

بِسْمِ اللَّهِ الرَّحْمَنِ الرَّحِيمِ

**SIXTH MEETING OF THE MIDDLE EAST REGIONAL  
COLLABORATIVE ARRANGEMENT FOR THE PREVENTION AND  
MANAGEMENT OF PUBLIC HEALTH EVENTS IN CIVIL AVIATION  
(CAPSCA-MID/6)**

**(Khartoum, Sudan 20-22 February 2017)**

**Presentation on  
National Aviation Public Health  
Emergency Preparedness Plan in Sudan**

Implementation Update

By

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# Content

- ❑ Introduction.
- ❑ CAPSCA in Sudan.
- ❑ Legal Framework
- ❑ Development of NCAPP for PHEIC in Sudan .
- ❑ Role and Responsibility.
- ❑ NCAPP Activities.
- ❑ Implementation follow-up.
- ❑ Challenges and the way Forward.

# INTRODUCTION

- ❑ A communicable disease poses a serious public health risk.
- ❑ Although public health events are primarily managed by the health sector, the increasing number of air travellers suggests that in future more of them **will be affected by public health events.**
- ❑ Public health events can seriously impact air transport operations as demonstrated by a reduction in passenger numbers of 80 per cent and 40 per cent to Hong Kong and Mexico respectively, at the onset of the SARS outbreak and the Influenza A (H1N1) pandemic.

# INTRODUCTION(cont. )

- ❑ A preparedness plan for aviation is required since air travel may increase the rate at which a disease spreads, thereby decreasing the time available for preparing interventions.
- ❑ The Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) programme provides regional meetings, training events and assistance visits to international airports/States which strengthen public health preparedness plans at global, regional, national and operational levels.

# CAPSCA in Sudan

- ❑ Sudan SCAA participated in ICAO MID CAPSCA first workshop/meeting in Dec 2011 in Cairo.
- ❑ Sudan became a member of CAPSCA project in 2011
- ❑ A FP for CAPSCA was appointed.
- ❑ Sudan participated in ICAO MID CAPSCA Technical Advisor.
- ❑ Through participation, Sudan identified the following benefits of CAPSCA;

# CAPSCA in Sudan (cont. )

- ✓ Multi-sector collaboration within Sudan, and between State and international organizations.
- ✓ Improved **communication, coordination, cooperation** and **collaboration** between all stakeholders;
- ✓ Improved public health emergency prevention and response in aviation;
- ✓ Reduced impact of public health emergencies on population health through reduced, delayed and/or mitigated health effects;
- ✓ Improved management of risk perception for the general public, air travellers, service providers and aviation personnel.
- ✓ Mitigation of economic and social impacts caused by public health events.
- ✓ A faster return to normal operations when the health threat subsides;

# LEGAL FRAMEWORK

- ❑ 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. (**Chicago Convention 1944**).
- ❑ Article 31 of Sudan Civil Aviation Authority Act of 2010, and Articles 69/1, 70 /1 of Sudan Civil Aviation Safety Act of 2010.

# LEGAL FRAMEWORK (cont.)

- ❑ SARPs and Procedures relating to public health emergency preparedness planning and response in aviation have been developed in:
  - ✓ **SUCAR 6** - Operation of Aircraft.
  - ✓ **SUCAR 9** - Facilitation.
  - ✓ **SUCAR 11** - Air Traffic Services.
  - ✓ **SUCAR 14** - Aerodromes.
  - ✓ **Doc 4444**- Procedures for Air Navigation Services — Air Traffic Management (PANS-ATM).
    - ❑ International Health Regulations (IHR 2005).
    - ❑ ICAO Assembly Resolutions A35-12 and A37-13.
    - ❑ Sudan National Public Health Act, 2008.
    - ❑ Sudan Quarantine Act, 1974.



# DEVELOPMENT OF NCAPP FOR PHEIC IN SUDAN

- ❑ Working group was formulated by the SCAA DG representing all stake holders for their professional inputs prior to the development of National Civil Aviation PHE Preparedness Plan.
- ❑ The objective was to prepare and draft aviation public health emergency preparedness plans in collaboration with the Civil Aviation and Public Health Authorities, and perform exercises to test such plans, in compliance with related ICAO Standards and Recommended Practices (SARPs) and WHO IHR (2005).

# DEVELOPMENT OF NCAPP FOR PHEIC IN SUDAN

## ❑ **The participating government agencies include;-**

- ✓ Civil Aviation Authority
- ✓ **Aviation medicine,**
- ✓ **Facilitation Group,**
- ✓ Aerodromes,
- ✓ Air Traffic Services).
- ✓ Ministry of Health/Public Health Authority-including IHR National Focal Point and port health.
- ✓ Airlines
- ✓ Approved Maintenance Organizations (AMOs)
- ✓ Ground handling agents,
- ✓ Medical services, Security,
- ✓ Immigration,
- ✓ Customs,
- ✓ Quarantine,
- ✓ Police,
- ✓ Military

## DEVELOPMENT OF NCAPP FOR PHEIC IN SUDAN

- ❑ The working group decided that NCAPP for PHEIC is to be finalized and implementation process is to be establish with timeframe.
- ❑ Standard Operational Practices for each stakeholder are to be established in line with NCAPP for PHEIC
- ❑ Implementation of IHR 2005 in Civil Aviation sector to be facilitated along with NCAPP for PHEIC with the liaison of IHR FP in Sudan.

## DEVELOPMENT OF NCAPP FOR PHEIC IN SUDAN

- ❑ The working group held more than 15 meetings to draft and discuss NCAPP for PHEIC in Sudan.
- ❑ Upon recommendation of the working group, Sudan Requested CAPSCA the Assistance Visit (AV) in 2013.
- ❑ Taking into account the (AV) results, the WG amended the draft a National Civil Aviation Preparedness Plan for PHEIC, and distributed among all stakeholders for their perusal and their opinions, observations and recommendations.

# ROLE AND RESPONSIBILITY

- ❑ The draft National Civil Aviation Preparedness Plan for PHEIC was adopted and **finalized** by DG SCAA .
- ❑ A MoU between SCAA and MoH was signed to enhance the communication, cooperation, coordination and promote collaboration, in order to implement the NCAPP.
- ❑ The objective of the NCAPP is to protect the public health, general public, air travellers and aviation personnel, through Cooperation amongst civil aviation authorities, public health authorities, airports, air traffic services, and airlines by;-

# ROLE AND RESPONSIBILITY .(cont.)

- ✓ Adherence to Article 14 of the Convention on International Civil Aviation.
- ✓ Compliance with related ICAO SARPs (Annexes 6, 9, 11 and 14) and Procedures (PANS/ATM);
- ✓ Compliance with WHO IHR (2005) regulations; and
- ✓ Implementation of ICAO, WHO, ACI and IATA guidelines.
  - ❑ The implementation of the NCAPP is a multi- agency effort and it is not the sole responsibility of SCAA.
  - ❑ As a part of the National Public Health Emergency Plan, NCAPP defines the Activation/Deactivation process, and the measures to be taken during all Phases.

# NCAPP ACTIVITIES

- ❑ SCAA held Awareness training on National Civil Aviation Preparedness Plan for PHEIC requirements in the aviation sector, for the Airline personnel, Ground Handling Agents and Airport officials.
- ❑ SCAA Participated in High Commissions and Technical Committees of the Ministry of Health during the periods of Epidemics (MERS -cholera -EBOV -Yellow fever).

# IMPLEMENTATION FOLLOW-UP

- ❑ A timeframe has been established to implement the NCAPP.
- ❑ Standard Operational Practices for each stakeholder is to be developed in line with NCAPP for PHEIC.
- ❑ Implementation of IHR 2005 in Civil Aviation sector to be facilitated along with NCAPP.



# CHALLENGES AND THE WAY FORWARD

- ❑ The need for building capacities among the staff of SCAA, MoH, Airports, and service providers and other stakeholders.
- ❑ The continuous collaboration between the multi-agencies involved .
- ❑ The improvement of communication channels in order to facilitate the sharing of information, effectively.

THANK YOU