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P/01 - ICAO Council Aviation Recovery Task Force (CART) Outcomes of CART Phase III

North American, Central American and Caribbean (NACC) States Civil Aviation Authorities Directors General Virtual Meeting on COVID-19 Aviation Recovery and Restart

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CART Phase III (January to March 2021)

Mandate

✈ provide recommendations and guidance to States to support their endeavors when restarting and recovering the aviation industry and to help them cope with the significant fallouts caused by the prolonged duration of the crisis.

✈ It is also important to note the positive developments brought by the growing medical and scientific evidence on vaccination and by technological advancements

ICAO CART Report

PHASE III HIGH-LEVEL COVER DOCUMENT

ICAO CART 'Take-off' Guidance

3rd Edition

ICAO Testing and Cross-border Risk Management Manual

Doc 10152 2nd Edition

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The Phase III High Level Cove Document (HLCD) modifies 2 existing recommendations and introduces 6 additional complementary recommendations:

Recommendation 12 (revised) – Aviation safety-related measures

Recommendation 14 (revised) – Public Health Corridors (PHCs)

Recommendation 15 – Safe transport of Cargo

Recommendation 16 – Facilitating air cargo movement

Recommendation 17 – Testing certificates

Recommendations 18 and 19 – Vaccinations

Recommendation 20 – Communication

✈ Background

   ✈ Economic impact

✈ Document updates

   ✈ Face masks

   ✈ Testing protocols and certificate standardization

   ✈ Vaccination considerations

   ✈ Public Health Corridors

   ✈ Modules

   ✈ PHC Form 1 (Crew status)

   ✈ PHC Form 5 (Testing results dataset)

   ✈ Masks poster

2nd Edition – Manual on Testing and Cross Border Risk Management Measures

- ✈ Risk based and evidence based approach to support States in implementing a multi-layer risk management strategy.

- ✈ First edition published November 2020, second edition published March 2021

- ✈ Updated acronyms and definitions

- ✈ Additional guidance on the aviation multi-layer risk mitigation framework

- ✈ Testing protocols updated in view of latest scientific knowledge, with additional guidance on standardization and validation of testing certificates

- ✈ New section on vaccination concepts, its potential role in the multi-layered risk management strategy and vaccination protocols for aviation workers

- ✈ Expanded section on Public Health Corridors (PHC)

- ✈ Living document with regular updates as technology advances and evidence evolves

Recommendation 12 (Revised)

Member States should plan to put in place the necessary measures to mitigate risks associated with prolonged regulatory alleviations, and to avoid extending alleviations (both core and extended COVID-19 Contingency Related Differences (CCRDs)) beyond 31 March 2021. States that are in need of alternative actions to enable service providers and personnel to maintain the validity of their certificates, licenses, and other approvals during the COVID-19 pandemic should use the Targeted Exemptions (TE) system from 1 April 2021. In addition, States are encouraged to facilitate cross-border access to medical and training facilities, including flight simulation training devices used for flight crew (national and foreign) and Air Traffic Controllers (ATCOs) to maintain their certifications, recency of experience, and proficiency.

Recommendation 14 (Revised)

States considering the formation of a Public Health Corridor (PHC) should actively share information with each other to implement PHCs in a harmonized manner. To facilitate the implementation, the ICAO Implementation Package (iPack) on establishing a PHC is available to States, in addition to PHC-specific tools published on the ICAO website and the App providing a template PHC arrangement between States.

Recommendation 15

Member States are urged to implement Addenda Nos. 1 and 2 to the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) without delay in order to facilitate the transport of COVID-19 vaccines and to permit certain dangerous goods to be carried on board aircraft to provide for a safe, sanitary operating environment for passengers and crew. If any State wishes to be more restrictive, they are reminded of their obligation to file a State variation to the Technical Instructions.

Recommendation 16

Member States are encouraged to consider the temporary lifting of restrictions to air cargo operations, including but not limited to granting extra-bilateral rights, in particular for all-cargo services, to foreign airlines to facilitate the transportation of essential goods, supplies and COVID-19 vaccines.

Recommendation 17

Member States should implement testing certificates based on the protocol, minimum dataset and implementation approaches outlined in the Manual on Testing and Cross-Border Risk Management Measures (Doc 10152) to facilitate air travel. States are encouraged to request evidence of testing that is secure, trustworthy, verifiable, convenient to use, compliant with data protection legislation and internationally/globally interoperable. Existing solutions should be considered and could incorporate a visible digital seal. This may be applicable to vaccination certificates.

Recommendation 18

Member States should facilitate access for air crew to vaccination as quickly as possible within the World Health Organization (WHO) Strategic Advisory Group of Experts on Immunization (SAGE) Stage III recommendations

Recommendation 19

Vaccination should not be a prerequisite for international travel. If and at such time as evidence shows that vaccinated persons would not transmit the SARS-CoV-2 virus or would present a reduced risk of transmitting the virus, Member States could consider exempting such persons from testing and/or quarantine measures, in accordance with a State's accepted risk threshold, national framework, the COVID-19 situation and the multilayered risk mitigation framework described in the *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis.*

Recommendation 20

Member States should ensure that ICAO's CART guidance is taken into consideration by the wider State administration in the decision-making processes on national recovery planning.
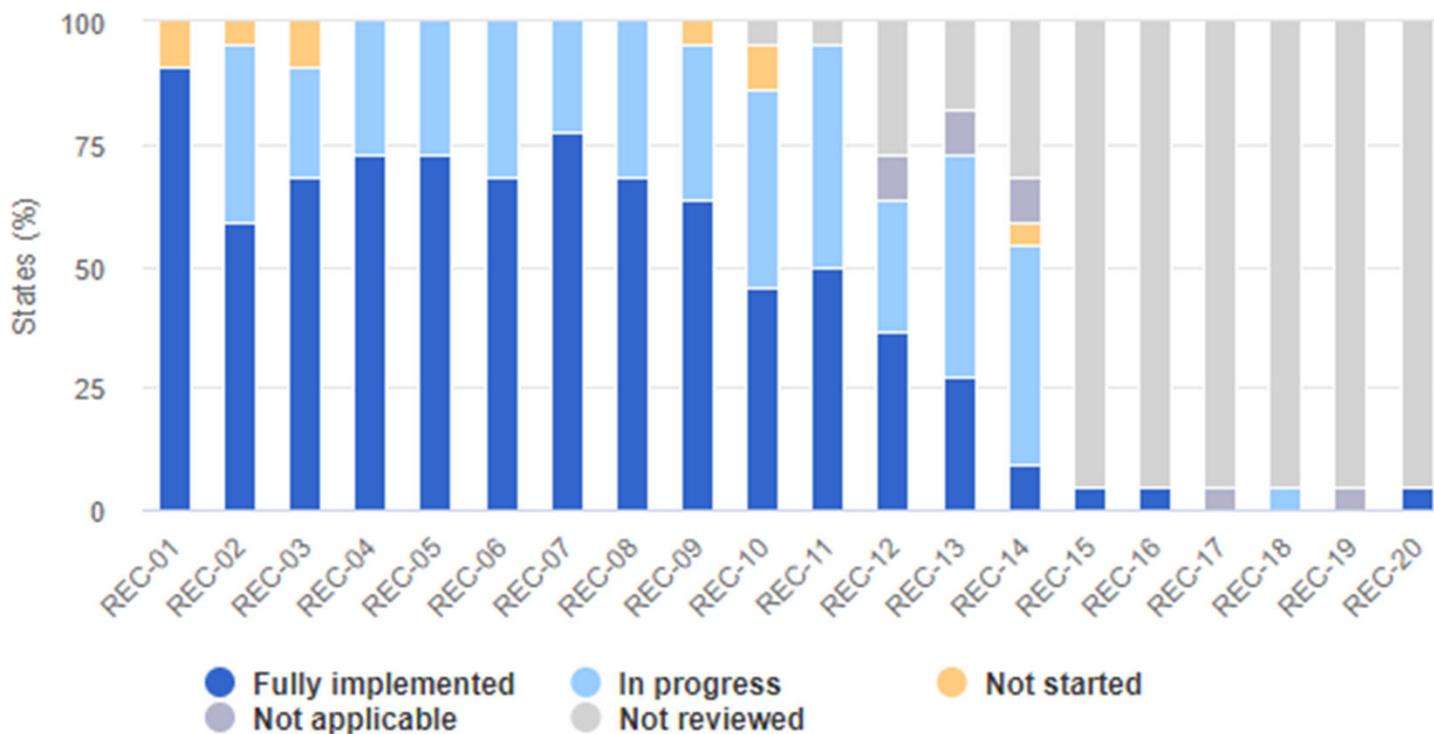
Further considerations

✈ Incorporating civil aviation component into national risk management strategies

✈ Monitoring and adapting to post-pandemic economies and society

✈ Using the lessons learned to build a more resilient international civil aviation system

Implementation Status by Recommendation

41.18% — **High-risk areas arriving flights**
For flights arriving from higher-risk areas where there are cluster or community transmission, a particular section of the arrivals terminal could be utilised to increase physical distancing, and/or smart thermal cameras could be placed at appropriate locations to screen arriving passengers, in consultation with the public health authorities.

38.46% — **Non-HEPA filters**
If non-HEPA filters are installed, contact the aircraft OEM for recommendations on recirculation settings.

33.33% — **Advanced technology**
Self-sanitizing technology may also be considered for integration within kiosks with touch screens, to allow for the disinfection of the screens between each use. Whenever possible, airport and other stakeholders should use contactless processes and technology, including contactless biometrics such as facial or iris recognition. Such digital identification processes can be applied to self-service bag drops, various queue accesses, boarding gates and retail and duty-free outlets. This will eliminate or greatly reduce the need for contact with travel documents between staff and passengers. It may also accelerate various processes, resulting in enhanced health protection, reduced queuing and other process efficiencies.

29.41% — **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.

17.65% — **Transfer**
Develop health screening arrangements whereby passengers and property are not rescreened at transfer locations based on mutual recognition of health screening measures between the States in the travel itinerary. Where transfer security screening is needed, it should follow appropriate sanitary requirements as previously described in the departure process.