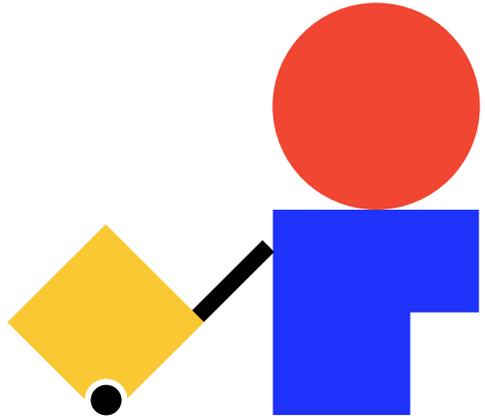


# IATA Update for ARISE+ ASEAN Workshop

23 September 2020

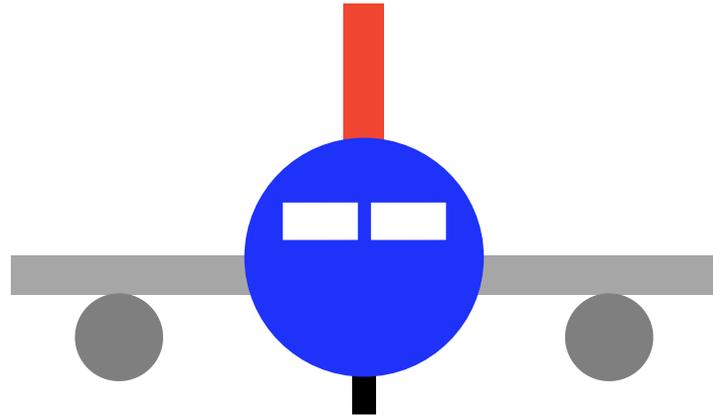


# Every day in 2019...



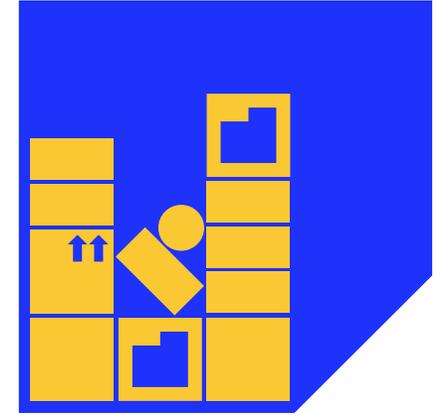
12.4

million  
passengers



106,600

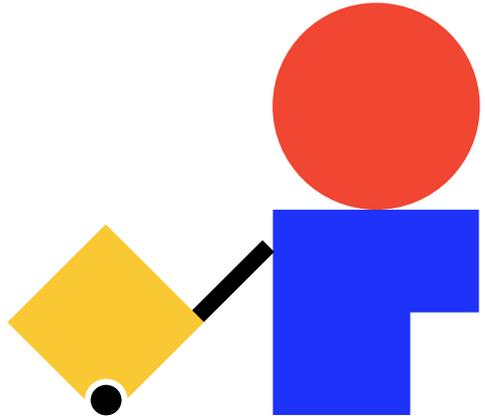
flights



\$17.8

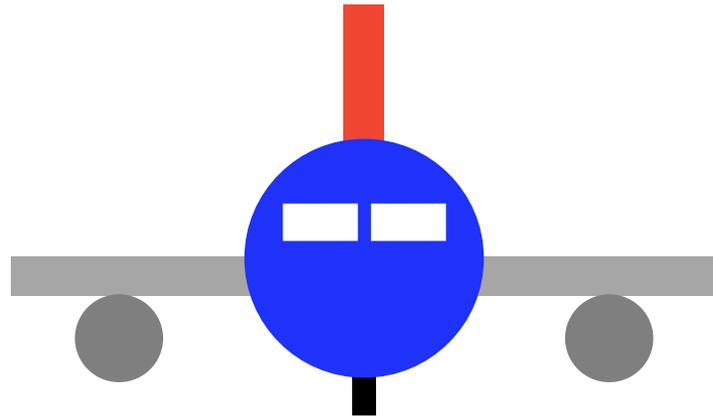
billion worth of  
goods carried

# Every day in 2020...



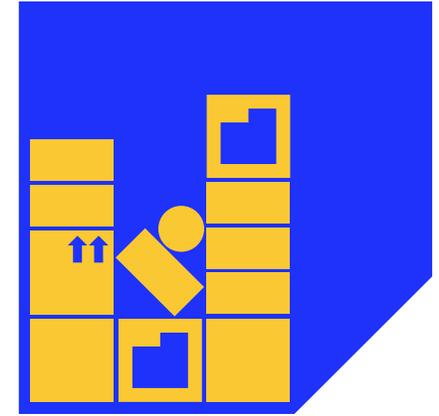
6.1

million  
passengers



63,000

flights



\$15.1

billion worth of  
goods carried

# In Asia Pacific, air transport supports:



...30.2 million  
jobs and  
\$684 billion  
of GDP



# Impact of COVID-19 in Asia Pacific:

- Passenger numbers are currently forecast to fall by around 50.4% this year, which represents about 830 million passenger journeys. Airlines are expected to post a net loss of US\$29 billion in 2020.
- International traffic has all but disappeared – July 2020 traffic dropped 96.5% compared to July 2019, virtually unchanged from a 97.1% drop in June, and is the steepest contraction among all regions. Capacity fell 91.7% and load factor shrank 47.3 percentage points to 35.3%.
- COVID-19 could put at risk a total of 16 million jobs and US\$399 billion in contribution to GDP supported by the air transport industry and tourists arriving by air.

# Airline Industry Restart

## System Restart

### System Capability

Get planes back up in the sky ...

### Travel Experience (biosafety)

... taking all necessary precautions to avoid the spread of COVID-19 ...

## Demand Restart

### Restore Confidence

... so that States are confident to relax travel restrictions, and the public is confident to fly ...

### Stimulate Demand

... while keeping air travel affordable, and getting people on planes

# Airline Industry Restart

## System Restart

### System Capability

- Airline personnel readiness
- Airline readiness
- Supply chain readiness
- Slots & schedule planning

### Travel Experience (biosafety)

- Fitness to fly
- Airport experience
- On board experience
- Aircraft cleaning and sanitization

## Demand Restart

### Restore Confidence

- Managed restrictions
- Guidance & comms for customers
- Access to travel insurance
- Open destinations

### Stimulate Demand

- Financial sustainability
- Travel incentives
- Destination marketing
- Visa Facilitation

# Biosafety for Air Transport: A Roadmap for Restarting Aviation

Travel Experience  
(biosafety)

- Takeoff: Guidance for Air Travel through the COVID-19 Public Health Crisis
  - Published by ICAO COVID-19 Aviation Recovery Task Force (CART)
  - Developed through broad-based consultation with countries and stakeholders including IATA
- Biosafety for Air Transport: A Roadmap for Restarting Aviation
  - IATA's contribution to Takeoff
  - Represents the airline industry's effort to identify a roadmap to resuming operations based on our longstanding commitment to safety as our highest priority





# Challenge

To restart aviation,  
protecting health and safety  
**ensuring it is not a  
meaningful vector** for the  
spread of COVID-19  
and to **restore public  
confidence** in air travel

This means a temporary but  
**significant change** for how we travel



# Goal

**To restore air connectivity**  
and to do it with an  
**internationally consistent,**  
**mutually accepted, and**  
**harmonized way**

Success will depend on  
**governments rapidly implementing**  
**the ICAO guidelines** in partnership  
with industry stakeholders



# Roadmap logic

A layered approach of **outcome-based** measures, supported by **scientific evidence**

**Risks that need to be mitigated**



**Best solutions to do this**

There is no single, prescriptive solution

# Guiding principles

1. Measures should be introduced **as far upstream as possible** in the travel process
  - a. to minimize risk of contagion in the airport environment
  - b. ensure that passengers arrive at the airport ready to travel
2. Collaboration between **governments and industry** is vital — aligned with ICAO's Take Off guidelines, a single roadmap of measures should be implemented globally
3. Measures should only last for **as long as required** with a clear exit strategy
4. Existing **roles and responsibilities** of governments, airlines and airports should remain the same

The passenger  
experience:  
**Temporary  
biosafety  
measures**



# Temporary multi-layered biosafety measures to protect health and safety, and ensure that air travel is not a meaningful vector for the spread of COVID-19



# IATA COVID-19 resources

## CART

IATA supports the **ICAO Council's Aviation Recovery Task Force (CART)** aimed at providing practical guidance to governments and industry operators to restart the international air transport sector and recover from COVID-19 on a coordinated way.

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 traveling public of paramount concern.

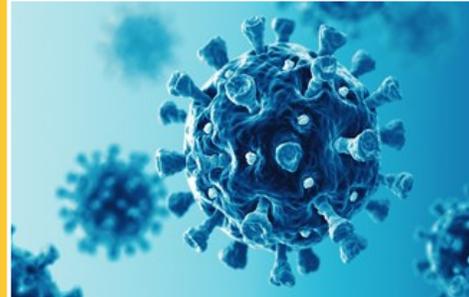
IATA's **Biosafety for Air Transport: A Roadmap for Restarting Aviation** was the basis for IATA's contribution to *Takeoff*.

## IATA resources complementing ICAO's CART

IATA fully supports the **"Take off" guidance**, an authoritative and comprehensive framework of risk-based temporary measures for air transport operations during the COVID-19 crisis. Below is additional guidance for airlines, incorporating these recommendations in the areas of Airport, Aircraft, Crew, and Cargo.

AIRPORT	AIRCRAFT	CREW	CARGO
<a href="#">ICAO Guidelines (Airport)</a>	<a href="#">ICAO Guidelines (Aircraft)</a>	<a href="#">ICAO Guidelines (Crew)</a>	<a href="#">ICAO Guidelines (Cargo)</a>
<a href="#">Ground handling return to service (pdf)</a>	<a href="#">Aircraft cleaning &amp; disinfection during &amp; post-pandemic (pdf) Draft, 29 May 2020</a>	<a href="#">Guidance for crew health precautions during pandemic (pdf)</a>	<a href="#">Carriage of cargo in the passenger cabin (pdf)</a>
<a href="#">Guidance for ground handling during COVID-19 (pdf)</a>	<a href="#">Guidance for cabin operations during &amp; post-pandemic (pdf) also available in Spanish (pdf)</a>	<a href="#">IATA Guidance for Managing Pilot Training &amp; Licensing during COVID (pdf)</a>	<a href="#">Guidance for Operators of Dangerous Goods during COVID-19 (pdf)</a>
<a href="#">Ground Handling - information about conducting ground operations in time of COVID-19</a>			<a href="#">Air Cargo comprehensive FAQ on cargo operations</a>
			<a href="#">Current status of air cargo operations by carrier - Air Cargo Tariff and Rules (TACT)</a>

## COVID-19: Resources for Airlines & Air Transport Professionals



The COVID-19 pandemic is having a huge impact on aviation and air travel industry. On these pages, you will find resources to support airlines and other aviation stakeholders during the COVID-19 crisis and industry's restart.

<https://www.iata.org/en/programs/covid-19-resources-guidelines/>

INDUSTRY GUIDANCE

RELIEF MEASURES

INDUSTRY IMPACT

## CART/IATA Guidance

## Other guidance materials and references

[Government measures related to COVID-19- entry/exit requirements listed per country](#)

[Air Transport and COVID updates](#)

### Safety & Flight Operations

- [COVID-19 Dashboard on state & airport restrictions](#)
- [COVID-19 Contingency related differences \(CCRD\) presenting alleviations in safety operational measures](#)
- [IOSA Guidance for Safety Monitoring under COVID-19 Ed.2](#)

**Customer Vouchers Initiatives:** [Airline vouchers & ticket exchange policies](#) repository

# Airline Industry Restart

## System Restart

### System Capability

- Airline personnel readiness
- Airline readiness
- Supply chain readiness
- Slots & schedule planning

### Travel Experience (biosafety)

- Fitness to fly
- Airport experience
- On board experience
- Aircraft cleaning and sanitization

## Demand Restart

### Restore Confidence

- Managed restrictions
- Guidance & comms for customers
- Access to travel insurance
- Open destinations

### Stimulate Demand

- Financial sustainability
- Travel incentives
- Destination marketing
- Visa Facilitation

# Consistent measures across States

Restore  
Confidence

- Managed restrictions

- ICAO APAC COVID-19 Contingency and Recovery Planning (ACCRPG)
  - Co-chaired by IATA and Australia
  - To make recommendations to address specific issues arising from the CART and to assist States and the industry with the implementation of the CART's work
  - IATA participates in all three sub-groups: Public Health, Safety, and Security and Facilitation
- CAPSCA APAC meeting
  - Presented IATA's findings on key issues around crew testing and quarantine
  - Pushed for mutual recognition as a means to eliminate quarantine and minimize testing

**To ensure that States adopt a consistent set of measures on the basis of mutual recognition**

# IATA COVID-19 Government Health Measures Dashboard

Restore  
Confidence

- Managed restrictions

## Why was it developed?

- States have started to release new Standard Operating Procedures (SOPs) and Guidelines for airlines to use during COVID-19 pandemic.
- Airlines need a repository of global health measures put in place, which impact their day-to-day operations and future planning.
- Airlines expect IATA to track and monitor accurate, detailed and timely information on public health measures to assist with aviation restart and recovery.

# IATA COVID-19 Government Health Measures Dashboard

Restore  
Confidence

- Managed restrictions

## What does it include?

- Government's policy, i.e. new SOPs, Guidelines, etc.
- Overview of travel restrictions both for domestic and international
  - Detailed entry restrictions are not included and they continue to be maintained by [Timatic](#). The Dashboard complements Timatic.
- Health risk mitigation measures:
  - Quarantine information
  - Physical distancing
  - Face covering & masks
  - Health screening
  - Health declarations
  - Contact tracing
  - COVID-19 testing

# COVID-19 Government Public Health Mitigation Measures Dashboard

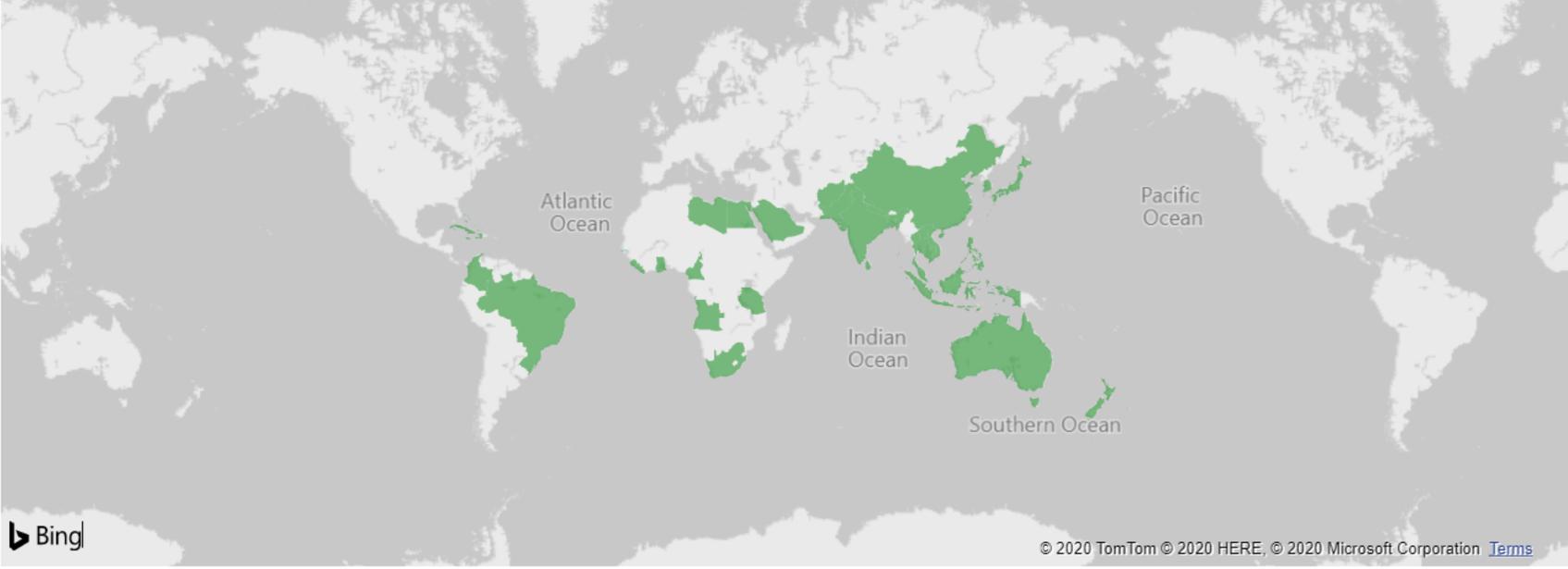


<https://www.iata.org/en/programs/covid-19-resources-guidelines/covid-gov-mitigation/>

You can pre-select a region

[Africa & Middle East](#)
[Asia Pacific](#)
[Europe](#)
[North Asia](#)
[The Americas](#)

Hover to see country/territory details



Overview on current **active Government Measures:**

Countries/Territories with active **Government Public Health Policy for Aviation:**  
**46**

Countries/Territories with any **Travel Restrictions:**  
**162**

Countries/Territories with **Quarantine:**  
**98**

**Chile** Updated: **02-Jul-2020**

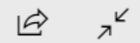
Country/Territory

List of Measures per country / territory

Select specific country/territory:  
20

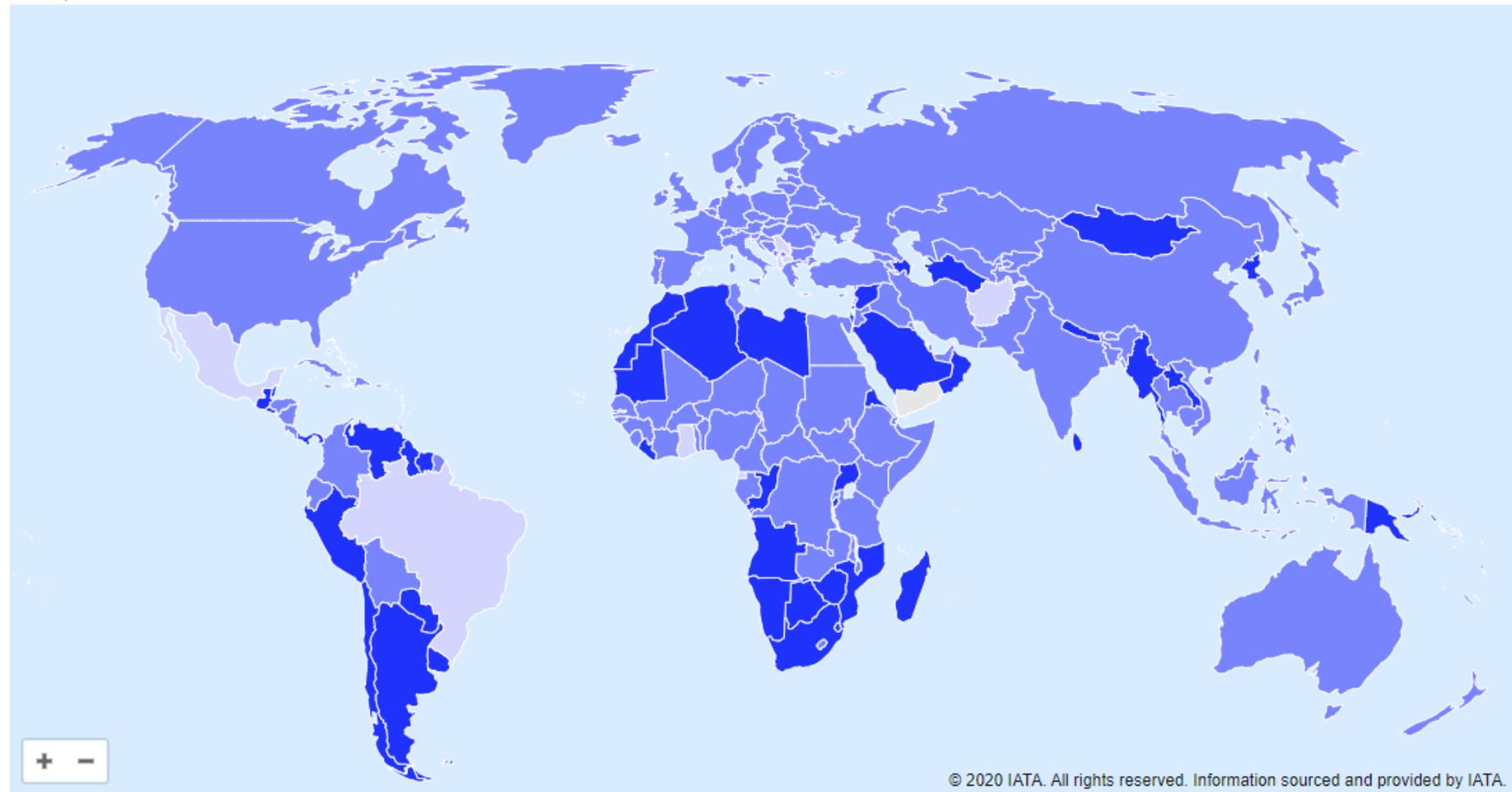
Government Policies

Country/Territory	Government Public Health Policy for Aviation Available	Status	Policy Link
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# COVID-19 Travel Regulations Map\* (powered by Timatic)

09 September 2020 04:30:06 UTC



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- Totally Restrictive
- Partially Restrictive
- Not Restrictive
- Latest updates currently under review

Do you want to get notified when the travel restrictions change, or would you like to make use of this information as part of your business? [Learn More](#)



## Singapore

Published 01.09.2020

1. Passengers are not allowed to enter Singapore.
  - This does not apply to nationals of Singapore.
  - This does not apply to permanent residents of Singapore.
  - This does not apply to passengers with a Long-Term Visit Pass (LTVP) or a Long-Term Visit Pass In-Principle Approval (LTVP IPA). They must have an Approval Letter for Entry (ALE) issued by the Immigration & Checkpoints Authority (ICA).
  - This does not apply to passengers with a Work Pass, Long-Term Visit Pass (LTVP), Dependant's Pass, or the respective In-Principle Approval (IPA) issued by the Ministry of Manpower (MOM). They must have an approval letter from the Ministry of Manpower (MOM) or the Immigration & Checkpoints Authority (ICA).
  - This does not apply to passengers with a Student's Pass (STP) or a Student's Pass In-Principle Approval (STP IPA). They must have an Approval Letter for Entry (ALE) issued by the Ministry of Education (MOE) or the Immigration & Checkpoints Authority (ICA).
  - This does not apply to passengers with an approval

# Raising awareness through collaboration

Restore  
Confidence

- Open Destinations

- Restoring confidence is key to restarting travel and tourism
  - Countries are confident to relax travel restrictions
  - The public is confident and motivated to travel
- Industry collaboration to raise awareness and boost confidence to travel
  - Collaboration among stakeholders across the industry and government to highlight destinations that are open for business and measures taken to avoid COVID-19 throughout the travel journey
  - Global destination tracker tool being developed by IATA and UNWTO

**Close collaboration between government and industry is critical to restart travel and tourism**

# Access to Travel Insurance

**Restore  
Confidence**

- Open Destinations

- The availability of travel insurance which covers COVID-19-related costs is important for passengers to have the confidence to fly internationally again
- Some States also require passengers to obtain such travel insurance as a pre-requisite for travel
- IATA is in regular contact with all of the leading insurers and have been working with a panel of insurers on a wider industry solution
- We are also working on a webinar which would bring together insurers and airlines

# Airline Industry Restart

## System Restart

### System Capability

- Airline personnel readiness
- Airline readiness
- Supply chain readiness
- Slots & schedule planning

### Travel Experience (biosafety)

- Fitness to fly
- Airport experience
- On board experience
- Aircraft cleaning and sanitization

## Demand Restart

### Restore Confidence

- Managed restrictions
- Guidance & comms for customers
- Access to travel insurance
- Open destinations

### Stimulate Demand

- Financial sustainability
- Travel incentives
- Destination marketing
- Visa Facilitation

# Financial sustainability of airlines

Stimulate  
Demand

- Financial sustainability

- Since start of COVID-19, IATA has:
  - sent numerous letters to governments, airport operators and air navigation service providers (ANSPs) in Asia Pacific;
  - led and supported discussions on targeted relief measures for airlines and the aviation industry;
  - shared best practices with governments, airports and ANSPs on timely and effective measures such as waiver/reduction/deferral/rebates on aviation charges, fees and taxes.
- Longer term measures are needed to support and sustain the recovery of the aviation industry and the wider economy.

# Airline Industry Restart

## System Restart

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# Testing, Risk Assessment and Travel Bubbles



# IATA Guidance on COVID-19 risk and testing

- IATA is engaging States to emphasize the following industry positions:
  - States should publish operational guidance for the resumption of air transport, using ICAO's Take Off recommendations as a basis. **This will create a consistent regulatory framework for restart.**
  - Measures contained within the ICAO 'Take-Off' guidance already provide multiple layers of protection to give governments confidence to reopen borders and passenger confidence to resume travel. **Hence the availability of a universally recognized COVID-19 test is not a necessary condition for reopening borders and/or resuming air service operations.**
  - A COVID-19 test prior to travel has the potential to be a **useful risk equalization measure where the rate of new infections in the origin country is significantly higher than in the destination country**

# COVID Testing: Practical challenges

Current patchwork implementation of testing causing problems for airlines

- Lack of consistency:
  - Some States require testing before departure, others upon arrival
  - Little clarity on which tests are acceptable
  - No standardization of test results / certificates
  - Validity of test results in case of delays?
  - Passengers who test positive on arrival being classed as INAD
- Airlines being required to perform functions that sit with States:
  - Validating test results / certificates
  - Sharing information with destination country government
  - Keep a record of the testing results – raises clear data privacy issues

**A globally harmonized approach to COVID testing is required**

# Risk Assessment

There is currently no harmonized methodology for risk measurement, but **the following elements** should be taken into account:

- Current infection rates, relative to population size;
- Trend in infection rates (decreasing, stable, increasing) compared to a previous time period;
- Effectiveness of overall public health response to COVID-19 in each country.

IATA's '**A COVID Risk Assessment Framework Paper**' reviews some of the risk metrics that are currently being deployed and recommends that ICAO to formulate guidance for a common risk assessment framework.

# Risk Assessment Framework

Three alternative methodologies that are being used to assess COVID risk:

- 14-day infection rates (ECDC)
- Nature of Transmission (WHO)
- Points-based metric (China)

The development/adoption of **a universally accepted metric** would be a helpful element of efforts to reopen borders. It would facilitate [a] implementation of CART guidance and [b] development of a less binary response by States in the event of localized rebounds in numbers of new infections.

# Travel Bubble – what and why

Travel Bubble is a State level agreement that enables international air travel between 2 (or more) countries based on a mutually agreed set of public health mitigation measures. Its purpose is to **facilitate the reopening of as many bilateral travel markets as possible.**

The only basic condition for an effective travel bubble is the **elimination (or at least reduction) of the need for quarantine or self-isolation for 14 days.**

The measures applied in a given bubble can be tailored so as to **effectively equalize infection risk** between origin and destination countries.

# Travel Bubble key principles

For bilateral travel between countries **with similar levels** of epidemiological risk, a stable or declining trend in new infections and an effective public health response **the basic mitigation measures** should be sufficient.

Where **a significant risk differential** exists between origin and destination markets and/or if infection rates are increasing, then **additional measures** (specifically **testing**) can help equalize risk levels and enable the markets to reopen.

# Three types of travel bubbles

## Basic Travel Bubble (BTB)

the standard set of public health risk mitigation measures

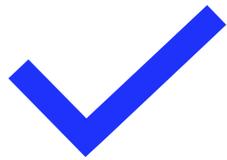
## Limited Travel Bubble (LTB)

the standard set of public health risk mitigation measures with an additional requirement for a test within 24-48 hours of departure

## Extended Travel Bubble (ETB)

the standard set of public health risk mitigation measures with a requirement for a test within 24-48 hours of departure and a second test within 24-48 hours of arrival

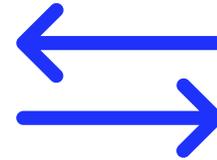
# Additional Considerations for Travel Bubble



Mutual recognition  
of measures



Multilateral travel  
agreements



Transit traffic



Duration and  
reviews

# IATA continues to:

1. Work with governments on **Re-Opening Borders**
2. Advocate for **Relief Measures** for airlines
3. Provide **Global Leadership** on the safe re-start of aviation

# Regional Collaboration

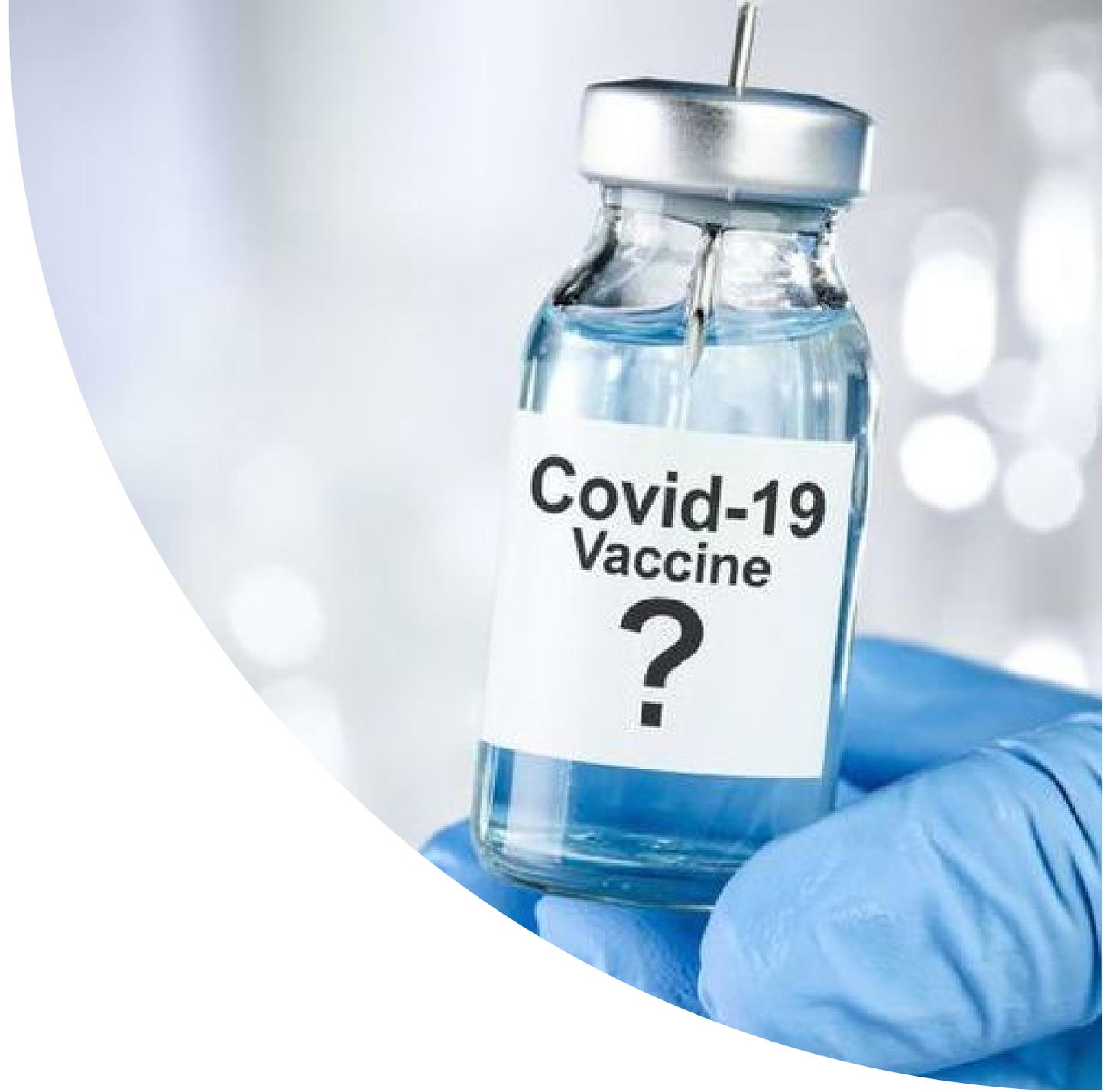
## System Restart

- ICAO Asia-Pacific
  - COVID-19 Contingency and Recovery Planning Group (ACCRPG)
  - Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA)
- Association of Southeast Asian Nations
- ACI, CANSO, EASA, FAA.....

## Demand Restart

- Asia-Pacific Economic Cooperation
- Pacific Asia Travel Association
- Etc...

And when there is  
a vaccine,  
air transport will  
have a key role to  
play.....



# Preparation for COVID-19 Vaccine Transport

- Facilities - Availability of temperature-controlled facilities and equipment, trained staff, and robust monitoring capabilities to ensure the integrity of the vaccines is maintained
- Security - Arrangements to ensure that shipments remain secure from tampering and theft
- Border Processes - Health and customs authorities need to work with airlines on border process such as fast-track procedures for overflight and landing permits and exempting flight crew members from quarantine requirements
- Capacity - Governments need to support cargo operations of airlines and increase capacity for delivering vaccines using land transport

**Governments need to begin careful planning with industry stakeholders to ensure full preparedness when vaccines for COVID-19 are approved and available for distribution**

# Thank you!

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