



International Civil Aviation Organization

Third CAPSCA –MID Meeting/Seminar

Status of CAPSCA/3 Conclusions

Cairo, Egypt

18 to 20 November 2013

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ICAO Middle East (MID) Office

ICAO Middle East Regional Office, Cairo



- Established in Cairo in 1953.
- Accreditation 15 States
- Maintains continuous liaison with the MID States and with appropriate organizations, regional civil aviation bodies and UN Agencies and programmes;
- Ensures interregional coordination and promote the timely and harmonized implementation of ICAO policies, decisions, Standards and Recommended Practices and **air navigation plans**;
- Foster international civil aviation safety, security and provide technical guidance and assist States with implementation.
- Assist States to resolve deficiencies through regional remedial plans
- Act as Secretariat of Middle East Air Navigation Planning and Implementation Group (MIDANPIRG) and its subsidiary bodies and the Regional Aviation Safety Group for the MID Region (RASG-MID).

CAPSCA-MID Project



- Second CAPSCA-MID Workshop/meeting held between 3-5 December ,2012
- A total of twenty seven (35) participants from nine (9) States and two (3) international organizations.
- Adopted a total of 20 Conclusions

CAPSCA-MID Project Main conclusions



- States are encouraged to prepare and update aviation public health emergency preparedness plans in collaboration with the Civil Aviation and Public Health Authorities in compliance with related ICAO (SARPs) and WHO IHR (2005).
- States' Civil Aviation and Public Health Authorities are encouraged to provide their Public Health Emergency Preparedness Plans for posting on the CAPSCA website.

- States and the aviation sector should undertake table-top, partial or full scale Public Health Emergency (PHE) exercises, as required by ICAO Annex 14 – Aerodromes.
- States are encouraged to invite other States and Organizations, including ICAO and WHO, to observe aviation public health emergency exercises.

- States are reminded that the new “Public Health Passenger Locator Form” promulgated in Amendment 23 to ICAO Annex 9-Facilitation (Appendix 13) will be applicable on 28 February 2013.
- State CAAs are urged to develop national regulations that incorporate ICAO health-related Standards and Recommended Practices and work closely with PHA to implement the relevant provisions.

- Awareness of CAPSCA and Assistance Visits at the highest level in Government should be ensured by State Civil Aviation Authorities (CAAs) and Public Health Authorities (PHAs).
- States should consider documenting in a Memorandum of Understanding, or other form of agreement, a framework for collaboration between Civil Aviation, Public Health Authorities and other involved stakeholders concerning Public Health Event management and emergency preparedness planning.

- States are urged to consider business continuity planning in preparing and updating aviation public health emergency preparedness plans.
- WHO is requested to invite the National Civil Aviation Authorities (CAA) to attend meetings, seminars and workshops that are related to points of entry at airports, and to collaborate with CAAs concerning assistance or assessment visits to airports.

- The participation in CAPSCA-MID; State and Airport Assistance Visits by WHO representatives from the MID Regional and/or country offices is considered very important by States and ICAO.

- MID States and Organizations:
 - confirm support for ICAO to continue the CAPSCA-MID project beyond 2012 which will require new funding sources;
 - are invited to propose to ICAO possible sources of and mechanisms for funding CAPSCA-MID project;
 - to consider providing voluntary contributions to CAPSCA-MID;
 - to consider cost-recovery assistance visits

- States welcomed and supported the Egypt initiative to translate the Assistance Visit template and checklist into the Arabic language. Egypt kindly agreed to allow the template to be posted on the CAPSCA website.
- Aircraft disinfection is carried out by personnel of the aircraft operator, taking into account the requirements of the aircraft manufacturer and the designated areas of risk as provided by WHO.

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