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Subject: Phase III of the ICAO Council Aviation Recovery Task Force (CART) High-Level Cover Document and Third Edition of *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis*

Action required: a) note the aforementioned documents; and b) implement recommendations and follow guidance set out herein in coordination with ICAO Regional Offices

Sir/Madam,

I have the honour to inform you that the Council of the International Civil Aviation Organization (ICAO) adopted a new High-Level Cover Document (HLCD) of Phase III of the Council's Aviation Recovery Task Force (CART) with a Third Edition of *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis* (TOGD), introducing additional recommendations and guidance in light of the latest developments of the COVID-19 crisis.

The HLCD introduces six new and two revised recommendations, which relate to the following: a) extension of temporary alleviations through the new Targeted Exemptions system replacing the COVID-19 Contingency Related Differences (CCRD); b) implementation of Public Health Corridors (PHCs); c) safe, quick and efficient transport of vaccines by air; d) standardization of testing certificates for air travel; e) vaccination of crew and passengers; and f) communication and advocacy strategy. The updated TOGD elaborates further on certain recommendations and provides the latest operational and public health guidance related to air travel reflecting technological and medical advancements. The recommended multi-layer risk management strategy has been supplemented with considerations on testing protocols and proof-of-results certification interoperability, vaccination for crew and passengers, as well as appropriate masks for air travel. For more detailed guidance on the assessment and development of States' overall risk management strategy, including the possible use of testing and the establishment of PHCs, the TOGD directs to the updated *Manual on Testing and Cross-Border Risk Management Measures* (Doc 10152).

States are urged to follow and implement these recommendations and guidance in coordination with ICAO Regional Offices according to their specific needs and circumstances. Your Administration is also reminded of the need to submit and update as needed, through the focal point, your State's status of implementation of the CART recommendations and guidance on the COVID-19 Response and Recovery Implementation Centre (CRRIC).

Accept, Sir/Madam, the assurances of my highest consideration.

Fang Liu
Secretary General

Enclosures:

A - High-Level Cover Document

B - Third Edition of *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis*



International Civil Aviation Organization

Council Aviation Recovery Task Force (CART)

Phase III

High-Level Cover Document

introducing recommendations and guidance of CART
in light of latest developments of the COVID-19 crisis

Montréal, Canada, 10 March 2021

Recommendations

This is a summary of recommendations contained in this Document, which complement the original eleven recommendations of the CART Report in June 2020¹ and the three additional recommendations presented in the High-Level Cover Document in November 2020².

Recommendation 12 (Revised)

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.

Recommendation 14 (Revised)

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 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.

Recommendation 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.

¹ <https://www.icao.int/covid/cart/Pages/CART-Report---Executive-Summary.aspx>

² <https://www.icao.int/covid/cart/Pages/Recommendations.aspx>

Recommendation 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.

Recommendation 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 recommendations³.

Recommendation 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*.

Recommendation 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.

³ <https://www.who.int/publications/m/item/who-sage-roadmap-for-prioritizing-uses-of-covid-19-vaccines-in-the-context-of-limited-supply>

1. INTRODUCTION: GENERAL CONTEXT

A global health public crisis continues. Despite the slight signs of improvement towards the end of 2020, the COVID-19 pandemic has intensified across the globe alongside the spread of new and more aggressive variants of the virus. The resurgence of cases and fatalities has prompted governments to reintroduce strict lockdowns, border closures as well as travel restrictions, resulting in even larger social and economic ramifications than initially predicted. Globally, the recovery of air transport has virtually stalled, severely hampered by the renewed outbreaks, consequential patchworks of travel restrictions including quarantine requirements, and wavering travellers' confidence.

On the upside, a foreseeable horizon to the end of the crisis has been shaped by favorable news on the substantial progress in the development of vaccines, their approval and distribution. Aviation plays a crucial role in the safe, quick and efficient transportation of vaccines worldwide. In awaiting the vaccination of a large majority of the global population, States may need to resort to other mechanisms to restore the flow of people and goods as well as business activities while remaining compliant with the public health risk management frameworks in place.

New and updated guidance. The ICAO Council Aviation Recovery Task Force (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. 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"⁴.

As part of CART endeavors, the third edition of the *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis* (TOGD), originally issued in June 2020 and revised in November 2020, provides latest operational and public health guidance related to air travel reflecting technological and medical advancements. The recommended multi-layer risk management strategy has been supplemented with considerations on testing protocols and proof-of-results certification interoperability, as well as evidence of vaccination for crew and passengers. The guidance on Public Health Corridors (PHCs) and appropriate masks for air travel was also updated.

Furthermore, the *Manual on Testing and Cross-Border Risk Management Measures* (Doc 10152, referred to hereinafter as "the Manual"), issued in November 2020, was revised in close collaboration with the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA). This second edition of the Manual provides detailed guidance on risk management and PHCs, information on recent scientific developments regarding COVID-19 testing, as well as a new section on vaccination and its interdependencies with other tools of a State's multilayer risk management framework.

Call to action for States. 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

⁴ 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>.

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. STRATEGIC DRIVERS AND OUTCOMES FOR CART PHASE III

The recommendations and technical guidance provided by CART aims to address the specific needs and challenges of stakeholders in the aviation industry to facilitate restart and recovery. Industry-wide and international cross-sectorial cooperation has been a fundamental component in the development of harmonized, cohesive and comprehensible guidance. Accordingly, the guidance provided in the TOGD and the Manual is therefore consistent with, or can feed into, the ongoing work and frameworks of United Nations' organizations, especially the WHO, the World Tourism Organization (UNWTO), as well as other partner organizations such as the Organisation for Economic Cooperation and Development (OECD).

Aviation safety-related measures. Differences for temporary departures from ICAO Standards filed under the COVID-19 Contingency Related Differences (CCRD), or any other COVID-19-related regulatory alleviations granted by States, were intended to be temporary in nature. Prolonged differences and alleviations, such as those related to personnel certification and licensing, could result in an elevated operational safety risk. On 23 December 2020, State letter 20/136 was issued to request States to plan a transition back to normal compliance, i.e. not to extend alleviations (both core and extended CCRDs) beyond 31 March 2021, unless circumstances dictate otherwise.

In light of the unexpected duration and magnitude of the crisis, it has been acknowledged that a number of States still require alleviations to enable service providers and personnel to maintain the validity of their certificates, licenses, and other approvals during the pandemic. To support these States in the transition to normal operations and, if necessary, in the event of unforeseeable circumstances, a new Targeted Exemptions (TE)⁵ system will be launched, replacing the CCRD system from 1 April 2021 with a three-month transition period. Only the "approval to operate" information submitted by States to the CCRD will be migrated to the TE system. States that have issued alleviations with temporary differences are encouraged to return to normal operations as soon as possible, and if circumstances do not allow them to do so, to enter their targeted exemptions into the TE system.

The TE system will remain operational for at least one year with the view that States should resume international operations without exemptions as soon as possible. A least a three-month advance notice will be provided before the system is closed down. The need for the TE system will be assessed using the COVID-19 Alleviation Status Dashboard⁶ and by continuously monitoring of operational safety risks reported by States.

⁵ Targeted Exemptions are exemptions granted by States, as a result of the COVID-19 pandemic, that are tightly scoped and time limited.

⁶ <https://www.icao.int/safety/COVID-19OPS/Pages/Status-Dashboard.aspx>

States are strongly encouraged to refer their operators to the ICAO Operational Safety Measures⁷ and the Roadmap to OPS Normal⁸ websites for up-to-date guidance on safe and orderly resumption of flight operations. The website contains links to guidance documents developed by ICAO, Airports Council International (ACI), Civil Air Navigation Services Organisation (CANSO), International Air Transport Association (IATA), International Coordinating Council of Aerospace Industries Associations (ICCAIA), and others.

Recommendation 12 (Revised)

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.

Implementation of Public Health Corridors (PHCs): States are strongly encouraged to consider PHCs as a useful way to structure a collaborative approach to managing cross-border health risks. For example, exchange of information through PHCs will enable States to mutually recognize their respective public health risk management frameworks and to establish temporary and exceptional bilateral or multilateral arrangements within which air travel can be resumed. To support States in the establishment of PHCs, ICAO has developed: a) targeted assistance in the ICAO Implementation Package (iPack)⁹; b) general tools published on the ICAO PHC Website¹⁰; and c) a new App featuring a PHC arrangement template and online builder to facilitate discussions between two or more States and/or a region¹¹.

Recommendation 14 (Revised)

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-

⁷ <https://www.icao.int/safety/COVID-19OPS>

⁸ <https://www.icao.int/safety/OPS/OPS-Normal>

⁹ <https://www.icao.int/secretariat/TechnicalCooperation/Pages/establishing-a-public-health-corridor.aspx>

¹⁰ [https://www.icao.int/safety/CAPSCA/Pages/Public-Health-Corridor-\(PHC\)-Implementation-.aspx](https://www.icao.int/safety/CAPSCA/Pages/Public-Health-Corridor-(PHC)-Implementation-.aspx)

¹¹ The PHC App provides a generic legal and operational template framework to develop bilateral or multilateral arrangements considering States' sovereignty, public health capacity, and epidemic situation. Data and information used in this App are provided by the WHO and States. The App is located on the ICAO COVID-19 Response and Recovery Implementation Centre (CRRIC).

specific tools published on the ICAO website and the App providing a template PHC arrangement between States.

COVID-19 vaccine safe, quick and efficient transport by air. Vaccination is a key element in efforts to overcome the public health crisis and to enable the recovery of economies worldwide. In this regard, the aviation industry is playing a vital role in ensuring that COVID-19 vaccines and other essential medical supplies are transported safely and quickly around the world as an integral part of a complex multi-modal supply chain. States should be aware of the challenges that may slow the distribution of COVID-19 vaccines, especially those linked with the significant increase in the volume of vaccines to be transported worldwide on a timely basis despite reduced air connectivity.

Specific areas related to the transport of vaccines on commercial aircraft require attention and action by pharmaceutical manufacturers, operators and regulators. The amendments to the *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284; Addenda Nos. 1 and 2)¹² were made to ensure that these vaccines will be safely accepted, handled and transported. The transport of vaccines must comply with the detailed provisions of the Technical Instructions when the vaccines are classified as dangerous goods, or the vaccines are shipped with dry ice as a refrigerant, or data loggers and cargo tracking devices powered by lithium batteries are included in packages or attached to packages or overpacks. The amount of dry ice needed to transport vaccines may exceed limits currently specified for an aircraft type. Guidance on increasing these limits is contained in the safe transport of COVID-19 vaccines on commercial aircraft website¹³. In addition, a specific allowance permits alcohol-based sanitizers and alcohol-based cleaning products to be carried aboard an aircraft for use during the flight or series of flights for the purposes of passenger and crew hygiene.

Recommendation 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.

To ensure sufficient air cargo capacity during the pandemic, exceptional measures for lifting restrictions of air cargo operations have been introduced by certain States, for example, granting temporary “Seventh Freedom” traffic rights for all-cargo operations. While noting the importance to facilitate essential air cargo operations and help reduce additional costs, introduction of such measures should be in line with overall risk management strategy of the State.

Recommendation 16

Member States are encouraged to consider the temporary lifting of restrictions to air cargo operations, including but not limited to

¹² In addition, associated guidance is provided at <https://www.icao.int/safety/OPS/OPS-Normal/Pages/Vaccines-transport.aspx>.

¹³ https://www.icao.int/safety/OPS/OPS-Normal/Pages/Safe-transport_guidance.aspx

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.

Globally accepted and verifiable testing certificates for air travel. Many States require pre-departure testing for COVID-19 as an entry requirement. ICAO has established a minimum dataset for testing certificates to facilitate States' recognition and harmonization of their use for air travel. These data sets are provided in the Manual (Doc 10152).

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 is developing a solution based on Doc 9303 – *Machine Readable Travel Documents* specifications, incorporating the concept of Visible Digital Seals (VDS). Other solutions and trials on mutually recognised travel and health certificates are also being conducted by the IATA (Travel Pass), World Economic Forum (WEF)/The Commons Project (CommonPass), the ICC (AOK) and others using existing solutions. The OECD is developing a blueprint for the verification of testing certificates in line with the ICAO recommendations.

Recommendation 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.

Vaccination. The WHO recommends that vaccination should not be a pre-condition for air travel. Vaccination may play an important role in aviation recovery as the vaccinated proportion of the global population increases over time. States are encouraged to recognize aircrew, front-line aviation workers and aviation workers in critical safety and security positions as essential workers to ensure the availability of air transportation during the COVID-19 pandemic. They should be encouraged to be vaccinated as an added layer of individual protection and follow the recommended vaccination considerations and protocols as outlined in the Manual (Doc 10152). States should facilitate the vaccination of these essential air transport workers in accordance with the WHO Strategic Advisory Group of Experts on Immunization (SAGE) Stage III recommendations, and as quickly as possible for air crew within these recommendations. 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, such individuals may be exempted 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 TOGD.

Recommendation 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 recommendations¹⁴.

Recommendation 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*.

Communication and advocacy strategy. In meeting the enormous challenges of the COVID-19 crisis, governments face diverging and competing requests from different ministries and/or authorities. Consequently, 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 such as aviation and tourism. Travel restrictions are a clear demonstration of the efforts being made to curb the virus notwithstanding the potential negative impacts on aviation and its contribution to the economic recovery. However, as a State prepares for recovery from the pandemic, it is important that authorities responsible for civil aviation ensure that key decision makers across government are aware of the value of the guidance contained in the TOGD and the Manual. As the context of the crisis changes, active engagement with the relevant national coordinating bodies and government agencies is required to make the guidance available in the decision-making processes for possible incorporation into the State's risk management strategy for national recovery planning.

Recommendation 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.

3. WAY FORWARD

The guidance presented in the TOGD and the Manual (Doc 10152) is under constant revision as new scientific evidence becomes available. ICAO continues to closely monitor the scientific and technological developments, in particular those related to vaccination and their impact on travel by air. In this regard, ICAO has been working with other international organizations, especially the WHO, to align efforts and is ready to incorporate each new development in its guidance.

¹⁴ <https://www.who.int/publications/m/item/who-sage-roadmap-for-prioritizing-uses-of-covid-19-vaccines-in-the-context-of-limited-supply>

As the vaccination is being rolled out globally, increasing number of passengers will be vaccinated in the near future. This will result in a growing uncertainty with different epidemiological realities from one State to another. It is intended that further iterations of the CART guidance will give consideration to the following near- and long-term issues:

- In planning a national risk management strategy which aims at reducing the need for public health risk mitigation measures and reactivating economic activities, the aviation sector will require particular attention. Such overall strategy should involve an orderly and phased removal of COVID-related restrictions on travel, developed in close coordination with relevant authorities based on proportionate evidence-based risk assessments, and taking into account the benefits that the recovery of aviation can have for the society and economy. The guidance contained in the TOGD and the Manual provides the building blocks needed to address and define the civil aviation component of the national risk management strategy.
- In time, the pandemic will recede; however, its profound impact has already reshaped economies and society, propelling the aviation industry towards re-thinking their businesses. Growing attention is being brought, for example, to personal health-related aspects throughout the travel processes. Cleanliness and sanitation may be at the forefront for air travelers, from check-in through security to boarding their flight. While moves towards more seamless travel processes were already underway prior to the pandemic, the on-going shift to digitalization can accelerate this transformation to a speedy, healthier and safer contactless travel experience.
- Beyond addressing issues arising from the current crisis, States and industry need to use the lessons learned to improve crisis preparedness, enhance economic and environmental sustainability, and enable smarter operations. Building a more resilient international civil aviation system will require intra- and cross-sectoral cooperation and alignment while accounting for the sovereignty and authority of States and their varying capacities to meet operational, technological and regulatory requirements.

ICAO will convene a High-Level Conference on COVID-19 (HLCC 2021) in October 2021. Aiming at creating a path to post COVID-19 recovery, the Conference will consider short- and long-term implications engendered by the crisis, proposals for States to use in tackling safety, operational and economic challenges, and streamlined policy responses to post-pandemic state of aviation. It will also provide an opportunity to share experiences among States and industry, and strengthen and demonstrate multilateral cooperation, States' individual and collective engagements, as well as efforts and political commitments to building sustainable, resilient aviation.



International Civil Aviation Organization

Council Aviation Recovery Task Force (CART)

Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis Third Edition

Montréal, Canada, 10 March 2021

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1. Background

1.1 The impact of the coronavirus disease (COVID-19) pandemic on global air transport is without precedent. For the year 2020, global passenger numbers fell by 60 per cent or 2.7 billion, compared to 4.5 billion in 2019 (-74 per cent in international traffic and -50 per cent in domestic traffic). Airlines have seen a 66 per cent decline in revenue passenger kilometres (RPKs) and airport passenger numbers were down 57 per cent in 2020. The traffic decline was estimated to have resulted in revenue losses of USD 371 billion and USD 112 billion for airlines and airports, respectively. The World Tourism Organization (UNWTO) also estimated a loss of USD 1.3 trillion in export revenues from tourism. With the COVID-19 pandemic accelerating across the globe, headwinds to air transport remain particularly pronounced in 2021. The updated ICAO projections indicate that world scheduled passenger traffic for the first half of 2021 will be reduced by 59 to 66 per cent (1.3 to 1.4 billion), compared to 2019 levels.

2. Overview

2.1 This document provides a framework for addressing the impact of the current COVID-19 pandemic on the global aviation transportation system. The appendix to this document includes mitigation measures needed to reduce public health risk to passengers and aviation workers while strengthening confidence among the travelling public, aviation workers, the global supply chain and governments. This will assist in accelerating demand for essential and non-essential air travel impacted by COVID-19. Complementing this material, this document also points to guidance material developed by international industry organizations which aims to assist in mitigating the impact of COVID-19. All of this material is kept under regular review and revised as necessary to keep it up to date.

2.2 With help and guidance from the civil aviation stakeholder community, ICAO recommends a phased approach to enable the safe return to high-volume domestic and international air travel for passengers and cargo. The approach introduces a core set of measures to form a baseline aviation health safety protocol to protect passengers and aviation workers from COVID-19. These measures will enable the growth of global aviation as it recovers from the current pandemic. It is, however, important to recognize that each stage of that recovery will need a recalibration of these measures in support of the common objectives, which are to safely enable air travel, incorporate new public health measures into the aviation system, as well as support economic recovery and growth. Our work must recognize the need to reduce public health risk while being sensitive to what is operationally feasible for airlines, airports and other aviation interests. Our work also considers evolving protocols that are available to mitigate risk, including testing and the introduction of newly available vaccinations. This is essential to facilitate the recovery during each of the forthcoming stages.

3. Objectives

3.1 In the aftermath of the COVID-19 outbreak, States, including government regulators, airports, airlines and aircraft manufacturers among other stakeholders of the aviation ecosystem, developed, in coordination with public health authorities, a set of measures aimed at reducing health risks to air travellers, aviation workers and the general public. These measures, applicable to States, airport operators, airlines and others in the air transport industry, are designed to enable a consistent and predictable travel experience. They will also contribute to the efficient, safe, secure and sustainable transport by air of an increasing number of passengers and cargo and will minimize the risk of COVID-19 transmission between and among these groups and the general public. The implementation of these measures will facilitate and strengthen the global recovery from the COVID-19 pandemic.

4. Guiding considerations

4.1 In developing the measures contained in the appendix, the drafters were guided by the following considerations:

- a) **Remain focused on fundamentals: safety, security, and efficiency;**
- b) **Promote public health and confidence among passengers, aviation workers, and the general public; and**
- c) **Recognize aviation as a driver of economic recovery.**

4.2 Based on these guiding considerations, the drafters further agreed that these measures should be:

- implemented in a multi-layer approach commensurate to the risk level that does not compromise aviation safety and security;
- able to capitalize on the sector's longstanding experience and apply the same principles used for safety and security risk management. This includes monitoring compliance, reviewing the effectiveness of measures at regular intervals, and adapting measures to changing needs as well as improved methods and technologies;
- able to minimize negative operational and efficiency impacts while strengthening and promoting public confidence and aviation public health;
- consistent and harmonized to the greatest extent appropriate, yet flexible enough to respond to regional or situational risk-assessment and risk-tolerance. The acceptance of equivalent measures based on shared principles and internationally recognized criteria will be a fundamental enabler to restore air services on a global level;
- supported by medical evidence and consistent with public health best practices;
- non-discriminatory, evidence-based and transparent;
- cost effective, proportionate and not undermining to the equal opportunity to compete;
- highly visible and communicated effectively and clearly to the aviation community as well as the general public; and
- consistent with State obligations under the *Convention on International Civil Aviation* (Chicago Convention) and other international treaties and agreements, as well as with standards and recommended practices applicable to aviation and public health.

5. Risk-based stages for mitigation measures

5.1 Resumption of higher volumes of passenger air travel will be dependent on a number of factors, including foremost public health agency guidelines (driven by travel risk levels), governmental travel restrictions and requirements, passenger confidence, and air carrier and airport operational capacity.

5.2 A risk-based approach will enable the transition between stages of restarting operations and the adjustment of mitigation measures based on risk, while recognizing that reverting to previous stages may be necessary. The goal is to maximize consistency and develop criteria for data reporting and the monitoring processes in support of evaluation and progression to the next stage(s). It is currently not feasible to provide any specificity of timing between these stages. At the time this document was published, most of commercial passenger aviation was in Stage 0 or 1.

- **Stage 0:** A situation with travel restrictions and only minimal movement of passengers between major domestic and international airports.
- **Stage 1:** Initial increase of passenger travel. This initial stage will coincide with relatively low passenger volumes, allowing airlines and airports to introduce aviation public health practices appropriate to the volume. There will be significant challenges as each stakeholder community adapts to both increased demand and the new operational challenges associated with risk mitigation. Health measures for travel required at airports will need to, at a minimum, match those from other local modes of transport and infrastructure.
- **Stage 2:** As health authorities review the applicability of measures based on recognized medical criteria, passenger volumes will continue to increase. Several measures that were required in Stages 0 and 1 may be lifted. Health measures for travel required at airports will need to match those from other local modes of transport and infrastructure.
- **Stage 3:** This stage may occur when the virus outbreak has been sufficiently contained in a critical mass of major destinations worldwide as determined by health authorities. The reduction of national health alert levels and associated loosening of travel restrictions will be key triggers. Risk mitigation measures will continue to be reduced, modified, or will be stopped in this stage. There may not be effective pharmaceutical interventions (e.g. therapies or vaccines) commonly available during Stage 3, but contact tracing and testing should be readily available. Until specific and effective pharmaceutical interventions are available, States may need to continue to loosen or reinstate public health and social measures throughout the pandemic.
- **Stage 4:** This stage begins when specific and effective pharmaceutical interventions are readily available in most countries. There may be a set of residual measures/mitigations that could be retained, although these should also undergo a periodic review process.

Note.— There are no hard boundaries in these stages and the transition between them can be in either direction.

Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis

Appendix

1. PUBLIC HEALTH RISK MITIGATION MEASURES

1.1 General

1.1.1 These public health risk mitigation measures are divided into four sections. The first section contains generally applicable risk mitigation measures that apply in all phases of passenger and cargo air transport. The second section describes modules, attached to this appendix, that are specific to various aspects of commercial air transport. The third section provides links to material, developed by industry organizations, to assist other aviation sectors. The final section describes Public Health Corridors as one collaborative implementation strategy for States to minimise the transmission of COVID-19 by aviation.

1.1.2 In the implementation of these measures, care should be taken to follow all applicable laws, regulations, requirements, standards and guidance issued by relevant sub-national, national and international authorities. Nothing in these guidelines is intended to supersede or contradict such requirements. States should ensure their policies and measures are coordinated across all relevant sectors.

1.2 Generally applicable risk mitigation measures

1.2.1 None of the measures listed below should be considered as sole mitigation measures but should be incorporated into a multilayered risk mitigation framework.

- **Public education:** States and stakeholders must work together to distribute accurate information quickly. Information must be as clear, simple and consistent as possible across the entire passenger travel experience.
- **General hygiene:** Hand hygiene (washing hands with soap and water or, where this is not available, using alcohol-based hand-sanitising solution), respiratory etiquette (covering the mouth and nose when sneezing or coughing) and limiting direct contact with any surfaces at the airport and in the aircraft to only when absolutely necessary should be observed at all times unless otherwise advised by airport staff or aircrew members.
- **Physical distancing:** To the extent feasible, people should be able to maintain social distancing consistent with World Health Organization (WHO) or applicable State health guidelines. Where this distancing is not feasible (for example in aircraft cabins), adequate risk-based measures should be used including allowing limited baggage in the cabin, orderly boarding processes, disembarkation announcements and procedures, and limiting unnecessary movement of passengers and cabin crew on board.

- **Face masks.** Non-medical and medical masks¹ should be worn in line with WHO recommendations² and the applicable public health guidelines, including requirements of all States concerned (e.g., departure, transit, arrival). Airlines should advise passengers in advance on type of masks required by the relevant national public health authorities. Exempted groups (e.g. children up to 5 years³. or passengers that cannot tolerate non-medical or medical masks such as individuals with physical disabilities, respiratory or other conditions) should be clearly specified. Passengers and personnel should always follow best practice about when and how to wear, remove, replace, and dispose of non-medical and medical masks in addition to proper hand hygiene following removal. Non-medical masks should be three layers, fully cover the nose and mouth and comply with WHO standards in terms of filtration and breathability. Masks should be worn during all phases of flight except while eating or drinking for brief periods of time. It should be replaced when it is no longer functional (e.g. becomes damp). Medical masks should be prioritized for use as personal protective equipment by healthcare workers, passengers at high risk of developing complications due to COVID-19, and persons suspected of being infected with COVID19. Medical respirators (e.g. N95 or N99 or FFP2 or FFP3) should be reserved for healthcare workers. Masks with exhalation valves can transmit the virus and should not be used². Refer to the attached posters for more guidance.
- **Routine sanitation:** High touch surfaces should be cleaned and disinfected as prescribed by public health authorities with frequency based on operational risk assessment.
- **Health declarations:** Where feasible and justified, health declaration forms or health attestations for COVID-19 should be used for all passengers, in line with the recommendations of relevant health authorities. Self-declarations in electronic format prior to airport arrival should also be encouraged to avoid crowding at airports. Refer to Public health corridor (PHC) Form 4.
- **Health screening:** States should ensure that health screening, at exit or entry, is conducted in accordance with the protocols of the relevant health authorities (e.g., departure, transit, arrival). Screening could consist of pre-flight and post-flight health declarations, non-invasive temperature measurement and/or visual observation conducted by employees trained to recognise signs suggestive of COVID-19 and in the use of these measures. Such screenings could identify ill persons that may require additional examination prior to working or flying. The availability of such information and insights can be leveraged in a risk-based approach, which will further contribute to reassure the travelling public. This screening may be conducted upon entry and/or exit. Temperature and other symptom-based screening could be a part of a multi-layered approach but should not be relied on as a stand-alone mitigation measure as it has limited effectiveness⁴, in detecting COVID-19 cases. The virus can be associated with mild symptoms or asymptomatic infections and is transmitted from both pre-symptomatic or asymptomatic individuals.

If a person shows signs and symptoms suggestive of COVID-19, or their declaration form shows a history of respiratory infection or/and exposure to high-risk contacts, appropriate follow up would be necessary, including a focused health assessment performed by healthcare personnel either in a dedicated interview space at an airport, or in an offsite pre-identified health care facility.

- **Health monitoring and Contact Tracing:** Methods for the collection of passenger and employee contact information valid for the destination should be in place, including through web applications. Such information is critical for health observation of incoming travellers, and would also be used to support public health authorities in contact tracing should this be warranted following the identification of a COVID-19 case. Updated contact information should be requested as part of the above mentioned

¹ Medical masks (also known as surgical masks) refer to professional medical masks worn by healthcare workers. Medical respirators are recommended for use by healthcare workers only.

² Mask use in the context of COVID-19; [https://www.who.int/publications/i/item/advice-on-the-use-of-masks-in-the-community-during-home-care-and-in-healthcare-settings-in-the-context-of-the-novel-coronavirus-\(2019-ncov\)-outbreak](https://www.who.int/publications/i/item/advice-on-the-use-of-masks-in-the-community-during-home-care-and-in-healthcare-settings-in-the-context-of-the-novel-coronavirus-(2019-ncov)-outbreak)

³ www.who.int/emergencies/diseases/novel-coronavirus-2019/advice-for-public/when-and-how-to-use-masks

⁴ <https://www.who.int/news-room/articles-detail/public-health-considerations-while-resuming-international-travel>

declaration. Public Health Passenger Locator Form (PLF) should be distributed during flight and collected afterwards and handed over to relevant health authorities.⁵

1.2.2 The following considerations should be taken into account.

- **Passengers with reduced mobility:** The specific needs of passengers with reduced mobility should be considered when implementing these measures in order not to unnecessarily limit their access to air travel.
- **Risk management (including testing):** A range of different and varied mitigation measures are available to States to manage the risks posed to their populations and economies by COVID-19. States should assess their risks and determine mitigation measures appropriate to their situation. As new COVID-19 tests are developed and matured, and as testing capacity and availability improve, States may consider incorporating testing as part of an overall risk management strategy. While testing is not universally recommended by public health authorities, it has been implemented by some States as a routine health screening method for international travellers. ICAO has published a *Manual on Testing and Cross-Border Risk Management Measures*⁶ to help States assess and develop their overall risk management strategy, including the possible use of testing. The Manual will be regularly updated to reflect medical advances and increased understanding of the disease.
- **Promoting, maintaining and supporting mental well-being:** COVID-19 and its associated restrictions has had a significant impact on the mental health and well-being of both passengers and aviation workers, which could impact operational safety. To provide for a psycho-socially safe and supportive aviation environment, multi-sector multi-stakeholder collaboration is necessary to support mental well-being of aviation workers, and to assist passengers in their preparations for travel. Principles and guidance material to support mental well-being may be found on the Promoting, Maintaining and Supporting Mental Well-Being in Aviation during the COVID-19 Pandemic Electronic Bulletin (EB 2020/55).
- **Testing protocols and reporting:** As more types of tests and testing protocols are implemented, States applying testing as part of their COVID-19 risk management strategy should consider the guidance outlined in the ICAO *Manual on Testing and Cross-Border Risk Management Measures* to develop testing protocols and standardize reporting of testing results. It is recommended that the information outlined in the Public Health Corridor (PHC) Form 5 (Recommended dataset on reporting COVID-19 testing results) is recorded on a COVID-19 test report that is issued for the purposes of cross-border travel.
- **Testing certificate standardization:** States are encouraged to utilize documentary proofs of testing that are accessible, effective, 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 (VDS), and other contactless methods. More guidance is available in *The ICAO Technical Advisory Group on the Traveller Identification Programme (TAG/TRIP) Guidelines on Visible Digital Seals (VDS) for Travel-Related Public Health Proofs* ([Publications \(icao.int\)](#)).
- **Vaccination.** Vaccination may play an important role in aviation recovery as the vaccinated proportion of the global population increases over time. Vaccination should not be a mandatory requirement when traveling internationally⁷.
- **Considerations for testing and quarantine following vaccination:** At such time as evidence shows that vaccinated passengers would not transmit the SARS-CoV-2 virus or would present a reduced risk of transmitting the virus, States could consider exempting such passengers from testing and/ or quarantine measures, in accordance with a State's accepted risk threshold, national framework and COVID-19 situation. Crew should be subject to minimal requirements in line with the crew module and guidance in the *Manual on Testing and Cross-Border Risk Management Measures* (Doc 10152).

⁵ State Letter 20/97

⁶ <https://www.icao.int/safety/CAPSCA/Pages/ICAO-Manuals.aspx>

⁷ [Interim position paper: considerations regarding proof of COVID-19 vaccination for international travellers \(who.int\)](#)

- **Evidence of Vaccination:** Where crew or passengers have been vaccinated, States are encouraged to provide evidence of vaccination that is secure, 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 (VDS).
- **Vaccination considerations for aviation workers:** The WHO Strategic Advisory Group of Experts on Immunization (SAGE) Prioritization Roadmap supports countries in planning and suggests public health strategies and targeting priority groups for different levels of vaccine availability and epidemiologic settings. As transportation workers, aviation workers are essential workers falling within Stage III of the WHO SAGE Prioritization Roadmap, to be vaccinated when there is moderate vaccine availability and between 21% and 50% of the national population has been vaccinated.

1.3 **Risk mitigation measures applicable in specific modules**

A. Airport

The airport module contains specific guidance addressing elements for airport terminal building, cleaning, disinfecting, hygiene, physical distancing, staff protection, access, check-in area, security screening, airside areas, gate installations, passenger transfer, disembarking, baggage claim and arrivals areas.

B. Aircraft

The aircraft module contains specific guidance addressing boarding processes, seat assignment processes, baggage, interaction on board, environmental control systems, food and beverage service, lavatory access, crew protection, management of sick passengers or crew members, and cleaning and disinfection of the flight deck, cabin and cargo compartment.

C. Crew

In order to promote safe and sustainable international air travel, a closely coordinated international approach to the treatment of air crews, consistent with recognized public health standards, will be essential to alleviate burdens on critical transportation workers. These currently include screening, quarantine requirements, and immigration restrictions that apply to other travellers. The crew module contains specific guidance addressing the contact of a crew member with a suspected or positive COVID-19 case, reporting for duty, dedicated end-to-end crew layover best practices, crew members experiencing COVID-19 symptoms during layover and positioning of crew.

D. Cargo

Cargo flight crews should apply the same health and safety considerations as passenger flight crews and are collectively included in the crew section of this document. Whilst air cargo consignments do not come into contact with the travelling public, the cargo acceptance and handover process does include interaction with non-airport employees. The cargo module addresses aviation public health including physical distancing, personal sanitation, protective barriers for points of transfer to the ramp and the loading and unloading, and other mitigation procedures.

1.4 Risk mitigation measures applicable to other aviation sectors

1.4.1 The Take-off Guidance Document was developed in collaboration with aviation industry organizations. Several of these organizations have developed additional guidance pertinent to the operations of their members. This material has been developed, and is being maintained, in line with the Key Principles set out in the CART Report and with the Guiding Considerations included in this Take-off Guidance Document.

1.4.2 The guidance material developed by CANSO to support the operational safety and efficiency of air traffic services provision may be found at [\[LINK⁸\]](#).

1.4.3 The guidance material developed by IBAC to support those business aviation operations that are not covered under the guidance for commercial air transportation may be found at [\[LINK⁹\]](#).

1.4.4 The guidance material developed by IAOPA to support general aviation, including flying schools, recreational and non-commercial flying, may be found at [\[LINK¹⁰\]](#).

1.5 Implementation through Public Health Corridors

1.5.1 In order to mitigate the spread of COVID-19 and safeguard the health and safety of aviation personnel and passengers, States are strongly encouraged to collaborate with each other to establish Public Health Corridors¹¹.

1.5.2 A public health corridor is formed when two or more States agree to recognise 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 by means of the PHC template on the CRRIC¹².

1.5.3 In forming a public health corridor, it is anticipated that participating States would apply a mutually supportive multi-layered risk-based approach to their implementation of public health mitigating risk measures. A combination of risk controls will provide better protection than the implementation of only one or two selected risk controls. By collaborating on the measures implemented, States can establish a risk mitigation strategy that most effectively aligns to their risk tolerance and to their health and safety management systems.

1.5.4 To facilitate implementation of PHCs, the *Manual on Testing and Cross-Border Risk Management Measures* (Doc 10152) has been updated (Chapter 5) and the ICAO i-PACK “Establishing a Public Health Corridor¹³” is being made available to States. They include associated procedures and relevant tools that will be regularly updated in view of latest scientific developments. One of these tools is the recently developed PHC Application (PHC App)¹⁴.

1.5.5 States are encouraged to establish key performance indicators to monitor the effectiveness of risk mitigation measures especially with respect to aviation recovery included in each module. These indicators should be developed from an aviation perspective and based on data released by public health authorities.

⁸ <https://canso.org/publication/covid-19-restart-and-recovery-guide/>

⁹ <https://ibac.org/guidance-documents>

¹⁰ <https://iaopa.aopa.org/-/media/Files/IAOPA/ICAO/ICAO-Take-off-GA-Module.pdf>

¹¹ the *Manual on Testing and Cross-Border Risk Management Measures* (Doc 10152) has been updated (Chapter 5)

¹² <https://www.icao.int/covid/Pages/crric.aspx>

¹³ <https://www.icao.int/secretariat/TechnicalCooperation/Pages/establishing-a-public-health-corridor.aspx>

¹⁴ <https://portal.icao.int/CRRIC/Pages/Public-Health-Corridors.aspx>

2. MODULES

<i>Module</i>	Airports
<i>Target audience</i>	Airport operators, authorities, governments, airport staff.

<i>Element</i>	Terminal building
<i>Brief description (Objective)</i>	Guidance for the operation of terminal buildings needs to consider all aspects of operations, including who has access to the building, the upkeep of cleanliness and disinfection procedures in place within the terminal building, as well as health measures, the provision of first-aid/medical attention guidance, and the protocols for passengers and staff.
<i>Considerations</i>	<p>Cleaning and disinfection</p> <ul style="list-style-type: none"> • A written plan for enhanced cleaning and disinfection should be agreed upon by the airport health authority, airport operators and service providers, according to the standard operating procedures outlined in the WHO <i>Guide to Hygiene and Sanitation in Aviation</i>. The plan needs to be updated in terms of process, schedule and products, when new information becomes available. All relevant personnel should be trained on increased disinfection requirements. • Cleaning and disinfection of terminal infrastructure and all equipment should be done on a regular basis, in accordance with the aforementioned plan, and its frequency should be increased as needed based on traffic. • Increase the availability of cleaning and disinfecting products approved by the applicable authorities. • All cleaning and disinfection staff should be made aware of the cleaning and disinfection plan. It is necessary to ensure staff are utilizing products effectively, including the concentration, method and contact time of disinfectants, and addressing areas that are frequently touched and most likely to be contaminated, such as: <ul style="list-style-type: none"> ○ Airport information desks, passengers with reduced mobility (PRM) desks, check-in areas, immigration/customs areas, security screening areas, boarding areas, etc. ○ Escalators, elevators and lifts, handrails. ○ Washrooms, toilets and baby changing areas. ○ Luggage trolleys and collection points: cleaned with dispensable wet wipes or disinfectants, ensuring that disposal bins are made available. ○ Seats prior to security screening and in boarding/check-in areas. ○ Parking shuttle buses and airside buses.

- Increase the use of air conditioning and effective filtration systems to keep air clean, reduce re-circulation and increase the fresh-air ratio. Horizontal airflows should be limited.

Physical distancing

- Physical distancing is an effective measure to limit transmission of COVID-19 and should be part of a comprehensive package of measures to limit the spread of COVID-19. Physical distancing measures in airports should be:
 - At least consistent with what is applied for other transport modes, particularly in urban public transport used for access to and from airports.
 - Applied to the greatest extent possible throughout the airport.
 - Re-evaluated as epidemiological conditions permit.
- Physical distancing should target reaching at least one (1) metre between all individuals.
- Mutual recognition of equivalent physical distancing measures that mitigate the health risks at the point of departure and of arrival is encouraged.

Staff protection:

- The level of adequate protection for staff members should be evaluated on a case-by-case basis. Such protection may include personal protective equipment (PPE), health screening programmes for staff, scheduling (keeping groups of staff in steady teams and shifts), easy alcohol-based hand sanitizer access, specific staff process prior to and after completing a shift, and physical distancing plans for workstations, including the consideration of barriers.
- Employees should be equipped with PPE based on the risk of exposure (e.g. type of activity) and the transmission dynamics (e.g. droplet spread). PPE could include disposable gloves, masks, goggles or face shields, and gowns or aprons.
- For staff and teams working shifts, handovers should be conducted in a contact-free manner, i.e. via telephone, videoconference, electronic logs, or at least through physical distancing.
- Maintenance and repair work in public areas should be prioritized and their schedule adjusted or postponed if it is non-essential.
- Staff training should maximize the use of online training and virtual classrooms.
- The use of physical separators between selected staff and passengers is recommended in areas of repeated exchanges and transactions.

Airport terminal access

- According to each airport specificities and the national legislation in place, airport terminal access may be restricted to workers, passengers and persons accompanying passengers with disabilities, reduced mobility or unaccompanied minors in an initial phase, as long as it does not create crowds and queues, which would enhance risks of transmission as well as create a potential security vulnerability.
- Where health screening is required by applicable regulations, non-contact thermometers should be used in a designated area, under conditions which minimize the impact on operations.

Means for uniform implementation

- Collaborate with relevant authorities to ensure viewpoints are aligned.
- Collaborate with stakeholders in the community to ensure the timely and accurate dissemination of information to the travelling public.
- Ensure alignment of measures with other local modes of transport and other infrastructures.
- Use the Airport COVID-19 Cleaning / Disinfection Control Sheet (PHC Form 3) or a similar one where appropriate.

<p><i>Element</i></p> <p style="text-align: center;">General check-in area</p>
<p><i>Brief description (Objective)</i></p> <p>The general check-in area of an airport is usually an area that sees high passenger traffic. In order to limit queues and crowds, passengers should complete as much of the check-in process as possible before arriving at the airport (i.e. passengers should be ready to fly). Self-service options should be made available and utilized as much as possible to limit contact at passenger touchpoints.</p>
<p><i>Considerations</i></p> <ul style="list-style-type: none"> • Implement measures that reduce congestion within these areas through advanced-planning and monitoring of passenger flows. • Airports should provide signage, floor markings and announcements via public address (PA) systems to encourage physical distancing. In addition, support communication of key prevention messages from health authorities through audio messages and signs at key touchpoints of the passenger journey should be considered. • Various self-service tools, such as boarding pass and baggage tag kiosks and baggage drops are of specific concern due to the high levels of physical contact that increase the probability of contamination. Usage of these devices should nonetheless be encouraged to reduce face-to-face interactions, but with careful attention to the management of passenger flow and keeping such devices adequately and constantly disinfected. • Whenever possible, passengers should be encouraged to complete check-in processes prior to arriving at the airport. Online check-in, mobile boarding pass, off-airport baggage tagging, and other initiatives will contribute to the reduction in the amount of contact with airport staff and infrastructure. It is therefore recommended that States remove any regulatory obstacles to enabling such types of off-airport processes. • At the traditional check-in counters, the use of retractable stanchions and floor signage in the queuing area to encourage physical distancing and the installation of transparent barriers in front of staff at counters should be considered. • Self-sanitizing technology may also be considered for integration within kiosks with touch screens, to allow for the disinfection of the screens between each use. • Whenever possible, airport and other stakeholders should use contactless processes and technology, including contactless biometrics such as facial or iris recognition. Such digital identification processes can be applied to self-service bag drops, various queue accesses, boarding gates and retail and duty-free outlets. This will eliminate or greatly reduce the need for contact with travel documents between staff and passengers. It may also accelerate various processes, resulting in enhanced health protection, reduced queuing and other process efficiencies.
<p><i>Means for uniform implementation</i></p> <ul style="list-style-type: none"> • Collaborate with relevant authorities, airlines and other aviation stakeholders for cost-effective solutions that protect the public.

- Simplified formalities by enabling contactless processes.
- Greater use of standardized digital identity management solutions.
- Use the Airport COVID-19 Cleaning / Disinfection Control Sheet (PHC Form 3) or a similar one where appropriate.

<i>Element</i> <p style="text-align: center;">Security Screening</p>
<p><i>Brief description (Objective)</i></p> <p>In response to the continuing pandemic, we can expect the need for physical distancing measures to be maintained at security screening checkpoints, including during the screening process. Measures to control access to the security screening checkpoint may need to be considered, as well as possible modifications to standard screening, in order to comply with new COVID-19 sanitary guidelines.</p> <p>Security screening staff should be exempt from carrying out health and safety related screening to ensure they remain focused on security screening and related processes.</p>
<p><i>Considerations</i></p> <p>Checkpoint access procedures</p> <ul style="list-style-type: none"> • Appropriate procedures should be implemented in coordination with relevant government departments in order to respond to any passengers showing signs of illness. • Hand sanitizers and disinfection products should be provided prior to passengers and staff screening access points where possible. • Screeners and passengers should maintain physical distancing to the extent possible or wear the appropriate PPE to mitigate the risk of exposure. • Rearranging of security checkpoint accesses and layouts should be considered with the objective of reducing crowds and queues, to the extent possible, and maintaining physical distance while maintaining desirable throughput. This should include both divestment areas and those areas where passengers retrieve their screened cabin baggage. • Floor-markings, tensile barriers, or other suitable means should be established within the queueing area to help secure the proper distancing recommended by the appropriate authorities. • Procedures involving passengers presenting boarding passes and other travel documents to security personnel should be done, to the extent possible, while avoiding physical contact and in a way that minimizes face-to-face interaction. Should there be a need to identify a person wearing a non-medical or medical mask against a government-issued photo identification, the non-medical or medical mask could be removed temporarily if physical distancing measures are met. Appropriate signage should be deployed that clearly informs about subsequent steps of the process. <p>Possible solutions include:</p> <ul style="list-style-type: none"> ○ Directing passengers to use automatic boarding pass scanners at access points while maintaining appropriate physical distance. ○ Using mobile boarding pass scanners operated by the security staff. ○ Conducting a visual inspection of the boarding pass and relevant identification documentation, as needed by standard operating procedures. <ul style="list-style-type: none"> • Automated gates and mobile scanners' reader surfaces should be disinfected with the same frequency as for any other high-touch surface.

- Passenger preparation officers should be deployed to ensure passengers are prepared for the divestment needs. Screeners should reinforce processes with passengers accessing divesting areas, such that they properly divest and are less likely to cause a false alarm (to minimize the use of manual searches).
- Enhanced cleaning and disinfecting should be routinely conducted of frequently touched/exposed surfaces and security screening equipment, including trays at the security checkpoint and baggage areas.

Passenger Screening

- Alcohol-based hand sanitizer should be distributed to staff for the cleaning and disinfection of their hands.
- Screeners should wear disposable gloves and masks when conducting manual searches on passengers. Alcohol-based hand sanitizers should be applied to the disposable gloves between each passenger screened. Disposable gloves should be changed when they are obviously soiled or torn.
- Employees should be advised to wash their hands after removing disposable gloves.
- Appropriate signage and information to passengers should be clearly displayed regarding newly implemented health requirements, as well as modified screening processes. Signage should highlight the need for passenger cooperation throughout the screening process.
- Whenever screening checkpoints are processing a high number of passengers, staff and crew screening should be performed in dedicated checkpoints and separately from passengers (as an additional preventive health measure), where possible.
- Appropriate alarm resolution arrangements should be put in place to mitigate the risk of queue build up and to maintain passenger throughput. These might include alarm resolution in a dedicated area separated from the flow of passengers which may need the positioning of additional security personnel.
- For WTMD alarm resolution, prioritize the use of hand-held metal detectors to identify the cause of alarm, followed by a targeted manual search where the alarm is.
- The use of explosive trace detection (ETD) equipment or explosives detection dogs (EDDs) should not be limited to alarm resolution. Random use of such explosive detection should be encouraged and leveraged where possible.
- Should there be a concern or an alarm that cannot be cleared solely by the primary screening equipment used, it should undergo a secondary screening using, in order of availability and subject to the nature of the screeners concern regarding the threat: EDD, ETD or manual search
- If the standard procedure allows for the reuse of ETD swabs, consideration should be given to discontinuing this practice to limit the possibility of spreading COVID-19.

Note.- The standard procedure may continue if, for example, it could be determined that the high temperature generated by the specific ETD in use will destroy the virus and if the process for handling and storage of swabs eliminates the possibility of contamination.

- If there is a need to conduct a manual search, screeners should adapt their methodology, if possible, to avoid being face-to-face with passengers or other persons being screened.
- Staff needed to interact with passengers in close proximity should use a non-medical or medical mask.
- Larger quantities of health-related liquids, aerosols and gels (LAGs) than prescribed by applicable security regulations, such as alcohol-based hand disinfectants, could be accepted if permitted by the appropriate authorities for aviation security and safety, taking into account the related regulations¹⁵.

Means for uniform implementation

- Work with the regulator to consider alternatives to manual searches when conducting random searches. Such alternatives should only be implemented with the approval of the appropriate authority and based on a risk assessment.
- Work with relevant health authorities to ensure cleanliness and disinfection protocols are developed and implemented for items with a high likelihood of cross contamination (e.g., trays and divestment area).
- Use the *Airport COVID-19 Cleaning / Disinfection Control Sheet* (PHC Form 3) or a similar one where appropriate.

¹⁵ <https://www.icao.int/safety/COVID-19OPS/Pages/DangerousGoods.aspx>

<p><i>Element</i></p> <p style="text-align: center;">Terminal Airside Area</p>
<p><i>Brief description (Objective)</i></p> <p>The post-security terminal airside area is an area of high passenger traffic with few physical barriers and usually wide-open space. Consideration needs to be given to the temporary need for physical distancing, while also providing passengers with access to the retail, duty-free concessions and food and beverage offerings.</p> <p>Gate areas, VIP lounges and other services in this area also see a high passenger volume. Various flow monitoring tools, physical installations, floor markings and adapted wayfinding need to be evaluated and deployed. Enhanced cleaning and hygiene measures may need to be scheduled and deployed to contribute to the limiting of the virus spread.</p>
<p><i>Considerations</i></p> <ul style="list-style-type: none"> • Encourage the use of self-service options, established in compliance with local health authority guidelines where passengers have limited contact with retail, food and beverage staff. • An orderly boarding process will be necessary to reduce physical contact between passengers, especially once load-factors start increasing. Close cooperation between the airline, airport and government is vital. Airlines will need to revise their current boarding processes. Airports may need to assist in redesigning gate areas and governments may need to adapt applicable rules and regulations. The increased use of automation, such as self-scanning and biometrics should be facilitated. • Especially during the early stages of the restart phase, carry-on baggage that would need to use the overhead bins should be limited to facilitate a smooth boarding process. • Where possible, implementation of self-boarding technologies at the gate should be considered, including units using automatic doors, integrated boarding pass readers, LCD displays for passenger instructions and a device for printing seat assignment changes. • Increase use of all other opportunities of self-scanning of documents when identification is needed. • As a temporary measure, sitting areas (e.g., lounges, gates, restaurants) can open at limited capacity to accommodate the short-term need for physical distancing. As the recovery phase progresses and health requirements evolve, a return to regular capacity can be contemplated. • Temporary closing or enhanced monitoring of certain service areas should be considered, based on the stage of mitigation measures, such as: <ul style="list-style-type: none"> ○ Self-service buffet food; ○ Café seating or multi-purpose seating; ○ Smoking areas; and ○ Children’s play areas. • Multiple alcohol-based hand sanitizer stations should be made available throughout the airport with adequate signage for passengers.

- Installation of touch-free equipment in toilet facilities such as the following should be considered:
 - Automated door systems;
 - Automatic toilet flushing system;
 - Taps and soap/hand sanitizer dispensers; and
 - Automated hand towel dispensers.

Means for uniform implementation

- Work with retail, food and beverage concessions to ensure the use of contactless technology payment options and self-serve options.
- Involve airline stakeholders in measures needed in airport lounges.
- Collaborate with relevant authorities, airlines and other aviation stakeholders for cost-effective solutions that protect the public.
- Use the *Airport COVID-19 Cleaning / Disinfection Control Sheet* (PHC Form 3) or a similar one where appropriate.
- To help shops, food and beverage outlets, and other in-airport suppliers to demonstrate that they follow the ICAO / CART guidelines, ACI has developed guidance that can be found at [LINK](#)¹⁶.

¹⁶ <https://aci.aero/about-aci/priorities/health/aci-airport-health-accreditation-programme/>

<p><i>Element</i></p> <p style="text-align: center;">Aircraft Terminal Gate Equipment</p>
<p><i>Brief description (Objective)</i></p> <p>Many airports will have decommissioned certain assets in response to a lack of passenger traffic. Appropriate safety checks need to be conducted prior to the recovery of the airline traffic. Airports and airlines need to work together to ensure that accurate flight schedules are provided in order to meet this demand.</p>
<p><i>Considerations</i></p> <ul style="list-style-type: none"> • Electromechanical equipment such as boarding bridges, escalators and elevators must be inspected and periodically tested or started up. Inspections of such decommissioned equipment are essential before returning them to service for passenger use, based on manufacturers' recommendations and national building codes. • Maintenance protocols need to be defined and deployed. • Where conditioned air is needed, power should be maintained in all outdoor-based equipment such as jetways and pre-conditioned air units. • Critical service providers and State authorities must be advised in advance on ramp-up schedules and plans by the airport operator to return temporarily closed facilities into service. • Passenger bus capacity should be adapted to facilitate physical distancing during boarding and disembarking of passengers <p>Gate aircraft equipment and air filtering</p> <ul style="list-style-type: none"> • Where external pre-conditioned air (PCA) and fixed electrical ground power are available at the stand, an aircraft can switch off its auxiliary power unit (APU) after arrival. A PCA system takes in ambient air through an intake filter and provides conditioned air to the cabin. • External air sources are not processed through the aircraft's high-efficiency particulate air (HEPA) filter. The aircraft APU should be permitted to be used at the gate to enable the aircraft's air conditioning system to be operated if equivalent air quality from PCA is not available.
<p><i>Means for uniform implementation</i></p> <ul style="list-style-type: none"> • Ensure that airport capacity recommissioning is in step with airline schedules and phased in an appropriate manner.

Element

Disembarking and Arrivals

Brief description (Objective)

Border control and customs processes may need to be temporarily revised to increase physical distancing.

Where equipment already exists, the use of automated border control (ABC) equipment, digital passenger identification (biometrics) as well as technology (thermal screening) could serve as an additional health screening measure and could speed up the immigration process, with the objective of reducing queuing and minimizing contact between border officials and passengers.

Furthermore, some governments are requiring passengers to complete health declarations or health attestations before departure or on arrival as an initial assessment measure, which could be used to identify passengers that might need a secondary assessment.

Considerations

- Coordination with various border regulatory authorities (e.g., immigration, health) should be established for measures facilitating the clearance of entry/arrival, such as enabling contactless processes (e.g., relating to the reading of passport chips, facial recognition).
- Where declarations are needed on arrival, governments should consider electronic options (e.g., mobile applications and QR codes) to minimize human-to-human contact. Information could be sent in advance via government portals. For customs formalities, where possible, green/red lanes for self-declarations are recommended.
- The identity verification process should be automated with the use of biometric technology. Use of contactless technology, automated border control or eGates should be encouraged in order to enhance transaction time and limit interaction between passengers, officers and staff.
- If needed by relevant regulations, smart thermal cameras can be installed to scan the temperature of multiple passengers rapidly and unobtrusively.
- During initial stages of recovery and if needed, secondary health assessments could be set to maintain the main general flow of passengers.
- For flights arriving from higher-risk areas where there are cluster or community transmission, a particular section of the arrivals terminal could be utilized to increase physical distancing, and/or smart thermal cameras could be placed at appropriate locations to screen arriving passengers, in consultation with the public health authorities.

Health Declaration

- Some governments are implementing a health declaration solution that can be set-up on a web portal. For those States that already have a platform to collect visa and electronic travel authorization information they could be customized to accommodate the additional information needed.

Transfer

- Develop health screening arrangements whereby passengers and property are not rescreened at transfer locations based on mutual recognition of health screening measures between the States in the travel itinerary.
- Where transfer security screening is needed, it should follow appropriate sanitary requirements as previously described in the departure process.

Means for uniform implementation

- Collaborate with relevant authorities for cost-effective solutions that protect the public.
- Collaborate with relevant authorities and airlines to develop efficient and cost-effective solutions that protect the travelling public.
- Work with governments and authorities if a health declaration is to be implemented.
- Greater use of standardized digital identity management solutions.
- Use the *Airport COVID-19 Cleaning / Disinfection Control Sheet* (PHC Form 3) or a similar one where appropriate.

<i>Element</i> Baggage Claim Area
<p><i>Brief description (Objective)</i></p> <p>The baggage claim area of an airport is susceptible to high passenger footfall and physical contact with luggage carts, baggage, washrooms and other facilities. Disinfection measures and increased frequency of cleaning should be implemented.</p>
<p><i>Considerations</i></p> <ul style="list-style-type: none"> • All efforts need to be made to provide a speedy baggage claim process and ensure that passengers are not made to wait for excessive amounts of time in the baggage claim area. • Maximize use of available arrival baggage carousels to limit the gathering of passengers, and, where possible, use of dedicated baggage carousels for flights from high risk areas. • Governments should ensure that the customs clearance process is as speedy as possible and that appropriate measures are taken in case of physical baggage inspections. • Cleaning schedules should be aligned based on flight schedules to ensure a more frequent, in-depth disinfection of luggage carts, washrooms, elevator buttons, rails, etc. • Self-service kiosks or online options for passengers needing to report lost or damaged luggage should be made available. • Floor-markings, tensile barriers, or other suitable means should be established to help secure the proper distancing recommended by the appropriate authorities. • Airline agents at lost luggage counters should be provided with physical barriers (transparent) when possible. • The use of baggage delivery services, where the passenger's baggage can be delivered directly to their hotel or home, should be encouraged. • Baggage tracking information should be shared with passengers so that they are able to make a baggage claim, in case of baggage mishandling, without waiting in the reclaim area. • Protocols for cleaning and disinfection of the area should be established.
<p><i>Means for uniform implementation</i></p> <ul style="list-style-type: none"> • Collaborate with relevant authorities and airlines for cost-effective solutions that protect the travelling public. • Use the <i>Airport COVID-19 Cleaning / Disinfection Control Sheet</i> (PHC Form 3) or a similar one where appropriate.

<p><i>Element</i></p> <p style="text-align: center;">Exit the Landside Area</p>
<p><i>Brief description (Objective)</i></p> <p>Protocols and precautions need to be in place for arriving passengers who are exiting the landside area. Consideration should be given to the greeter's area as well as the terminal's exit area. During initial restart phases, measures could include establishing a perimeter around the greeter's area or limiting access to the terminal building.</p>
<p><i>Considerations</i></p> <p>Airport terminal access</p> <ul style="list-style-type: none"> • According to each airport's specificities and the national legislation in place, airport terminal access may be restricted to workers, passengers and persons accompanying passengers with disabilities, reduced mobility or unaccompanied minors in an initial phase, as long as it does not create crowds and queues which would then increase risks of transmission as well as create a potential security vulnerability. • Multiple hand washing stations or hand sanitizers should be provided prior to the exit of the terminal building. • Cleaning should be increased based on flight schedules to ensure a more frequent, in-depth disinfection of landside public areas, including seating areas, food and beverage and retail, handrails, washrooms, automated moving systems and buses.
<p><i>Means for uniform implementation</i></p> <ul style="list-style-type: none"> • Collaborate with stakeholders in the community to ensure the timely, accurate dissemination of information to the travelling public. • Use the <i>Airport COVID-19 Cleaning / Disinfection Control Sheet</i> (PHC Form 3) or a similar one where appropriate.

<i>Module</i>	Aircraft
<i>Target audience</i>	
Operators covered under Annex 6 – <i>Operation of Aircraft, Part 1 – International Commercial Air Transport – Aeroplanes.</i>	
<i>Element</i>	
Passenger and Crew – General	
<i>Brief description (Objective)</i>	
Provide a safe, sanitary operating environment for passengers and crew.	
<i>Considerations</i>	
<ul style="list-style-type: none"> • Adjust the boarding process. To the extent possible, and consistent with weight and balance considerations, the boarding and disembarking of passengers should be conducted in ways that reduce the likelihood of passengers passing in close proximity to each other. • Seat assignment processes. When needed, seats should be assigned for adequate physical distancing between passengers. Airlines should allow for separated seating arrangements when occupancy allows it. Passengers should also be encouraged to stay in the assigned seat as much as possible. • Limit interaction on board. Passengers should be encouraged to travel as lightly as possible with all luggage checked-in except small hand luggage that fit under the seat. Newspapers and magazines should be removed. The size and quantity of duty-free sales may also be temporarily limited. • Limit or suspend food and beverage service. Food and beverage service should be limited or suspended on short-haul flights or should be considered to be dispensed in sealed, pre-packaged containers. • The use of non-essential in-flight supplies, such as blankets and pillows, should be reduced to minimize the risk of cross infection. • Restrict lavatory access. When possible, one lavatory should be designated for crew use only, provided sufficient lavatories remain available for passenger use without fostering congregation by passengers waiting to use a lavatory. Passengers should be informed that closing the lavatory lid before flushing is an effective method to mitigate the spreading of potentially infectious particles. • Also, to the extent practicable depending on the aircraft, passengers should use a designated lavatory based on seat assignment to limit passenger movement in flight, which reduces exposure to other passengers. • Crew protection measures. Sharing of safety equipment used for safety demonstrations should be prohibited. Crew members should be instructed to provide service only to specific sections of the cabin. Additional means of protection, for instance plastic curtains or Plexiglas panels during the boarding process (to be removed once boarding is completed), should be explored. 	

Note.- The following elements concerning disinfection contain the latest joint aircraft original equipment manufacturer (OEM) recommendations currently available. Users of this guidance should note that:

- *These recommendations are based on evolving circumstances and technology.*
- *While every attempt was made to provide common recommendations for disinfectants usage on aeroplanes, there are differences between the products manufactured by each aircraft OEM. It is strongly recommended that the operator is familiar with OEM guidance and consults the OEM for any questions specific to that airframe.*
- *The intent of these guidelines is to provide operators with recommendations that are aligned with the aircraft product. It is the responsibility of the operator to ensure that the disinfectants are used per the manufacturer's instructions, that proper protection is employed by those using the disinfectant and that their use is in alignment with health organizations' recommendations for efficacy and in accordance with the label instructions of the disinfectant.*

<p><i>Element</i></p> <p style="text-align: center;">Disinfection – Flight Deck</p>
<p><i>Brief description (Objective)</i></p> <p>Provide a safe, sanitary operating environment for crew and ground staff.</p>
<p><i>Considerations</i></p> <ul style="list-style-type: none"> • Frequency of cleaning of the flight deck should account for the separation of the flight deck from the passenger compartment as well as for the frequency of crew transitions. • The flight deck should be cleaned and disinfected at an appropriate frequency to accommodate safe operations for the crew. • Disinfection methods should be adopted in consultation with the aircraft manufacturer and based on an appropriate safety risk assessment. Any advice from WHO should also be taken into account. The risk assessment should be informed by recommendations from airframe manufacturers and reference instructions from appropriate health organizations on application to be effective against viruses. • Aircraft manufacturers recommend: <ul style="list-style-type: none"> ○ the use of a 70% aqueous solution of Isopropyl Alcohol (IPA) as a disinfectant for the flight deck touch surfaces with specific care to be taken for application on leather and other porous surfaces; ○ periodic equipment inspection to detect long-term effects or damage given the lack of data on the long term effects of much more frequent application of disinfectants; and to contacting them for guidance on alternate disinfectants should damage be observed; ○ considering enhanced inspection intervals or maintenance when employing aggressive or new disinfection techniques. ○ following their instructions for ensuring proper application, ventilation and use of personal protection equipment; and ○ consulting them for more detailed recommendations or additional disinfecting chemicals noting the discrepancy in approvals for disinfection products in different States and in their availability. • Surfaces should be cleaned of dirt and debris per instructions from the aircraft. • Application to surfaces should be with pre-moistened wipes or single use wetted cloth and use limited bottle sizes on board to minimize the risk of spilling the IPA solution. Do not spray IPA in the flight deck. Do not allow the liquid to pool or drip into the equipment. • IPA is flammable, so precautions should be taken around potential sources of ignition. • The operator should consider whether increased cleaning and disinfection may affect compliance with any applicable disinsection requirements established in accordance with ICAO Annex 9. Additional information can be obtained from the appropriate authority and technical guidance is available on the WHO publication on aircraft disinsection methods and procedures¹⁷.

¹⁷ <https://www.who.int/publications/i/item/cleaning-and-disinfection-of-environmental-surfaces-inthe-context-of-covid-19>

- UV irradiation does not replace normal manual cleaning procedures but could be used to supplement existing disinfection procedures. Where used, several important factors should be considered, including that UV disinfection is only effective if the virus is exposed to the UV light. Materials that are exposed to UV light may be damaged or discoloured. The Airframe OEM should be consulted to ensure that the device intended for use is compatible with aircraft materials.
- Given the increased likelihood that switch positions may be inadvertently changed during the cleaning or disinfection process, operators and flight crew should reinforce procedures to verify that all flight deck switches and controls are in the correct position prior to operation of the airplane.
- Some equipment on the flight deck may have additional disinfectant needs based on usage (e.g., oxygen masks) and procedures should be put in place accordingly.

Means for uniform implementation

- OEM communication through ICCAIA and OEM communication with operators.
- Use the *Aircraft COVID-19 Disinfection Control Sheet* (PHC Form 2) or a similar one when appropriate.

<i>Element</i>	Disinfection – Passenger Cabin
<i>Brief description (Objective)</i>	
Provide a safe, sanitary operating environment for passengers, crew and ground staff.	
<i>Considerations</i>	
<ul style="list-style-type: none"> • The cabin should be cleaned and then disinfected at an appropriate frequency to accommodate safe operations for the passengers and crew. The frequency should account for the operation of the aircraft and the potential exposure of the cabin to an infected person. • Disinfection methods should be adopted in consultation with the aircraft manufacturer and based on an appropriate safety risk assessment. Any advice from WHO should also be taken into account. The risk assessment should be informed by recommendations from airframe manufacturers and reference instructions from appropriate health organizations on application to be effective against viruses. • Aircraft manufacturers recommend: <ul style="list-style-type: none"> ○ the use of a 70% aqueous solution of Isopropyl Alcohol (IPA) as a disinfectant for cabin high-touch surfaces with specific care to be taken for application on leather and other porous surfaces; ○ periodic equipment inspection to detect long-term effects or damage given the lack of data on the long term effects of much more frequent application of disinfectants; and to contacting them for guidance on alternate disinfectants should damage be observed; ○ following their instructions for ensuring proper application, ventilation and use of personal protection equipment; ○ considering enhanced inspection intervals or maintenance when employing aggressive or new disinfection techniques. ○ consulting them for more detailed recommendations or additional disinfecting chemicals noting the discrepancy in approvals for disinfection products in different States and in their availability. • Surfaces should be cleaned of dirt and debris before disinfecting to maximize effectiveness. • Application to surfaces should be with pre-moistened wipes or single use wetted cloth and use limited bottle sizes on board to minimize the risk of spilling the IPA solution. Do not spray IPA in the cabin. Do not allow the liquid to pool or drip into equipment (e.g., in-flight entertainment electronic boxes). • IPA is flammable, so precautions should be taken around potential sources of ignition. • The operator should consider whether increased cleaning and disinfection may affect compliance with any applicable disinsection requirements established in accordance with ICAO Annex 9. Additional information can be obtained from the appropriate authority and technical guidance is available on the WHO publication on aircraft disinsection methods and procedures¹⁸. 	

¹⁸ <https://www.who.int/publications/i/item/cleaning-and-disinfection-of-environmental-surfaces-inthe-context-of-covid-19>

- UV irradiation does not replace normal manual cleaning procedures, but could be used to supplement existing disinfection procedures. Where used, several important factors should be considered, including that UV disinfection is only effective if the virus is exposed to the UV light. Materials that are exposed to UV light may be damaged or discoloured. The Airframe OEM should be consulted to ensure that the device intended for use is compatible with aircraft materials.
- Airlines may wish to review their operating procedures to minimize the number of personnel who need to contact high-touch surfaces such as access panels, door handles, switches, etc. For more detailed recommendations or additional disinfecting chemicals, reach out to the specific airframe manufacturer.

Means for uniform implementation

- OEM communication through ICCAIA and OEM communication with airlines.
- Use the *Aircraft COVID-19 Disinfection Control Sheet* (PHC Form 2) or a similar one when appropriate.

<p><i>Element</i></p> <p style="text-align: center;">Disinfection – Cargo compartment</p>
<p><i>Brief description (Objective)</i></p> <p>Provide a safe, sanitary operating environment for crew and ground staff.</p>
<p><i>Considerations</i></p> <ul style="list-style-type: none"> • The cargo compartment touch surfaces should be cleaned and disinfected at an appropriate frequency to accommodate safe operations for the ground staff. • Disinfection methods should be adopted in consultation with the aircraft manufacturer and based on an appropriate safety risk assessment. Any advice from WHO should also be taken into account. The risk assessment should be informed by recommendations from airframe manufacturers and reference instructions from appropriate health organizations on application to be effective against viruses. • Aircraft manufacturers recommend: <ul style="list-style-type: none"> ○ the use of a 70% aqueous solution of Isopropyl Alcohol (IPA) as a disinfectant for the cargo compartment high-touch surfaces with specific care to be taken for application on leather and other porous surfaces; ○ periodic equipment inspection to detect long-term effects or damage given the lack of data on the long term effects of much more frequent application of disinfectants; and to contacting them for guidance on alternate disinfectants should damage be observed; ○ following their instructions for ensuring proper application, ventilation and use of personal protection equipment; ○ considering enhanced inspection intervals or maintenance when employing aggressive or new disinfection techniques. ○ consulting them for more detailed recommendations or additional disinfecting chemicals noting the discrepancy in approvals for disinfection products in different States and in their availability. • Surfaces should be cleaned of dirt and debris before disinfecting to maximize effectiveness. • Application to surfaces should be with pre-moistened wipes or single use wetted cloth and use limited bottle sizes on board to minimize the risk of spilling the IPA solution. Do not spray IPA in the Cargo Compartment. Do not allow the liquid to contact critical equipment (e.g., smoke detector, electronic door operation equipment and fire extinguishing discharge nozzle). • IPA is flammable, so precautions should be taken around potential sources of ignition. Pay particular attention to hidden ignition sources as many aircraft have electronic boxes mounted in the cargo compartment. • The operator should consider whether increased cleaning and disinfection may affect compliance with any applicable disinfection requirements established in accordance with ICAO Annex 9.

Additional information can be obtained from the appropriate authority and technical guidance is available on the WHO publication on aircraft disinsection methods and procedures¹⁹.

- UV irradiation does not replace normal manual cleaning procedures but could be used to supplement existing disinfection procedures. Where used, several important factors should be considered, including that UV disinfection is only effective if the virus is exposed to the UV light. Materials that are exposed to UV light may be damaged or discoloured. The Airframe OEM should be consulted to ensure that the device intended for use is compatible with aircraft materials.
- Airlines may wish to review their operating procedures to minimize the number of personnel who need to contact high-touch surfaces such as access panels, door handles, switches, etc.

Means for uniform implementation

- OEM communication through ICCAIA and OEM communication with airlines.
- Use the *Aircraft COVID-19 Disinfection Control Sheet* (PHC Form 2) or a similar one when appropriate.

¹⁹ <https://www.who.int/publications/i/item/cleaning-and-disinfection-of-environmental-surfaces-inthe-context-of-covid-19>

<p><i>Element</i></p> <p style="text-align: center;">Disinfection – Maintenance</p>
<p><i>Brief description (Objective)</i></p> <p>Provide a safe, sanitary operating environment for passengers, crew and ground staff.</p>
<p><i>Considerations</i></p> <ul style="list-style-type: none"> • Airlines should be mindful of regular maintenance to both air systems and water systems to ensure they continue to protect the passenger and crew from viruses. Airlines should refer to the Airframe OEM for specific maintenance actions and intervals. • Airlines should include access panels and other maintenance areas in their disinfection procedures to ensure a safe environment for the maintenance crews. • Airlines may wish to review their operating procedures to minimize the number of personnel who need to be in contact with high-touch surfaces such as access panels, door handles, switches, etc. • Airlines should establish maintenance procedures to be applied after disinfection procedures in order to check the Flight Deck, Passenger Cabin and Cargo Compartment for the correct positioning of control handle, circuit breakers and control panels’ switches and knobs. Access panels and doors’ closure also should be checked.
<p><i>Means for uniform implementation</i></p> <ul style="list-style-type: none"> • OEM communication through ICCAIA and OEM communication with airlines. • Use the <i>Aircraft COVID-19 Disinfection Control Sheet</i> (PHC Form 2) or a similar one when appropriate.

<p><i>Element</i></p> <p style="text-align: center;">Hazardous Waste</p>
<p><i>Brief description (Objective)</i></p> <p>Hazardous Waste Management</p>
<p><i>Considerations</i></p> <ul style="list-style-type: none"> • Normal waste: Cabin wastes generated during flight operations where no passenger or crew member exhibits COVID-19 symptoms should be handled as normal waste, as recommended by WHO, and disposed of in line with the procedures for such waste applicable in the State of destination. <p><i>Note.- This includes non-medical and medical masks. Only non-medical and medical masks that have been used by a person suspected by the cabin crew of having COVID-19 or visibly soaked with blood or body fluids should be treated as biohazardous waste.</i></p> <ul style="list-style-type: none"> • Biohazardous waste: If a passenger or crew member exhibits COVID-19 symptoms, all waste materials including partly-consumed meals, beverages and disposable items as well as used paper towels, tissues and PPE (including non-medical and medical masks), generated whilst treating or supporting the passenger or crew member should be treated as biohazardous waste. • Biohazardous waste should be placed in the biohazard waste disposal bag in the aircraft's UPK or double bagged in standard plastic waste bag. In accordance with WHO and other relevant guidelines the spraying or sprinkling of disinfectant into the contents of the biohazardous waste bags is not necessary to reduce the spread of COVID-19. The action of spraying chemical disinfectant may result in virus particles of becoming airborne, presenting an additional risk to passengers and crew. The bags should be labelled and sealed. The airport authority and aircraft service providers must be informed of the presence of biohazardous waste. • States should consider relieving the ban on single use plastics to permit their use by airports and civil aviation authorities for medical, hygiene and safety purposes during the pandemic. • Airlines should prepare a written plan to share with stakeholders regarding their COVID-19 waste management procedures and communicate the information accordingly. Crew should be trained in the handling of biohazardous waste. • Airports and/or the relevant waste handling stakeholders should identify potential options for the treatment and disposal of biohazardous cabin waste resulting from the pandemic and communicate the information accordingly. The relevant personnel should be trained in the handling of biohazardous waste.
<p><i>Means for uniform implementation</i></p> <ul style="list-style-type: none"> • OEM communication through ICCAIA and OEM communication with airlines.

Element

Air System Operations

Brief description (Objective)

The aircraft manufacturers recommend maximizing total cabin airflow and care should be taken to avoid blocking air vents (particularly along the floor). These are general recommendations for cabin air considerations and there may be exceptions for specific aircraft models. It is strongly recommended that operators consult with the aircraft OEM for questions specific to an aircraft type.

*Considerations***Ground Operations (before chocks-off and after chocks-on)**

- Operations without the air conditioning packs or external pre-conditioned air (PCA) source should be avoided. External air sources are not processed through a high-efficiency particulate air (HEPA) filter. Use of the aircraft APU should be permitted at the gate to enable the aircraft's air conditioning system to be operated, if equivalent filtration from PCA is not available.
- If the aircraft has an air recirculation system, but does not have HEPA filters installed, reference should be made to OEM published documents or the OEM should be contacted to determine the recirculation system setting.
- It is recommended that fresh air and recirculation systems be operated to exchange the volume of cabin air before boarding considering the following:
 - For aircraft with air conditioning, run the air conditioning packs (with bleed air provided by APU or engines) or supply air via external PCA source at least 10 minutes prior to the boarding process, throughout boarding and during disembarkation.
 - For aircraft with HEPA filters, run the recirculation system to maximize flow through the filters.
 - For aircraft without an air conditioning system, keep aircraft doors open during turnaround time to facilitate cabin air exchange (passengers' door, service door and cargo door).

Flight Operations

- Operate environmental control systems with all Packs in AUTO and recirculation fans on.
 - Valid only if HEPA recirculation air filters are confirmed to be installed.
- If non-HEPA filters are installed, contact the aircraft OEM for recommendations on recirculation settings.
- If the aircraft in-flight operating procedure calls for packs to be off for take-off, the packs should be switched back on as soon as thrust performance allows.

Minimum Equipment List (MEL) Dispatch:

- Fully operational air conditioning packs and recirculation fans provide the best overall cabin ventilation performance. It is recommended to minimize dispatch with packs inoperative. It is recommended to minimize dispatch with recirculation fans inoperative for aircraft equipped with HEPA filter.

- Some aircraft have better airflow performance with all outflow valves operational. The OEM should be contacted about ventilation performance of the aircraft with outflow valves inoperative and the limitations associated with the dispatch in this situation.

High Flow (max Bleed) Switch:

- If the aircraft has an option for high flow operation, contact the OEM for setting recommendations.

For example:

Boeing recommends that airlines select High Flow Mode for 747-8, MD-80 and MD-90 aircraft, as this will maximize total ventilation rate in the cabin.

Note 1.- This will increase fuel burn. However, for the 747-400 and 737, High Flow Mode should NOT be selected as this does not result in an increase in total ventilation rate. For all models, recirculation fans should remain on (when HEPA filters are installed).

Note 2.- Sick passenger positioning guidance is contained in Cabin Crew element of the Crew module.

Filter Maintenance:

- Follow normal maintenance procedures as specified by the OEM. Take note of special protection and handling of filters when changing them.
- Contact OEM or refer to OEM published document to check if an additional sanitization procedure and/or personnel health protection is needed to avoid microbiological contamination in the filter replacement area.

Means for uniform implementation

- OEM communication through International Coordinating Council of Aerospace Industries Associations (ICCAIA) and OEM communication with airlines.
- Use the *Aircraft COVID-19 Disinfection Control Sheet* (PHC Form 2) or a similar one when appropriate.

<i>Module</i>	Crew
<i>Target audience</i>	
All operations covered under Annex 6 – <i>Operation of Aircraft, Part 1 – International Commercial Air Transport - Aeroplanes</i> , Civil Aviation Authorities and public health agencies.	

<i>Element</i>	Crew Members
<i>Brief description (Objective)</i>	
Provide harmonised health protection and sanitation considerations applicable to crew members that can be implemented globally.	
<i>Considerations</i>	
General	
<ul style="list-style-type: none"> • Unless specified as flight crew or cabin crew, the term “crew” refers to all crew required on board for the air operator to support the flight, including those that maybe required to position before or after a duty. This element applies to all crew. 	
Facilitation	
<ul style="list-style-type: none"> • Crew members operating passenger aircraft with cargo only, for example, should ensure that the correct notification has been sent to all agencies, to ensure that there is no confusion, or that crew members carried on board such as loadmasters, engineers, and cabin crew are correctly recognised and designated on the crew manifest. • Flight crew travel, including travel between States for training and medical certification purposes, is essential in re-establishing operations as alleviations to medical certification, training and checking requirements expire. Noting that many States do not have direct access to training facilities such as flight simulation training devices, it is essential to consider flight crew as ‘essential workers’ to benefit from PHC initiatives when accessing such facilities or being required to undergo medical examinations in other States. Further details can be found in ICAO State letter AN 5/28 -20/97. • States should require the airlines on their register to establish a coherent, effective and verifiable health assurance programme for their staff that would enable the implementation of measures that facilitate the continued operation of aircraft, such that: <ul style="list-style-type: none"> ○ Quarantine measures are not imposed on crew who need to layover, or rest, for the purposes of complying with flight time limitation (FTL) rest requirements. ○ Crews are not subject to screening or restrictions applicable to other travellers. ○ Health screening methods for crew members are as non-invasive as possible. 	

Health monitoring

- Crew members should monitor themselves for fever or chills, cough, shortness of breath or difficulty breathing, loss of taste, or other symptoms of COVID-19 according to WHO guidance. The [WHO](#) cut off point for fever is 38°C or higher.
- Crew members should take their temperature at least twice per day during duty periods and at any time they feel unwell.
- Crew members should stay at home or in their hotel room, notify their employers' occupational health programme, and not report for work if they develop a fever, shortness of breath, or other symptoms of COVID-19. They should not return to work until cleared to do so by the employers' occupational health programme and public health officials.

Examples of crew exposure concerns, include the following:

- Are within a mandated period of quarantine related to previous travel and/or duty.
- A passenger testing positive for COVID-19 regardless of symptoms.
- Know that they have been exposed to a person showing symptoms of COVID-19.
- Are experiencing any symptoms of COVID-19.
- Have recovered from COVID-19 symptoms but have not been assessed by the employers' occupational health program and public health authority.

During Flight:

- If a crew member develops symptoms during flight, the crew member should stop working as soon as practical, put on a medical mask, notify the pilot in charge, and maintain the recommended physical distance from others, when possible to do so. Upon landing, individuals should follow up with airline medical and public health officials.
- Guidelines for managing a passenger developing symptoms during flight are set out in the Cabin Crew module.

Health protection

- To protect the health of crew and others, including co-workers, crew members should:
 - Maintain recommended physical distance from others where possible, when working on the aircraft e.g., while seated on the jump seat(s) during take-off or landing, during ground transportation and while in public places.
 - Wash their hands regularly. If hands are not visibly dirty, the preferred method is using an alcohol-based hand rub for 20–30 seconds using the appropriate technique. When hands are visibly dirty, they should be washed with soap and water for 40–60 seconds using the appropriate technique.
 - Be reminded to, along with frequent hand washing/sanitization, avoid touching their face including while wearing disposable gloves.

- Wear a non-medical or medical mask while around other people, especially in situations where the recommended physical distance from others cannot be maintained.
- Non-medical, medical masks and disposable gloves should not impact the ability to carry out normal, abnormal and emergency safety procedures, such as the donning of oxygen masks, carrying out firefighting procedures etc.

Note - A non-medical mask should not replace the use of medical masks or other PPE provided in the universal precaution kit (UPK) when interacting with a sick traveller on board an aircraft.

- Inspect the integrity of the UPKs before each flight. Sealed kits need not be opened as it can be assumed that the contents will be as labelled. Crew members should follow existing air carrier policy and procedures regarding the use of PPE in the UPKs if needed to provide care to a sick passenger on board.
- Follow the guidance and precautions of the State and relevant health authorities related to COVID-19.
- Participate in their national vaccination programmes recognising that vaccination offers personal protection from infection and can assist in recovery of global connectivity

Additionally, airlines should:

- Provide sufficient quantities of cleaning and disinfectant products (e.g. disinfectant wipes) that are effective against COVID-19 for use during flight.
- Consider providing non-medical or medical masks to crew members for routine use when on duty, if these do not interfere with PPE, while carrying out job tasks and when it is difficult to maintain the recommended physical distance from co-workers or passengers.
-

Use of lavatories

- Ideally, one or more lavatories should be reserved for crew use, in order to limit the potential for infection from passengers.

Crew rest compartments

- To minimize any possibility of cross infection, pillows, cushions, sheets, blankets or duvets, where provided, should not be used by multiple persons unless coverings are disinfected.
- Some airlines issue each crew member with their own provisions and the cabin crew members are responsible for ensuring that they are removed and bagged after use.
- Other airlines provide bulk loading for crew rest area bedding items. Where this is the case, crew members should install their own bedding items before their rest period and remove them hygienically afterwards.

Training devices

- The same health protection and monitoring measures that apply to flight crew operating aircraft should be applied to the use of flight simulators and other training devices.

- The frequency of routine cleaning of flight simulators and training devices and other training aids, or equipment used during training (including oxygen masks) should be reviewed regularly against the risks and adjusted accordingly'. Cleaning products used should be COVID-19 disinfectants that are compatible with the materials being cleaned.

Means for uniform implementation

- Ensure that these considerations are fully supported by:
 - The applicable non-governmental agencies
 - Public health, immigration and customs agencies
 - Civil aviation authorities.
- A high degree of collaboration between airport operators and their associated stakeholder community.
- Associated policy, procedures and training are developed to reinforce the importance of these considerations.
- Use the *Crew COVID-19 Status Card* (PHC Form 1) or a similar one when appropriate.

<i>Element</i> <p style="text-align: center;">Flight Crew</p>
<p><i>Brief description (Objective)</i></p> <p>Provide harmonised health protection and sanitation considerations applicable to Flight Crew which can be implemented globally.</p>
<p><i>Considerations</i></p> <ul style="list-style-type: none"> • Access to the flight deck should be limited to the greatest extent possible. • Flight crew members should only leave the flight deck for short physiological breaks and scheduled rest. • In the case of flight crew at controls displaying symptoms, flight crew should don medical masks and the operator should consider whether removal from the flight deck is an appropriate mitigation within their risk assessment and refer to established procedures to identify whether a diversion is needed. • Non-medical or medical masks, as defined by the airline, should be worn by flight crew and by others who enter the cockpit. The airline or operating Flight Crew will complete an appropriate risk assessment before determining if masks will be removed after the flight deck door has been closed. Masks should be used whenever they leave the flight deck. • Airlines should ensure that non-medical or medical masks worn by crew, can be removed rapidly so that oxygen masks can be placed unhindered on the face, properly secured, sealed, and supplying oxygen on demand and that crew are provided with the correct guidance on how to do so. When leaving the flight deck, all items should be stowed, personal items removed, and flight deck made ready for cleaning and disinfection. • Prior to each cockpit crew change, the flight deck should have been fully cleaned and disinfected. • In-person interactions with the cabin crew should be reduced to a minimum. • If possible, only one person should be designated to be able to enter cockpit when necessary. • Only one member of the flight crew or technical crew should be allowed to disembark the aircraft to complete the external inspection, refuelling, etc. In such case direct contact with the ground crew should be avoided.
<p><i>Means for uniform implementation</i></p> <ul style="list-style-type: none"> • Ensure that these considerations are fully supported by: <ul style="list-style-type: none"> ○ The applicable non-governmental agencies. ○ Public health, immigration and customs agencies. ○ Civil Aviation Authorities. • A high degree of collaboration between airport operators and their associated stakeholder community. • Associated policy, procedures and training are developed to reinforce the importance of these considerations. • Use the <i>Crew COVID-19 Status Card</i> (PHC Form 1) or a similar one when appropriate.

<p><i>Element</i></p> <p style="text-align: center;">Cabin Crew</p>
<p><i>Brief description (Objective)</i></p> <p>Provide harmonised health protection and sanitation considerations applicable to Cabin Crew which can be implemented globally.</p>
<p><i>Considerations</i></p> <ul style="list-style-type: none"> • Cabin crew who are in contact with a passenger or a colleague suspected of being infected should not visit the flight deck unless it is unavoidable. • Crew members should continue to assist passengers who become ill in-flight. • In the case of someone suspected of having COVID-19, a crew member is to be designated to care for the passenger. That crew member must don the PPE provided in the UPK before engaging in close contact with the ill passenger. The ill passenger should be fitted with a medical mask and provided with appropriate assistance. Separate the ill person from the other passengers by a minimum of 1 metre. Where possible, this should be done by moving other passengers away. Depending on cabin design, 1 metre is usually two seats left empty in all directions. If possible, assign one toilet for use only by the ill passenger. The designated crew member(s) should comply with decontamination procedures established by the operator before resuming other duties. • A passenger who develops symptoms in-flight should be assessed by the local public health authorities after landing and prior to disembarking the aircraft following national protocols. • While limiting the number and frequency of physical flight crew checks, an alternative method of checking on flight crew welfare such as regular interphone calls should be implemented. • The use of PPE should not impact the ability to carry out normal, abnormal and emergency safety procedures, such as the donning of oxygen masks, carrying out firefighting procedures etc. • Safety demonstration equipment should not be shared to the extent feasible to reduce the likelihood of virus transmission. If it must be shared, alternate means of demonstration without the equipment should be considered or the equipment should be thoroughly sanitized between use. • Safety demonstrations should highlight to passengers that non-medical and medical masks should be removed before donning emergency oxygen masks, should they be needed. Note that this could be achieved by an additional announcement after screening of the safety video.
<p><i>Means for uniform implementation</i></p> <ul style="list-style-type: none"> • Ensure that these considerations are fully supported by: <ul style="list-style-type: none"> ○ The applicable non-governmental agencies. ○ Public health, immigration and customs agencies. ○ Civil aviation authorities.

- A high degree of collaboration between airport operators and their associated stakeholder community.
- Associated policy, procedures and training are developed to reinforce the importance of these considerations.
- Use the *Crew COVID-19 Status Card* (PHC Form 1) or a similar one when appropriate.

<p><i>Element</i></p> <p style="text-align: center;">Layover</p>
<p><i>Brief description (Objective)</i></p> <p>Ensure that all crew that need to layover or transit at an outstation are aware of the measures necessary to reduce the risk of transmission of COVID-19.</p> <p>Reference should be made to the ICAO Electronic Bulletin EB 2020/30 or as amended for the most up-to-date guidance.</p>
<p><i>Considerations</i></p> <p>Layover/ transits</p> <p>Crew members who are involved in flights with a layover, should not be medically quarantined or detained for observations while on layover or after returning, unless they were exposed to a known symptomatic passenger or crew member on board or during the layover.</p> <p>If crews need to layover or transit at an outstation, air operators should ensure compliance with relevant public health regulations and policies together with measures identified by a risk assessment conducted by the operator that takes account of specific local conditions.</p> <p>In the absence of a risk assessment, air operators should implement the following:</p> <ul style="list-style-type: none"> • Commute arrangements (between airport and hotel, if needed): The air operator should arrange for the commute between the aircraft and the crew’s individual hotel rooms ensuring hygiene measures are applied and the recommended physical distancing, including within the vehicle, to the extent possible. • At accommodation: <ol style="list-style-type: none"> a) At all times, the crew must comply with relevant public health regulations and policies. b) There should be one crew member per room, which is sanitized prior to occupancy. c) The crew, taking account the above, and insofar as is practicable, should: <ol style="list-style-type: none"> i. Avoid contact with the public and fellow crew members, and remain in the hotel room except to seek medical attention, or for essential activities including exercise, while respecting physical distancing; ii. Not use the common facilities in the hotel; iii. Dine in-room, get take-out or dine seated alone in a restaurant within the hotel, only if room service is not available; iv. Regularly monitor for symptoms including fever; and v. Observe good hand hygiene, respiratory hygiene and physical distancing measures when needed to leave the hotel room only for the reasons specified in (i), (iii) or in emergency situations. • Crew members experiencing symptoms suggestive of COVID-19 during layover or transit should: <ol style="list-style-type: none"> a) Report it to the aircraft operator and seek assistance from a medical doctor for assessment of possible COVID-19. b) Cooperate with the assessment and possible further monitoring for COVID-19 in accordance with the evaluation procedure implemented by the State (e.g. assessment in the hotel room, or an isolation room within the hotel, or alternative location).

- If a crew member has been evaluated and COVID-19 is not suspected in accordance with the above procedures implemented by the State, the air operator may arrange for the crew member to repatriate to base.
- If a crew member is suspected or confirmed as a COVID-19 case by the State and isolation is not needed by the State, such crew member could be medically repatriated by appropriate modes of transport; if there is agreement to repatriate the crew member to home base.

Means for uniform implementation

- Ensure that these considerations are fully supported by:
 - The applicable non-governmental agencies
 - Public health, immigration and customs agencies
 - Civil aviation authorities.
- A high degree of collaboration between airport operators and their associated stakeholder community.
- Associated policy, procedures and training are developed to reinforce the importance of these considerations.
- Use the *Crew COVID-19 Status Card* (PHC Form 1) or a similar one when appropriate.

<i>Module</i>	Cargo
<i>Target audience:</i>	
Airline, freight forwarder, trucker, ground handler (cargo terminal operator).	
<i>Element</i>	Road Feeder to Freight Reception & freight pick up
<i>Brief description (Objective)</i>	
Protect cargo handling staff and truckers during the handover points for physical freight (in warehouse) and documentation (often office).	
<i>Considerations</i>	
<ul style="list-style-type: none"> • Onsite biosafety principles: <ul style="list-style-type: none"> ○ Proximity for document handover should be minimized, floor markings should be indicated and / or appropriate PPE should be worn. ○ Wherever possible, hand washing stations or alcohol-based hand sanitizer should be placed on entry. ○ Surfaces (e.g. handles, kiosks) should be regularly cleaned and disinfected ○ Alcohol-based hand sanitizer should be made available for users of kiosks, etc. ○ Area(s) for donning and doffing of appropriate PPE as needed should be identified. • Physical handover of goods (truck offload): <ul style="list-style-type: none"> ○ Drivers should stay in vehicle cabin until instructed (as per relevant procedures). ○ Physical distance should be kept between driver and facility staff where possible. ○ Close contact of personnel should be limited, appropriate PPE should be worn where appropriate. • Documentation handover (office): <ul style="list-style-type: none"> ○ Digital document systems and data exchange should be implemented wherever possible. ○ Physical distancing of at least 1 metre should be kept between all parties where possible, floor markings indicated or the appropriate PPE worn. ○ Where physical documents need to be signed, each signatory should do so with their own pen. ○ Physical barriers (transparent) should be installed at counters and reception. ○ Alcohol-based hand sanitizer should be made available when entering or exiting common areas. • Material handling equipment (MHE) usage (e.g., forklifts, hand carts): <ul style="list-style-type: none"> ○ To avoid cross contamination, MHE should be cleaned and disinfected after use. ○ Employees should be educated and should practice personal hygiene principles. ○ Appropriate PPE should be worn where necessary. 	
<i>Means for uniform implementation</i>	
<ul style="list-style-type: none"> • Wall posters, and handouts, downloadable from carrier and GHA web sites. See Posters in Staff Rest Areas for samples. 	

<p><i>Element</i></p> <p style="text-align: center;">Within Cargo facility (Origin / Destination / Transit)</p>
<p><i>Brief description (Objective)</i></p> <p>Protect Cargo facility (warehouse) staff during business operations such as build-up, breakdown, repositioning and documentation handling.</p>
<p><i>Considerations</i></p> <ul style="list-style-type: none"> • Onsite biosafety principles: <ul style="list-style-type: none"> ○ Physical distance should be kept at all times when operational safety is not compromised. ○ Close proximity for handover minimized (e.g. drop zones) or appropriate PPE should be worn. ○ Ground personnel rotations should take into account the need to avoid cross-infection. ○ Alcohol-based hand sanitizer should be placed on entry into common areas. ○ Regular cleaning and disinfection of surfaces (e.g. handles, mobile devices, kiosks) should be established. ○ Sanitizer should be made available for users of kiosks, shared mobile devices, and other shared devices. • Physical handling goods: <ul style="list-style-type: none"> ○ Physical distance should be kept when operational safety is not compromised; <ul style="list-style-type: none"> – When not possible (e.g. 2 person lift needed for heavy cargo) appropriate PPE should be worn. ○ Appropriate PPE should be worn where necessary. • Material handling equipment (MHE) / ground support equipment (GSE) usage: <ul style="list-style-type: none"> ○ To avoid cross contamination MHE and GSE should be cleaned and disinfected between uses. ○ All employees should be educated and should practice personal hygiene principles. ○ Appropriate PPE should be worn where necessary.
<p><i>Means for uniform implementation</i></p> <ul style="list-style-type: none"> • Posters displayed through cargo facility and staff rest areas.

<p><i>Element</i></p> <p style="text-align: center;">Cargo facility to ramp (Origin / Transit / Destination)</p>
<p><i>Brief description (Objective)</i></p> <p>Protect staff during the Cargo facility handover to/from ramp crews in preparation for aircraft loading and unloading.</p>
<p><i>Considerations</i></p> <ul style="list-style-type: none"> • Onsite biosafety principles <ul style="list-style-type: none"> ○ Physical distance should be kept at all times when operational safety is not compromised or appropriate PPE should be worn. ○ Regular cleaning and disinfection of surfaces (e.g. handles, kiosks) should be established. ○ Alcohol-based hand sanitizer should be made available for users of kiosks, shared mobile devices, etc. ○ Close proximity for handover should be minimized (e.g. drop zones) or appropriate PPE should be worn. ○ Ground personnel rotations should take into account the need to avoid cross team infection. • Physical handover of goods <ul style="list-style-type: none"> ○ Physical distance should be maintained, and cargo drop zones used where possible. ○ Close contact of personnel should be limited, and appropriate PPE should be worn where necessary. • Ground support equipment (GSE) usage <ul style="list-style-type: none"> ○ To avoid cross contamination, GSE should be cleaned and disinfected between users. ○ All employees should be educated and should practice personal hygiene principles. ○ Appropriate PPE should be worn where necessary.
<p><i>Means for uniform implementation</i></p> <ul style="list-style-type: none"> • Posters displayed in staff rest areas.

<i>Element</i> Aircraft Loading / Unloading
<p><i>Brief description (Objective)</i></p> <p>Protect ramp handling staff during the loading and unloading of the aircraft, which is usually performed by multiple crews of 3 to 4 persons depending on the operation.</p> <p>Ensure enhanced public health safety when the number of close contact personnel rises during manual loading of the passenger cabin.</p>
<p><i>Considerations</i></p> <ul style="list-style-type: none"> • Onsite biosafety principles <ul style="list-style-type: none"> ○ Physical distance should be kept at all times when operational safety is not compromised or appropriate PPE should be worn. ○ Alcohol-based hand sanitizer should be placed on entry into common areas. ○ Regular cleaning and disinfection of surfaces (e.g. handles, mobile devices, kiosks) should be established. ○ Alcohol-based hand sanitizer should be made available for users of kiosks, shared mobile devices, etc. ○ Close proximity of staff for loading should be minimized or appropriate PPE should be used particularly for passenger cabin loading. ○ Ground personnel rotations should take into account the need to avoid cross team infection. • Physical Loading of goods <ul style="list-style-type: none"> ○ Physical distance should be kept when operational safety is not compromised (encourage single person operations). ○ Close contact of personnel should be limited, and appropriate PPE should be worn where necessary. ○ For “human chain” loading, appropriate PPE should be used (non-medical or medical masks and disposable gloves) and hygiene principles should be applied between operations. • Material handling equipment (MHE) / ground support equipment (GSE) usage <ul style="list-style-type: none"> ○ To avoid cross contamination, MHE/GSE should be cleaned and disinfected between users. ○ All employees should be educated and should practice personal hygiene principles. ○ Appropriate PPE should be worn where necessary.
<p><i>Means for uniform implementation</i></p> <ul style="list-style-type: none"> • Posters in staff rest areas. • Use the <i>Airport COVID-19 Cleaning / Disinfection Control Sheet</i> (PHC Form 3) or a similar one where appropriate.

3. FORMS AND POSTERS

CREW COVID-19 STATUS CARD													
<p>Purpose of this card: Information to be recorded by crew prior to departure to confirm their COVID-19 health status and to facilitate processing by State's Public Health Authorities.</p> <p>Notwithstanding completion of this card, a crew member might still be subjected to additional screening by Public Health Authorities as part of a multilayer prevention approach e.g. when recorded temperature is 38 C° (100.4 F°) or greater.</p>													
<p>1. During the past 14 days, have you had close contact (face-to-face contact within 1 metre and for more than 15 minutes or direct physical contact) with someone who was suspected of having COVID-19 or had been diagnosed with COVID-19?"</p> <p style="text-align: right;">Yes <input type="checkbox"/> No <input type="checkbox"/></p>													
<p>2. Have you had any of the following symptoms during the past 14 days:</p> <table style="width: 100%; border: none;"> <tr> <td style="width: 60%;">Fever</td> <td>Yes <input type="checkbox"/></td> <td>No <input type="checkbox"/></td> </tr> <tr> <td>Coughing</td> <td>Yes <input type="checkbox"/></td> <td>No <input type="checkbox"/></td> </tr> <tr> <td>Breathing difficulties</td> <td>Yes <input type="checkbox"/></td> <td>No <input type="checkbox"/></td> </tr> <tr> <td>Sudden loss of sense of taste or smell</td> <td>Yes <input type="checkbox"/></td> <td>No <input type="checkbox"/></td> </tr> </table>		Fever	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Coughing	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Breathing difficulties	Yes <input type="checkbox"/>	No <input type="checkbox"/>	Sudden loss of sense of taste or smell	Yes <input type="checkbox"/>	No <input type="checkbox"/>
Fever	Yes <input type="checkbox"/>	No <input type="checkbox"/>											
Coughing	Yes <input type="checkbox"/>	No <input type="checkbox"/>											
Breathing difficulties	Yes <input type="checkbox"/>	No <input type="checkbox"/>											
Sudden loss of sense of taste or smell	Yes <input type="checkbox"/>	No <input type="checkbox"/>											
<p>3. Temperature at duty start:</p> <p>Temperature not recorded due to individual not feeling/ appearing feverish <input type="checkbox"/></p> <p>Temperature in degrees C° <input type="checkbox"/> / F° <input type="checkbox"/> : _____</p> <p>Date: _____ Time: _____</p> <p>Recording method : Forehead <input type="checkbox"/> Ear <input type="checkbox"/> Other <input type="checkbox"/> _____</p>													
<p>4. Have you had a positive COVID-19 test during the past 3 days?</p> <p style="text-align: right;">Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>Attach report if available</p>													
<p>5. Have you received a COVID-19 vaccine? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>Date of most recent vaccination:</p> <p>Have you completed the full vaccination protocol? Yes <input type="checkbox"/> No <input type="checkbox"/></p>													
<p>Crew member Identification:</p> <p>Name:</p> <p>Airline/ aircraft operator:</p> <p>Nationality and Passport No:</p> <p>Signature:</p> <p>Date:</p>													

AIRCRAFT COVID-19 DISINFECTION CONTROL SHEET

Aircraft Registration: _____

Aircraft disinfection was made in accordance with the recommendation of the World Health Organization, at a frequency determined by the National Public Health Authority and in accordance with approved products and application instructions of the aircraft manufacturer.

Date (dd/mm/yy)	Time (24hr - Coordinated Universal Time (UTC))	Airport (ICAO code)	Remarks	Disinfector name
Aircraft areas treated		Disinfectant material	Comments	Disinfector signature
Flight deck <input type="checkbox"/> Passenger cabin <input type="checkbox"/> Cargo compartment(s) <input type="checkbox"/> Other: _____ _____				

Date (dd/mm/yy)	Time (24hr -UTC)	Airport (ICAO code)	Remarks	Disinfector name
Aircraft areas treated		Disinfectant material	Comments	Disinfector signature
Flight deck <input type="checkbox"/> Passenger cabin <input type="checkbox"/> Cargo compartment(s) <input type="checkbox"/> Other: _____ _____				

Date (dd/mm/yy)	Time (24hr -UTC)	Airport (ICAO code)	Remarks	Disinfector name
Aircraft areas treated		Disinfectant material	Comments	Disinfector signature
Flight deck <input type="checkbox"/> Passenger cabin <input type="checkbox"/> Cargo compartment(s) <input type="checkbox"/> Other: _____ _____				

XYZ- AIRPORT COVID-19 CLEANING / DISINFECTION CONTROL SHEET

Airport Area: _____

This airport area disinfection was made in accordance with the recommendation of the World Health Organization, at a frequency determined by the National Public Health Authority and in accordance with approved products and application instructions.

Date (dd/mm/yy)	Time (24hr)	Areas	Cleaning/Disinfectant product	Disinfector name and signature
		Floor <input type="checkbox"/> Seats <input type="checkbox"/> Counter <input type="checkbox"/> Screening equipment <input type="checkbox"/> Conveyor belts <input type="checkbox"/> Passenger mobility aids <input type="checkbox"/> Hand railings <input type="checkbox"/> Elevators <input type="checkbox"/> Baggage Trolleys <input type="checkbox"/> Washrooms <input type="checkbox"/> Information Desk <input type="checkbox"/> Boarding Area <input type="checkbox"/> <i>(includes aerobridges and airside buses)</i> Stanchions / queues <input type="checkbox"/> Self-service kiosks <input type="checkbox"/> Sanitization stations <input type="checkbox"/> Other <input type="checkbox"/>		
			<i>Remarks</i>	

Date (dd/mm/yy)	Time (24hr)	Areas	Cleaning/Disinfectant product	Disinfector name and signature
		Floor <input type="checkbox"/> Seats <input type="checkbox"/> Counter <input type="checkbox"/> Screening equipment <input type="checkbox"/> Conveyor belts <input type="checkbox"/> Passenger mobility aids <input type="checkbox"/> Hand railings <input type="checkbox"/> Elevators <input type="checkbox"/> Baggage Trolleys <input type="checkbox"/> Washrooms <input type="checkbox"/> Information Desk <input type="checkbox"/> Boarding Area <input type="checkbox"/> <i>(includes aerobridges and airside buses)</i> Stanchions / queues <input type="checkbox"/> Self-service kiosks <input type="checkbox"/> Sanitization stations <input type="checkbox"/> Other <input type="checkbox"/>		
			<i>Remarks</i>	

PUBLIC HEALTH COVID-19 PASSENGER SELF DECLARATION FORM

Proposal – a health declaration to include on the reverse of the existing PLF.

PUBLIC HEALTH COVID-19 PASSENGER SELF DECLARATION FORM	
<p>Purpose of this form: This form is intended to support public health authorities by allowing arriving passengers to easily provide relevant information pertaining to their health status, particularly with regard to COVID-19. Information needs to be recorded by an adult member of the group or travel group. Notwithstanding completion of this form, a passenger might still be subjected to additional health screening by the Public Health Authority as part of a multi-layer prevention approach. Your information is intended to be held in accordance with applicable national laws and used only for public health purposes.</p>	
<p>1) Traveller Information:</p> <p>First Name(s): <input type="text"/></p> <p>Last Name(s): <input type="text"/></p> <p>Date of Birth (dd/mm/yyyy): <input type="text"/></p> <p>Travel document No. & issuing country: <input type="text"/> <input type="text"/></p> <p>Country of residence: <input type="text"/></p> <p>Port of Origin: <input type="text"/></p>	
<p>2) During the past 14 days, have you, or a member of your group travelling with you, had close contact (face-to-face contact for more than 15 minutes or direct physical contact) with someone who had symptoms suggestive of COVID-19? Yes <input type="checkbox"/> No <input type="checkbox"/></p>	
<p>3) Have you, or any member of your group travelling with you, had any of the following symptoms during the past 14 days:</p> <p>Fever Yes <input type="checkbox"/> No <input type="checkbox"/> Shortness of breath Yes <input type="checkbox"/> No <input type="checkbox"/> Coughing Yes <input type="checkbox"/> No <input type="checkbox"/> Sudden loss of sense of taste or smell Yes <input type="checkbox"/> No <input type="checkbox"/></p>	
<p>4) Have you, or any member of your group travelling with you, had a positive COVID-19 test in the last 3 days? Yes <input type="checkbox"/> No <input type="checkbox"/> Please attach report if available</p>	
<p>5) Please indicate all countries and cities that you and the group travelling with you have visited or transited through in the last 14 days (including airports and ports), providing the dates of the visit. List the most recent country first.</p> <p>_____</p> <p>_____</p>	
<p><i>For more information on penalties related to the provision of false information on this form, please refer to the applicable national legislation and/or local health authorities.</i></p>	
<p>Signature:</p> <p>Date:</p>	

Recommended dataset on reporting COVID-19 testing results

The minimum information to be recorded on the certificate includes:

- (1) Personal Information of Test Subject:
 - a) Full Name (Surname, Given Name)
 - b) Date of Birth (YYYYMMDD)
 - c) ID Document Type (mandatory)
 - d) ID Document Number (mandatory)

- (2) Service Provider:
 - a) Name of testing facility or service provider (mandatory)
 - b) Country of test (mandatory)
 - c) Contact details (mandatory)

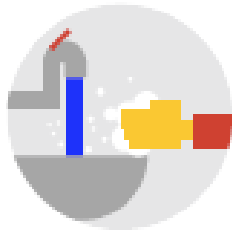
- (3) Date and Time of Test and Report:
 - a) Date and time of specimen collection (mandatory)
 - b) Date and time of report issuance (mandatory)

- (4) Test Result:
 - a) Type of test conducted: molecular (PCR); molecular (other); antigen; antibody (mandatory)
 - b) Result of Test (normal/abnormal or positive/negative) (mandatory)
 - c) Sampling method (nasopharyngeal, oropharyngeal, saliva, blood, other (optional))

- (5) Optional Data Field: Issued at the discretion of the issuing authority

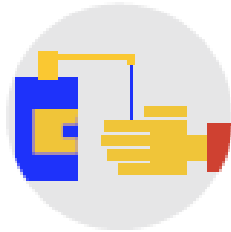
Examples of POSTERS IN STAFF REST AREAS

Instruction for Staff during COVID-19



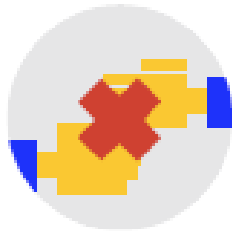
Regularly wash your hands

Use liquid soap and water to wash your hands for at least 20 seconds every time you enter the building.



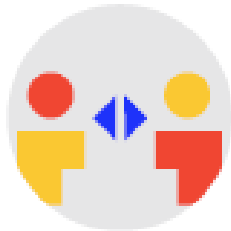
Disinfect

When handwashing is not possible, disinfect your hands with an alcohol-based hand rub.



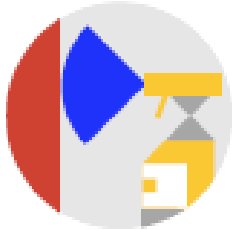
Avoid shaking hands

Remember that the virus spreads through coughing and sneezing via airborne droplets, as well as through direct contact.



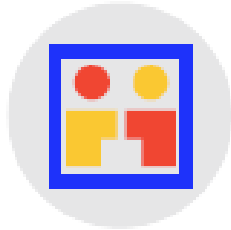
Respect physical distancing

Maintain a safe distance from others by following floor markings or other indicators. Driver to stay in the vehicle until instructed and follow local procedures.



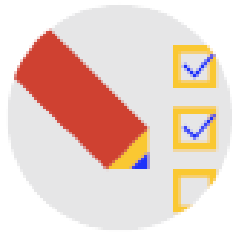
Clean regularly

Disinfect all frequently touched surfaces and all the equipment between uses.



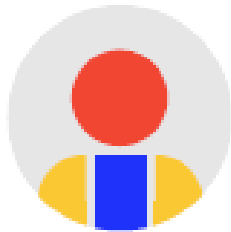
Maintain the distance

Avoid entering enclosed rooms with other people present or wear appropriate personal protective equipment.



Use your own pen

Ensure you don't touch others' pens when signing documentation.






Follow any company, local or national guidance and regulations, especially if you show potential symptoms.

BE RESPONSIBLE.

STAY SAFE.



RECOMMENDED MASKS

COVERING/MASK	Efficiency at filtering Large Droplets	Efficiency at filtering Aerosols	Use in Aviation
 <p>Medical respirators e.g. N95, N99, FFP2 or FFP3 masks</p>	99.9%	95%	Not routinely recommended, unless required by national health authorities. For use in healthcare and other occupational settings
 <p>Medical/surgical masks</p>	98.5%	89.5%	Recommended
 <p>Non-medical/fabric masks</p>	99.5%	82%	Recommended 3 layers in accordance with WHO specifications

NOT RECOMMENDED MASKS

 <p>Tea Towel or Dishcloth</p>	98%	72.5%	Not Recommended
 <p>100% Cotton T-shirt</p>	97%	51%	Not Recommended
 <p>Silk or Lace</p>	56%	54%	Not Recommended
 <p>Scarf or Bandana</p>	44%	49%	Not Recommended
 <p>Masks with Built-in Valve or Vent</p>	90%	90%	Not allowed due to risk of transmitting the virus

HOW TO SELECT, WEAR, AND CLEAN YOUR MASK

DO choose masks that:



DO NOT choose masks that:



Have exhalation valves or vents, which allow virus particles to escape



Gaiters & Face Shields



Not recommended, unless worn with a mask



Special Situations: Children

If you are able, find a mask that is made for children

If you can't find a mask made for children, check to be sure the mask fits snugly over the nose and mouth and under the chin



Special Situations: Glasses

If you wear glasses, find a mask that fits closely over your nose or one that has a nose wire to limit fogging



Do not put on children younger than 5 years old or the age specified by the national public health authority.

DO wear a mask that:

- Covers your nose and mouth and secure it under your chin
- Fits snugly against the sides of your face


For more information, visit our [How to Wear Masks](#) web page.



How NOT to wear a mask:

 Around your neck




 On your forehead




 Under your nose



 Only on your nose



 On your chin



 Dangling from one ear



How to take off a mask:



Carefully, untie the strings behind your head or stretch the ear loops



Handle only by the ear loops or ties



Fold outside corners together



Be careful not to touch your eyes, nose, and mouth when removing and wash hands immediately after removing