➢CART Documents Overview

➢Implementation

➢Progress – Future

Representatives from **Member States**

Australia, Canada, China, Colombia, Costa Rica, Côte d'Ivoire, France (CART Chairperson), Saudi Arabia, Singapore, Spain, United Arab Emirates, United Kingdom, United States, and Zambia

Representatives from **international and regional organizations**

UNWTO, WHO, AUC, EU/EASA, ACAO, ECAC, and LACAC

Representative from **industry**

ACI, CANSO, IATA, and ICCAIA

- Completed on 27 May 2020

- Approved by the Council during the 220th Session 2nd Meeting
  (Monday, 1 June, 2020)

- Two parts to the Report:

  – Report (in executive summary format with 15 Pages)
  – Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis (Technical Guidance with 48 Pages)

- **Setting the Scene**

- **Key Principles**

  – 10 key principles + risk-based and gradual approach

- **A Flight plan for International Civil Aviation Restart and Recovery**

  – 11 recommendations

  – Measures related to aviation safety, aviation public health, security and facilitation, as well as economic and financial measures

  – Regular monitoring and sharing of experiences through ICAO

- **Building Resilience**

- **Way Forward**

A safe, secure and sustainable restart and recovery of the global aviation sector is best supported by an internationally harmonized approach based on the following 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**

Aviation safety-related measures

Recommendation 1: 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.

Recommendation 2: 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.

Recommendation 3: Member States should expedite the development of guidance for safety management of new operations or operation change during this crisis.

Aviation public health-related measures

Recommendation 4: 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*.

Recommendation 5: In order to support the fastest possible return to normal aviation operations, Member States should regularly review the necessity of continuing the application of risk mitigation measures as the risk of COVID-19 transmission diminishes; and measures which are no longer needed should be discontinued.

Security- and facilitation-related measures

Recommendation 6: Member States that have not done so should immediately establish a National Air Transport Facilitation Committee (or equivalent) as required by Annex 9 to increase national level cross-sectoral coordination.

Recommendation 7: Member States should systematically use a Passenger Health Locator Form to ensure identification and traceability of passengers to help limit the spread of the disease and resurgence of the pandemic.

Recommendation 8: While temporarily adapting their security-related measures, using the guidance provided, Member States should strengthen their oversight system to ensure these measures are consistently applied with the objective of protecting aviation against acts of unlawful interference.

Recommendation 9: Member States should take measures to ensure that relevant personnel are provided training to identify and manage unruly passenger situations related to non-respect of essential aviation public health and safety measures.

Economic and financial measures

Recommendation 10: Member States should consider appropriate extraordinary emergency measures to support financial viability and to maintain an adequate level of safe, secure and efficient operations, which should be inclusive, targeted, proportionate, transparent, temporary and consistent with ICAO's policies, while striking an appropriate balance among the respective interests without prejudice to fair competition and compromising safety, security and environmental performance.

Regular monitoring and sharing of experiences through ICAO

Recommendation 11: Member States should facilitate information-sharing and exchange on their actions and best practices by contributing to an ICAO database of measures.

Guidance document annexed to the Report

- Public health risk mitigation measures

  - Generally applicable risk mitigation measures

  - Risk mitigation measures applicable in specific modules

- 4 Modules

  - Airports

  - Aircraft

  - Crew

  - Cargo

- Forms and posters

  - Crew COVID-19 status card (PHC Form 1)

  - Aircraft COVID-19 disinfection control sheet (PHC Form 2)

  - Airport COVID-19 cleaning / disinfection control sheet (PHC Form 3)

  - Posters in staff rest areas

Recognizing the time pressure, all means and channels appropriate for the promotion and dissemination of this document need to be deployed to address the urgent need for a harmonized guidance across the civil aviation sector.

Communication expertise and network of ICAO's partners can be considered for such promotion.

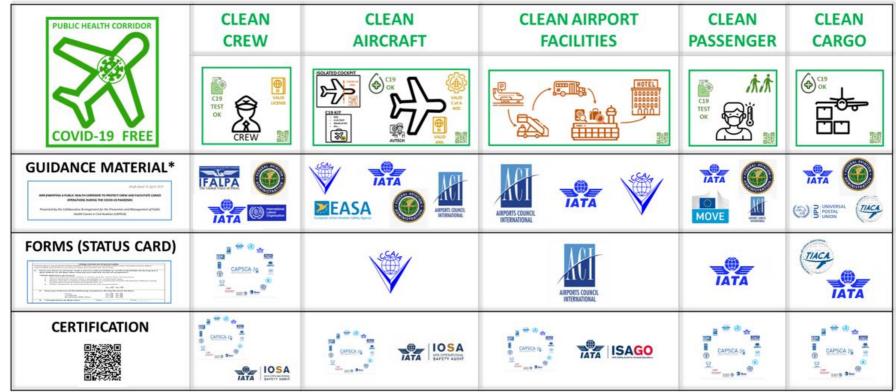| Role	Format	Approval	Implementation
Policy (States)	CART Report • 10 principles • 11 recommendations	Council	**<u>COVID-19 Response and Recovery Implementation Centre (CRRIC)</u>** • Global & Regional Implementation Roadmaps • Content CART • Dedicated website • Webinars • Gap analysis & information sharing tools • Dashboards
Guidance (Industry)	Take-off guidance • General Measures • 4 specific modules • 174 measures	ICAO SG	**Implementation packages (I-Packs)** • Facilitation • Safety Risk management • Public Health Corridor (PHC) • Aerodromes • AVSEC **<u>Safety</u>** • Contingency Related Differences (CCRD) • Safety Management Implementation (SMI) website

PUBLIC HEALTH CORRIDORS (PHC)

UK CAA – PHC TRAIL PAX & CARGO

*GM: Developed by CART DG2 and coordinated with ANC

ICAO

PUBLIC HEALTH CORRIDOR

COVID-19 FREE

- Ensure continued flight operations with minimal operational restrictions
- Prevent the spread of COVID-19 through air travel
- Protect the health and safety of crew and passengers
- Coordinated approach with harmonized procedures and requirements
- Risk-based approach specific to aviation operational environment
- Taking into account safety management principles
- Monitoring scientific developments
- Updating guidance material accordingly

- Establishment of ICAO APAC COVID-19 Contingency and Recovery Planning Group

  - to coordinate, monitor and support the implementation of CART recommendations by the APAC States in order to ensure an orderly restart and recovery of aviation in APAC

  - to report to the APAC DGCAs on the progress of, and propose recommendations/actions as necessary to facilitate the implementation by States of the CART recommendations, and use of the guidance document, Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis as appropriate

- Members – 22 APAC States, 10 Int'l Orgs, 2 COSCAPs, 2 a/c manufacturers Coordinated approach with harmonized procedures and requirements

- First meeting – 5 June, 6 meetings so far and two Progress Reports

- 3 Subgroups – Safety, Security & Facilitation and Public Health

Challenges faced by States in implementing the CART recommendations and guidance

→ Lack of harmonization between policies, communications and guidance from various organizations and stakeholders

→ Lack of endorsement of CART products by health authorities and WHO

→ Lack of harmonization in risk assessments

→ Verifying implementation of measures

→ Travel of persons recovered from COVID-19

- Airport Module: difficulty to incorporate technology , physical distancing and assess public health measures implementation

- Aircraft Module: difficulty in reserving one lavatory for crew use

- Crew Module: crew still subjected to screening or restrictions

- Cargo Module: difficulty for crew rotations to maintain for 14-day periods to avoid cross-infection due to operational/resource constraints

- Disinfection procedures

✈ Extension/termination of alleviations

✈ Risk mitigation measures for alleviations

✈ Safety & security issues related to prolonged time of parked aircraft

➔ FAL- Lack of, or ineffective National Air Transport Facilitation Committee

➔ FAL- Lack of collaboration/involvement by the Health Authorities in the Aviation related decisions and implementation

➔ SEC- Conducting security risk assessments

➔ SEC- Budgetary constraints in implementing technological security equipment

➔ Economic and Financial aspects

➔ Lack of human resources and/or expertise to understand and implement CART Recommendations and guidance

➔ Lack of financial resources to implement the measures outlined in CART report

➔ Lack of support by States to ICAO's resource mobilization efforts

➔ Lack of State activity on CRRIC

CRRIC – COVID-19 Response & Recovery Implementation Centre web based data base

CRRIC facilitates the sharing of information and experience among States and should facilitate the identification of gaps and needed support.

Nine out of the ten ASEAN States have nominated Focal Points

- CART reconvened in August 2020 to pursue its objectives of identifying and recommending strategic priorities and policies to continue to support States and Industry on their path to restart, recovery and a resilient future

- Two primary streams of efforts – based on the relatedness to passenger journey. WG 1, WG 2

- WG 1 – Take-off Document associated with CAT passenger journey, WG 2 – Other that CAT, ATS, Business & General Aviation, Personal Mental Health Issues

- WG 3 – Working at a strategic level to advise CART Chairperson, WG1 and WG2

- Continue to meet in October, A revision is expected towards end November 2020

THANK YOU

CART Report: www.icao.int/covid/cart

CAPSCA

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

- Programme managed by ICAO with support from WHO and other stakeholders

- **Multi-sector collaboration**: Aviation, Public Health, Security & Immigration, Emergency and disaster response, etc.

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