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THE WAY FORWARD

Second North American, Central American and Caribbean (NACC)

Directors of Civil Aviation COVID-19 Videoconference

Zoom Meeting, 4 June 2020, 09:30 hours CDT

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Council Representative, Delegation of Costa Rica to ICAO

ICAO Secretariat

ANB, TCB and the ICAO NACC Regional Office



Members of CART

Representatives from Member States

- Australia, Canada, China, Colombia, Costa Rica, Côte d'Ivoire, France (CART Chairperson), Saudi Arabia, Singapore, Spain, United Arab Emirates, United Kingdom, United States, and Zambia

Representatives from international and regional organizations

- UNWTO, WHO, AUC, EU/EASA, ACAO, ECAC, and LACAC

Representatives from industry

- ACI, CANSO, IATA, and ICCAIA



The ICAO Council Aviation Recovery Task Force (CART)

Following the Council Declaration on the novel coronavirus (COVID-19) adopted on 9 March 2020, the ICAO Council Aviation Recovery Task Force (CART) was established. This task force, composed of representatives from States, and international, regional and industry organizations and supported by the ICAO Secretariat, was tasked to identify and recommend strategic priorities and policies to support States and industry-based around three pillars:

Coping with the challenges faced by States and the civil aviation industry due to the COVID-19 pandemic in the immediate term;

Facilitating the restart of aviation operations in a safe, secure, sustainable and orderly manner as soon as practicable taking into consideration the evolution of the pandemic and decisions by international and national public health authorities; and

Building a more resilient aviation system in the longer term.



Structure of CART Report

✈ Setting the Scene

✈ Key Principles

- ✈ 10 key principles + risk-based and gradual approach

✈ A Flight-plan for International Civil Aviation **Restart and Recovery**

- ✈ Measures related to aviation safety, aviation public health, security and facilitation, as well as economic and financial measures
- ✈ Regular monitoring and sharing of experiences through ICAO
- ✈ 11 recommendations

✈ Building **Resilience**

✈ Way Forward



Ten (10) key principles for a safe, secure and sustainable recovery

- ✈ A safe, secure and sustainable restart and recovery of the global aviation sector is best supported by an internationally harmonized approach based on the following principles:
 1. **Protect People: Harmonized but Flexible Measures.** States and industry need to work together to put in place harmonized or mutually accepted risk-based measures to protect passengers, crew, and other staff throughout the travel experience.
 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. While national and regional needs may require different approaches, States should harmonize responses to the extent possible, in line with ICAO's standards, plans and policies.
 3. **Ensure Essential Connectivity.** 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.



Ten (10) key principles for a safe, secure and sustainable recovery

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.
A risk-based and gradual approach to restoring civil aviation resilience
The COVID-19 pandemic has highlighted the complex nature in which aviation operates, both within



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- ✈ Ensure continued flight operations with minimal restrictions on aircraft operations
- ✈ Prevent the spread of COVID-19 through air travel
- ✈ Protect the health and safety of crew and passengers
- ✈ Coordinated approach with harmonized procedures and requirements
 - ✈ CART Report
 - ✈ CART Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis
 - ✈ CAPSCA COVID-19 Guidance material: Flight crew & Essential Cargo Operations
 - ✈ Regulatory certainty COVID-19 Contingency Related Differences (CCRD)
 - ✈ Quick Reference Guides (QRGs)



✈ Public health risk mitigation measures

- ✈ Generally applicable risk mitigation measures
- ✈ Risk mitigation measures applicable in specific modules

✈ 4 Modules

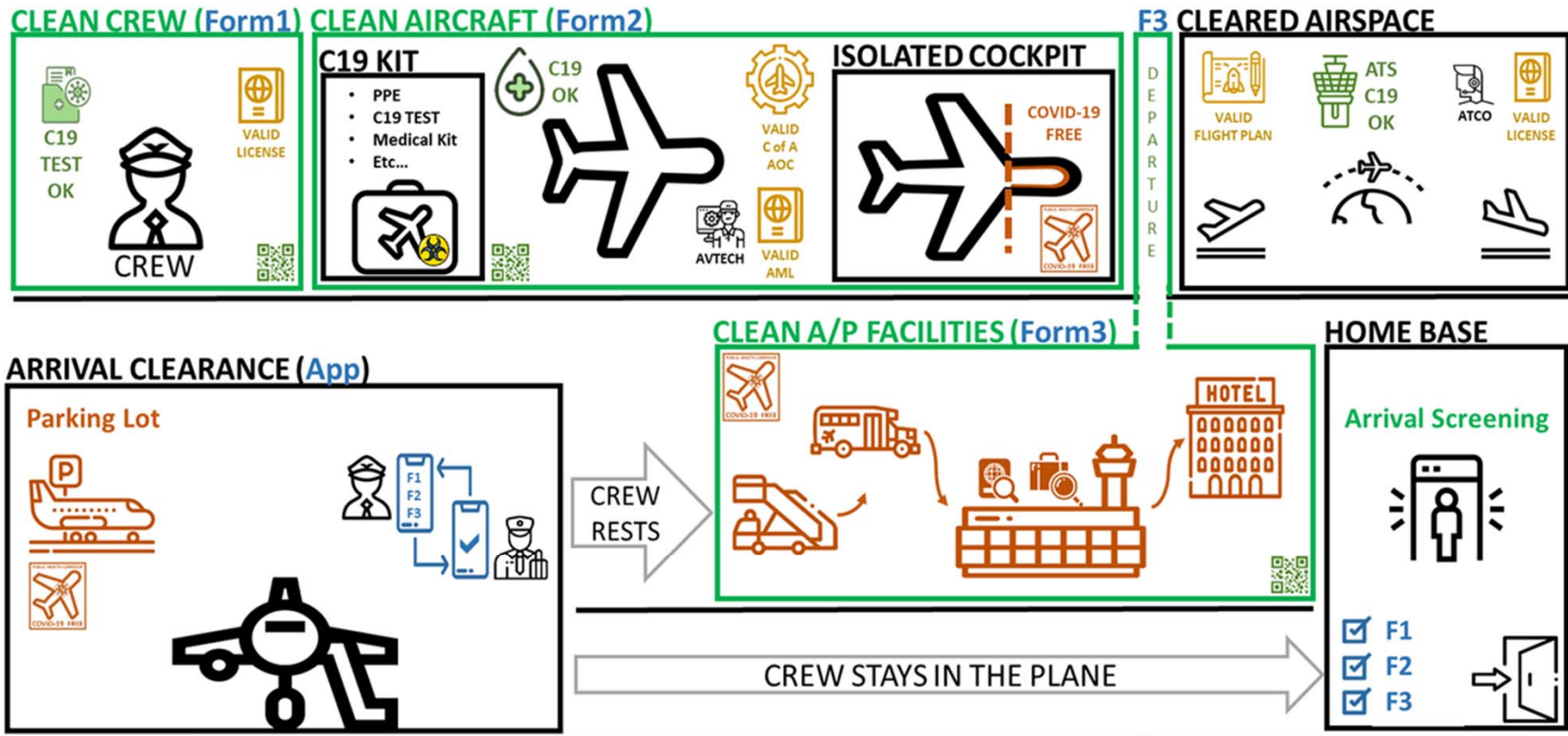
- ✈ Airports
- ✈ Aircraft
- ✈ Crew
- ✈ Cargo



✈ Forms and posters

- ✈ Crew COVID-19 status card (PHC Form 1)
- ✈ Aircraft COVID-19 disinfection control sheet (PHC Form 2)
- ✈ Airport COVID-19 cleaning / disinfection control sheet (PHC Form 3)
- ✈ Posters in staff rest areas

Public Health Corridor (PHC) Implementation Initiative



OPERATIONAL	CREDENTIALS
CLEAN CERTIFICATION	PHC COVID-19 FREE



✈ Aviation safety-related measures

- ✈ **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.



✈ Aviation safety-related measures

- ✈ **Recommendation 4:** Global and regional harmonization of procedures is essential to strengthen public and passenger confidence in air travel. To that end, 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.



✈ Security- and facilitation-related measures

- ✈ **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.



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Flight plan for restart and recovery

✈ Economic and financial measures

✈ **Recommendation 10:** Member States should consider appropriate extraordinary emergency measures to support financial viability and to maintain an adequate level of safe, secure and efficient operations, which should be inclusive, targeted, proportionate, transparent, temporary and consistent with ICAO's policies, while striking an appropriate balance among the respective interests without prejudice to fair competition and compromising safety, security and environmental performance.

✈ Regular monitoring and sharing of experiences through ICAO

✈ **Recommendation 11:** Member States should facilitate information-sharing and exchange on their actions and best practices by contributing to an ICAO database of measures.



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**Considerations on aviation restart/recovery
for the NAM/CAR Regions CAAs
ICAO NACC Regional Office**



The measures identified by ICAO can be regrouped into four categories:

1. 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:
 - ✈ CCRD and other alleviations
 - ✈ Handbook for CAAs on the Management of Aviation Safety Risks related to COVID-19 (Doc 10144)
 - ✈ ICAO tools
 - ✈ ICAO guidance

2. Aviation public health-related measures

- ✈ States should establish public health procedures aligned with the guidance included in the document *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis*.
- ✈ The necessity of these measures should be regularly reviewed. The measures which are no longer relevant should be discontinued when the need for their application has ceased to exist.
- ✈ Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) programme
- ✈ Public Health Corridor (PHC)
- ✈ The guiding considerations for developing the Take-off document are to:
 - ✈ Remain Focused on Fundamentals: Safety, Security and Efficiency;
 - ✈ Promote Public Health and Confidence among Passengers, Aviation Workers, and the General Public; and
 - ✈ Recognize Aviation as a Driver of Economic Recovery.



The measures identified by ICAO can be regrouped into four categories:

3) **Security- and facilitation-related measures.** States should enhance cross-sectoral coordination by establishing a National Air Transport Facilitation Committee or equivalent, and systematically use the Passenger Health Locator Form as a reference. It is States' responsibility to maintain security across all operations.

- ✈ An Implementation Package composed of standardized training and tools will be available in June 2020 to guide the implementation of the relevant facilitation provisions by States' authorities, aviation service providers and supply chain stakeholders.
- ✈ **A guidance document, Aviation Security Contingency Plan during COVID-19.**
- ✈ Manual on the Legal Aspects of Unruly and Disruptive Passengers (Doc 10117).

4) **Economic and financial measures.**

- ✈ 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.



Critical Considerations

- ✈ Different international, regional and local airlines have gone bankrupt due to the COVID-19 pandemic (Chap. 9 and 11)
- ✈ The economies of our regions depend largely on tourism and foreign trade

“A strategy without harmonized protocols during the restart of aviation will not only be a disadvantage, such as taking off the shoes in an airport and not in another one, but it would be the possible beginning of a failure in aviation recovery for our States and Territories.”



Needs from the industry

The industry (ACI-LAC, IATA, ALTA, CANSO, etc.) has communicated its needs to all stakeholders (States, service providers, ICAOI, etc.)

The ICAO NACC Regional Office has analysed the expectations of the industry and expects that the protocols on which an agreement may be reached as a region take into account many of them.

We propose that the agreement to be reached on protocols to be accepted will include many of these expectations.

Concerning the expectations related to facilitation and regulation or input in benefit of the industry, we recommend that States seriously consider the possible inputs or changes in support of and in communication with its industry.



Restart/Recovery Measures

- ✈ Globally- and regionally-harmonized, mutually-accepted measures are essential
- ✈ Such measures should be:
 - ✈ compatible with safety and security requirements
 - ✈ proportional to the improvement of public health
 - ✈ flexible where possible to allow for a viable economic recovery; and
 - ✈ safeguarded not to distort markets
- ✈ Measures that impose costs or burdens on the industry must be carefully considered and justified by safety, public health, and confidence of passengers and crew.



- ✈ States to adopt a flexible approach to enable a sustainable recovery and growth of air transport at the national, regional and/or global level -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
 - ✈ International obligations
 - ✈ Clear communication
 - ✈ Support to States and regional communities
 - ✈ Lessons learned



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Restart and recovery of aviation operations - AVSEC measures adopted by States during COVID-19 – Matrix

&

Proposed Harmonized Protocol of Measures for the Restart and Recovery of Aviation in all other areas (Health, ANS, Safety & AGA)





Protocol Proposal harmonized with measures for the Restart and recovery of aviation operations

- ✈ Airport.
 - ✈ General application measures/public sector.
- ✈ DEPARTURES CIRCUIT
 - ✈ measures corresponding to the departures circuit.
- ✈ ARRIVALS CIRCUIT.
 - ✈ measures corresponding to the arrivals circuit.
- ✈ HOLD LUGGAGE CIRCUIT
 - ✈ measures corresponding to hold luggage control.
- ✈ CARGO CIRCUIT
 - ✈ measures corresponding to the cargo facilities control.
- ✈ AIRPORT STAFF CIRCUIT.
 - ✈ measures corresponding to the staff circuit accessing the restricted security area.
- ✈ Airport Infrastructure and services
- ✈ Accident and incidents investigation
- ✈ Air traffic management
- ✈ Search and rescue services
- ✈ Communications, navigation and surveillance Infrastructure
- ✈ Service providers in contact with equipment
- ✈ Aeronautical information
- ✈ Meteorological information





Protocol Proposal harmonized with measures for the Restart and recovery of aviation operations

- ✈ Using the matrix established by the AVSEC/FAL/RG of the NACC and SAM Regional Offices, a harmonized protocol has been created covering the measures in the air navigation, airport, aviation security, and safety areas for the restart and recovery of the aviation.
- ✈ This is a live document and the updates will be published in the COVID-19 site of the ICAO NACC Regional Office.

1	1. AEROPUERTO. Medidas de aplicación general/sectores públicos.
1.1	Sanitación del Edificio Terminal en forma periódica.
1.2	Colocar alfombras desinfectantes en las áreas de migración control de seguridad de pasajeros y personal del aeropuerto.
1.3	Optimizar la ventilación del lugar y condiciones higiénicas sanitarias, evitar el contacto físico con las personas.
1.4	Distanciamiento de personas (mínimo 1.5 metros) o según lo determinado por cada Estado
1.5	En las filas para controles, se deberán haber señales en el piso con una separación mínima de 1.5 metros entre cada persona o grupo familiar.
1.6	Uso de mascarilla para todas las personas (pasajeros, personal y público en general).
1.7	Todo el personal que tenga contacto o proximidad con pasajeros, tripulantes o equipajes, debe usar equipos de protección personal (EPP), tales como tapabocas, delantal y/o guantes.
1.8	Determinar puntos estratégicos para el acopio de los equipos de protección personal usados, material descartable posiblemente contaminado.
1.9	Desechar el equipo de protección de manera adecuada y responsable después del examen de acuerdo con los requisitos de salud.
1.10	Capacitar al personal sobre el uso correcto de los EPP.
1.11	Limitar el acceso a la terminal (Únicamente ingresan pasajeros o personal aeroportuario).
1.12	Control de ingreso sanitario sometido cuestionario, observación de síntomas, toma de temperatura a los pasajeros y usuarios al edificio terminal.
1.13	Toma de la temperatura al personal antes de ingresar a las instalaciones del mismo.
1.14	Observación médica de los pasajeros antes de ingresar al patio de <i>check-in</i> , por oficiales de seguridad en colaboración con los oficiales de salud, las personas sintomáticas no podrán ingresar al patio de <i>check-in</i> , hasta someterse a una inspección de salud realizada por el (los) oficial (es) de salud del aeropuerto.
1.15	Adoptar procedimiento cuando se detecta una persona con síntomas de COVID-19 como: fiebre, tos, dificultad para respirar.
1.16	Se designará un área específica para el control de salud de los pasajeros sintomáticos.
1.17	Se prohibirá el acceso a las personas que se nieguen a cumplir con las medidas sanitarias impuestas por el Ministerio de Salud Pública y la Autoridad Aeronáutica.
1.18	Coordinar con la Fuerza Pública los procedimientos para minimizar la inspección manual y el contacto físico.
1.19	Facilidades sanitarias para el lavado de manos con agua y jabón, cuando lo requieran.
1.20	Pasajeros y personal deben <i>sanitizar</i> /desinfectar sus manos tanto como sea posible antes de ingresar al punto de control de inspección.



COVID-19 – Aviation Restart/Recovery Actions

✈️ Public Health Corridor Implementation

✈️ On the COVID-19 NACC Regional Office website, there will be a follow-up sections to monitor implementation of the harmonized protocols and measures adopted by the NAM/CAR States

<https://www.icao.int/NACC/Pages/NACC-COVID19.aspx>

COVID-19 – AVIATION RESTART/RECOVERY ACTIONS Public Health Corridor Implementation

Update: 2 June 2020

ICAO CART document Take-OFF provides a framework for addressing the impact of the current COVID-19 pandemic on the global aviation transportation system. It includes mitigations needed to reduce public health risk to air passengers and aviation workers while strengthening confidence among the travelling public, the global supply chain including, and governments. This will assist in accelerating demand for essential and non-essential air travel impacted by COVID-19.

These measures, applicable to States, airport operators, airlines, and others in the air transport industry, are designed to enable a consistent and predictable travel experience. They will also contribute to the efficient, safe, secure, and sustainable transport by air of an increasing number of passengers and cargo and will minimize the risk of COVID-19 transmission between and among these groups and the general public. The implementation of these measures will facilitate and strengthen the global recovery from the COVID-19 pandemic.

In developing the measures contained in the appendix, the drafters were guided by the following considerations:

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

Under the NACC COVID-19 Aviation Recovery Declaration, NACC states/ territories shall report on the effective and timely implementation of these measures grouped under the Public Health Corridor forms, indicating if they are: Fully Implemented/ Partially Implemented/ Non Implemented.

If not implemented indicate scheduled date and major items for its implementation. If partially implemented please indicate what areas (for ex. domestic flights, small airports, etc.) are still pending for its implementation.

State/ Territory/ Estado/ Territorio	NACC Regional Harmonized Protocol - Accepted	CREW COVID-19 STATUS CARD (PHC Form 1)	AIRCRAFT COVID-19 DISINFECTION CONTROL SHEET (PHC Form 2)	XYZ AIRPORT COVID-19 CLEANING/ DISINFECTION CONTROL SHEET (PHC Form 3)	Implementation of public information such as sample POSTERS IN STAFF REST AREAS
Bahamas					
Barbados					
Belize					
Bermuda					
Canada					
Cayman Islands					
Costa Rica					
Cuba (IACC)					
Dominican Republic					
ECCAA					
El Salvador					
France					
Guatemala					
Haiti					
Honduras					
Jamaica					
Mexico/México					
Netherlands					
Trinidad and Tobago					
United States/ Estados Unidos					
UK					

Attachments: PHC forms and NACC Harmonized Protocol



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A large commercial airplane is shown from a low-angle perspective, flying directly towards the viewer. The plane is illuminated from below, highlighting its wings, engines, and landing gear. The background is a bright blue sky with scattered white clouds. Below the plane, a runway with white markings is visible, receding into the distance.

Let's see the documents



- ✈ Preparation of a multi-regional agreement or recognition on acceptable protocols for **restart** and **recovery** in the NAM/CAR States
- ✈ Establish timelines/deadlines for
 - ✈ Development/proposal of the multi-regional agreement/recognition
 - ✈ Support to the implementation of the Matrix on Restart and recovery of air operations – AVSEC Measures and Protocols adopted by States during COVID-19
 - ✈ Approval of the Draft Harmonized Protocol on measures for restart and recovery of aviation
- ✈ Those States that have not yet identified Points of Contact need to do so **as soon as possible**



Next steps (2)

- ✈ The Director of the NACC Regional Office will continue coordination with his counterpart of the SAM Regional Office in order to synchronize actions and reach a NAM/CAR/SAM multi-regional agreement based on this proposal
- ✈ The Director of the NACC Regional Office will be available to present efforts made by States to other entities and international organizations so that the NAM/CAR States obtain external support if necessary and further fostering harmonization of the necessary measures for recovering aviation
- ✈ A third NACC DGs videoconference to be convened to present the deliverables – The Director of the NACC Regional Office will coordinate with the DGs a possible inclusion of Ministers of Tourism, Finances, Public Health and Transportation

