



ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

Twenty Third Meeting of the Africa-Indian Ocean Planning and Implementation Regional Group (APIRG/23) & Sixth Meeting of the Regional Aviation Safety Group for the AFI Region (RASG-AFI/6) – Joint sessions

(Virtual, 23 November and 2 December 2020)

Agenda Item 2: COVID-19 Impact on Aviation sector

COVID-19 Impact on Aviation sector: The APIRG/RASG-AFI context

(Presented by Secretariat)

SUMMARY	
<p>This working paper presents information and updates on the impact of COVID 19 on the aviation sector and outlines some of the measures that ICAO has taken to support States. The impact of the COVID 19 has devastated the aviation industry and it is necessary that measures be taken to ensure that the restart and recovery process is done in a sustainable and harmonized way.</p> <p>Action by the Meeting is outline under paragraph 3</p>	
Strategic Objectives	<p>Safety Air Navigation Capacity and Efficiency</p>
References	<p>COVID-19 Recovery Platform website</p> <ul style="list-style-type: none"> • ICAO State Letter 20/067 of 8 June 2020 • ICAO State Letter 20/122 of 17 November 2020 • CART Report and the annexed Take-Off guidance document (TOGD) <p>CART High-Level Cover Document (HCLD) and Second Edition Take-Off guidance document (TOGD)</p>

1. INTRODUCTION

1.1 Aviation provides rapid worldwide transportation network, which makes it essential for global business and travel of persons. It generates economic growth, creates jobs, and facilitates international trade and tourism.

1.2 COVID-19 pandemic has posed unprecedented challenges to the world, including the international air transport sector. The dramatic drop in demand for air transport (passenger and freight,) and containment measures has threatened the viability of many firms in the air transport sector with jobs at stake across the globe.

1.3 In response to the COVID-19 pandemic, ICAO has developed a [COVID-19 Recovery Platform](#) to collate the forecasts, guidance, tools, and resources that are needed by national regulators and other stakeholders for quick recovery. The platform is periodically reviewed and updated as appropriate in response to the evolving COVID-19 pandemic.

2. DISCUSSION

COVID-19 Safety Operational Measures

2.1 ICAO has established guidance on interim measures to support continued operations during the initial stages of the COVID-19 pandemic. In particular, States may enter alleviations to the Standards of the Annexes into the [COVID-19 Contingency Related Differences \(CCRD\)](#), which is a sub-system in the existing Electronic Filing of Differences (EFOD) system. This includes any differences from ICAO Standards on certification and licensing that may arise from mitigation measures due to the COVID-19 pandemic.

2.2 Any alleviations granted or exercised are interim measures and should not be used to sustain safe operations indefinitely. Continued use of alleviations dilutes the level of safety—even with mitigations in place. Consequently, as we move cautiously towards the "new normal", these alleviations and the associated guidance should be gradually withdrawn.

Council Aviation Recovery Taskforce (CART)

2.3 ICAO, through the Council Aviation Recovery Task Force (CART), has partnered with its Member States, international and regional organizations, and industry to address COVID-19 related challenges and to provide global guidance for a safe, secure and sustainable restart and recovery of the aviation sector. The resulting guidance is contained in the CART Report, High-Level Cover Document, and the annexed ‘Take-Off’ guidance document (TOGD), Second Edition.

2.4 The CART continuously reviews and updates the recommendations, measures and guidelines taking into account the latest medical and operational advice. It is imperative to note that the CART objectives are to harmonize and complement, not to replace, the COVID-19 recovery roadmaps currently established by States, Regions, or industry groups.

2.5 This restart and recovery of the aviation sector is based on 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.

Aviation safety-related measures

2.6 States may temporarily depart from ICAO Standards, but not in a manner, that compromises safety and security, and duly report to ICAO.

Aviation public health-related measures

2.7 States should establish public health procedures aligned with the guidance included in the annexed document, *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis*.

Security- and facilitation-related measures

2.8 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.

Economic and financial measures

2.9 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.

New and Updated Guidance

2.10 The CART has recently updated the TOGD to provide States with a risk management approach and up-to-date guidance to protect air passengers and aviation workers from COVID-19. In addition to the existing Modules on airport, aircraft, crew and cargo, references are included to introduce new risk mitigation measures applicable to other aviation sectors, including air traffic services, business aviation operations and general aviation.

2.11 As States restart air travel, a large proportion of the global fleet, aircrew, airport operations staff, and air traffic controllers that have been inactive for prolonged periods will need to be reactivated and retrained, where appropriate. To ensure a safe restart, States should take the necessary steps to mitigate the safety risks associated with such reactivation.

2.12 States that have filed differences for temporary departures from ICAO Standards under the COVID-19 Contingency Related Differences (CCRD), or that have granted other COVID-19-related regulatory alleviation, should implement the necessary measures to manage any associated risks. Furthermore, States should not maintain alleviations beyond 31 March 2021, unless circumstances dictate otherwise.

2.13 States are encouraged to facilitate access to medical and training facilities, including flight simulation training devices used for flight crew (national and foreign) to maintain their certifications, recency of experience and proficiency.

Way Forward

2.14 Restoration of air connectivity is vital for millions of livelihoods and businesses that rely on cross-border travel, and so it is crucial for the recovery of the global economy. Collective engagement of States, international and regional organizations, and industry serves as the main engine to navigate aviation through the course of restart, recovery and resilience.

Air Traffic Dashboard

2.15 The COVID-19 pandemic has profoundly impacted the operations of air carriers, airports and air navigation service providers (ANSPs). It is imperative for States, industries and all stakeholders to have reliable information and tools to monitor and assess the evolving impact of COVID-19 and leverage key indicators to make informed, data-driven decisions.

2.16 ICAO, using ADS-B Flight aware data and the ICAO Enterprise Data Management (EDM), has worked jointly with the Directorate General of Civil Aviation (DGCA) of Turkey to develop an interactive [Air Traffic Dashboard](#) to monitor the impact of COVID-19 on civil aviation, namely: **Operational impact, Economic impact, Aircraft utilization and Country-pair traffic. Global COVID-19 Airport Status**

2.17 ICAO has developed a [Global COVID-19 Airport Status](#) application that displays COVID-19 related information per State. The source for the departures is ADS-B.

Implementation Packages (i-Packs)

2.18 ICAO has also made support available through Implementation Packages (i-Packs). An i-Pack is a bundle of standardized guidance material, training, tools and expert support that aim to facilitate and guide the implementation of ICAO provisions for State entities (e.g. Governments, Civil Aviation Authorities, National Air Transport Facilitation Committees...), aviation service providers, supply chain stakeholders and their personnel.

2.19 The i-Packs that are currently available include:

- [Aviation Safety Risk Management related to COVID-19 for CAAs](#)
- [Strengthening National Air Transport Facilitation Committees for the Restart and the Resilience of Civil Aviation](#)
- [Strengthening Aviation Security during the COVID-19 Pandemic](#)
- [Aerodromes Restart \(Coming soon\)](#)

COVID-19 Response and Recovery Implementation Centre (CRRIC)

2.20 ICAO has developed a [COVID-19 Response and Recovery Implementation Centre \(CRRIC\)](#) and the complimentary [ICAO Secure Portal Covid-19 Response And Recovery Implementation Center](#) websites. These websites bundle resources and tools to assist implementation support, coordination, monitoring and reporting activities.

Training and COVID-19 Webinar Series

2.21 ICAO has also developed COVID-19 specific courses to assist Civil Aviation Authorities (CAAs) in understanding their roles, especially supporting the mitigations to reduce the spread of COVID-19. The courses include:

- [Aviation Safety Risk Management related to COVID-19 for CAAs: Virtual Classroom](#)
- [ICAO Annex 9 - Facilitation: Virtual Classroom](#)
- [Repurposing Aircraft Passenger Cabin for Transport of Cargo](#)
- [Conducting a Technical Assistance Visit to CAPSCA Member States and Airports](#)

2.22 ICAO has conducted free COVID-19 Webinar Series to present updates and information on the pandemic crisis as it evolves.

3. ACTION BY THE MEETING

3.1 The meeting is invited to:

- a) note the current status of the COVID-19 pandemic within the context of aviation;
- b) urge States and other Stakeholders, including international and regional organizations, and service providers to implement recommendations and measures contained in the CART Report and the annexed ‘Take-Off’ guidance document (TOGD)
- c) urge States and other Stakeholders to promote safety awareness and the sharing and exchange of COVID-19 related safety information with:
 - the aviation community to foster the maintenance and improvement of safety;
 - ICAO through the established platforms and websites including but not limited to the [COVID-19 Contingency Related Differences \(CCRD\)](#) and the [ICAO Secure Portal COVID-19 Response and Recovery Implementation Center](#)