



ICAO

International Civil Aviation Organization
North American, Central American and Caribbean Office

WORKING PAPER

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Sixth North American, Central American and Caribbean Working Group Meeting (NACC/WG/6)
On-line, 25 to 27 August 2021, 09:00 to 13:00 (UTC-5)

Agenda Item 3: Status of the Region Concerning the COVID-19 Pandemic
3.1 Special Aviation Recovery Team (CART)

WORK CARRIED-OUT BY THE COUNCIL AVIATION RECOVERY TASKFORCE (CART)

(Presented by the Secretariat)

EXECUTIVE SUMMARY	
This working paper presents information about the work of the ICAO Council's Aviation Recovery Task Force (CART), recommendations and implementation in the NAM/CAR Regions	
Action:	Suggested actions are presented in Section 3.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none">• Safety• Air Navigation Capacity and Efficiency• Security & Facilitation• Economic Development of Air Transport
<i>References:</i>	<ul style="list-style-type: none">• Council Aviation Recovery Taskforce (CART) website: https://www.icao.int/covid/cart/Pages/default.aspx

1. Introduction

1.1 The work of the ICAO Council Aviation Recovery Taskforce (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.

1.2 The CART worked on the development of important information to help States in the recovery process due the pandemic of COVID-19. Documentation such as 'Take-Off' guidance for international aviation, has kept the health, safety, and security of the travelling public throughout CART recommendations and guidelines provided with the aim to harmonize the different activities and share information and best practices to help aviation in its recovery.

2. Phases of the CART

2.1 The CART recommendations and guidelines will be continuously reviewed and updated based on the latest medical and operational advice, and are intended to harmonize and not replace the COVID-19 recovery roadmaps currently established by States, Regions, or industry groups.

2.2 CART has three different phases:

2.2.1 The first phase provided information to improve the Aviation recovery based in ten 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.

2.2.2 Also eleven recommendations addressing to:

- Three 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 measures should not be retained beyond the crisis.
- Aviation public health-related measures: States should establish public health procedures aligned with the guidance included in the document *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis (TOGD)*.
- 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.
- Finally 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.

2.2.3 The ICAO Council adopted a new High-Level Cover Document (HLCD) of the Phase II of the CART with a Second Edition of the TOGD, introducing additional three recommendations and guidance in light of latest developments of the COVID-19 crisis.

2.2.4 Public Health Corridors (PHCs). When considering the guidance contained in the updated TOGD and the ICAO Testing and Cross-Border Risk Management Measures Manual, States are strongly encouraged to collaborate with each other regarding PHC implementation. A PHC is formed when two or more States agree to recognize the public health mitigation measures each has implemented on one or more routes between their States. To enable such mutual recognition, States are strongly encouraged to actively share information with other States and enter into bilateral or multilateral discussions with each other to implement PHCs in a harmonized manner.

2.2.5 The third phase presented new and updated guidance. The CART reconvened in early 2021 to review and update its guidance for States to counter the headwinds and accelerate the momentum for aviation restart and recovery. As a “living document”, the CART guidance can only be of a transient nature. Following the emergence of virus variants, progress in vaccine rollouts and new tools for combating COVID-19, the work of CART has targeted specific issues related to testing and vaccination of passengers as part of a State’s multilayer risk management strategy. The CART also took into account the position of the World Health Organization (WHO) that “national authorities and conveyance operators should not introduce requirements of proof of COVID-19 vaccination for international travel as a condition for departure or entry”.

2.2.6 The CART III indicated that the COVID-19 crisis has required States to confront difficult trade-offs associated with health, economic and social challenges. The resources available in response to emergency needs are often limited and characterized by high political pressure and urgency. Recognizing that health is the overriding priority, States should take into consideration aviation’s crucial role in the fight against the pandemic when defining their national policy and spending priorities. Global supply chains, emergency and humanitarian responses and the swift distribution of the vaccine rely predominantly on air transport. Beyond that, aviation can stimulate recovery and growth of national economies by acting as an enabler and multiplier of economic activity. Authorities responsible for civil aviation are, therefore, called upon to ensure that the guidance presented here is used in national decision-making processes.

2.2.7 In the **Appendix** to this Working Paper is the link and documentation provided by the CART.

3. Suggested Actions

3.1 The meeting is invited to:

- a) Review the information provide in this working paper.
- b) Evaluate the information and its applicability to the NAM/CAR States.
- c) Provide feedback to the ICAO NACC Regional Office about the CART recommendations and documentation.

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APPENDIX
COUNCIL AVIATION RECOVERY TASKFORCE (CART)

<https://www.icao.int/covid/cart/Pages/default.aspx>

CART Report - Executive Summary Phase I



<https://www.icao.int/covid/cart/Pages/CART-Report---Executive-Summary.aspx>

Cart Report- Phase II



<https://www.icao.int/covid/cart/Pages/SETTING-THE-SCENE.aspx>

Cart Report – Phase III



<https://www.icao.int/covid/cart/Pages/Introduction--General-Context.aspx>

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