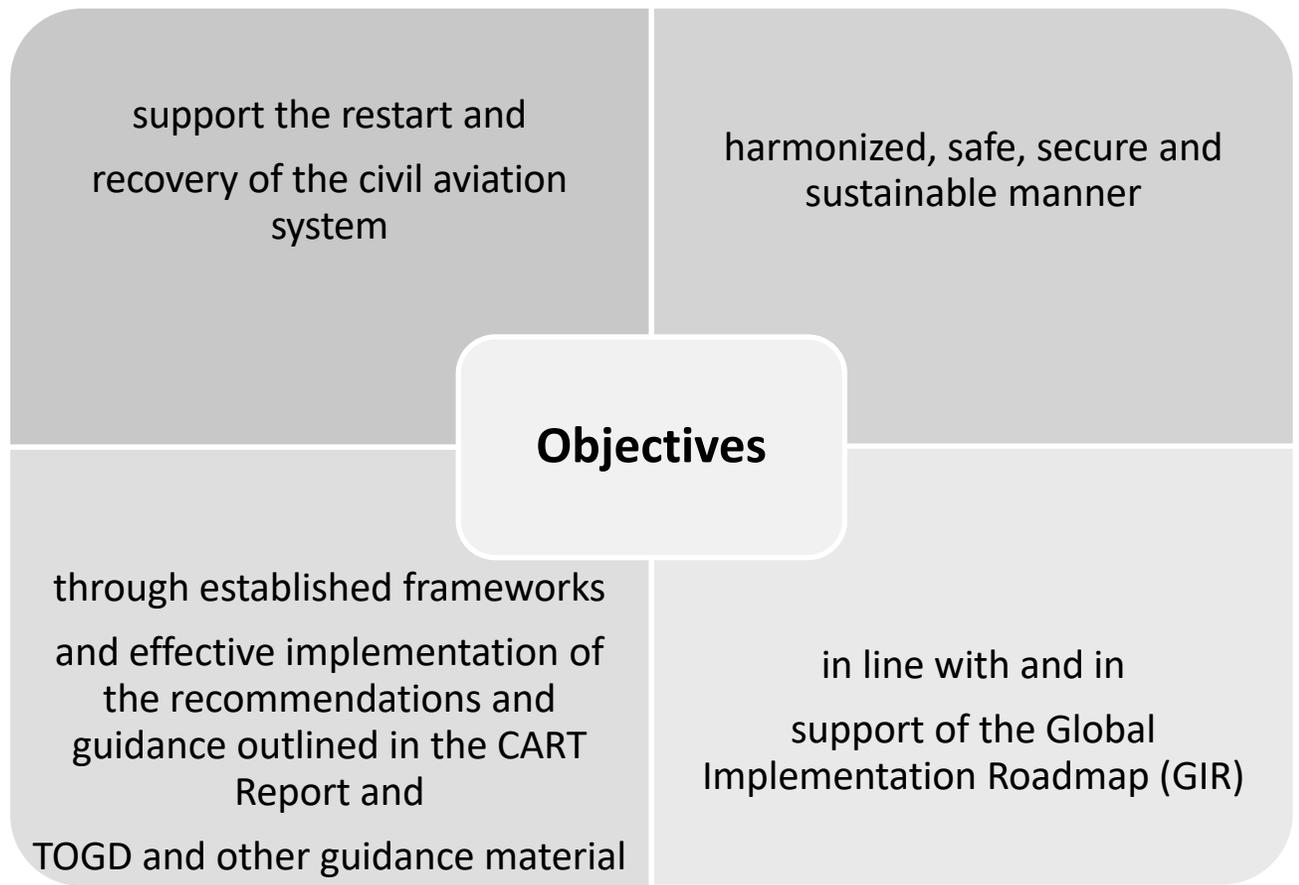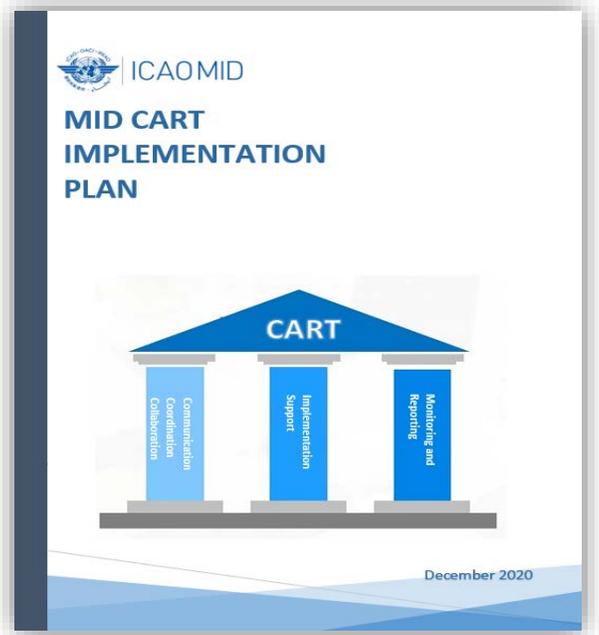
Regional Developments
Implementation status
Key activities in the Region

MID CART Implementation Plan

**Endorsed by the Third DGCA-MID Virtual Meeting
7 December 2020**

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

ICAO MID

**MID CART
IMPLEMENTATION
PLAN**

CART

Communication Coordination Collaboration | Implementation Support | Monitoring and Reporting

December 2020

support the restart and

recovery of the civil aviation system

harmonized, safe, secure and sustainable manner

Objectives

through established frameworks

and effective implementation of the recommendations and guidance outlined in the CART Report and

TOGD and other guidance material

in line with and in

support of the Global Implementation Roadmap (GIR)

ICAO MID

MIDANPIRG/18
RASG-MID/8
VIRTUAL MEETINGS
15-22 February 2021

**Communication
Coordination
Collaboration**

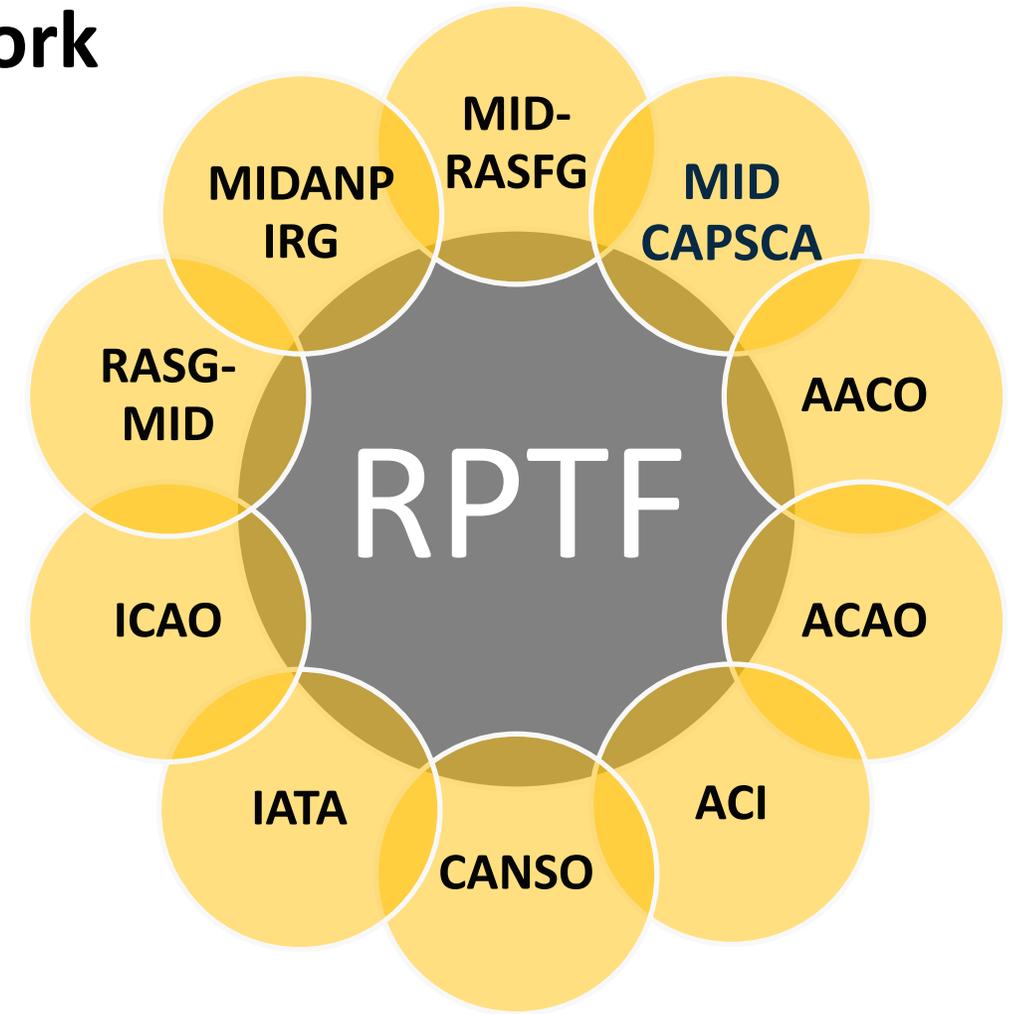|		
Continuous communications and coordination with States	**Close coordination with all Stakeholders**	**MID Region Recovery Plan Task Force (RPTF)**
DGCA-MID virtual meetings	**Support WFP in conducting humanitarian and repatriation flights**	**ICAO MID COVID-19 Webpage**
	Global and Regional CAPSCA Programme	**Joint Organization of events (Webinars, Workshops, etc.)**

ICAO MID COVID19

MID RPTF

- Effective implementation of the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) Programme in the MID Region amid COVID-19 crisis

- 11 MID States completed the CAPSCA Survey

- ICAO-MID established platform to centralize and communicate all guidance materials to the States and stakeholders

- All GM & States' best practices are continuously communicated to States and other stakeholders.

MID Recovery Plan Task Force (RPTF) Platform

The COVID-19 pandemic has caused significant and unprecedented challenges to the aviation sector, shutting down all commercial international passenger operations. The High-Level MID Regional Meetings/Teleconferences between ICAO, AACO, ACAO and IATA on COVID-19 Crisis Management agreed to establish the MID Region Recovery Plan Task Force (RPTF).

The main objective of the RPTF is to monitor global restart and recovery developments and ensure the harmonization, and where necessary regional customization, of the implementation of these global developments at the Regional level. In addition, the RPTF plays an advisory role to the MID states, assisting in the formulation of regional restart and recovery plans, and implementing regional activities in support of its objectives, taking into consideration the work done at the global level in order to ensure alignment and avoid duplication of efforts.

The RPTF established 4 technical work streams namely: Public Health Requirements, Operational Safety Measures, Airport & Passengers Facilitation, and Air Navigation Services/Air Traffic Management.
Each stream includes the guidance material developed at the global level mainly by ICAO and IATA to support States during the restart and recovery phases. Moreover, each stream contains the progress reports completed and finalized by the RPTF and other documents as deemed necessary.

The Guidance Material (GM) have been grouped by organizations and are presented in tabular format as individual PDFs.

Public Health Requirements Measures | Operational Safety Measures | Airport and Passengers Facilitation | Air Navigation Services / Air Traffic Management

Implementation Support

RASG-MID CART Implementation Plan of Actions

To support the implementation of the CART Recommendations 1, 2, 3 and 12, the RASG-MID CART Implementation Plan of Actions was developed in line with the MID CART implementation Plan and MID-RASP for endorsement by the RASG-MID/8 Meeting

MIDANPIRG CART Implementation Plan of Actions

To ensure States' ANS and related services provisions continuity, and the preparedness for the recovery phases, the MIDANPIRG CART Implementation Plan of Actions was developed and endorsed by the MSG/7 Meeting

Implementation Support

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

Guidance	Training Capacity Building	iPacks Deployment	Resource Mobilization	NCLB Strategy

Implementation Support

All GM & best practices are continuously communicated to States and other stakeholders through

- ICAO COVID-19 **websites/platforms** (CAPSCA, OPS, CRRIC, RPTF Platform)
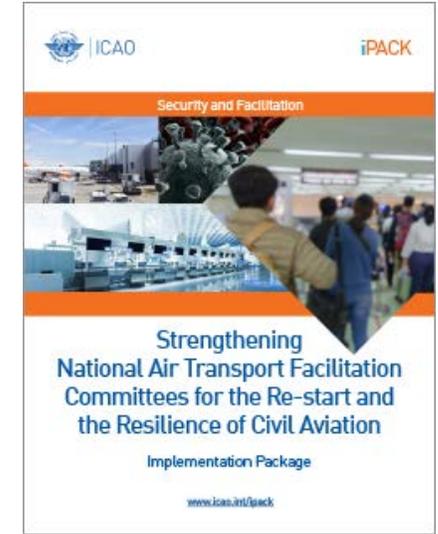- Emails and **direct communications with States**

Sharing of States and industry best practices, lessons learned and challenges

Conducting capacity building activities including webinars and virtual meetings

Assistance for the use of the CRRIC Tools (Gap analysis, etc.)

Deployment of iPacks

Sharing of CAPSCA GM

ICAO — iPACK

Security and Facilitation

Strengthening
National Air Transport Facilitation
Committees for the Re-start and
the Resilience of Civil Aviation

Implementation Package

www.icao.int/ipack

ICAO — iPack

Safety Management

Aviation Safety Risk
Management related to
COVID-19 for CAAs

Implementation Package
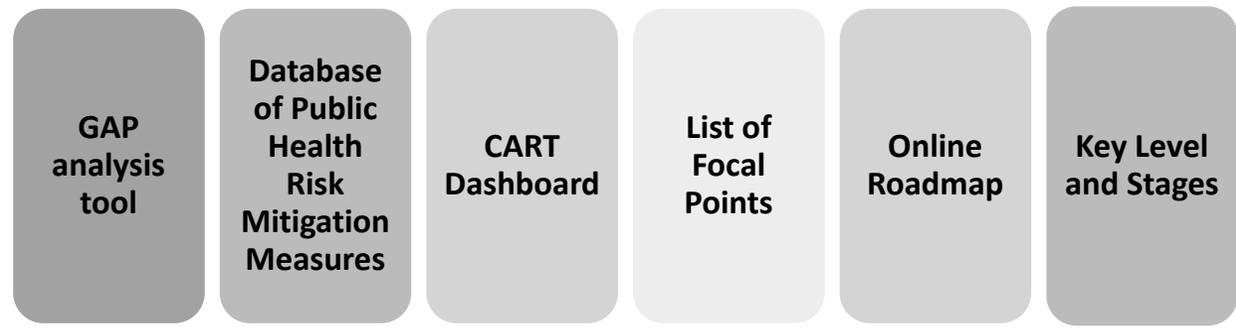
www.icao.int/iPack

Monitoring and Reporting

Simple on-line tools for States to <u>monitor, document and report their progress</u> in the implementation of the <u>CART recommendations and Guidance</u>
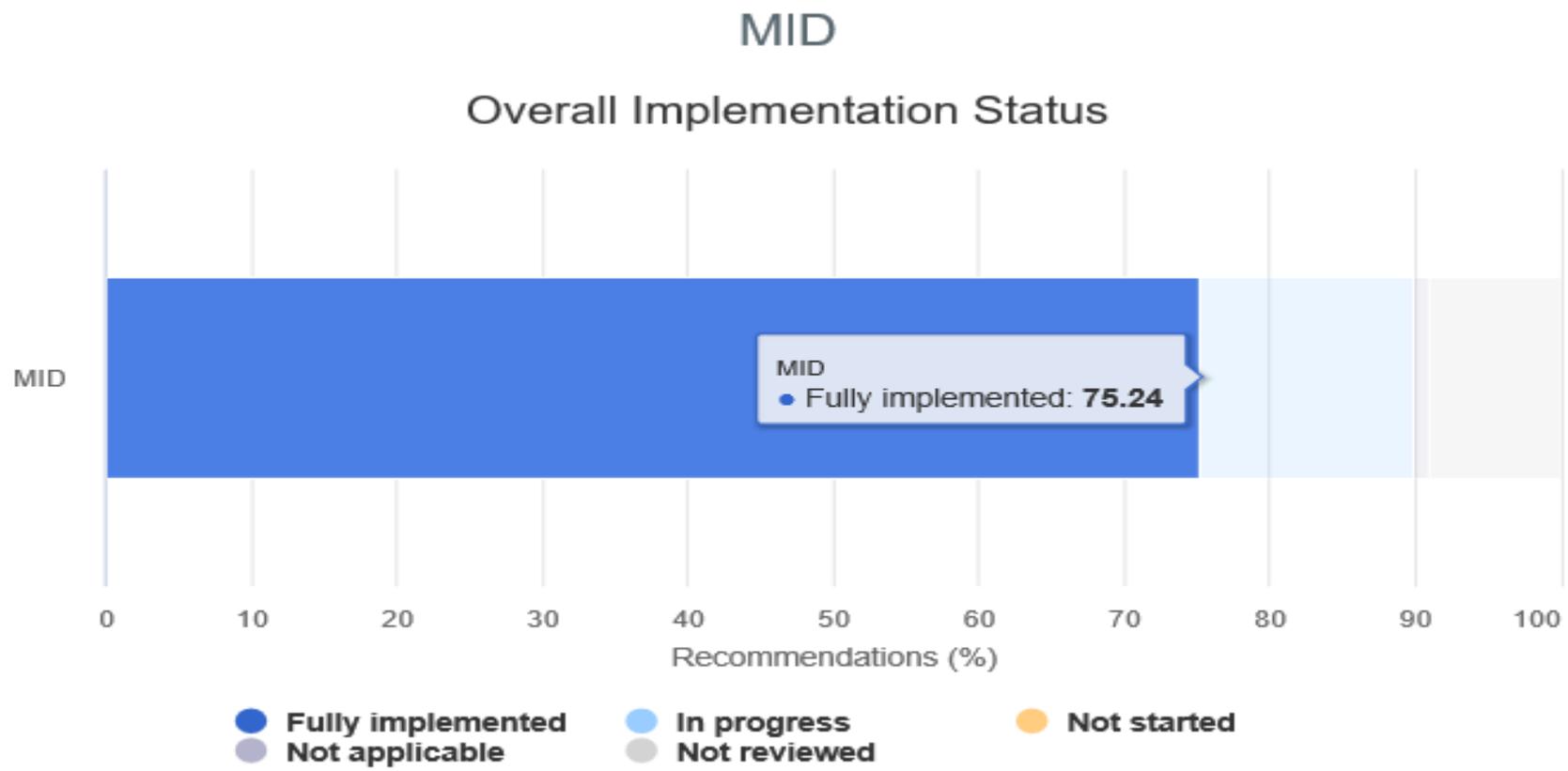
Goals of the ICAO COVID-19 Response and Recovery Implementation Centre (CRRIC)

- Availability of timely and accurate information on the status of implementation
- Enables the continuous monitoring of the progress made by States
- Identify challenges encountered
- Share best practices
- Avoid duplication of efforts among all aviation stakeholders

COVID-19 Response and Recovery Implementation Center

GAP analysis tool	Database of Public Health Risk Mitigation Measures	CART Dashboard	List of Focal Points	Online Roadmap	Key Level and Stages

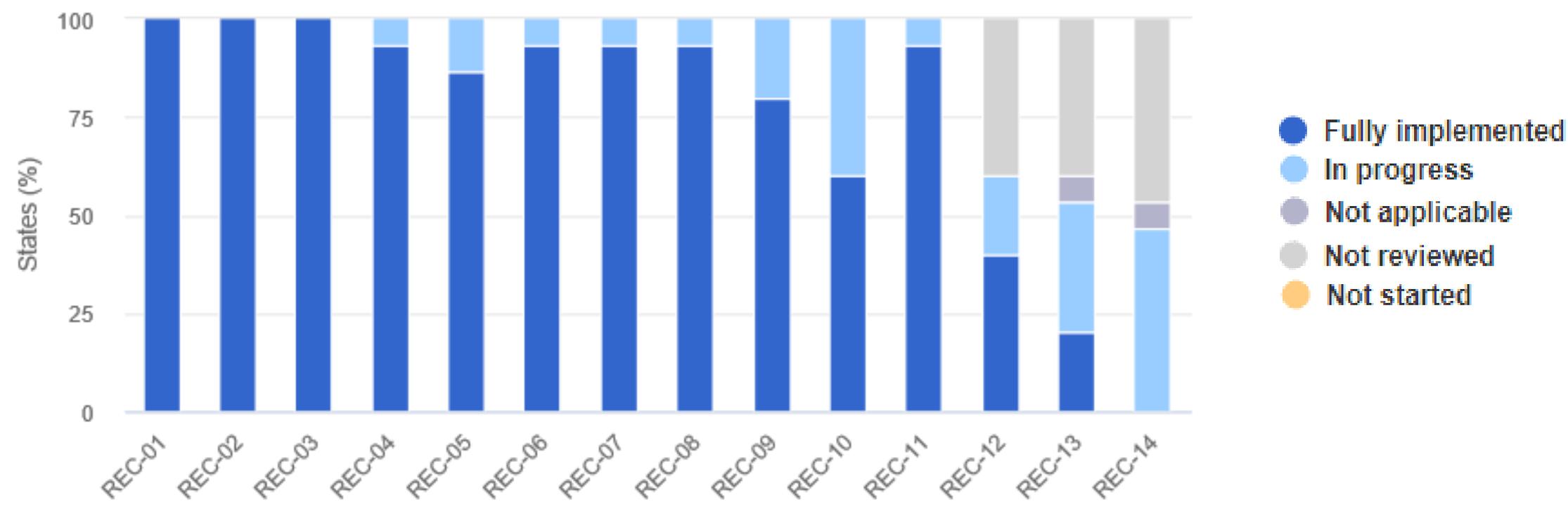# Monitoring and Reporting: Regional Status CART Phase I & II
As of 10 Feb 2021

Monitoring and Reporting: Regional Status CART Phase I & II
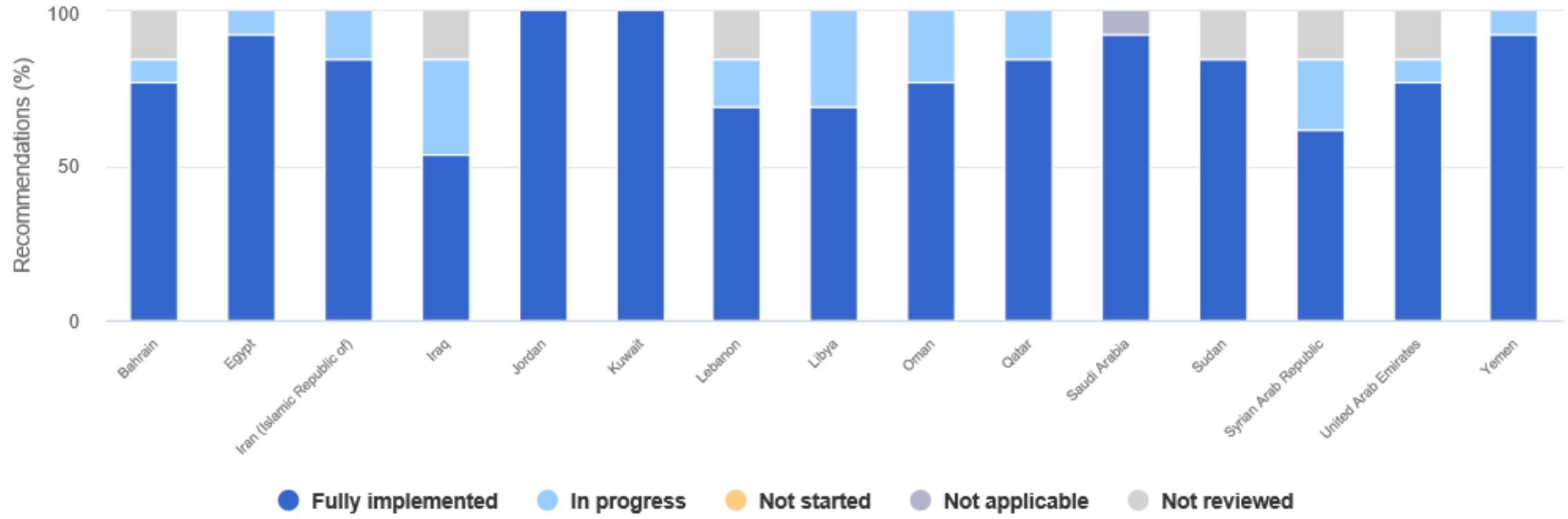## As of 10 Feb 2021

Implementation Status by Recommendation

Monitoring and Reporting: Regional Status CART Phase I & II
As of 10 Feb 2021

Implementation Status per State

Challenges

(Lack of)

Harmonization at national, regional and international levels

Contact tracing

Standardized test certificate form

Harmonization in the implementation of quarantine and testing requirements

Effective oversight on the implementation of CART guidance in particular Public Health related measures

Resources

Decisions on National regulations/policies pertaining to health measures are generally taken at higher level than CAAs

Common understanding of WHO guidance related to quarantine and testing

Forging of PCR test certificates

Public Health related aspects

Challenges

Safety

- Alleviations related to flight crew proficiency/competency/medical assessment
- Addressing backlogs resulting from deferred validity of licenses.
- Addressing safety issues related to prolonged time of parked aircraft
- Recognition of alleviation adopted by other States
- Aerodromes operability and certification
- Oversight (particularly for Foreign Service providers)
- Resources

Challenges

Facilitation

Lack of or ineffective National Air Transport Facilitation Committee

Automation of passenger locator form

PCR test upon arrival

Health certificates

COVID-19 vaccines supply chain

Challenges

Aviation Security AVSEC

Lack of Effective oversight

Lack of Effective conduct of methodical security risk assessments

Maintaining security screening staff competency during prolonged inactivity/reduced operations.

Inability to maintain regular AVSEC training for all aviation personnel

Budgetary constraints in implementing technological security equipment (e.g. body scanner, etc.) to reduce physical contact screening

Managing unruly passenger situations relating to non-respect of essential aviation public health and safety measures

Challenges

Economic and Financial

Reduced level of operations and its economic impacts on the industry

Lack of State ability to provide financial support to ensure viability of operations and without prejudice to fair competition

The residual financial crisis may have an impact on aviation safety, security, job security, and business continuity/resilience