

**Virtual Meeting with the President of the Council and the Secretary General of ICAO for Ministers of Health, Tourism and Transportation and Civil Aviation Authorities Directors General on Aviation Recovery in the North American, Central American and Caribbean (NACC) States**

**Challenges and Concerns faced by States when Implementing the Council Aviation Recovery Taskforce (CART) Recommendations and Guidelines**

28 to 29 October 2020

**Presented by the Secretariat**

**P/02**





The ICAO Council approved the Report of the Council Aviation Recovery Task Force (CART) and the associated document entitled *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis*

The CART Report contains ten (10) key principles and eleven (11) recommendations for a harmonised international approach to aviation restart and recovery efforts. The “Take-off” guidance document includes measures to reduce public health risk to air passengers and aviation workers while strengthening confidence among the travelling public, global supply chain stakeholders and governments.

Since its approval, several Challenges and Concerns had been faced by States when Implementing the CART Recommendations and Guidelines



- ❖ Lack of harmonization between policies, communications and guidance from various organizations and stakeholders
- ❖ Lack of endorsement of CART products by health authorities and the World Health Organization (WHO)
- ❖ Lack of guidance regarding testing (e.g. type and timing).
- ❖ Lack of harmonization in risk assessments to support border re-opening
- ❖ Verifying implementation of measures
- ❖ Travel of recovered COVID-19 patients



- ✈ Airport Module: difficulty to incorporate technology, physical distancing and assess public health measures implementation
- ✈ Aircraft Module: difficulty in reserving one lavatory for crew use
- ✈ Crew Module: crew still subjected to screening or restrictions
- ✈ Cargo Module: difficulty for crew rotations to maintain for 14-day periods to avoid cross-infection due operational/resource constraints
- ✈ Disinfection procedures
- ✈ Lack of public health related procedures for the restart of domestic operations (aerodromes without customs and immigration services).
- ✈ Lack of centralized source of information at State level (various sources, including Civil Aviation Authorities (CAAs), Public Health Authorities, Central Government).



- ✈ Extension/termination of alleviations
- ✈ Risk mitigation measures for alleviations
- ✈ Safety & security issues related to prolonged time of parked aircraft
- ✈ Signing of documents by CAAs
- ✈ Addressing backlogs resulting from deferred validity of licenses.



- ✈ Lack of, or ineffective National Air Transport Facilitation Committee
- ✈ Lack of collaboration/involvement by the Health Authorities in the Aviation related decisions and implementation
- ✈ Managing unruly VIP passenger situations



- ✈ Conducting effective security oversight
- ✈ Conducting security risk assessments
- ✈ Maintaining security screening staff competency
- ✈ Budgetary constraints in implementing technological security equipment
- ✈ Lack of coordination among the different State actors (e.g. CAA and Security Authority)



- ✈ Lack of ability to provide financial support to ensure viability of operations
- ✈ Implementation of ICAO's policies on charges and taxes
- ✈ Data-based decision making for economic and financial measures
- ✈ Competing priorities of States and lack of information on the economic benefits of aviation
- ✈ Lack of coordination amongst concerned government departments





- ✈ Lack of human resources and/or expertise to understand and implement CART Recommendations and guidance
- ✈ Lack of financial resources to implement the measures outlined in CART report
- ✈ Lack of support by States to ICAO's resource mobilization efforts
- ✈ Lack of State activity on COVID-19 Response and Recovery Implementation Centre (CRRIC)



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