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ICAO Council Aviation Recovery Task Force (CART)

Global Webinar on the outcomes of CART Phase III

07 04 2021



Background

- **CART Phase I** (April to June 2020)
 - 10 Key Principles
 - 11 Recommendations
 - Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis (TOGD)
- **CART Phase II** (August to November 2020)
 - 3 Additional Recommendations
 - Updated TOGD
 - Reviewed Testing and cross-border risk management Manual



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

- **Structure**

- Two Working Groups (Technical and Strategic)
- Three CART Meetings and many Working Group, Sub-Group and drafting meetings
- Cooperation between States, UN Organizations, International and regional organizations and Secretariat



**PHASE III
HIGH-LEVEL
COVER
DOCUMENT**



3rd Edition



**Doc 10152
2nd Edition**



Recommendations in High-Level Cover Document



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

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.



Security- and facilitation-related measures

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.



Aviation safety-related measures

Recommendation 12 *: States should put in place the necessary measures to mitigate risks associated with prolonged regulatory alleviations and should not extend alleviations (both core and extended COVID-19 Contingency Related Differences (CCRDs)) beyond 31 March 2021, unless circumstances dictate otherwise. In addition, 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

***: Both Recommendations 12 and 14 were revised by CART Phase III**

Testing and cross border risk management measures

Recommendation 13: While testing is not universally recommended by public health authorities as a routine health screening method, States contemplating testing in their COVID-19 risk management strategy should apply the approach outlined in the ICAO *Testing and Cross-Border Risk Management Measures Manual*.

Public Health Corridors (PHCs)

Recommendation 14 *: 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 implementation of PHCs, the ICAO Implementation Package (iPack) on establishing a PHC is available to States.



- The Phase III 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



Recommendation 12 (revised) – Aviation safety-related measures

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.

- CCRD to be replaced by Targeted Exemptions System
 - States encouraged to return to normal operations
 - 3 month transition
 - TE Starts 1 April 2021
 - New CCRD sunset 30 Jun 2021
- Targeted Exemptions System
 - For exemptions subject to Art. 40 of the convention
 - Limited in scope and time
 - State approval to operate with alleviations from other States migrated from CCRD
 - TE system available for at least one year
 - At least 3 month lead time before TE system sunset
- Guidance in OPS Normal website





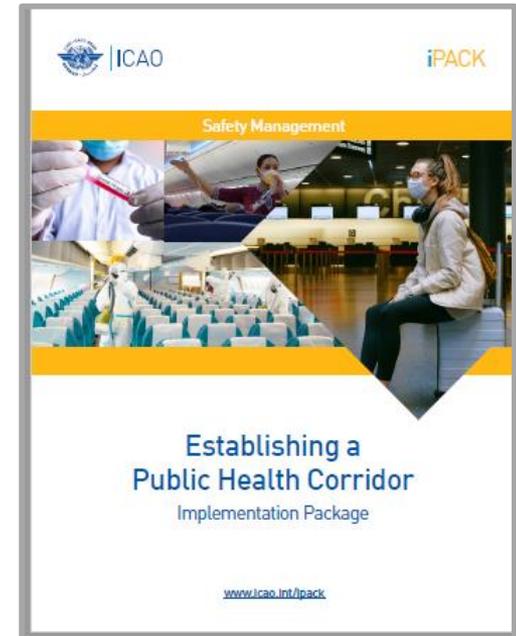
Recommendation 14 (revised) - Public Health Corridors (PHCs)

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 14 Public Health Corridors (PHCs)

- A PHC opens one or more routes between cities, regions and States
- Also referred to as ‘travel bubbles’ or “air bridges”
- Formed through mutual recognition of public health mitigation measures between States
- Guidance contained in the updated TOGD and the *ICAO Manual on Testing and Cross Border Risk Management Measures*
- ICAO facilitates implementation of PHCs through the ICAO Implementation Package (iPack) on establishing a PHC
- New tools available to States:
 - **General PHC tools published on the ICAO website**
 - **PHC APP**





Public Health Corridor Application (PHC App)

- Online tool to facilitate the conclusion of PHC between States (bilateral/multilateral)
- On the CRRIC Website
- Contains:
 - PHC Arrangement template (suggested best practices for provisions to be included)
 - Appendix A: Scope of the PHC (flights, capacity, etc.)
 - Appendix B: Disease Translocator Risk Level (traffic light categorization)
 - Appendix C: Measures of a mutually agreed Multi-layer Risk Management Strategy
- Highly-customizable; generates arrangement for print or further editing

Select a State or Region:
 APAC ⌵

[Add State\(s\)](#)

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Public Health Corridor

Partner List:

General Provisions

Background

In response to the criticality of the COVID-19 pandemic, the Government/Administration of [State A] and the Government/Administration of [State B] (hereinafter, "the Parties") have agreed to establish a Public Health Corridor (herein referred to as "PHC") outlining a framework of commonly agreed measures for safe air travel between the Parties.

[Read more/less](#)

Appendix A - Routes

In order to start your arrangement, please input the operators and airport information in order to identify the routes to be established.

This arrangement is applicable to the following operators and routes as applicable.

Operator Name and code	From Airport Name and Code	To Airport Name and Code	Weekly passenger capacity
<input type="text" value="Any"/>	<input type="text" value="Any"/>	<input type="text" value="Any"/>	<input type="text" value="Any"/>

[Add](#)



Recommendation 15 – Safe transport of Cargo

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.



- Transporting COVID-19 vaccines
 - certain vaccine types to be considered non-dangerous goods
 - packagings and cargo tracking devices equipped with data loggers powered by lithium batteries
 - quantities of dry ice required for temperature control
- Guidance to support the operators risk assessment process
 - OPS Normal website
- Expansion to include COVID-19 pharmaceuticals
- Return of specialised empty packagings for refurbishment
- Alcohol-based sanitizers and cleaning products to be carried on board

Recommendation 15 Safe transport of Cargo



Approved and published by decision of the Council of ICAO

INTERNATIONAL CIVIL AVIATION ORGANIZATION

ADDENDUM NO. 1

The attached addendum should be incorporated into the 2021-2022 Edition of the Technical Instructions (Doc 9284) and is applicable from 1 January 2021.

ADDENDUM NO. 2

The attached addendum should be incorporated into the 2021-2022 Edition of the Technical Instructions (Doc 9284) and is applicable from 23 February 2021.



Recommendation 16 – Facilitating air cargo movement

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 16 Facilitating air cargo movement

- Air cargo operations and the broader supply chain have shown much resiliency, yet instability remains one of the principal problems
- Grant of traffic rights, such as the so-called “7th freedom”, for all-cargo operations will help re-establish global air connectivity for cargo for both transport of vaccines and economic recovery in COVID-19 times
- Detailed options and examples are found in recently released *Guidance on Economic and Financial Measures to Mitigate the Impact of the Coronavirus Outbreak on Aviation*, § 4.2.4





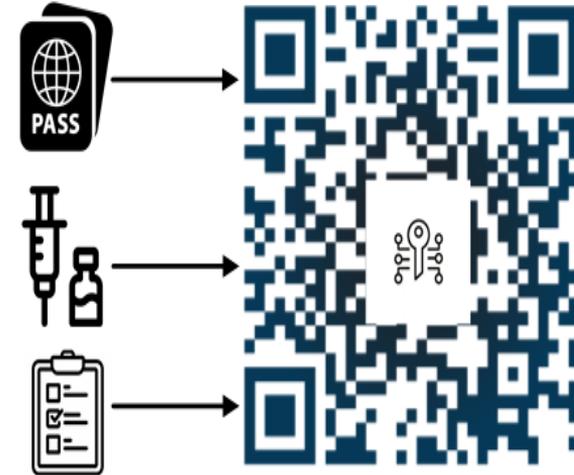
Recommendation 17 – Testing certificates

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 17 Testing certificates

- Many States require pre-departure testing for COVID-19 as an entry requirement.
- Testing protocols in the Manual (Doc 10152) has been updated in view of available scientific knowledge
- ICAO has established a minimum dataset for testing certificates to facilitate States' recognition and harmonization of their use for air travel (provided in Doc 10152 and PHC Form 5 in the TOGD).
- The solutions adopted for the verification of certificates should be secure, trustworthy verifiable, convenient to use, compliant with data protection legislation and internationally/globally interoperable. ICAO has developed a solution based on Doc 9303 – *Machine Readable Travel Documents* specifications, incorporating the concept of Visible Digital Seals (VDS).
- Detailed information can be found in Guidelines – VDS for Travel Related Public Health Proofs.





Recommendation 18 – Vaccinations

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



- Vaccination is a critical tool to bring the COVID-19 pandemic under control globally.
- Studies show that vaccination can reduce the number and severity of COVID-19 cases.
- It's another layer of the multilayer risk strategy that can be used to mitigate the effects of COVID-19.
- Besides its protective effect for individuals, vaccination may also play an important role in aviation recovery as the vaccinated proportion of the global population increases over time.
- The WHO SAGE prioritisation roadmap supports countries in targeting priority groups for different levels of vaccine availability.
- Aviation workers are included in Stage III of the SAGE roadmap - to be vaccinated when there is moderate vaccine availability and between 21% and 50% of the national population has been vaccinated.
- More guidance on the vaccination of aviation workers is provided in the Manual (Doc 10152)



Recommendation 19 – Vaccinations

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*.



WHO position

At the present time, it is WHO's position 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, given that there are still critical unknowns regarding the efficacy of vaccination in reducing transmission. In addition, considering that there is limited availability of vaccines, preferential vaccination of travellers could result in inadequate supplies of vaccines for priority populations considered at high risk of severe COVID-19 disease. WHO also recommends that people who are vaccinated should not be exempt from complying with other travel risk-reduction measures.

ICAO will continue to

- Monitor WHO recommendations and the developments in medical scientific knowledge;
- Update the multilayer risk mitigation framework in the Manual (Doc 10152); and
- Publish additional guidance material accordingly.

[WHO Interim Position Paper, 5 February 2021: https://www.who.int/news-room/articles-detail/interim-position-paper-considerations-regarding-proof-of-covid-19-vaccination-for-international-travellers](https://www.who.int/news-room/articles-detail/interim-position-paper-considerations-regarding-proof-of-covid-19-vaccination-for-international-travellers)



Recommendation 20 – Communication

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.

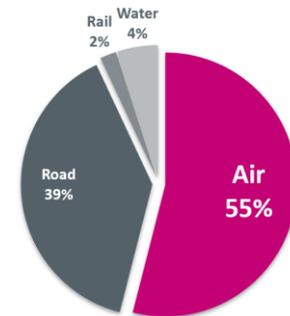


- States face difficult trade-offs associated with health, economic and social challenges.
- The immediate response prioritizes public health measures and those aimed at limiting the overall impact on the economy, rather than the recovery of specific sectors.

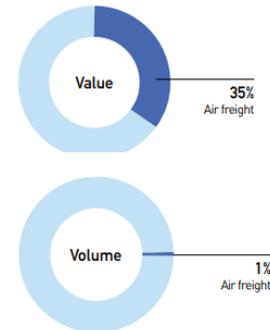


- Global supply chains, emergency and humanitarian responses and swift distribution of the vaccine rely on aviation.
- Aviation can stimulate recovery and growth of national economies by acting as an enabler and multiplier of economic activity.

Active engagement with the relevant national coordinating bodies and government agencies is required



Inbound tourism
by mode of transport 2017



Air Cargo represents



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UNITING AVIATION

Take-off Guidance Document (3rd Edition)



Background Updates

- Economic Impact

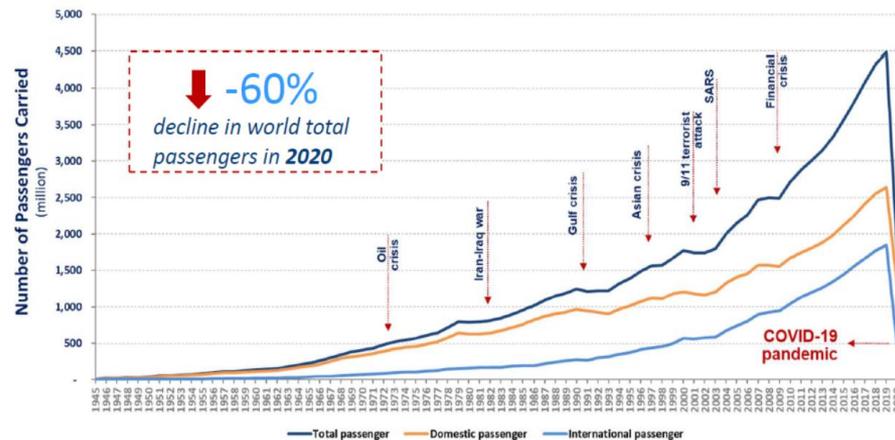
Other updates

- 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

Economic Impact (Year 2020)

- **Air passenger traffic:** 60% and 66% reduction of total passengers and revenue passenger kilometres (RPKs), compared to 2019
- **Airports:** 57% decline in airport passengers
- **Revenue:** USD 371 billion losses in airline passenger revenues and USD 112 billion losses in airport revenues
- **Tourism:** USD 1.3 trillion losses in export revenues from tourism
- **Near-term projection:** 59% to 66% reduction in passenger numbers for the first half of 2021 (compared to 2019 levels)

World passenger traffic evolution
1945 - 2020





Public health risk mitigation measures

- Face masks

Additional considerations

- Testing protocols and reporting
- Testing certificate standardization
- Vaccination
- Considerations for testing and quarantine following vaccination
- Evidence of Vaccination
- Vaccination considerations for aviation workers

Public health corridor (PHC)

- Reference to new tool in CRRIC



Modules

- Aligned terminology with WHO
- Updated references
- Use of masks and disposable gloves
- Flight crew risk assessment

Forms and Posters

- Crew COVID-19 Status Card
- Dataset on reporting COVID-19 testing results
- Guidance on how to use non-medical and medical masks



Testing and Cross Border Risk Management Measures Manual (Doc 10152) (2nd Edition)



- Risk based & 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





PHC Objectives

- Ensure continued flight operations with minimal restrictions on aircraft operations
- Mitigate the spread of COVID-19 through air travel
- Protect the health and safety of crew and passengers
- Harmonized procedures and requirements
- Open travel within and between States to resume normal travel

I-pack objectives

- Assess implementation, conduct a gap analysis and determine an action plan
- Develop a COVID-19 aviation risk assessment framework - sovereign principles & integration
- Manage the risk of transporting infectious passengers or translocating the virus
- Implement a multi-layer risk management strategy (evidence & performance based)
- Share mitigation measures and best practices – global harmonisation
- Engage in bilateral or multilateral discussions – establishing PHCs

New information

- PHC APP template on CRRIC
- Elements of a crew and passenger journey through a PHC (Manual)
- Implementation of a PHC Arrangement between States (Manual)
- Pre-learning on-line module (I-Pack)
- Practical hands-on experience in workshops (I-Pack)



Implementation of CART Recommendations and guidance



Safety CART Phase III **NEW**

REC-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.

Not reviewed

[Toggle details](#)

Safety CART Phase III **NEW**

REC-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.

Not reviewed

[Toggle details](#)

Public Health CART Phase III **NEW**

REC-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.

Not reviewed

[Toggle details](#)

Public Health CART Phase III **NEW**

REC-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 .

Not reviewed

[Toggle details](#)

Public Health CART Phase III **NEW**

REC-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.

Not reviewed

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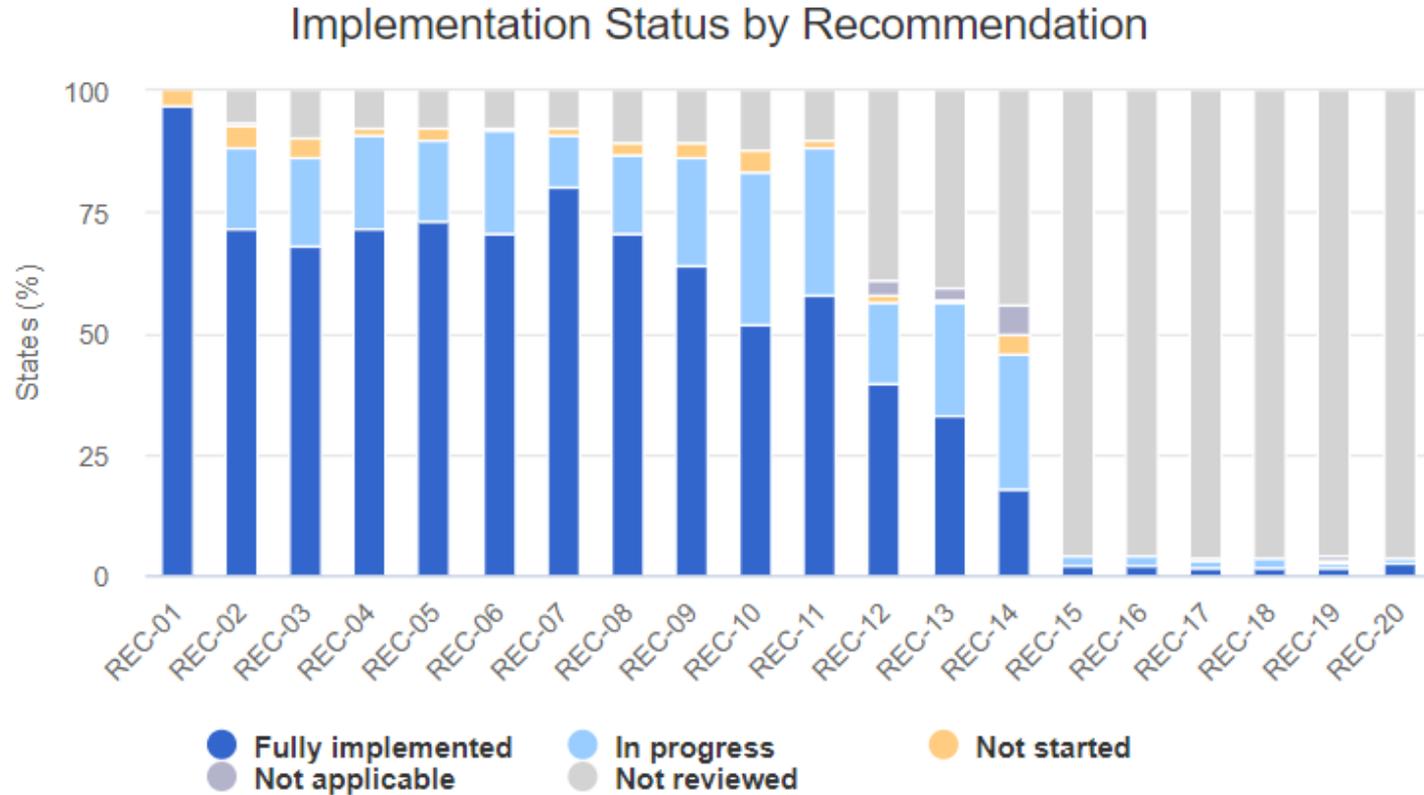
Information Sharing CART Phase III **NEW**

REC-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.

Not reviewed

[Toggle details](#)

Reported level of implementation of CART Recommendations





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UNITING AVIATION

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



- ICAO to consider:
 - safety issues related to targeted exemptions and regulatory alleviations
 - feedback from States on the challenges in implementing previous CART recommendations
 - results of the survey on the implementation of COVID-19 public health measures
 - ongoing work of UN organizations as well as other partner organizations
 - constant revision of guidance as new scientific evidence becomes available
 - High Level COVID-19 Conference



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THANK YOU