



ICAO



# COVID-19 Response and Recovery Implementation Centre

Ninth Eastern Caribbean Network Technical Group (E/CAR/NTG/9) and Seventh Eastern Caribbean Radar Data Sharing Ad hoc Group (E/CAR/RD/7) Meetings  
Agenda Item 5: Aviation Restart and Recovery from COVID-19 pandemic

**Mayda Ávila**

Regional Officer, Communications, Navigation and Surveillance

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CART was tasked to identify and recommend strategic priorities and policies to support States and industry based around three pillars:

- a) coping with the challenges faced by States and the civil aviation industry due to the COVID-19 pandemic in the immediate term;
- b) 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
- c) building a more resilient aviation system in the longer term.



- Rigorous follow-up to the recommendations and measures outlined in CART will be required at all levels: local, national and international
- ICAO, in cooperation with all civil aviation stakeholders, should continue to monitor and assess the situation by seizing the opportunity to reinforce the aviation ecosystem

### **Recommendation 11**

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



- ICAO established the **COVID-19 Response and Recovery Implementation Centre (CRRIC)** to assist states to monitor, document, and report their progress in the implementation of the CART recommendations
- Continuous monitoring activities will assist ICAO to adjust its support activities
- Each Member State to designate a **'national focal point'** for the CRRIC

### Our goal

Availability of timely and accurate information on the status of implementation

Identify challenges encountered

Share best practices

Avoid duplication of efforts among all aviation stakeholders



- Simple on-line tools for States to monitor, document and report their progress in the implementation of the CART recommendations
- GAP analysis tool
  - Enables State self-assessment and reporting on progress
- Database of Public Health Risk Mitigation Measures
  - Contains all measures detailed in CART Take-off Document
  - States to identify which measures are being implemented

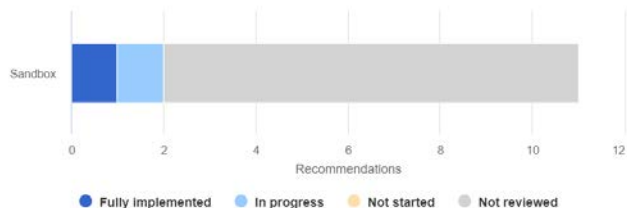


- **CART Dashboard**
  - Monitors both the global and regional levels of implementation
  - Information comes from the gap analysis tool
- **List of Focal Points**
  - Identification of key focal points for each Member State
- **Support**
  - **Documentation**
    - Ability to share any type of documentation and/or presentation
  - **Frequently Asked Questions (FAQ)**
    - Quick response center that allows States to ask questions pertaining to CART and its implementation and receive a direct response
    - List of frequently asked questions and answers

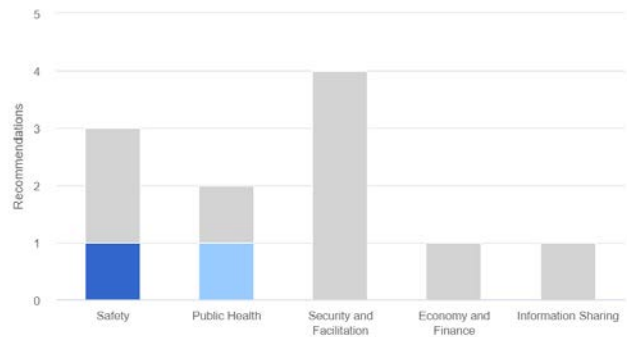
## CART Recommendation Gap Analysis

### Sandbox

Level of Implementation



Level of Implementation by Area



### Area

All	Safety	Public Health	Security and Facilitation	Economy and Finance	Information Sharing
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#### Safety

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.

Fully implemented

[Toggle details](#)

#### Safety

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.

Not reviewed

[Toggle details](#)

#### Safety

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

Not reviewed

[Toggle details](#)

#### Public Health

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.

In progress

[Toggle details](#)



Safety

**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.**

Not reviewed

[Toggle details](#)

Guidelines:

- Using a risk-based approach, establish and implement alleviation measures for certification and licensing provisions and other operational issues facing during contingency,
- Identify and file CCRDs (Core and extended) on OLF/EFOD, as applicable, using the quick reference guides (QRG) and other best practices published on the ICAO webpage <https://www.icao.int/safety/COVID-19OPS/Pages/default.aspx>
- Facilitate the recognition and acceptance by other States CCRDs
- Amend CCRDs, as needed
- Use safety risk management approach (Doc 10144) for managing aviation safety risks during the pandemic
- Use available support from ICAO Regional Offices and Regional Safety Oversight Organizations (RSOO) for uploading harmonized information in the CCRD system
- CART recommendation 1 may be assessed as "Fully Implemented" when the State has filed its core CCRDs, has indicated whether it accepts the CCRDs filed by other States and has established a system to continuously update this information.

[Show more / less](#)

This question has not yet been reviewed.

Update

**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.**

Status:

Not started

Assessment / Comment on the Implementation of the recommendation

[Show / hide guidelines](#)

Text input field for assessment/comment

Action

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Est. Completion Date:

dd/mm/yyyy



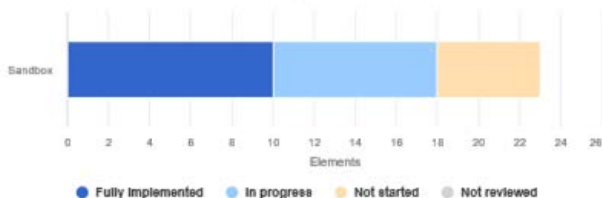
Optional feedback to ICAO on this CART recommendation

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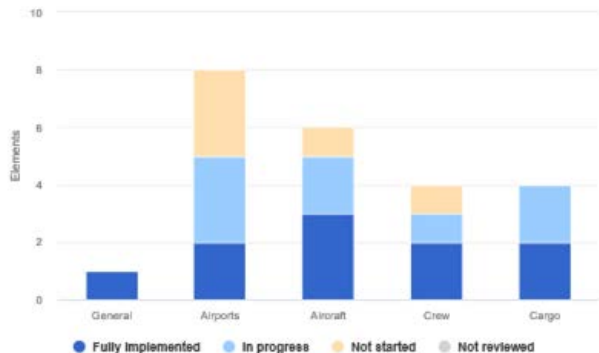


## Public Health Risk Mitigation Measures

Level of Implementation



Level of Implementation by Module



Module

- All
- General
- Airports
- Aircraft
- Crew
- Cargo

### General

#### Generally applicable risk mitigation measures

Fully implemented

#### Update

State comment:

All necessary mitigation measures have been put in place and are being implemented.

#### Adopted Measure

- Public Education**  
 States and stakeholders must work together to distribute accurate information quickly. Information must be as clear, simple and consistent as possible across the entire passenger travel experience.
- Physical Distancing**  
 To the extent feasible, people should be able to maintain social distancing consistent with World Health Organization (WHO) or applicable State health guidelines. Where this distancing is not feasible (for example in aircraft cabins), adequate risk-based measures should be used.
- Face Covering and Mask**  
 Face coverings should be worn, consistent with applicable public health guidelines. The type of face covering (non-medical or medical) should be selected based on the level of risk and the availability of masks while taking into consideration the potential risks and disadvantages of using masks. Medical face masks must be prioritized for use as personal protective equipment by healthcare workers and symptomatic persons suspected of being infected with COVID-19. In all instances, best practices should be followed about when and how to wear, remove, replace, and dispose of them, as well as hand hygiene after removal.
- 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.
- Health Screening**  
 States should ensure that health screening is conducted in accordance with the protocols of the relevant health authorities. Screening could include pre-flight and post-flight self-declarations, temperature measurement and visual observation conducted by health professionals. Such a screening could identify potentially high-risk persons that may require additional examination prior to working or flying. The availability of such information and insights can be leveraged to adopt a risk-based approach which will further contribute to measure the travelling public. This screening may be conducted upon entry and/or exit. If a person shows signs and symptoms suggestive of COVID-19 or indicates exposure to COVID-19 appropriate follow up would be necessary, including a focused health assessment performed by healthcare personnel either in a dedicated interview space at an airport, or in an off-site pre-identified health care facility.
- Contact Tracing**  
 Methods for the collection of passenger and employee contact information should be explored, including web applications, to support public health authorities in contact tracing. Updated contact information should be requested as part of the health self-declaration and interaction between passengers and governments should be made directly through government portals. This should be in line with applicable data privacy protection rules.
- Health Declarations**  
 Where feasible and justified, health declaration forms for COVID-19 should be used for all passengers, in line with the recommendations of relevant health authorities. Self-declarations prior to airport arrival should also be encouraged. Electronic tools should be encouraged to avoid paper forms.
- Testing of electromechanical equipment**  
 At the time of publication, rapid tests cannot be a precondition for travel due to their unreliability or impracticality. It is therefore recommended that States refrain from requiring rapid tests for the time being. It should be noted that the rapid testing of all passengers prior to departure would not be operationally viable unless more real-time, rapid and reliable testing becomes available.

## Edit the Stage

Recovery Stage: 3 ⓘ



- Stage 0**  
*A situation with travel restrictions and only minimal movement of passengers between major domestic and international airports.*
- Stage 1**  
*Initial increase of passenger travel. This initial stage will coincide with relatively low passenger volumes, allowing airlines and airports to introduce aviation public health practices appropriate to the volume. There will be significant challenges as each stakeholder community adapts to both increased demand and the new operational challenges associated with risk mitigation. Health measures for travel required at airports will need to, at a minimum match those from other local modes of transport and infrastructure.*
- Stage 2**  
*As health authorities review the applicability of measures based on recognized medical criteria, passenger volumes will continue to increase. Several measures that were required in Stages 0 and 1 may be lifted. Health measures for travel required at airports will need to match those from other local modes of transport and infrastructure.*
- Stage 3**  
*May occur when the virus outbreak has been sufficiently contained in a critical mass of major destinations worldwide as determined by health authorities. The reduction of national health alert levels and associated loosening of travel restrictions will be key triggers. Risk mitigation measures will continue to be reduced, modified, or will be stopped in this stage. There may not be effective pharmaceutical interventions (e.g. therapies or vaccines) commonly available during Stage 3, but contact tracing and testing should be readily available. Until specific and effective pharmaceutical interventions are available, States may need to continue to loosen or reinstate public health and social measures throughout the pandemic.*
- Stage 4**  
*Begins when specific and effective pharmaceutical interventions readily available in most countries. There may be a set of residual measures/mitigations that could be retained, although these too should undergo a periodic review process.*

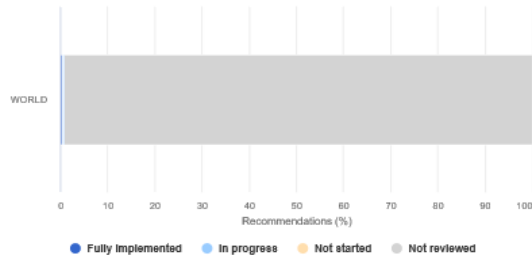
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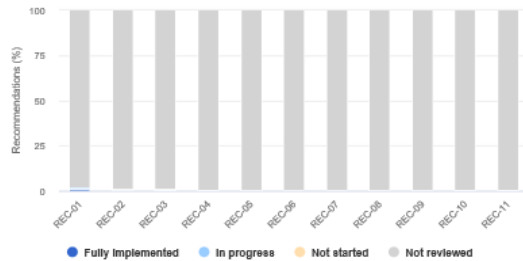
## CART Dashboard

WORLD

Overall Level of Implementation



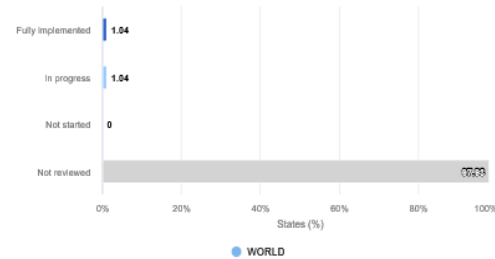
Level of Implementation by Recommendation



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.

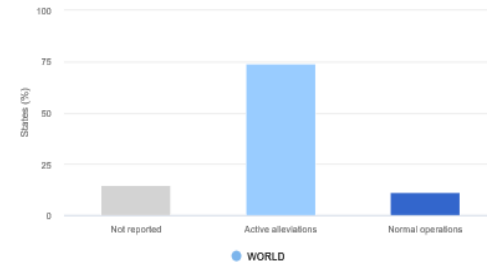
In the region, REC-01 has been reported as fully implemented by 1.04% of the States, 97.93% of the States have not yet reviewed this recommendation.

Implementation



The below graph shows the alleviations reported through the CCRD by the States from the region.

Alleviations





## Best Practices

[+ new item](#) or [edit](#) this list

✓	Title	Description	State	Recommendations	Sharing
	<a href="#">CART Take-off Documents spreadsheet for Progress Monitoring</a>	... A breakdown of CART Take-off Documents in Excel spreadsheet incorporating IATA (Asia Pacific) inputs for Progress Monitoring	Malaysia	REC04 - Take-off Guidance	General Public

- Tool to share best practices and documentation
- Share with Member States only or general public
- Information will be included in Gap Analysis Tool



## ICAO Council:

“The success of aviation’s recovery today and preparedness for tomorrow can only result from **collective efforts**. A closer and continuous **collaboration** between ICAO and civil aviation industry, as well as international and regional organizations, will be beneficial for information sharing and a harmonized global response suitable for all States, regions and stakeholders”





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THANK YOU

CART Report: [www.icao.int/covid/cart](http://www.icao.int/covid/cart)