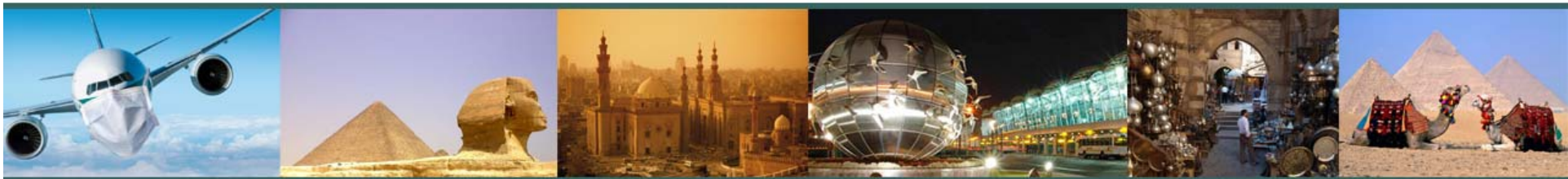




Results of the 4th CAPSCA Global Coordination Meeting

3rd CAPSCA Middle East Meeting
Cairo, Egypt, 18-20 November 2013



Michiel Vreedenburgh

Chief Implementation, Support and Development — Safety
& CAPSCA Global Coordinator
International Civil Aviation Organization

Presented by: Dr. Jarnail Singh; Technical Advisor CAPSCA / CAAS



CAPSCA Programme Fourth Global Coordination Meeting

 **Webpage:**

 http://www.paris.icao.int/documents_open_meetings/files.php?subcategory_id=232

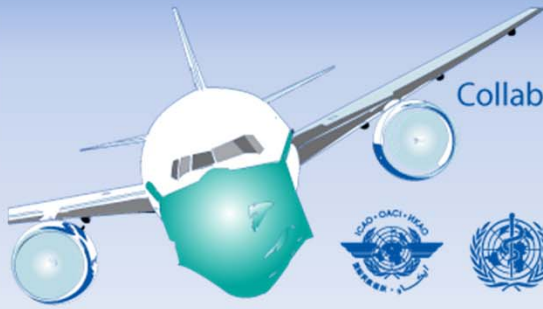


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Zurich Airport Visit










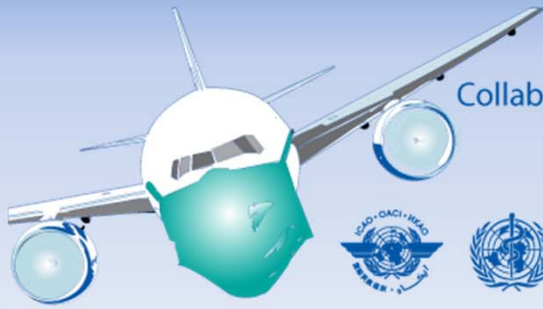
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-  **States are encouraged to:**
-  **join CAPSCA (no cost) by sending a letter to the ICAO or WHO regional office - MID 10/15 States (Kuwait, Libya, Syria, UAE and Yemen pending)**
 -  **request an Assistance Visit by sending a letter to the ICAO or WHO Regional Office (cost recovery) – MID 4/10 States**
 -  **volunteer technical advisor(s) from the CAA and/or PHA to be trained by ICAO and participate in Assistance Visits – MID 2 TAs**



CAPSCA Regional Projects

	Asia-Pacific 	Africa 	Americas 	Europe 	Middle East 
Year of Establishment	2006	2007	2009	2011	2011
97 Member States	20	25	34	8	10
26 State Technical Advisors Trained by ICAO (OJT completed)	4	6	14	0	2
54 State & Airport Assistance Visits Completed	11	8	31 (incl. 2 follow-up visits)	0	4



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2

ICAO and States should support and promote CAPSCA in the Directors General of Civil Aviation and European Civil Aviation Conference Member States meetings

DGAC/CAP/97 (February 2013)
C/CAR/DCA/13 (May 2013)
DGCA/APAC/50 (July 2013)
ECAC/DGCA/62/SP (August 2013)







AFI/DGCA/5 (November 2013)
EANPG/55 (November 2013)
E/CAR/DCA/25 (December 2013)
MID ???





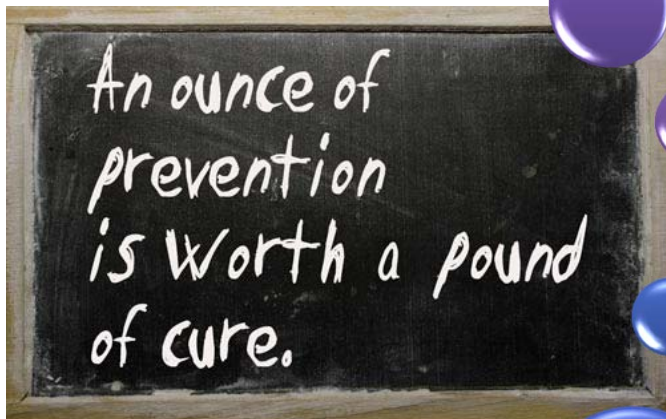
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-  Sources of funding which are available and have already been provided by some States and partners include the following:
-  Voluntary contributions by States to CAPSCA
 -  Cost-recovery for assistance visits to States and airports
 -  Contributions in kind by States for their Technical Advisors trained by ICAO to participate in assistance and follow-up visits
 -  Financial and in kind support by WHO and other partners
 -  States hosting CAPSCA meetings providing venue, facilities and services and funding ICAO Secretariat travel to support the meeting – next MID/Global Meeting?







4



Plans and procedures for the prevention and management of public health events in civil aviation should be considered in the context of the needs of each State and airport in compliance with related ICAO SARPs and the IHR, and with reference to ICAO, WHO, ACI and IATA guidelines, applying risk assessment and analysis of delays



5

-  **The presentation concerning traveller screening on “Biodiaspora” suggested that:**
-  **Exit screening at airports with greatest traffic levels is most effective, least disruptive but places further burden on the source country**
 -  **Entry screening in cities receiving direct flights from a source area is a second but less desirable option**
 -  **Entry screening in cities not receiving direct flights from a source area are highly inefficient and can be disruptive.**



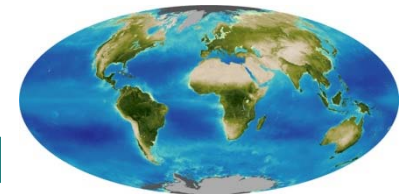
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The CAPSCA Africa Deputy Team Leader for Technical Advisors (South Africa) is to expand the analysis of State experiences of the effectiveness and benefits of passenger screening and present the results for review to the next (5th) CAPSCA Global Coordination meeting.




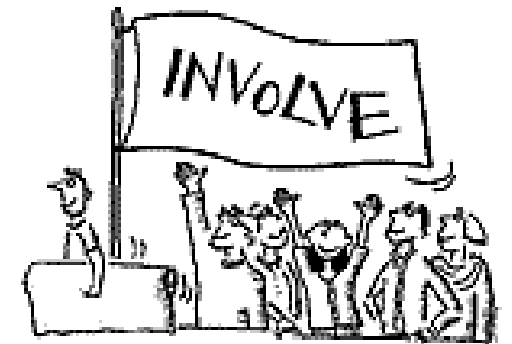
Work is progressing with the University of Pretoria. A progress report on screening will be presented to the CAPSCA Africa meeting in December 2013





7

 States, as part of the civil aviation authority's aerodrome certification process, may consider including relevant health related ICAO Standards and Recommended Practices, and are encouraged to involve the public health authority in the process





8

 States are encouraged to include public health aspects when developing their National Emergency Plans including the impact on tourism travel and trade



9



Airports are urged to consider incorporating public health aspects in business continuity management and refer to existing guidelines such as the Airports Council International (ACI) “Business Continuity Management Systems: Implementation Guidelines for Airports”.



<http://www.aci.aero/About-ACI/Priorities/Health/Documentation>



ACI WORLD – BEST PRACTICE PAPER: BUSINESS CONTINUITY MANAGEMENT FRAMEWORK AND CASE STUDIES FOR HEALTH-RELATED DISRUPTIONS AT AIRPORTS

2. Business Continuity Management Systems (BCMS) framework:

2.1. Business Continuity Timeline

To understand the Business Continuity Management Systems better, it is important to show the component parts of the system in the context of a time line.

Figure 1 shows a critical event in its time context. From a management perspective, it is possible to differentiate between the Pre and Post event actions.

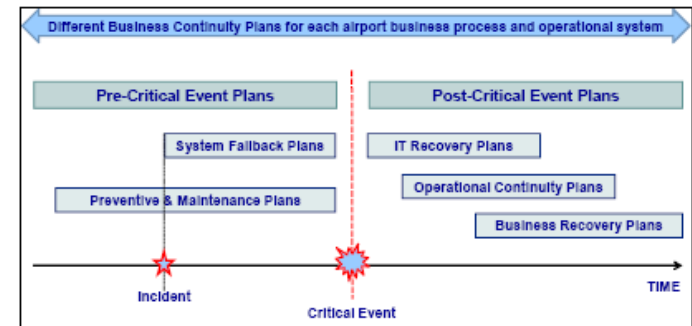



Figure 1: Critical event in its time context. (Courtesy of AAHK)



AIRPORTS COUNCIL INTERNATIONAL



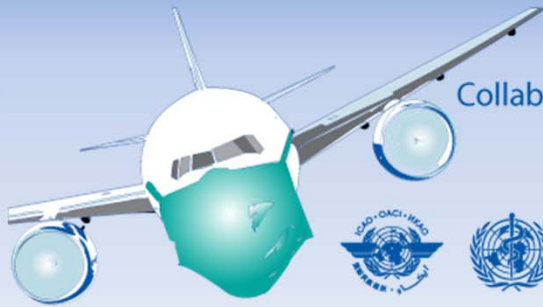
10

 ACI is to review and update its “Airport preparedness guidelines for outbreaks of communicable disease” considering the lessons learned from the CAPSCA Assistance Visits. ICAO may consider a similar review and revision of its guidelines.

 <http://www.aci.aero/About-ACI/Priorities/Health/Documentation>

 <http://www.capsca.org/CAPSCARefs.html#Extracts>





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11



ICAO offered to continue discussing with the Civil Air Navigation Services Organization (CANSO) the development of business continuity management guidance for air navigation service providers. Eurocontrol will consider supporting this initiative.



CAA Singapore, Eurocontrol, US FAA and NavCanada have committed to a working group. South Africa ATNS is being consulted




ICAO met with CANSO which is still considering



MID ANSP?



12

 **The European Centre for Disease Control and Prevention (ECDC) agreed to partner with CAPSCA Europe and States are encouraged to consult the ECDC RAGIDA (European Risk Assessment Guidelines for Diseases transmitted on Aircraft) and are invited to attend the ECDC Expert Consultation Meeting to be held on 21 and 22 October 2013**





RAGIDA: Risk Assessment Guidelines for Infectious Disease transmitted on Aircraft

- **RAGIDA** ('risk assessment guidelines for infectious diseases transmitted on aircraft') combines **evidence retrieved from scientific literature** with **expert knowledge** in order to provide viable options for decision makers.
- **RAGIDA** can provide valuable help when determining triggers and when faced with having to make a decision on whether to contact trace air travellers and crew that were exposed to infectious diseases during a flight.
- For the **RAGIDA** project, experts from Robert Koch Institute and ECDC agreed on 12 diseases:
TB, influenza, SARS, meningococcal disease, measles, rubella, diphtheria, Ebola haemorrhagic fever, Marburg haemorrhagic fever, Lassa fever, smallpox, and anthrax.

http://www.ecdc.europa.eu/en/publications/publications/0906_risk_assessment_guidelines_for_infectious_diseases_transmitted_on_aircraft.pdf



Google “RAGIDA Technical Report”




TECHNICAL REPORT

**Risk assessment guidelines
for infectious diseases
transmitted on aircraft**



13

 The meeting welcomed collaboration with the Coordinated Action in the Aviation Sector to Control Public Health Threats (AIRSAN) project, funded by the European Commission as being complementary to the CAPSCA programme.





AIRSAN Project: Coordinated Action in the Aviation Sector to control Public Health Threats

The rapid increase of air transport results in a growing risk of serious cross-border public health threats in the EU. "Serious cross-border threat to health" means a hazard of biological, chemical, environmental or unknown origin which is likely to spread across national borders of Member States and which may cause a potential severe risk to public health necessitating a coordinated action at EU level.


Thus, there is an urgent need to facilitate a coordinated response to possible public health threats in air transport among EU Member States.

The **AIRSAN** Project aims to support EU Member States in ensuring a well-organized and coherent response to public health threats in air transport.

Starting point is existing WHO and CAPSCA documentation




14

 As a contribution to CAPSCA’s funding requirements and States responsibilities to support the continuation and sustainability of the programme, Colombia, Chair of CAPSCA Americas, reiterated its commitment made at the 3rd Global Coordination meeting in 2012 to provide ICAO an annual contribution of USD 10,000 to fund CAPSCA Americas activities

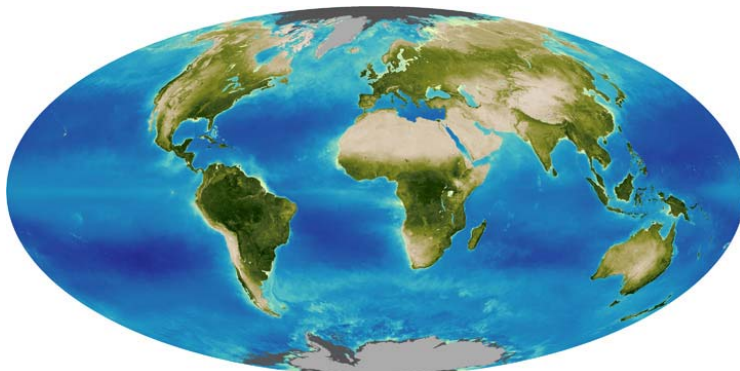




15

 **The next (5th) CAPSCA Global Coordination meeting is provisionally planned to be held in the Middle East in November 2014.**

 **State to offer to host, even if tentative, to be able to announce a year in advance to ensure high attendance**





CAPSCA – EUROPE Highlights

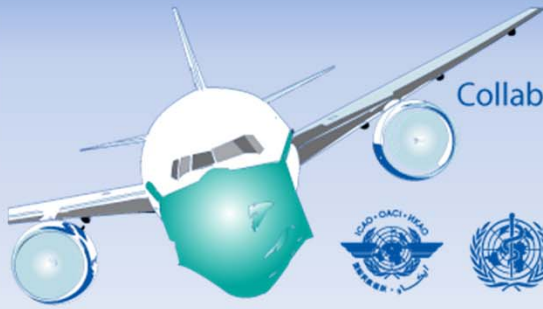




CAPSCA Europe Successes

-  Many countries advanced in preparedness planning
-  Excellent support from WHO regional office
-  Good CAPSCA meeting participation of public health and aviation personnel
-  AIRSAN project - funded by EU grant
-  Develop SOPs (ICAO subcontractor)
-  ECDC active participant





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CAPSCA Europe Challenges



-  Eastern European States not as well developed
-  Only eight States have joined CAPSCA
-  No Assistance visits as yet (but two States have expressed interest)



Next CAPSCA Europe meeting

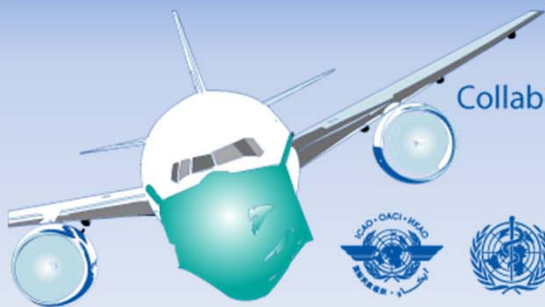
 The next (4th) CAPSCA Europe meeting is planned to be held in Moldova, week of 16 June 2014



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Thank you

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