CAPSCA Future Developments

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Overview

• Understanding CAPSCA
• Effects of Public Health Events
• The need for CAPSCA in aviation
• Public Health Events and CAPSCA
• Current challenges and proposed solutions
• Future developments

CAPSCA
Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation
www.capsca.org
Understanding CAPSCA

- **Collaborative** Arrangement for the Prevention and Management of Public Health Events in Civil Aviation
- Initial focus was on communicable diseases
- Scope expanded to include other public health emergencies – e.g. radiation, chemical events, environmental disasters etc.
- Initial objective was to assist States with implementation of ICAO SARPs and WHO IHR
- ICAO has additional responsibility toward public (end-user), crew (occupational exposure) and safe and orderly development of aviation (ICAO Convention)
Effects of Public Health Emergencies

• Health – disease, disability, death
• Society – fear, mistrust, absenteeism, political
• Economy – trade, travel, tourism, business continuity
• Aviation
  • Operational efficiency – screening, delays, quarantine, cancellations, flight scheduling, crew rostering etc.
  • Occupational health – ground staff, crew
  • Aviation safety - absenteeism safety critical personnel
  • Emergency response capabilities
The need for CAPSCA in aviation

• Aviation is a multi-billion dollar industry
• It is an economic driver that connects people & goods
• Provides direct benefit for the world’s citizens and its economy
• Currently 3 billion passengers per year
• Expected to double to 6 billion by 2030
• Aviation has the potential to rapidly disseminate diseases internationally
Global Traffic 2010

Air Traffic Flow Chart 2010

Legend:
- Flights per year
- FLow by movements
- FLow by origin
- FLow by destination
- FLow by rank
- FLow by value

2041
2031
2021
2021
2011

$2.4 trillion
Contributed to global GDP annually (direct, indirect and induced, 2012)

3.3 billion
Passengers annually (carried on scheduled traffic, 2014)

$6.4 trillion
Value of air cargo annually (2012)

Note: ICAO forecast and fixed route network.
Continuous growth of air traffic

Note: world total scheduled services

*preliminary figures
Global Traffic 2030

Air Traffic Flow Chart 2030
# Challenges and solutions

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<tr>
<th>Challenge</th>
<th>Solution</th>
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<tr>
<td><strong>Limited membership of ICAO signatories</strong></td>
<td>State letter and survey</td>
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<td>Align CAPSCA strategy with ICAO objectives</td>
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<td>Develop CAPSCA business &amp; operational plans</td>
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<td>Review CAPSCA structure</td>
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<td>Define and document roles &amp; responsibilities</td>
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<td>Provide cost-benefit analysis &amp; case scenario’s</td>
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<td>State consultation</td>
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<td><strong>Membership, but not considered priority</strong></td>
<td>State letter and survey</td>
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<td>Develop Manual and Guidance Material</td>
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<td>Communication strategy: web site, newsletter, etc.</td>
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<td>Standardized training courses</td>
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<td>Review activities &amp; tools – meetings, visits, etc.</td>
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<td>Follow up on previous meetings, action plans and assistance visits to</td>
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<td>assist with implementation</td>
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## Challenges and solutions

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| Improve aviation sector collaboration | Establish ICAO Aviation Sector Forum  
Include CAPSCA in Forum & provide Terms of Reference  
Collaborative agreements with stakeholders  
Establish national CAPSCA focal points in aviation  
Keep aviation sector updated on developments  
Consult on review of CAPSCA-related SARPs  
Build capacity in regional ICAO offices  
Improved national assistance/ support  
Aviation sector business continuity planning |
## Challenges and solutions

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<tr>
<td>Assist States to implement SARPs</td>
<td>CAPSCA Manual includes scenario’s Standardized Documentation Templates&lt;br&gt;Development of new tools - vector control registry&lt;br&gt;Targeted guidance material for stakeholders&lt;br&gt;Training results in certification and registration&lt;br&gt;Assistance visits include observers from States&lt;br&gt;Emergency Drills and exercises&lt;br&gt;Sharing of best practices</td>
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<td>Implementation and follow-up</td>
<td>Regional and National networks&lt;br&gt;Advanced scheduled meetings, seminars, etc.&lt;br&gt;Annual follow-up reports - ICAO regional offices&lt;br&gt;Review ICAO audit questions&lt;br&gt;Training of ICAO auditors</td>
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| Multi-sector collaboration        | High-level agreements with WHO, PAHO etc.  
Joint training initiatives  
Joint systems and databases  
Joint Assistance Visits  
Joint Assessments  
Sharing of other individual assessment findings  
Coordination and scheduling of events  
Improved communication channels |
| Human resources                  | Global, regional and national networks  
Defining roles and responsibilities  
Build national capacities |
## Challenges and solutions

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<tr>
<td>Financial resources</td>
<td>Business case for inclusion in Regular Programme budget of ICAO</td>
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<td>Develop business case for potential investors</td>
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<td>Define type of assistance needed &amp; associated funds needed</td>
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<td>Applications for grants</td>
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<td>Promote CAPSCA programme to get sponsorships</td>
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<td>Work on specific projects with partners</td>
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<td>Encourage sponsorships by partners e.g. flight tickets</td>
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<td>Promotion and marketing – Events, media, etc.</td>
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Future developments (2017)

- Align with ICAO strategic objectives
- Develop business plan, operational plan and project plan
- Review structure and assign responsibilities in terms of RASCI matrix (Responsibility, Accountability, Support, Consult, Inform)
- Development of Manual and Guidance Material
- Training course development
Future developments (2017-2019)

• Increase CAPSCA membership States
• Ongoing meetings and seminars
• Visit CAPSCA participating States on request and cost-recovery basis
• Follow-up visits with and follow-up on action plans
• Conduct training activities (on-line and practical sessions)
• Assist with building regional and national capacities
• Annual review
Zika implications for aviation

- **Biggest risk is the infected traveler** travelling from A to B, introducing the virus to B where a mosquito vector is present that can spread the disease further.

- Second risk is the **transport of the mosquito vector** to B – problem of importation of “new” or resistant vector.

- **Airports**: vector control programs to ensure that mosquito breeding sites at airports are eradicated and that airports are free from mosquitoes.

- **Aircraft**: aircraft disinsection based on risk assessment (additional travel and trade implications e.g. cost implications to the operators, flight delays, flight restrictions and/or cancellations).
Zika implications for aviation

• **Flight information**: provided to WHO to assist with risk assessment for Rio Olympics

• **Training**: to all aviation stakeholders to maintain economic viability and prevent the spread of disease by air - Article 14 of the Convention

• **Impact on aviation crew**: guidance material to operators e.g. pregnancy planning
ICAO activities - Zika

• Participating in UN meetings
• Participating in WHO Emergency Committee meetings
• Provide advice to WHO on aviation-related topics e.g. aircraft disinsection
• Implementation of Zika Aviation Forum (ACI, IATA, IFALPA and ITF) with bi-weekly meetings
• Guidance to States and stakeholders
• State Letters
• Airport vector control Registry
• Flight Information application
• Zika Response Multi-Partner Trust Fund Advisory committee