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
On-line, 14 and 15 July 2020

Agenda Item 5:   **Aviation Restart and Recovery from COVID-19 pandemic**
                              5.1   Council Aviation Recovery Taskforce (CART) Documentation

THE WORK OF THE ICAO COUNCIL'S AVIATION RECOVERY TASK FORCE (CART)

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
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.	
Action:	Suggested actions are presented in Section 3.
Strategic Objectives:	• Safety • Air Navigation Capacity and Efficiency • Economic Development of Air Transport
References:	• Council Aviation Recovery Taskforce (CART) https://www.icao.int/covid/cart/Pages/default.aspx

1.   Introduction

1.1   The CART's work on its recovery Report and the accompanying 'Take-Off' guidance for international aviation, has kept the health, safety, and security of the travelling public of paramount concern throughout.

1.2   From the onset of the coronavirus disease 2019 (COVID-19) crisis, the aviation system has faced ever-growing challenges. The International Civil Aviation Organization (ICAO), through the Council Aviation Recovery Task Force (CART), has resolved to partner with its Member States, international and regional organizations, and industry to address these challenges and to provide global guidance for a safe, secure and sustainable restart and recovery of the aviation sector.

1.3   This restart and recovery is best supported by an international approach which is based on 10 key principles:

1. Protect people: harmonized but flexible measures;
2. Work as one aviation team and show solidarity;
3. Ensure essential connectivity;
4. Actively manage safety-, security- and health-related risks;
5. Make aviation public health measures work with aviation safety and security systems;
6. Strengthen public confidence;
7. Distinguish restart from recovery;
8. Support financial relief strategies to help the aviation industry;
9. Ensure sustainability;
10. Learn lessons to improve resilience.

1.4   Globally and regionally-harmonized, mutually-accepted measures are essential. Such measures should be compatible with safety and security requirements; proportionate to the improvement of public health; flexible where possible to allow for a viable economic recovery.

1.5   **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.

1.6   **Aviation public health-related measures**: States should establish public health procedures aligned with the guidance included in the annexed 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.

1.7   **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.

1.8   **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.

1.9   The CART Take-off guidance includes a section on Public Health Risk Mitigation Measures, in addition to four operational modules relating to:

1. Airports guidelines
2. Aircraft guidelines
3. Crew guidelines
4. Cargo guidelines

1.10   Information under the following link: https://www.icao.int/covid/cart/Pages/CART-Take-off.aspx

2. **Discussion**

2.1   ICAO NACC regional Office development a strategic: COVID-19 RESTART AND RECOVERY OF AVIATION IN THE NAM/CAR REGIONS that has the aim to support NAM/CAR States in their recovery process, taking about operation, measure, procedure or any support that States need to implement recovery procedures to ensure safety and healthy operations.

2.2   Information is under following link: https://www.icao.int/NACC/Pages/NACC-COVID19.aspx

2.3   According with NACC Strategic approach, it is necessary that every State do a designation of their National Point of Contac, to coordinate directly with ICAO NACC Regional Office all activities and needs.

2.4   As internal process, ICAO NACC recommended to create a multidisciplinary group with participants all national aviation area to ensure that States will covers all needs.

2.5   Webinar, meeting and other trainings are available to ensure acknowledgment and understand ICAO Process.

2.6   The COVID-19 Response and Recovery Implementation Centre was created for ICAO with the aim to integrate information from all global States.

2.7   Why is it important? CART provides information integrate ICAO, Industry and States lesson learned to ensure harmonization and best practices to support States in their recovery process. CRRIC support that States could share their information, procedures and provide an overview about the recovery operations.

2.8   Access to the CRRIC is limited to representatives of States, stakeholders and partners involved in the implementation of the recommendations of the report of the Civil Aviation Recovery Task force (CART).

2.9   Webinar record about CRRIC is under the following link: https://bit.ly/2AVY5ch

3. **Suggested actions**

3.1   The Meeting is invited to:

    a) review information under the CART link;
    b) identify the measures that CART applies to your operations;
    c) regardless of your work areas, make sure that the measures to prevent the spread of covid-19 are implemented; and
    d) any other action.

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