



CAPSCA developments, activities and capacity building

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**INTERNATIONAL
CIVIL AVIATION
ORGANIZATION**



ICAO Business Plan (2026 – 2028)

Strategic goal: Aviation delivers seamless, accessible and reliable mobility for all

Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA)

CAPSCA is a collaborative framework that helps mitigate health emergencies' impact on aviation, ensuring the safety of personnel and the public. It aligns ICAO and WHO guidance, fosters sector dialogue, and supports implementing medical advice in aviation. The program promotes aviation resilience through a flexible, evidence-based approach.

ICAO Business Plan (2026 – 2028)

Strategic goal: Aviation delivers seamless, accessible and reliable mobility for all

Crisis Preparedness and Response

This programme envisages to create a comprehensive and adaptable crisis response programme within ICAO to help States meet obligations under the Chicago Convention and other sectors, improving crisis response capabilities for air traffic management disruptions, health emergencies, and humanitarian crises.

Public health in ICAO

Aerodromes



Facilitation



Air Traffic



Aircraft
Operations



Aeronautical
Information



Dangerous
Goods



Public health affects aviation



Aviation personnel and passengers

- Exposure to disease
- Additional requirements



Air travel continuity

- Flight delays, restrictions, cancellations
- Border closures



Aviation safety

- Practicality of mitigation measures
- Chemical compatibilities with aircraft

Aviation supports public health



Emergency medical response

- Transport medical personnel & equipment
- Transport blood samples and supplies
- Humanitarian & repatriation flights
- Human remains
- Air ambulance flights



Passenger health and transmission

- Measures to mitigate transmission
- Screening and referral
- Emergency care at airports and on-board



Medical response

- Contact tracing
- Isolation and quarantine

CAPSCA Guiding Principles

- Alignment: ICAO Strategic Plan and Business Plan
- CAPSCA sustainability in the long-term
- Agreed partnerships, relationships, and accountability
- Multi-sector and multi-disciplinary collaboration to enable harmonization
- Efficient and effective CAPSCA meetings and technical activities
- Collaborative decision-making and implementation support
- Applying science, technology, digital solutions, and innovation
- Improving competence and capacity development



CAPSCA Objectives

- Health and safety of aviation personnel
- Health and safety of passengers
- Health risk management in aviation
- Preparedness planning for all types of scenario's
- Evidence based and practical mitigation measures in aviation
- Flexible and agile response mechanisms

2026 priorities



• Collaboration

- ICAO – WHO Memorandum of Understanding
- Alignment project: ICAO CAPSCA and WHO IHR
- Formal agreements: industry stakeholders

• Manuals

- Procedures for CAPSCA Regional Coordinators
- Updated CAPSCA Cross-Border Risk Management Manual

• Training

- CAPSCA Technical advisers
- CAPSCA focal points in member states



Alignment project: CAPSCA and WHO

- Review and compare various ICAO and WHO documents
- Identify areas of alignments and gaps
- Provide recommendations on areas of integration
- Provide summary of gaps and how it can be addressed to improve alignment
- Review WHO resources that can be used as a training material for CAPSCA regional coordinators and CAPSCA national focal points.

Alignment Methodology

- Structured comparison of ICAO and WHO documents
- 40 documents reviewed
 - 27 ICAO and CAPSCA documents
 - 13 WHO Documents
- 3 Categories
 - Governance frameworks
 - Guidance and reports
 - Assessment tools
- 16 variables

Documents reviewed



Governance frameworks	• IHR (2005), Pandemic Treaty • ICAO SARPs, ICAO Assembly Resolutions
Guidance and reports	• ICAO Manuals and Handbooks • WHO Guidance • Reports from CAPSCA regional meetings
Assessment tools	• WHO assessment tool for core capacity requirements designated PoE • SPAR, JEE, • CAPSCA Technical Assistance Visit Checklists • Universal Safety Oversight Audit Programme (USOAP) • Universal Security Audit Programme Continuous Monitoring Approach (USAP-CMA)



Variables for comparison

1. Legal nature and purpose
2. Use of definitions and terms relevant to aviation
3. National coordination and authorities
4. Mechanism for inter-agency coordination and collaboration
5. Routine public health surveillance at airports
6. Notification and information sharing about disease outbreak
7. Risk communication
8. Core capacities maintained at all times at points of entry

Variables for comparison

9. Core capacities to respond to public health event of international concern(PHEIC)
10. Management of illness onboard an aircraft
11. Passenger data and contact tracing
12. Vaccination certificates
13. Facilitation of international travel and trade during emergencies
14. Implementation of Public Health and Social Measures (in travel & transport)
15. Human rights, dignity, equity & solidarity
16. Implementation support, monitoring and evaluation

Initial report

Guiding Question:

Where do WHO and ICAO requirements for managing public health events in aviation align, where do they differ and how can they be integrated?

Observations:

- Generally, requirements are complementary
- Degree to which areas of alignment or gaps exist depends on:
 - how these requirements are implemented
 - the different legal mandates and scope
 - different regulatory frameworks
 - responsible authorities at national level.

Areas of strong alignment

- National coordination and multisectoral collaboration:
 - Facilitation programmes and committees
 - National IHR Authority and National IHR focal point
- Core capacities to respond to PHEIC
 - Public health emergency planning
 - Public health response
- Core capacities:
 - To be maintained at all times at Points of Entry
 - Preparedness at airports
 - Management of ill travellers at airports



Areas of strong alignment

- Passenger data and contact tracing
- Procedures, measures and activities to prevent the spread of diseases while avoiding unnecessary disruption to international traffic

Areas of weak alignment

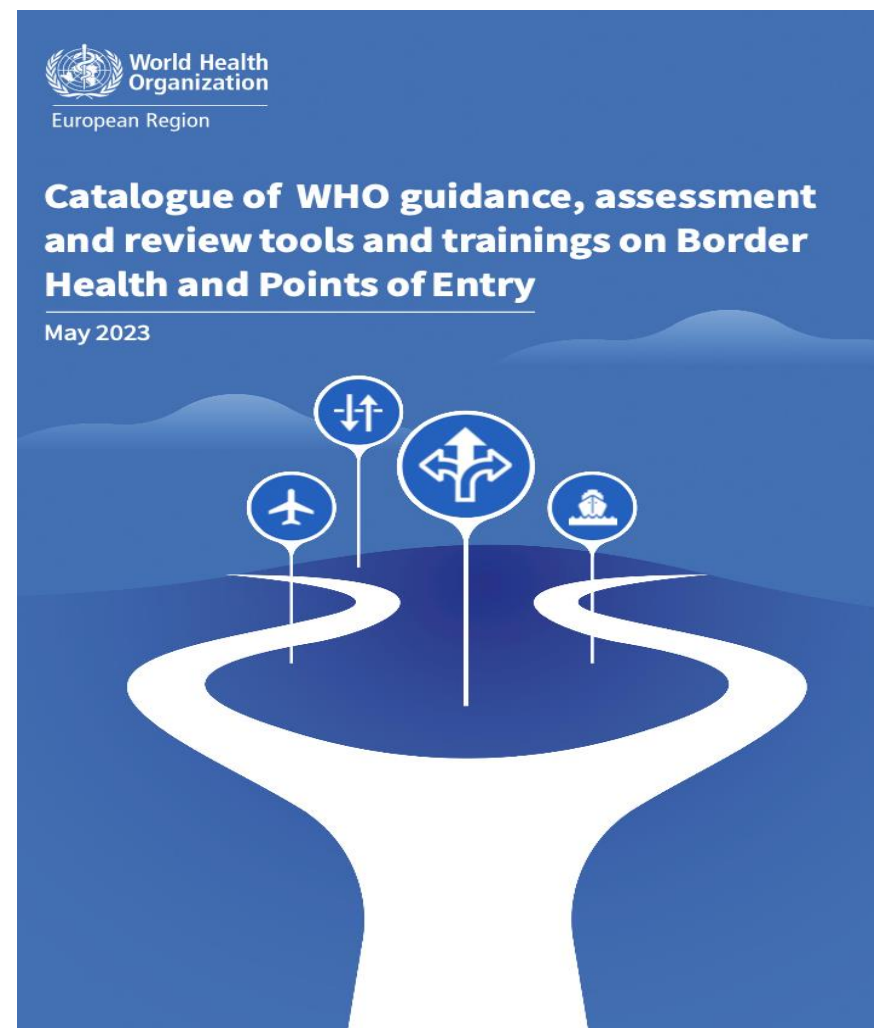
- Legal nature and purpose of frameworks:
 - Difference in mandates and governance structures
 - Thus different implementation and accountability mechanisms.
- Monitoring and evaluation tools:
 - Fragmented mechanisms and different compliance expectations
 - WHO SPAR/JEE tools
 - Only IHR designated airports
 - Scored = systematic tracking
 - WHO encourages use of JEE/SPAR results into National Action Plan for Health Security (NAPHS)

Areas of non-alignment

- Monitoring and evaluation tools ICAO:
 - CAPSCA can assess any international airport and not only IHR designated airports
 - CAPSCA checklists comprehensive but unscored
 - Assistance visits recommendations not followed up
 - Not recorded in USOAP or USAP
- Use of definitions and terms
 - Use of inconsistent terminology
 - conveyance vs aircraft
 - traveller vs passenger.
 - Affect how guidance or recommendations are interpreted, implemented and evaluated.

Public health training resources

- WHO:
 - PoE Catalogue
 - Previous WHO EPI-WINs
 - OpenWHO
- CAPSCA:
 - Previous technical advisor course
 - Public Health Corridor iPack
 - Training for CAPSCA regional coordinators under development





Procedure Manual for CAPSCA Regional Coordinators

- Serves as a user manual
- Reference document to the CAPSCA Regional Coordinators
- Provides an overview of CAPSCA's past information
- Two parts
 - Part 1 – Consolidation of CAPSCA information
 - Part 2 – Guidance
- Contains appendices, attachments and checklists

Contents

CAPSCA Background

- Origin and Purpose
- Historical development
- Role of different entities

An overview of the general framework

- Terms of Reference and structure
- Stakeholders
- Technical Assistance process
- Working Groups
- Cooperation and collaboration between public health and aviation authorities
- Cooperation and collaboration with CAPSCA stakeholders



CAPSCA Governance

- Global and Regional governance
- Functional alignment in governance
- Roles of other stakeholders

CAPSCA enabling provisions

- Convention on International Civil Aviation, ICAO Annexes and Documents
- ICAO Assembly resolutions
- WHO provisions
- Compliance requirements

Contents

CAPSCA - scope and benefits

- PH events affecting air transport
- Preparedness planning for PH event
- Technical Assistance visits
- Training and Capacity building
- Resource mobilization

CAPSCA Engagement with stakeholders

- Communication strategy
- Regional engagement procedures
- Templates and Tools

Contents

CAPSCA events

- Procedures for planning and managing
 - Regional and global meetings, symposia, conferences.
 - Training events and capacity building workshops
- Templates

Training

- CAPSCA Regional Coordinators and back-up Coordinators
- Training and Capacity building for States' National Focal Points
- Training of CAPSCA Technical Advisors
- Training modalities, material for familiarization and training

Contents

CAPSCA Regional office procedures

- Record management
- Reporting
- Hand-over procedures for new Regional Coordinators



— Advance Passenger Information (API) Data

□ Description: **an API system involves the following steps**

✈ Capturing passport information during check-in **prior to departure**

📄 Complemented with flight data

📄 Potentially also routing data



APIS

Transmitted

Electronic PAXLST message to border control agencies

Processed for:

- Border Security
- Facilitation
- Watchlisting
- Risk-based targeting.

→ Every State's API system shall be supported by legal authority – **Standard***

— Passenger Name Record (PNR) Data

- Reservation data / Commercial data
- Contains only as much as the airline or booking agency collects in the process of its travel bookings.
- Data content varies from airline to airline and even from passenger to passenger.
- Includes changes to requested seating, special meals and additional services requested.

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*** ELECTRONIC TICKET ***
F 1.1TEST/HEXAMRS'
WW6ACWW 25JUL KBR4Z5'
1 AC 870 M TU 10SEP YULCDO
FONE-'
1.WW6-T HEXA'
2.WW6-C 1 111 1231231/PAX'
3.WW6-A TEST TRAVEL AGENCY AC
N3 CA'
4.WW6-E SHAILESHD//HEXAWARE.C
TKT-'
1.1 K25JULWW6WW 0142123729112
AP FAX-'
1.1 SSRDOCSYYHK1 //11MAR84
  
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- Each State shall develop a capability to collect, process, use and protect PNR,
- Supported by legal & admin framework,
- Consistent with all PNR Standards in Annex 9
- Standard*

— Main uses of API & PNR during COVID-19

Passenger movement (to a high-risk area)

- All travel itinerary (PNR)
- Flight movement (API)
- Identity information / passport details (API)
- Passenger routing (API)
 - Place of Original Embarkation
 - Place of Clearance
 - Port of Onward Foreign Destination
- Combined with border control records



— Main uses of API & PNR during COVID-19

- Contact tracing (for mitigating spread of disease)
 - Contact details (email, telephone, addresses)
 - self-asserted data
 - Email, telephone, addresses may be in PNR, but unreliable
 - Email/phone not part of API message
 - Difficult to capture at check-in, would also be unreliable
 - Seat request (PNR), seat assignment (API)
 - Number of passengers on reservation (PNR)



Way Forward

- Implement Single Window (including for public health purposes)
- Use API and PNR together – don't separate the data flows
- Appropriate legal framework
- States could use Electronic Travel Authorizations to collect contact details and other information online from the passenger directly
- Digital Travel Authorization (eVisa)
- **Focus on Passenger to State relationship to satisfy entry requirements (digital solutions)**



Thank You

