



U.S. Response to the COVID-19 Global Health Emergency

January 2020



**Federal Aviation
Administration**

U.S. Responses

- Activated a COVID-19 Incident Management Team (IMT) for 24-7 coordination of response efforts across the FAA and remains in effect.
- Engaged daily with all U.S. Government entities (DOT, DOS, White House Task Force on COVID-19, CDC, TSA and CBP) and industry stakeholders to share information and stay aligned on current challenges and recommended guidelines.
- We are working daily with FEMA and Civil Aviation Authorities to support the international cargo transport of much needed medical supplies and personal protective equipment (PPE).
- Repatriated nearly 125,000 Americans on nearly 1,300 flights from 139 countries.



U.S. Responses (cont.)

- Distributed about \$10 billion in CARES Act funding through a new grant program to more than 3,000 U.S. airports in a matter of days.
- At FAA air traffic control facilities across the country, we continue to execute contingency plans to maintain facilities and staffing levels needed to support the continued safe and efficient operation of air traffic within U.S. airspace.
- Increased surveillance of airlines and crew members for adherence to the CDC and other related guidance on crew protection protocols, cabin and cockpit cleaning, and occupational and health procedures for notification and contact tracing when employees test positive for COVID-19.
- Issued an order on January 13 directing stricter legal enforcement against those who disrupt flights with threats or violence to refuse wearing masks.



“Runway to Recovery”

The United States Framework for Airlines and Airports to Mitigate the Public Health Risks of Coronavirus

**ICAO “Take-Off:
Guidance”**

May 27, 2020

Both
developed by
stakeholders and align

Both expand on many of
the activities that
airports and airlines
are already
doing today

**U.S. “Runway to
Recovery”**

July 2, 2020



**Federal Aviation
Administration**

U.S. Runway to Recovery

- “U.S. Runway to Recovery” was jointly developed by DOT, DHS, and CDC and published on July 2, 2020 with the following key principles:
 - Remains focused on fundamentals: Safety and Security
 - Promotes public health within the air transportation system
 - Recognizes aviation as a driver of economic recovery
 - Works cooperatively to minimize risk exposure
 - Supports consistent communication and messaging before, during, and after travel
- Refreshed in December 2020 to provide updated guidance for airports and airlines
 - Implementing measures to mitigate the public health risks associated with COVID-19
 - Support an increase in travel volume
 - Ensure that traditional aviation safety and security measures are not compromised

https://www.transportation.gov/sites/dot.gov/files/2020-07/Runway_to_Recovery_07022020.pdf



**Federal Aviation
Administration**

U.S. Runway to Recovery

Measures to Prevent the Spread of COVID-19 and Promote Healthy Travel

1. Educate and communicate with passengers and employees.
2. Require appropriate face coverings.
3. Promote social distancing to the extent possible.
4. Enhance cleaning and disinfection procedures.
5. Conduct health assessment for passengers and employees.
6. Collect passenger contact information for public health response purposes.
7. Protect employees and separate passengers and crew.
8. Minimize in-person interaction touch points and shared objects, documents and surfaces.
9. Report daily status of public health risk mitigation efforts among stakeholders.
10. Enhance airport security checkpoint operations.
11. Utilize government technology programs.

* Guidance for airports and airlines

* Immediately implement across all operations and phases of travel



ICAO Council Aviation Recovery Task Force (CART)

- Published the “Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis” Document on May 27, 2020 with a goal to:
 - Identify methods in which ICAO can facilitate aviation industry recovery in the immediate term due to the COVID-19 public health emergency
 - Identify recovery actions that are specific to ICAO, versus actions that best reside with national authorities and industry stakeholders
 - Develop a high-level work plan, with estimated timelines, that identifies ICAO lead actions as well as key activities in which ICAO has a supporting action to Member States and industry stakeholders
 - Build a more reliant aviation system in the longer term
- FAA playing strong leadership role since the outset in CART to maximize the consistency of measures in the U.S. Runway to Recovery and the international guidance included in the CART “Take Off” Document



U.S. Leadership in CART

- The FAA provides leadership and expertise in ICAO CART together with groups of member States, airlines, airports, aviation associations to share its strategies to minimize the impacts of COVID-19.
- The FAA Deputy Administrator led the U.S. team for Phases 1 and 2 of CART, and was the Rapporteur of CART's leading work group to address testing, quarantine, public health corridors, and risk assessments.
- The CART Phase 2 recently concluded and resulted in an updated "Take-off Guidance" will be critical to assisting with the initial recovery of our global aviation system as it will include the most current information on the virus and how it spreads, testing, quarantine, and health risk mitigation recommendations. The revision of this document is available at: <https://www.icao.int/covid/cart/Pages/default.aspx>



CART III Update

- With significant contributions from the FAA-led interagency team, the third phase of CART nears completion. Building upon the significant accomplishments of the previous two phases, this round of CART focused on the development of guidance materials aimed at addressing testing protocols (including those for aircrews), and the standards and format of testing and vaccine certificates.
- These materials, to be approved by the ICAO Council on March 12, will be contained within the *Take-Off Guidance Document* and ICAO Document 10152: *Testing and Cross-Border Risk Management Measures*. While the science that supports the work of the CART continues to evolve rapidly, the outcomes of CART phase III will do much to help standardize three critical policy areas needed to facilitate the normal resumption of international commercial air travel.
- We expect the next phase of CART will capitalize on the growing body of knowledge within the medical community, making possible more definitive guidance related to vaccination, and its potential to reduce or eliminate testing and quarantine requirements.
- The progress made to date would not have been possible without the support and active participation of industry experts from IATA, ACI, and ICCAIA.

