CAPSCA Highlights:
Asia Pacific, Americas, Middle East

Dr Anthony Evans
Chief, Aviation Medicine
ICAO
Review the activities in:

- Asia Pacific
- Americas
- Middle East

• Brief overview of CAPSCA in each region
• Pick out a few main points
CAPSCA – ASIA PACIFIC
CAPSCA-Asia Pacific

• Member States: 20
• Assistance Visits: 11
• Last meeting Manila, Philippines, April 2013
• Next meeting April 2014
Asia Pacific Regional Meeting 2013

6TH ICAO CAPSCA ASIA PACIFIC MEETING
DIAMOND HOTEL, MANILA, PHILIPPINES * 22 - 25 APRIL 2013
### CAPSCA Regional Projects

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Conclusion No. 7:
In the communications procedure for the notification of suspected communicable disease, or other public health risk, on board an aircraft, \textit{if the aircraft is diverted to an alternate aerodrome, this aerodrome will need to be informed} in addition to the destination and origin aerodromes. In selecting the alternate aerodrome for a diversion, confirmation is required of the availability of core capacities to manage the public health risk on arrival of the aircraft.
NOTIFICATION OF SUSPECTED COMMUNICABLE DISEASE, OR OTHER PUBLIC HEALTH RISK, ON BOARD AN AIRCRAFT

- Aircraft Callsign (ID)
- Dep. Aerodrome
- Dest. Aerodrome
- Est. Time Arrival
- Number of persons on board
- Number of suspect cases
- Nature of public health risk

ICAO Aircraft General Declaration
- Declaration of Health (signs/symptoms)
  (ICAO Annex 9, Appendix 1 & IHR (2005) Annex 9)

Air Traffic Controller
- Voice or data link e.g. AFTN*

Destination Aerodrome
- Air Traffic Services
- Voice or data link e.g. AFTN

Airport Operator
- Air Traffic Services
- Voice or data link

Public Health Authority
- Voice or data link

Other agency(ies)
- Voice or data link

Via local procedure
(Aerodrome Emergency Plan)

* AFTN = Aeronautical Fixed Telecommunication Network
The purpose and scope of these Regulations are to prevent, protect against, control and provide a public health response to the international spread of disease in ways that are commensurate with and restricted to public health risks, and which *avoid unnecessary interference* with international traffic and trade.
Meaning of “significant interference”

• IHR Article 43 – Additional Health Measures
  – Permits measures in addition to those recommended by WHO
• IHR (2005) “….significant interference generally means refusal of entry or departure of international travellers, baggage, cargo, containers, conveyances, goods, and the like, or their delay, for more than 24 hours”.
When is entry screening unnecessary?

- States may consider establishing a validation process in collaboration with other States for ensuring that travellers have been exit screened to an appropriate level at the origin airport to *avoid applying entry screening when arriving at the destination airport*. A similar process is utilized by some States with respect to airport security screening of transfer travellers.
CAPSCA – AMERICAS
CAPSCA-Americas

- Member States: 34
- Assistance Visits: 31
- Last meeting Bridgetown, Barbados, September, 2013
- Next meeting September 2014, venue TBC
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- **97 Member States**
  - Asia-Pacific: 20, Africa: 25, Americas: 34, Europe: 8, Middle East: 10

- **26 State Technical Advisors Trained by ICAO (OJT completed)**
  - Asia-Pacific: 4, Africa: 6, Americas: 14, Europe: 0, Middle East: 2

- **54 State & Airport Assistance Visits Completed**
  - Asia-Pacific: 11, Africa: 8, Americas: 31 (incl. 2 follow-up visits), Europe: 0, Middle East: 4
Participation

• 34 Member States, 31 Assistance Visits
  – Highest figures for a region
• Pan American Health Organization (PAHO, representing WHO Americas Regional Office) participates in most AVs
Certification of aerodromes

- ICAO requires States to **certify** all aerodromes under their jurisdiction used for international operations in accordance with the specifications contained in ICAO Annex 14 - *Aerodromes*, Vol. I, as well as other relevant ICAO specifications (e.g. Annex 9 – *Facilitation*).

- **Care!** The IHR states “WHO.....may **certify** that an airport...” provides the core capacities in Annex 1 of the IHR.

- These are **totally different processes** at the moment
ICAO audit versus WHO certification

• ICAO audits a State’s oversight capability for ensuring safety, regularity and efficiency of aircraft operations. It does not audit individual aerodromes.

• WHO certification under the IHR applies to individual airports
To explore potential synergies between the aviation and maritime sectors the IMO should be invited to attend a CAPSCA meeting.

Invite IMO to the next global meeting (planned for the MID region in 2014).
“Security issues associated with public health events warrant further consideration, e.g., deliberately induced biological or chemical threats. Generic guidance is not yet available”
CAPSCA – MIDDLE EAST
CAPSCA-Middle East

- Member States: 10
- Assistance Visits: 4
- Last meeting Cairo, Egypt, November 2013
- Next meeting week of 16 November 2014, Cairo – note GLOBAL MEETING
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CAPSCA Middle East Member States

- Bahrain
- Lebanon
- Egypt
- Oman
- Iran
- Qatar
- Iraq
- Saudi Arabia
- Jordan
- Sudan
CAPSCA –MID Achievements

- Launch of CAPSCA –MID project – December 2011 – 10 Member States
- Assistance Visits – 4 States – Jordan, Saudi Arabia, Oman and Sudan
Main Observations during Assistance Visits

- Public Health Authorities often do not fully consider the special aspects of aviation when developing national preparedness plans.
- Aviation personnel pay insufficient attention to public health emergency planning.
- The interface between the two sectors (i.e. aviation and public health) is the most challenging issue.
- Lack of political will between different Stakeholders
- Lack of strong management support, at the highest levels.
- The National Aviation Preparedness Plans for a Public Health Emergency are not fully developed and most of the States have the plans in a draft format.
Increase State membership

Train more Technical Advisers from States

Continue with Airport Assistance Visits (subject to availability of funds)

Continue to review lessons learned and improve the assistance visit process

Promote national implementation of CAPSCA concept

Promote the idea procedure that The National IHR Focal Point should be the first point of contact for any questions or concerns pertaining to public health requests directed to the aviation sector
Seek additional funding to extend programme beyond December 2012

Hold the 3\textsuperscript{rd} CAPSCA-MID Project Workshop/meeting (18-20 Nov. 2013)

Secure support to CAPSCA-MID project by MIDANPIRG/14 meeting (15-19 December 2013)
Summary

- CAPSCA well established in all regions
- Topics being developed in different regions
- Takes time to develop the interest (often uncertainty about what CAPSCA can offer)
- Inter-sectoral communication and collaboration is a challenge in all regions
- Assistance Visits well received
- High level management support is crucial
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Asia Pacific, Americas, Middle East

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