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This edition of the EUR/NAT Newsletter focuses on the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation, CAPSCA, an ICAO program for the preparedness and crisis management of various public health emergencies. It addresses the global work of CAPSCA, the regional work of CAPSCA EUR, the response to the COVID-19 pandemic as well as the support to States through implementation of Public Health Corridors (PHC) Implementation Packages (iPack).

This Newsletter also includes information on the latest discussions of the Directors General of EUR/NAT Civil Aviation Authorities.

ICAO EUR/NAT DGCA

The ICAO meeting of the Directors General of Civil Aviation of the European and North Atlantic (EUR/NAT) States was held on 29 September 2021 in collaboration with the European Union Aviation Safety Agency (EASA) with the aim to review the lessons learnt from the current and previous crises affecting civil aviation and discuss potential improvements to the regional crisis response coordination mechanisms.

The DGs recognised that the current crisis is still ongoing and emphasised the importance of fostering a fast recovery by building on regional successes, such as regional COVID certificates and EUR aviation health safety protocols and expanding inter-regionally to facilitate connectivity as a first step to the global restart.

It was agreed that there is a need for efficient regional cooperation mechanisms to tackle major events affecting air transportation regardless of their source (safety, security, health etc.) at technical and political level. Close cooperation between all stakeholders is instrumental for any arrangements designed to manage and overcome crisis events with a negative impact on air transportation.

States need to ensure compliance with ICAO requirements on National Air Transport Facilitation Committees as means of coordination at the national level between all involved stakeholders. Enhanced coordination through existing regional mechanisms (e.g. CAPSCA, volcanic ash exercises steering groups, crisis coordination teams) to facilitate preparedness to future contingencies is key.

Two common lessons learnt from all crises affecting aviation so far is that regional contingency and coordination plans and preparedness exercises are essential. Use of innovative technologies, such AI, should be explored to improve effectiveness of exercises.

The ICAO EUR aviation crisis management framework and currently existing guidance material ([EUR Doc 031](#)) need to evolve to reflect on the recent experience and emerging issues. Therefore, it was agreed that ICAO would coordinate with other stakeholders and propose further improvements to the EUR crisis management framework for the DGCA's consideration.



CAPSCA



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Mr. Sarantis Poulimenakos has an Air Traffic Management background with more than 20 years operational experience at national and international level.

He is internationally recruited by ICAO since 2010. Since 2015, he is working for the ICAO EUR/NAT Regional Office on Air Navigation Issues and the implementation of the No Country Left Behind initiative, as Technical Assistance Programme Manager.

The Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) is an ICAO Program that aims to bridge the Aviation and the Public Health sectors for the preparedness planning and response/crisis management during various public health events that affect the aviation sector.

The mandate for CAPSCA originates from Article 14 of the Convention on International Civil Aviation which stipulates that each contracting State agrees to take effective measures to prevent the spread of communicable diseases by means of air navigation and to that end, keep in close consultation with the agencies concerned with international regulations relating to sanitary measures applicable to aircraft.

CAPSCA started in 2006 as ICAO's response to deal with the Severe Acute Respiratory Syndrome (SARS), a viral respiratory disease caused by a SARS-associated coronavirus.

It was the first severe and readily transmissible new disease to emerge in the 21st century and showed a clear capacity to spread along the routes of international air travel. Since then, the rapid growth of air connectivity and international traffic of passengers and goods has increased the risk of the spread of infectious diseases. Therefore, protection of global health becomes an even higher priority, not only to airlines and airports in terms of the passenger, pilots and other personnel, but also to governments concerning their health, safety and security oversight responsibilities under the ICAO Chicago Convention (Article 14), relevant Standards and Recommended Practices and the WHO International Health Regulations (IHR).

ICAO CAPSCA: A MULTI STAKEHOLDER PROGRAM

This purpose of CAPSCA can only be achieved by adopting a global approach that is multi-sectoral and multi-organizational. The inadequate preparedness and the need for a coordinated global response were identified as the biggest challenges of the international community regarding the management of a public health event in aviation. CAPSCA is working together with all aviation and public health stakeholders:



CAPSCA's primary mission is to ensure collaboration and compliance with the regulatory framework of both aviation and public health sectors.

The [CAPSCA framework](#) is comprised of the Chicago Convention, ICAO Annexes and Assembly Resolutions, as well as the WHO International Health Regulations (IHR 2015). Its framework is depicted below:

CAPSCA Framework

- **International Health Regulations (IHR) published by WHO**
- **ICAO Annexes 6, 9, 11, 14, 18 & PANS-ATM Document**

- **National Public Health Emergency Contingency Plan**
- **National Aviation Regulations with standards related to public health**
- **National Aviation Plan for a Public Health Emergency**
- **Airport (PoE) Public Health Emergency Contingency Plan**

Aerodrome Emergency Plan and Aerodrome Manual including public health emergencies

Air Traffic Services (ATS) contingency plan including public health emergencies

ATS Procedures for notification of suspected public health risk on board an aircraft

Aircraft Operators Procedures for managing suspected public health risk on board an aircraft

Business Continuity Management Plans and Procedures for Airports, Airlines & ANSPs

The applicable WHO International Health Regulations (IHR) of 2005 can be found at:

<https://www.who.int/publications/i/item/9789241580410>

CAPSCA AND COVID-19

Since the beginning of the pandemic, the ICAO Council Aviation Recovery Task Force (CART) provided guidance for States to counter the headwinds and accelerate the momentum for aviation restart and recovery. CAPSCA global experts have participated actively in the drafting of all relevant guidelines including the:

- [CART reports](#),
- [Take Off Guidance Document \(TOGD\)](#), and
- [Manual on Testing and Cross-Border Risk Management Measures](#) (Doc 10152).

The latest updates in the [Manual \(3rd edition\)](#) and [TOGD \(4th edition\)](#) have just been released and the changes include:

- Name change to Manual on COVID-19 Cross-border Risk Management;
- Foreword: Delta (VOC) information available at the time of publication and links to CAPSCA reports;
- New definitions: fully vaccinated, partial vaccination, proof of recovery;
- Updated Recommendations 13 (testing), 17 (testing, recovery and

- validation certificates), 18 (air crew vaccination) and 19 (alleviations/exemptions for fully vaccinated and recovered individuals);
- Revision on risk management - updated “cheese slice” graphic;
- Revised section on testing (role of testing, use of antigen and antibody testing, pre-departure testing);
- Revised section on vaccination (types of vaccines, administration, alleviations/exemptions);
- New “certificate of recovery” and “vaccination certificate”: data set and operational procedure for verification;
- New section on variants and possible immune escape;
- “Traffic light system” of risk management updated to include vaccination, recovery and a percentage of non-immune persons;
- Addition of ACI accreditation programme and IATA checklists;
- Update of PHC with lessons learnt from implementation;
- New chapter on transition in the future from crisis management to “normal routine” operations, lessons learnt and applying innovations;
- TOGD: New PHC form 7 - vaccination; and
- TOGD: New poster - cheese slice (multi-layered risk mitigations measures).

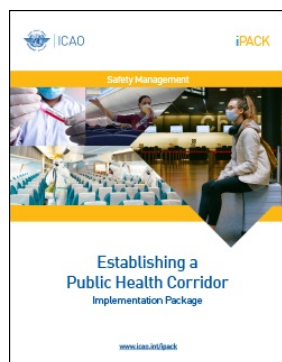
All versions of CART, TOGD and the Manual, including the latest ones are available at: <https://www.icao.int/covid/cart/Pages/default.aspx>.

ANNUAL CAPSCA EUR CONFERENCE

This annual conference is the biggest regional event for CAPSCA, bringing together experts from aviation, public health, crisis management and training from all relevant stakeholders. Each annual event is hosted by a different State/Organization.

The next CAPSCA EUR 09 conference is scheduled from 07 to 09 December 2021 and it will be a 3-day virtual event.

PUBLIC HEALTH CORRIDORS (iPack)



What is a Public Health Corridor (PHC)?

A PHC is formed when two or more States agree to mutually recognize the implemented public health mitigation measures on one or more routes between their States. To enable such mutual recognition, States are strongly encouraged to actively collaborate and share information with other States and enter into bilateral or multilateral discussions with each other to implement PHCs in a harmonized manner and mitigate the spread of COVID-19.

In recommendation 14 of the Council Aviation Recovery Task Force (CART) High-Level Cover Document, and the guidance contained in the updated Take-Off Guidance Document, States are strongly encouraged to implement Public Health Corridors (PHCs).

The objective of the PHC iPack is to restore international travel through the implementation of Public Health Corridors by supporting Civil Aviation Authorities (CAAs) in sharing information, applying mutually accepted public health measures and concluding bilateral or multilateral agreements.

What is in the PHC iPack?

An iPack is a bundle of standardized guidance material, training, tools and expert support which aims to facilitate and guide the implementation of ICAO provisions for State entities (e.g. Governments, Civil Aviation Authorities, National Air Transport Facilitation Committees...), aviation service providers, supply chain stakeholders and their personnel. An iPack is intended to be a self-contained package.

iPacks are developed and implemented in full alignment with the measures and recommendations contained in the Council Aviation Recovery Task Force (CART) Report.

The objective of a PHC iPack is to restore international travel through the implementation of Public Health Corridors by supporting Civil Aviation Authorities in sharing information, applying mutually accepted public health measures and concluding bilateral or multilateral agreements.

For additional information on the implementation of the PHC iPack please contact our Office at: icaoeumat@icao.int

Breaking news:

The ICAO EUR/NAT Office is launching the first PHC iPack, funded by ICAO and implemented in partnership with the Interstate Aviation Committee for Armenia, Kazakhstan and Ukraine.

CAPSCA: WHAT IS NEXT?

The aviation world will not be the same after COVID-19 and so will CAPSCA. Evolution and changes are expected along with lessons learned to better support the States for the next pandemic.

The ICAO High-level Conference on COVID-19 (HLCC 2021) was held from 12 to 22 October 2021. Under the proposed theme of “One Vision for Aviation Recovery, Resilience and Sustainability beyond the Global Pandemic”, the objective of the Conference was to reach a global consensus on a multilateral approach, supported by political will and commitments of States, to enable the safe and efficient recovery of aviation from the COVID-19 crisis and building a foundation to strengthen resilience in aviation and make it more sustainable in the future.

Our **next CAPSCA-EUR 09 Conference** will be held virtually from 07 to 09 December 2021, jointly organized with CAPSCA MID. The Conference will serve as a forum to discuss the next steps and an opportunity for the States to explain their needs from CAPSCA and to understand how CAPSCA can meet those needs in a post-COVID environment. This conference will be followed by the CAPSCA Global Symposium to be held from 28 March to 01 April 2022.

You are all invited to attend. More information is available on the ICAO website.
<https://www.icao.int/EURNAT/Pages/welcome.aspx>

Useful links

More information on the ICAO EUR/NAT activities for 2021 is available on
<https://www.icao.int/EURNAT/Pages/welcome.aspx>

More information on CAPSCA
<https://www.icao.int/safety/CAPSCA/Pages/default.aspx>

How to become a CAPSCA member free of charge?
<https://www.icao.int/safety/CAPSCA/Pages/Become-a-CAPSCA-Member.aspx>

More information on the [CAPSCA EUR Activities](#)

Upcoming CAPSCA events

CAPSCA-EUR, 07 to 09 December 2021, virtual invitation to follow

CAPSCA Global Symposium, 28 March to 01 April 2022, Montréal, Canada

Please contact the ICAO EUR/NAT Office for more details at icaoeumat@icao.int

The next EUR/NAT Newsletter will be issued in December 2021

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