Safety and Air Navigation

ANB - Business Continuity - Urgent COVID-19 Response Actions

- Safety of staff;

- Emergency advice to States and International Organizations;

- Standardization of State responses to aviation aspects of COVID-19;

- Guidance to our colleagues in our Regional Offices; and,

- Intervention with States through Regional Offices where necessary.

ANB - Business Continuity - High Priority Focus

- Guidance to States on regulatory compliance deviations;

- Sharing of individual State decisions that may affect international operations;

- Consideration of alternative ways of conducting ICAO business;

- Remote working capability and sustaining & reinforcing mental health of staff

ANB - Normal Business

- Communication and Reporting within the Organization;

- Consideration of next steps in our SARPs development process;

- Progress on our strategic priorities; and

- Preparation, where possible, for the next Council and Commission session.

Personnel Licensing (PEL)

States have issued **exemptions** to ICAO PEL SARPS to support aviation industry:

- **Extension of the validity of:**
- o **medical certificates** due to lack of access to aeromedical doctors
- o **type ratings** due to lack of access to Flight Simulation Training Devices (FSTDs) in other States
- o category **ratings for ATCOs** due to the lack of practice
- o aircraft **maintenance personnel** licences due to the lack of practice
- o **FSTD qualification certificates** due to the lack of State's oversight capabilities following travel restrictions

- **Extension of State's oversight planning following travel restrictions**

Aviation Operation (OPS)

Many **States** publishing **exemptions** from the **qualification and training requirements** in **Annex 6**

9.4.1 – recent experience

9.4.4 – Proficiency checks

Need to consider **additional items, not subject to filing of differences,** in preparing the State response:

9.3 – Flight Crew member Training Programmes

12.4 – Cabin crew recurrent training

Exemptions from **specific items** e.g. **demonstration of smokehood use, firefighting, ditching**

Airworthiness (AIR)

Annex 8, Part II Chapter 3 requires a Certificate of Airworthiness be issued, renewed or remain valid, subject to the laws of the State of Registry.

- validity of the C of A,

- many States **have not granted** automatic exemptions to maintenance requirements.

Annex 8, Part II Chapter 2 and 6 require the approval of airworthiness organizations such as design, production and maintenance by a Contracting State.

- extensions to AMO approvals.

Operators are still expected to maintain their aircraft if in storage, in accordance with aircraft specific storage requirements.

Safety Management Products

- ICAO Safety Management Manual
- ICAO SMI Website (icao.int/smi)
- Integrated Safety Trend Analysis and Reporting System (iSTARS)
- Safety Management Training
- Safety Management Workshops

- Collecting specific examples of **safety risk assessments** used for the issuance of operational alleviations for sharing on the **SMI website**.

- Exploring the **virtual delivery** of the Safety Risk Management Module on Risk Assessments of the recently finalized SSP Course with GAT.

- Exploring the delivery of a **Webinar** on the conduct of Safety Risk Assessments to support the **issuance of operational alleviations**.

AVOID DISRUPTION

Cargo and Dangerous Goods

- **Transport**
  - Covid-19 samples for testing
  - Repatriation of Covid-19 infected human remains
  - Alcohol based hand sanitizers
    - As aircraft equipment
    - Carried by passengers and crew
- **Operational alleviation**
  - Recurrent DG training

Aircraft Accident and Investigations

- **Access to appropriate facilities**
  - Flight recorders readout further delayed due to travel restrictions in participating States
- **Participation of States in investigations**
  - States shall inform the State of Occurrence if the accredited representative will travel to the State of Occurrence
- **Covid-19 transmission**
  - Some Accident Investigation Authorities (may) lack proper protective gear

Regional Cooperation

RSOOs/COSCAPS are working on risk models and templates to assist and support their States during COVID-19 Crisis

- Some Member States calling for deferral of SARPs applicability dates
  - Evaluating impact on synchronized deployments, any potential risks
  - Effective dates likely to proceed, offering longer deployment/implementation window

- Evaluating potential for implementation support enhancements to assure safety

1. Evaluation of 2020 USOAP CMA activities
   - Cancellation of activities through a rolling methodology; viability of activities is evaluated 3 months before start date
   - Current status: Cancellation of all USOAP activities until end July

2. Re-assessment of 2020 cancelled activities for inclusion in 2021 USOAP Activity Plan, where possible
   - Priority is given to high-priority States and audits
   - 2021 USOAP Activity Plan will be published by Electronic Bulletin in June 2020

3. Once USOAP operations restart, USOAP will provide States with 3 months of recovery time before a planned activity
   - States will be informed and 2021 USOAP Activity Plan will be adjusted accordingly
   - An additional Electronic Bulletin containing the updated 2021 USOAP Activity Plan may be required in Q3/Q4 of 2020 to reflect these adjustments

CAPSCA

Information and support
- Daily COVID-19 update: e-mail & CAPSCA web site
- E-mail requests & participation in industry meetings

Regional Meetings
- Africa in March 2020
- Europe in October - focus on COVID-19)

Training
- Sponsorship of on-line training (providing assistance to States)
- Joint funding proposal with WHO relating to COVID-19 specific response and future emergency preparedness plans

MED collaboration

WHO
- Emergency Committee meeting
- Travel and trade restrictions
- Medical scientific meetings
- Aviation-specific guidance

MPSG (Medical Provision Study Group)
- Weekly technical/ scientific meetings
- Facilitation support
- Development of tools –traveler app

Development of aviation continuance and COVID-19 recovery plan
- Avoiding unnecessary and unjustified restrictions of crew to maintain essential services
- Mitigation measures to maintain health and safety (screening, surveillance, examination, testing, treatment, etc.

Aviation Medicine

Medical certification
- Extension of medical certificates
- Based on risk assessment approach and template
- Guidance material under development

Aircrew support
- Operational considerations related to health and safety to prevent the spread of COVID-19 and protect the health of crew
- Mental health considerations
- Under review – aircraft and cargo disinfection

- **Aviation & public health collaboration**

- **Involves many other sectors**

- **Global, regional, national and local levels**

- **Implementation of aviation SARPs and international health regulations**

- **Sharing of best practices on website and during annual meetings**

- **COVID-19 dedicated area on website**

www.capsca.org

CAPSCA
Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation

PUBLIC HEALTH CORRIDORS (PHC) CONCEPT

PUBLIC HEALTH CORRIDORS CONCEPT (PHC)
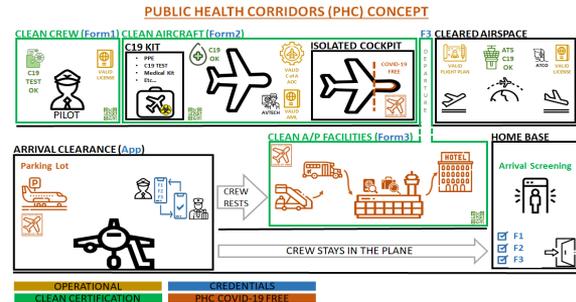
Operational Aspects

- **License Validity (training/medical)**
  - Pilots
  - ATCOs
  - Technicians
- **Maintenance of the A/C**
  - C of A validity
  - Storage of A/C & Return to Service

Facilitation Aspects

- **Clean Crew (Certified)**
  - Pre-Checks/Tests
- **Clean A/C (Certified)**
  - Disinfection/Cleaning of the a/c
  - COVID19 kit
- **Clean Facilities (Certified)**
  - Dedicated COVID parking lots
  - Dedicated COVID handling procedures
  - Dedicated COVID lanes for border control/security
  - Dedicated COVID accommodation facilities

Key elements:

- **One Test per mission at the departure airport (home base)**
- **Screening at the home base after completing the mission**
- **Use of globally recognized certified credentials issued under the authority of ICAO/WHO**

ICAO SAFETY

North American Central American and Caribbean (NACC) Office
Mexico City

South American (SAM) Office
Lima

ICAO Headquarters
Montréal

Western and Central African (WACAF) Office
Dakar

European and North Atlantic (EUR/NAT) Office
Paris

Middle East (MID) Office
Cairo

Eastern and Southern African (ESAF) Office
Nairobi

Asia and Pacific (APAC) Sub-office
Beijing

Asia and Pacific (APAC) Office
Bangkok

THANK YOU

https://www.icao.int/safety/COVID-19OPS

COVID-19 Clearance

- **C19 exit screening and diagnostic testing for crew (departure airport)**
  - Use of PPE and disinfectants by airport personnel (PHA)
  - Screening questionnaire and temperature screening (PHA)
  - Rapid, non-invasive diagnostic test (WHO approved)
  - Performed by public health personnel (PHA)
  - Issuance of evidence of negative test (crew health clearance) by PHA

- **Aircraft procedures to prevent transmission onboard**
  - Aircraft disinfection prior to flight (CAPSCA; compatible with aircraft structure)
  - Hand sanitizers and disinfectants on board (CAPSCA; Dangerous Goods considerations)
  - Segregation of flight crew from the cabin with procedure where this is not possible (CAPSCA)
  - Cabin distancing measures of at least 1 meter between passengers (CAPSCA)
  - Use of routine PPE (masks and gloves) by cabin crew during the flight (CAPSCA)
  - Procedure to identify and manage ill crew member or passenger on board, including isolation (Existing CAPSCA Guidance)

- **COVID-19 entry screening for crew at Home base airport (PHA)**
  - Screening questionnaire and temperature screening
  - Self-monitoring for 14 days
  - Isolation and COVID-19 testing if symptoms develop

- **C19 Kit onboard**
  - PPE – sufficient supply for use if suspected cases identified
  - Disinfectants – sufficient supply to manage suspected cases
  - Medical Kit – COVID-19 monitoring equipment e.g. thermometers and equipment to managed suspected cases (CAPSCA)
  - Point of Care rapid COVID-19 test by trained cabin crew (WHO recommended)

- **CLEAN/CLEAR CONCEPT definitions for:**
  - Crew (CAPSCA)
  - Aircraft (CAPSCA)
  - Airport Facilities (WHO)
  - Certification: airport health facilities by WHO
  - ? Future certification/ audit requirements

- **Arrival at the mission destination airport**
  - Airport parking and PHA boarding procedures (CAPSCA)
  - Routine PHA procedures for communicable diseases
  - Acceptance of evidence of negative test (WHO/ PHA)
  - Self-monitoring during layover
  - Isolation if crew developed symptoms on the flight until return flight to home base (CAPSCA)
  - If isolation on aircraft not possible, separate fast-track pathway to isolation facility (PHA)
  - Exception is if illness develop that might require definitive treatment before scheduled return flight (PHA)

- **Distributed Credentials Management**
  - Civil Aviation authorities can issue, view and revoke credentials for certifying staff and certificate holders (crew member, aircraft, airport facilities)
  - Credentials are issued in form of QR-Codes
  - Information is stored in a central private blockchain for high security

- **Mobile information access through smartphones**
  - A dedicated mobile app will be used to check and update certification related informatio.. of certificate holders
  - The mobile app can also be used to check the credentials of any certifying staff by scanning the staffs QR-Code
  - Certifying staff can update the information of the certificate holder by scanning the QR-Code of the certified entity through the dedicated mobile app
  - Scanning a QR-Code without the app will display public information about the certificate holder and its currency

SCAN ME