

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

ICAO Global Implementation Roadmap Following the COVID-19 Outbreak and States CRRIC Status

28 to 29 October 2020

P/05REV Presented by ICAO





ICAO

UNITING AVIATION

Council Aviation Recovery Task Force

- ✈ The work of the ICAO Council's Aviation Recovery Task Force (CART) is aimed at providing practical, aligned guidance to governments and industry operators in order to restart the international air transport sector and recover from the impacts of COVID-19 on a coordinated global basis.
- ✈ Based on the latest medical and operational advice, the CART published in its report **11 recommendations** on the following areas:

SAFETY – Recommendations 01-03

PUBLIC HEALTH – Recommendations 04-05

SECURITY AND FACILITATION – Recommendations 06-09

ECONOMY AND FINANCE – Recommendation 10

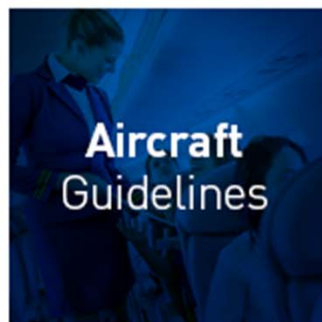
INFORMATION SHARING – Recommendation 11



CART Take-off Guidance

ICAO Tools

- ✈ The ICAO CART has also issued the **CART Take-off guidance** which contains operational modules covering core operations on civil aviation and a section on **Public Health Risk Mitigation Measures**. The measures proposed are needed to reduce public health risk to air passengers and aviation workers while strengthening confidence among the travelling public, the global supply chain and governments.





Global Implementation Roadmap

In line with the CART report and associated “Take-off” guidance document, the Global Implementation Roadmap (GIR) details ICAO’s priority activities and initiatives to support, coordinate and monitor the implementation of CART recommendations and guidance by States and industry.



- ✈ **Implementation support activities** focus on providing guidance, training tools and expert assistance to States. The cornerstone are the **Implementation Packages (iPACKs)**;
- ✈ **Coordination activities** aim to enhance cooperation and synergies between ICAO, States, regional organizations and commissions, industry stakeholders and the World Health National Organization. An example of this multi-sectoral collaboration is the **Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA)**;
- ✈ **Monitoring and reporting activities** are facilitated through multi-functional interactive tools available in the **CRRIC** (e.g. gap analysis tool, database of risk mitigation measures).





NACC Implementation Activities

ICAO NACC Regional Office Quick Reference Guide COVID-19 Mitigation Measures

COVID Implementation Guidance

Global Implementation Roadmap	(EN)
ICAO Implementation Packages (IPacks) to Support Member States in their COVID-19 Response, Recovery and Resilience Efforts. www.icao.int/ipack	(EN)
Council Aviation Recovery Taskforce (CART) website	Link
Aviation start and recovery - 10 key principles	Link
Guidance for Air Travel through the COVID-19 Public Health Crisis	Link
Strategic Approach for Aviation Recovery in the NAM/CAR Regions Updated 16 June 2020.	(EN) (SP)
Appendix A - Proposed Harmonized Protocol of Measures for the Restart and Recovery of Aviation in all other areas (Health, ANS, Safety & AGA)	(EN) (SP)
Appendix B - Restart and recovery of aviation operations related with AVSEC - Health Measures adopted by States during COVID-19 Matrix - clean version with no information from States .	(EN)
Appendix C - Monitoring and reporting forms for the implementation	(EN)
Air Traffic Services Guidance Material for Operation in a COVID-19 Context	(EN) (SP)
Certified Aerodromes Resuming of Operations	Link
Resuming non-essential international travel in the context of the COVID-19 pandemic – Advice on the use of COVID-19-related testing (disponible únicamente en inglés)	(EN)

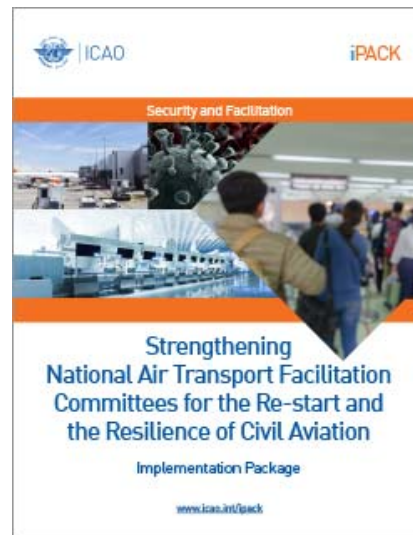
- ✈ **Mitigation measures:** Quick reference PDF guide for the implementation of mitigation actions and best practice against COVID-19. Periodically updated with useful links to webpages, ICAO webinars, etc.
- ✈ **Implementation guidance:** Webpage section which compiles and organizes in a list all COVID-19 resources developed at ICAO HQs.
- ✈ **Monitoring of implementation:** Webpage section focused on the implementation status of NAM/CAR States. It also informs of current air operations restrictions in the region.
- ✈ **NACC meetings on COVID-19:** Webpage section with links to the organized videoconferences with Directors of Civil Aviation on the topic.
- ✈ **Frequent Q&A:** Webpage section with common doubts regarding the implementation of specific COVID-19 related measures.



ICAO | UNITING AVIATION ICAO Implementation Package (iPack)

ICAO Tools

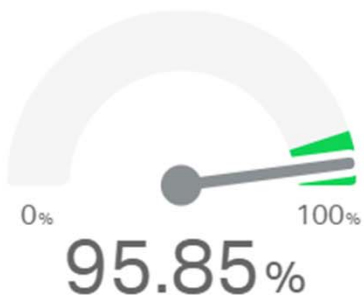
- ✦ An iPack is a bundle of standardized guidance material, training, tools and expert support which aim to facilitate and guide the implementation of ICAO provisions for State entities (e.g. Governments, Civil Aviation Authorities, National Air Transport Facilitation Committees...), aviation service providers, supply chain stakeholders and their personnel.



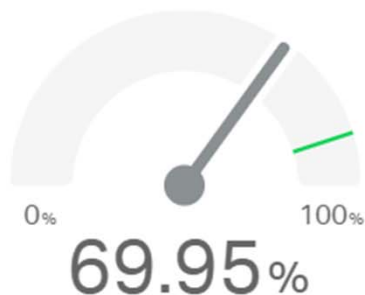


CRRIC Activity

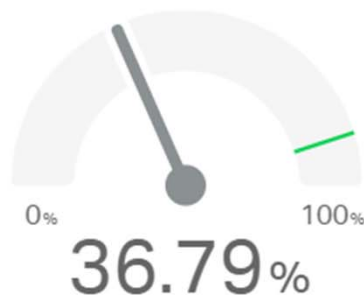
FPs Nominated



GAP Analysis fully reviewed



PHM fully reviewed



Montreal Ti...

10:16

Thursday
29 Oct 2020



Active on CRRIC in last 7 days

41.45%

APAC	89.74%
ESAF	100%
EUR/NAT	92.86%
MID	100%
NACC	100%
SAM	100%
WACAF	100%

APAC	48.72%
ESAF	79.17%
EUR/NAT	62.5%
MID	86.67%
NACC	90.91%
SAM	100%
WACAF	66.67%

APAC	28.21%
ESAF	70.83%
EUR/NAT	12.5%
MID	40%
NACC	36.36%
SAM	61.54%
WACAF	58.33%

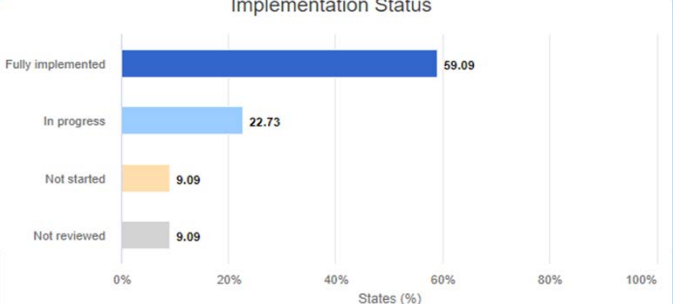
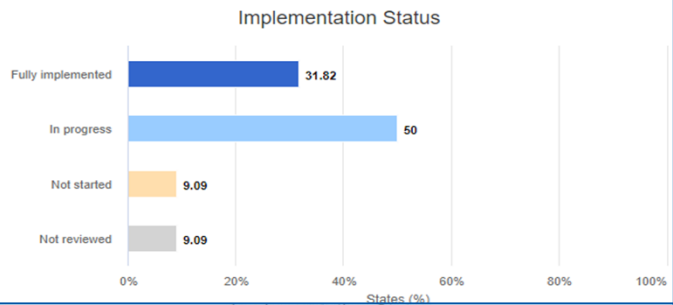
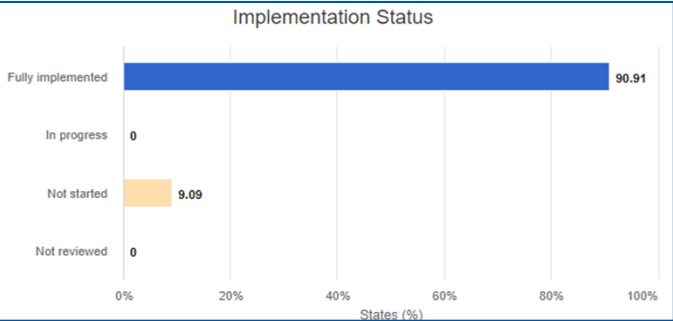
EUR/NAT	50%
MID	46.67%
APAC	43.59%
ESAF	41.67%
WACAF	37.5%
NACC	31.82%
SAM	15.38%





CRRIC Status -Safety

CART Recommendations



CART REC-01: 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.

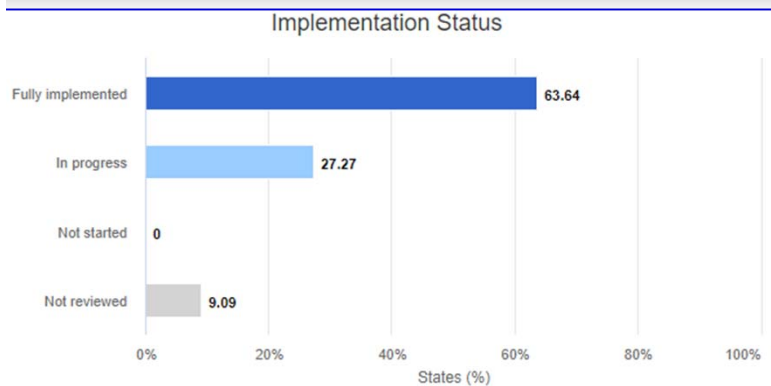
CART REC-02: Member States should avoid retaining any COVID-19 related alleviation measures as soon as normal operations are resumed. Differences that remain after the contingency if any should be filed in the EFOD system.

CART REC-03: Member States should expedite the development of guidance for safety management of new operations or operation change during this crisis.

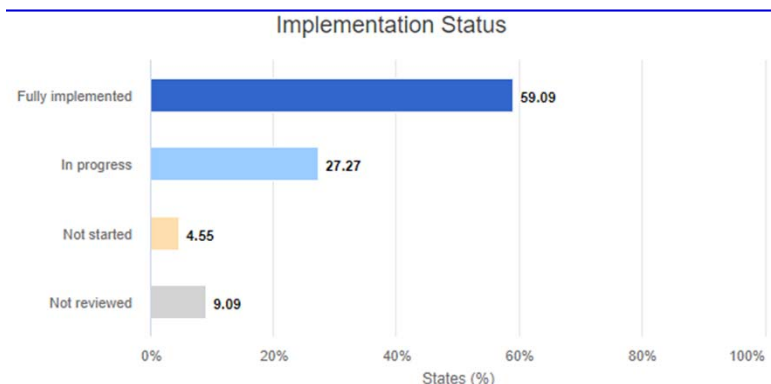


CRRIC Status -Public Health

CART Recommendations



CART REC-04: 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.

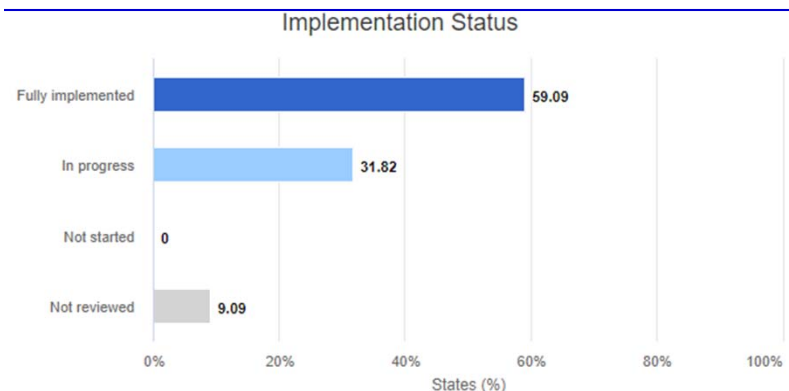


CART REC-05: In order to support the fastest possible return to normal aviation operations, Member States should regularly review the necessity of continuing the application of risk mitigation measures as the risk of COVID-19 transmission diminishes; and measures which are no longer needed should be discontinued.

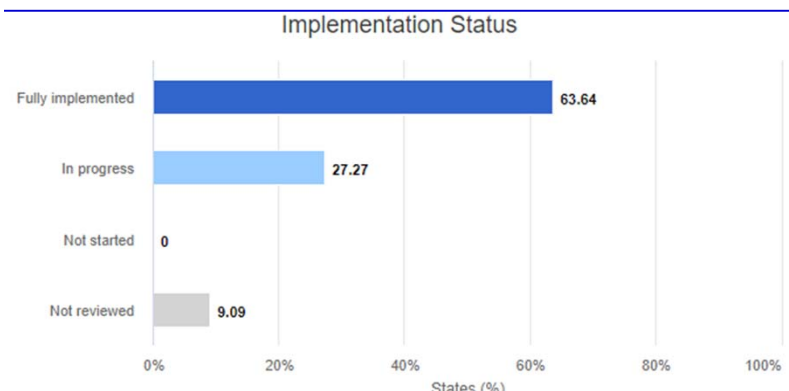


CRRIC Status -Security and Facilitation

CART Recommendations



CART REC-06: 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.

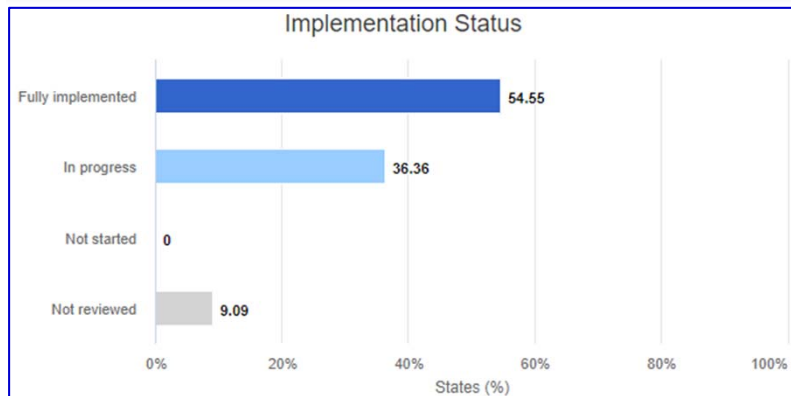


CART REC-07: Member States should systematically use a Passenger Health Locator Form to ensure identification and traceability of passengers to help limit the spread of the disease and resurgence of the pandemic.

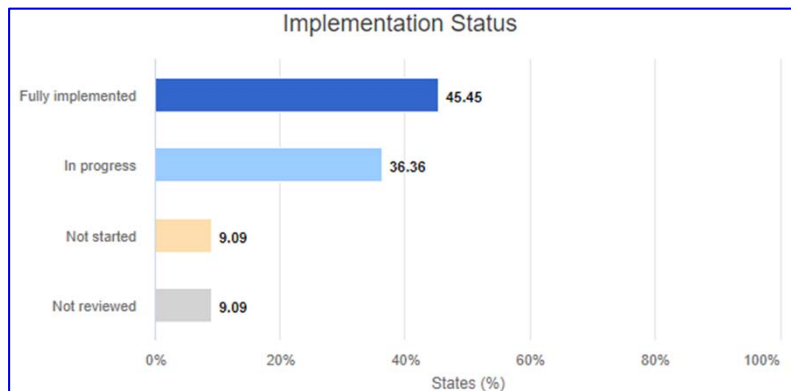


CRRIC Status -Security and Facilitation

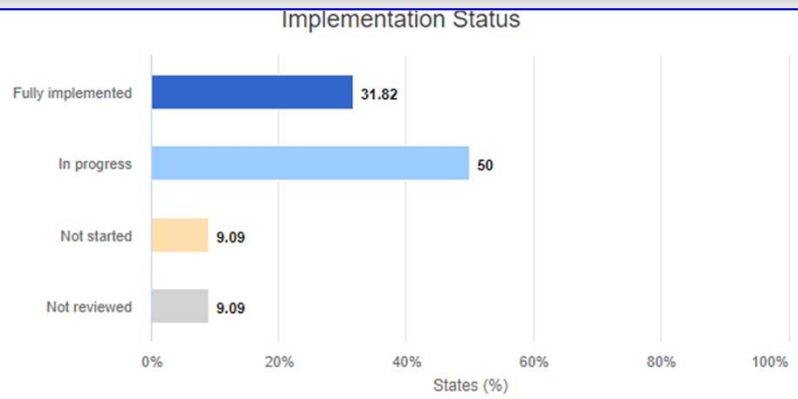
CART Recommendations



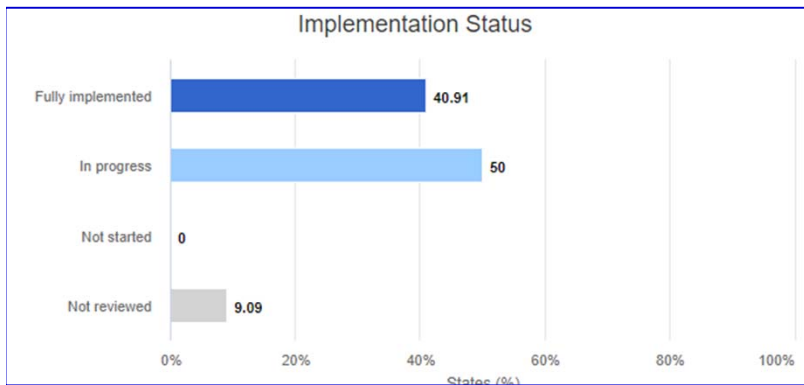
CART REC-08: During the global COVID-19 outbreak, Member States should continue updating COVID-19 Contingency Related Differences (CCRDs) in the Electronic Filing of Differences (EFOD) subsystem.



CART REC-09: Member States should expedite the development of guidance for safety management of new operations or operation change during this crisis.



CART REC-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.



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



ICAO

UNITING AVIATION

CRRIC Status -Public Health Risk Mitigation Measures

Top 10 Adopted Measures in NACC

100%

Routine Sanitation

All areas with potential for human contact and transmission should be cleaned and disinfected as prescribed by public health authorities with frequency based on operational risk assessment.

100%

Signage and information

Appropriate signage and information to passengers should be clearly displayed regarding newly implemented health requirements, as well as modified screening processes.

100%

Signalization and barriers

Signage, floor markings and announcements via Public Address system to encourage physical distancing. Retractable stanchions and floor signage in the queuing area and transparent barriers in front of staff.

100%

Physical distancing

Physical distancing should target reaching at least one (1) meter between all individuals.

100%

Passenger face masks

Passengers should wear masks or other face coverings in accordance with applicable health guidelines and where their use does not create shortages for healthcare workers.



Least 10 Adopted Measures in NACC

33.33%

Non-HEPA filters

If non-HEPA filters are installed, contact the aircraft OEM for recommendations on recirculation settings.

30%

Repatriation to home base

If a crew member has been evaluated and COVID-19 is not suspected in accordance with the above procedures implemented by the State, the air operator may arrange for the crew member to repatriate to base. If a crew member is suspected or confirmed as a COVID-19 case by the State and isolation is not needed by the State, such crew member could be medically repatriated by appropriate modes; if there is agreement to repatriate the crew member to home base.

28.57%

Advanced technology

Self-sanitizing technology may be considered for integration within kiosks touch screens, to allow for the disinfection of the screen between each use. Whenever possible, use contactless processes and technology, including contactless biometrics such as facial or iris recognition to reduce the need for contact with travel documents between staff and passengers.

28.57%

Baggage delivery services

The use of baggage delivery services, where the passenger's baggage can be delivered directly to their hotel or home, should be encouraged.

14.29%

Transfer

Develop "one-stop" health screening arrangements using existing one-stop security arrangement as a model. In this model, passengers and property are not rescreened at transfer locations based on mutual recognition of security measures between the States in the travel itinerary. A similar arrangement for health screening procedures may prevent new queuing points at passenger transfer locations. Where transfer security screening is needed, it should follow appropriate sanitary requirements as previously described in the departure process.



ICAO | UNITING AVIATION

