Review of CAPSCA’s goals and achievements, including last CAPSCA Africa conclusions

www.CAPSCA.org

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Plan

• **CAPSCA**
  - History
  - Achievements
  - Finance
  - Conclusions from last CAPSCA Africa meeting:
    • Burkina Faso, December 2013
Public health – why worry?

- Diseases are spread by air transport and affect populations in other States
- Passengers and crew can become ill on aircraft from infectious passengers
- Absence of safety critical personnel (during a pandemic) increases flight safety risk
- Public health events severely:
  - Affect aviation and economies relying it
  - Affect aviation efficiency
Article 14, Chicago Convention

Prevention of spread of disease

Each contracting State agrees to take effective measures to prevent the spread by means of air navigation of cholera, typhus (epidemic), smallpox, yellow fever, plague, and such other communicable diseases as the contracting States shall from time to time decide to designate, and to that end contracting States will keep in close consultation with the agencies concerned with international regulations relating to sanitary measures applicable to aircraft.

Such consultation shall be without prejudice to the application of any existing international convention on this subject to which the contracting States may be parties.
Challenges

• **Aviation is:**
  – Focused primarily on prevention of accidents, and
  – Personnel not generally knowledgeable about public health

• **Public health is:**
  – Focused primarily on non-transport related health issues
  – Personnel not generally knowledgeable about aviation

• **And so…..**

*Preparedness planning in aviation can fall into a gap between both sectors*
Some health-related issues
Public Health Events
Affecting aviation since 2003

• 2003: Severe Acute Respiratory Syndrome (SARS)
• 2009: Pandemic Influenza A (H1N1) “Swine flu”
• 2011: Fukushima nuclear accident

• Ongoing diseases that could affect aviation:
  – 2005: Influenza A (H5N1) “Avian flu”
  – 2012: Middle East Respiratory Syndrome
  – 2013: Influenza A (H7N9)
  – 2014: Poliovirus
Action taken by ICAO

- **SARPs/procedures/instructions amended**
  - Annex 6 - *Operations*
  - Annex 9 – *Facilitation*
  - Annex 11 – *Air Traffic Services*
    - Procedures for Air Navigation Services-Air Traffic Management
  - Annex 14 – *Aerodromes*
  - Annex 18 – The Safe Transport of Dangerous Goods by Air
    - Technical Instructions for the Safe Transport of Dangerous Goods by Air
Action taken by ICAO (2)

- Two Assembly Resolutions: 2004 (A34-12), 2010 (A36-12)
- May 2013: Questions on public health preparedness planning included in USOAP
- Council Declaration on H1N1 (2009)
- Guidance material
CAPSCA ensures guidelines are harmonized

Guide to Hygiene and Sanitation in Aviation

Case management of Influenza A(H1N1) in air transport

WHO global Preparedness

IHR 2005

ICAO Standards & Guidelines for States

Airports Council International: Airport Guidelines

International Air Transport Association: Airline Guidelines
CAPSCA Achievements

- CAPSCA regional projects joined by 100 Member States & Territories

- Airport Assistance Visits to individual States/international airports completed in 54 States/Territories

- Training for 20 Technical Advisors, provided for CAPSCA Assistance Visits by States

- The CAPSCA web site (www.capsca.org)

- Expanding CAPSCA’s scope beyond communicable disease (subject to future funding)...

Nouakchott, Mauritania, July 2014
Economic-Related issues

Passengers of Hong Kong International Airport, January to August 2003

0 500 1000 1500 2000 2500 3000 3500
Jan Feb Mar Apr May Jun Jul Aug

No. of passengers ('000)

Jan
Feb
Mar
Apr
May
Jun
Jul
Aug

International Arrivals, Mexico, 2008-2010

Courtesy: Dr Jose Valente Aguilar Zinser, Ministry of Transport, Mexico

Passengers of Hong Kong International Airport, January to August 2003

2008
2009
2010

12 March, WHO Atypical pneumonia alert
2 April WHO travel advisory
23 May Travel advisory lifted

Courtesy: Dr Henry Kong, past Chief Port Health Officer, Hong Kong
Health Related Issues

Pandemic that kills **100,000**.....

**1%** lives saved by action of aviation sector

= **1,000** lives saved

How lives can be saved during a pandemic by action in the aviation sector:

- Traveller screening for disease (in collaboration with public health)
- Identification and management of on-board cases (Annex 9)
- Notification to the public health authority at destination (PANS-ATM)
- Procedures to inform travellers of action to take if they become ill
  - (in collaboration with public health)
- Good preparedness plans should staff be absent (to ensure flight safety) (Annex 11 & 14)
Fukushima nuclear accident
Multi-sector collaboration

Weekly teleconference call: CAPSCA network useful

- ICAO (chair)
- IAEA
- WHO
- IMO
- WMO
- UNWTO
- ILO
- IATA
- ACI

Output

- Three News releases during the initial weeks
- Guidance provided to transport sector

Ad Hoc Working Group on Air and Maritime Transportation established April 2013 within IAEA:
ICAO to provide Secretariat support
CAPSCA Funding: 2006-2012

- Four grants (total $1.3 m) from UN Central Fund for Influenza Action (CFIA)
  - Fund closed December 2012

- In kind support:
  - Part-time loan of global technical advisor from CAA Singapore
  - Regional technical advisors (for assistance visits) from States and WHO

- Aim - States incorporate public health planning in aviation into routine planning activities
Funding is difficult for CAPSCA!

- Typical Response: “good project but not sufficiently high priority”
- Funding may be made available for crisis management
Current Need to Continue

- States are, in general not well prepared for a public health emergency
- CAPSCA Programme is outside the ICAO Regular Programme budget for 2014-16
- Previous primary funding source no longer available
- Global and/or regional donor(s) are needed to continue the efforts
  - UK has offered £60k
  - Colombia has offered $10k per year for CAPSCA-Americas
- Financial need is:
  - $50k per region per year; which provides for
    - 1 annual regional event per year bringing together aviation and public health
    - 1 global event per year
    - 3-4 assistance visits to individual airports per region per year
  - Total: $250k global total per year
- Without a donor, very limited support can be provided to States
  - Full cost-recovery basis
Improvement of Public Health Preparedness Planning for Aviation

- The Commission reviewed A38-WP/35, presented by the Council, and A38-WP/229, presented by Dominican Republic, and emphasized the **significant benefits to States** and its support for ICAO to continue the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) programme and **encouraged States and international organizations to contribute to CAPSCA financially and/or in kind**. The Commission **recognized ICAO’s collaboration with the World Health Organization (WHO) and other partners in implementing the programme**.
Bottom Line

- **CAPSCA saves lives and money**
- **CAPSCA is appreciated by States**
  - 100 States joined, 54 Assistance visits undertaken
- **Public health planning is useful in areas other than communicable disease e.g. Fukushima**
- **Without CAPSCA, ICAO and the wider aviation sector will:**
  - Lose influence in public health matters that impact aviation
  - Fail to achieve/lose expertise in public health preparedness planning
  - Be unable to properly assist States/airports with public health preparedness planning
  - Lack credibility to provide guidance during future public health events
1. States are encouraged to:

- Join CAPSCA by sending a letter to ICAO or WHO regional office (no cost)
- Request an Assistance Visit by sending a letter to ICAO or WHO Regional Office (cost recovery)
- Offer to host the next CAPSCA Africa meeting in 2015
- Volunteer technical advisor(s) from CAAs and PHAs to be trained by ICAO and possibly participate in assistance visits (must have a connection to home State)
2. States are encouraged to:

- Establish a public health/aviation sector working group for development of a National Aviation Plan for Public Health Events
  - Airport and/or national Facilitation Programmes. ICAO Annex 9, Appendices 11 and 12 – “Model Airport Facilitation Programme” and “Model National FAL Programme”
- Develop SOP for managing the arrival of an affected aircraft
- Develop SOP for managing local outbreak
- Establish personal contacts - counterpart in other sectors e.g. Civil Aviation Authority and Public Health Authority/IHR National Focal Point
- Undertake exercises to test preparedness plans/SOPs
3. The National IHR Focal Point may be the contact for any questions or concerns related to public health events involving the aviation sector. The ICAO Regional Office should also be informed.

5. States were reminded of the current applicability of ICAO health related SARPs and their inclusion in the ICAO Universal Safety Oversight Audit Programme (USOAP) Protocol Questions.
6. ICAO Headquarters should request WHO IHR Lyon office to encourage the WHO Africa Regional Office (AFRO) to:

- Participate actively in CAPSCA Africa meetings, training and assistance visits to States
- Promote CAPSCA with State Public Health Authorities and IHR National Focal Points
- Co-organise the next CAPSCA Africa meeting in 2014
- Invite ICAO to participate in WHO Point of Entry meetings and training of relevance to airports
- Inform the ICAO Regional Offices of upcoming public health related events of interest to the aviation sector
- Co-organise a workshop on training for Points of Entry and other related personnel on IHR Annex 1 core capacities implementation by airports designated as Points of Entry, possible separately in English and French
- Consider combining one of the workshops with the next CAPSCA Africa meeting
7. States authorities responsible for PHE preparedness in civil aviation should urge their Public Health Authorities promote CAPSCA with WHO country offices.

8. States were encouraged to promote CAPSCA at the next WHO World Health Assembly in 2014 and at the next Directors General Civil Aviation/Africa meeting in 2015.

10. States were encouraged to attend the next CAPSCA Global meeting to be held tentatively in Cairo, Egypt, 17-20 November 2014.

11. Kenya and Lesotho are requested to provide the Letter of Agreement and Memorandum of Understanding signed between their Ministries responsible for public health and civil aviation to ICAO for posting on the CAPSCA web site.
12. Kenya Airways was encouraged to extend preparedness planning training to personnel of other airlines and ground services agencies and report progress to the next CASPCA Africa regional meeting.

13. South Africa was applauded for its work with Pretoria University concerning training. South Africa was encouraged to continue developing, in collaboration with Pretoria University, training packages for CAA and airport personnel and to report progress at the next CAPSCA Africa regional meeting.
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