



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

CAPSCA Highlights: Africa, Asia Pacific, Americas

Dr Anthony Evans
Chief, Aviation Medicine
ICAO

Review the activities in:



- Africa
- Asia Pacific
- Americas
- Brief overview of CAPSCA in each region
- Pick out a few main points



CAPSCA - AFRICA

CAPSCA-Africa



- Member States: 25
- Assistance Visits: 8
- Last meeting Nairobi, Kenya, June 2012
- Next meeting Ouagadougou, Burkina Faso, December 2013






2012 meeting, Nairobi, Kenya



The *real* CAPSCA-Africa!!



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 |

Member States



CAPSCA Africa

 [Back to CAPSCA Africa Home](#)

Member States



Angola



Ghana



South Africa



Benin



Kenya



Swaziland



Botswana



Lesotho



Togo



Cape Verde



Mali



Uganda



Central African Republic



Mauritania



United Republic of Tanzania



Côte d'Ivoire



Mozambique



Zambia



Democratic Republic of the Congo



Niger



Zimbabwe



Gabon



Nigeria

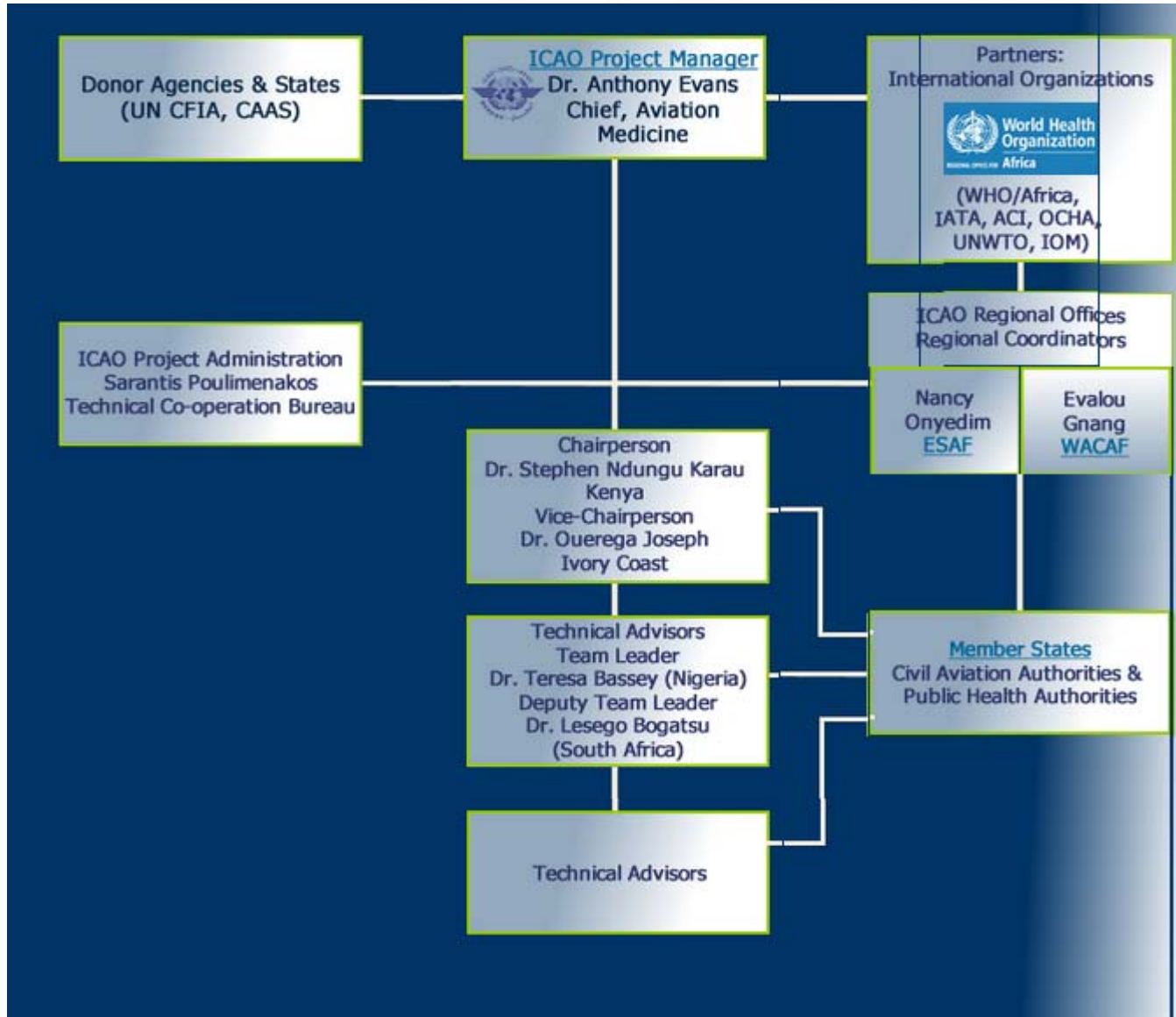


Gambia



Senegal

Organogram



Successes



- Development of relevant regulations to implement PH SARPs (e.g. Nigeria, Tanzania)
- CAPSCA Assistance Visits well received
 - Exposes participants to CAPSCA who otherwise cannot attend CAPSCA events
- Networks developed between aviation and public health – regional and national level
 - Regular forums have developed, previously unknown
- Some real life exercises had been carried out
 - Useful for appraisal and teaching
 - Four (out of eight) videos of exercises are available on the CAPSCA website

Challenges



- Preparation of plans; roles of stakeholders
- Formal agreements between different stakeholders
- Airport Emergency Plan – no PH component...
 - PH at airport often do have contingency plan
 - Can be used as model for AEP



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CAPSCA – ASIA PACIFIC

CAPSCA-Asia Pacific



- Member States: 20
- Assistance Visits: 11
- Last meeting Manila, Philippines, April 2013
- Next meeting April 2014



Afghanistan



Malaysia



Singapore



Brunei Darussalam



Myanmar



Solomon Islands



China



Mongolia



Sri Lanka



Hong Kong, China



Nepal



Thailand



India



New Zealand



Tonga



Indonesia



Papua New Guinea



Viet Nam



Macao, China



Philippines






Asia Pacific Regional Meeting 2013



6TH ICAO CAPSCA ASIA PACIFIC MEETING
DIAMOND HOTEL, MANILA, PHILIPPINES * 22 - 25 APRIL 2013



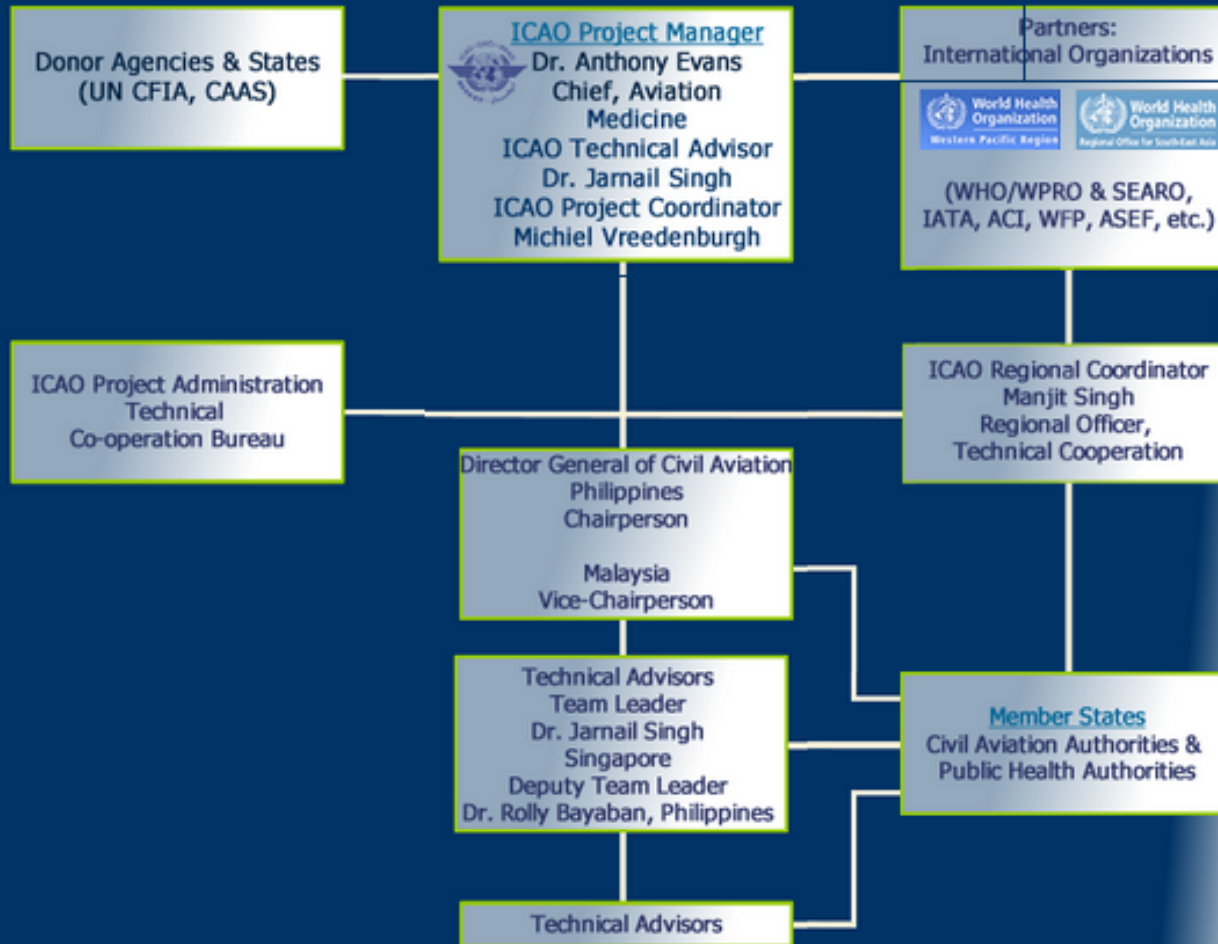
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Asia Pacific Organogram



CAPSCA ASIA/PAC



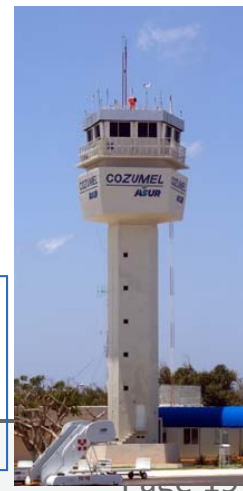
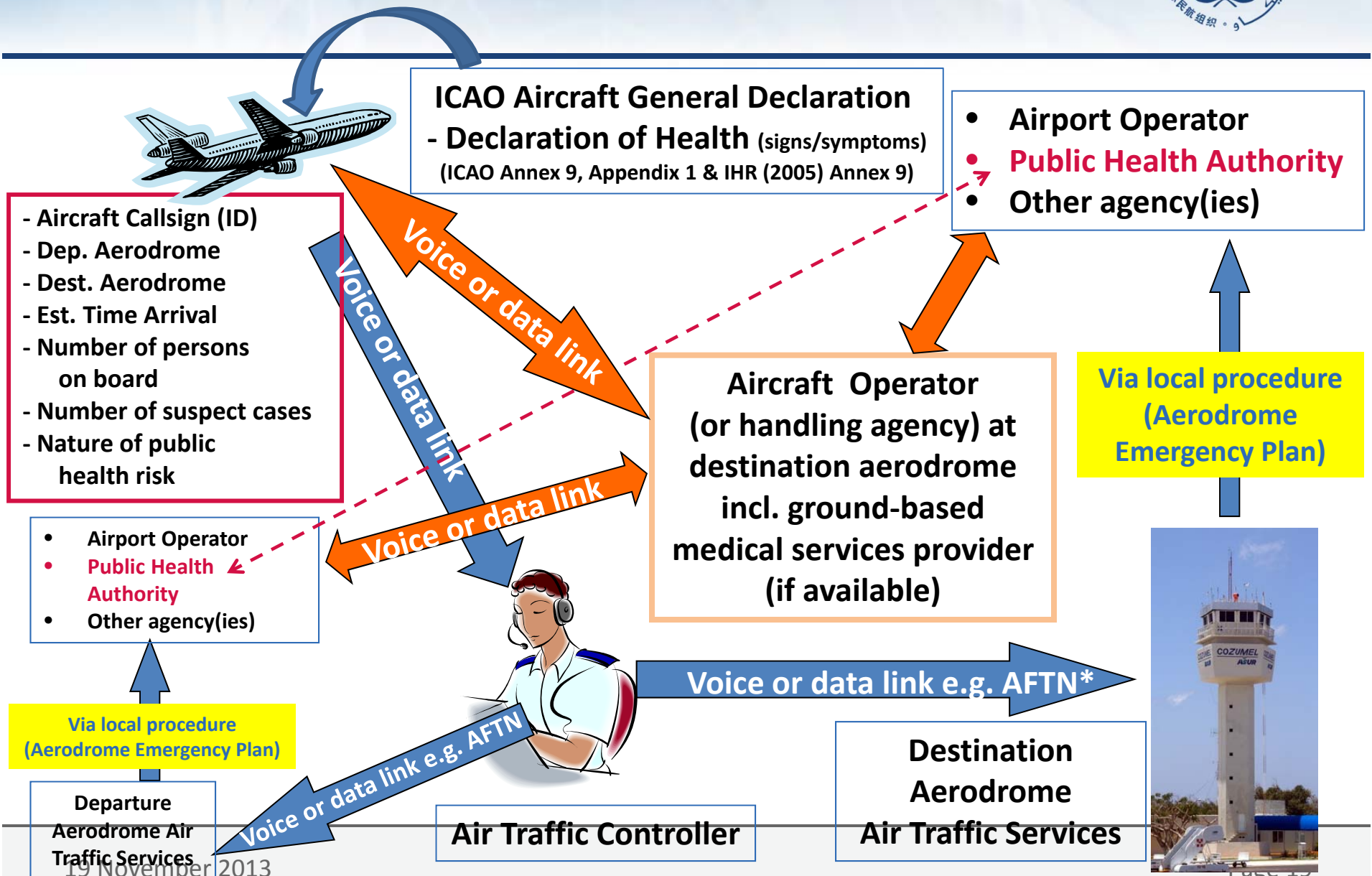
Communication with diversion



Conclusion No. 7:

In the communications procedure for the notification of suspected communicable disease, or other public health risk, on board an aircraft, ***if the aircraft is diverted to an alternate aerodrome, this aerodrome will need to be informed*** in addition to the destination and origin aerodromes. In selecting the alternate aerodrome for a diversion, confirmation is required of the availability of core capacities to manage the public health risk on arrival of the aircraft.

NOTIFICATION OF SUSPECTED COMMUNICABLE DISEASE, OR OTHER PUBLIC HEALTH RISK, ON BOARD AN AIRCRAFT



Meaning of “unnecessary interference”



The purpose and scope of these Regulations are to prevent, protect against, control and provide a public health response to the international spread of disease in ways that are commensurate with and restricted to public health risks, and which ***avoid unnecessary interference*** with international traffic and trade.

Meaning of “significant interference”



- IHR Article 43 – Additional Health Measures
 - Permits measures in addition to those recommended by WHO
- IHR (2005) “....significant interference generally means refusal of entry or departure of international travellers, baggage, cargo, containers, conveyances, goods, and the like, or their delay, for more than 24 hours”.

When is entry screening unnecessary?



- States may consider establishing a validation process in collaboration with other States for ensuring that travellers have been exit screened to an appropriate level at the origin airport to *avoid applying entry screening when arriving at the destination airport*. A similar process is utilized by some States with respect to airport security screening of transfer travellers.

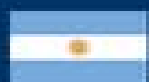


CAPSCA – AMERICAS

CAPSCA-Americas



- Member States: 34
- Assistance Visits: 31
- Last meeting Bridgetown, Barbados, September, 2013
- Next meeting September 2014, venue TBC



Argentina



Cuba



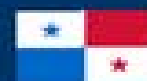
Mexico



Bahamas



Curaçao



Panama



Barbados



Dominican Republic



Paraguay



Belize



Ecuador



Peru



Bermuda



El Salvador



Suriname



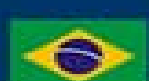
Bolivia



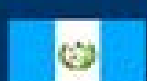
Grenada



Trinidad and Tobago



Brazil



Guatemala



Turks and Caicos Islands



Canada



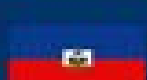
Guyana



United States



Cayman Islands



Haiti



Uruguay



Chile



Honduras



Venezuela



Colombia



Jamaica



Costa Rica








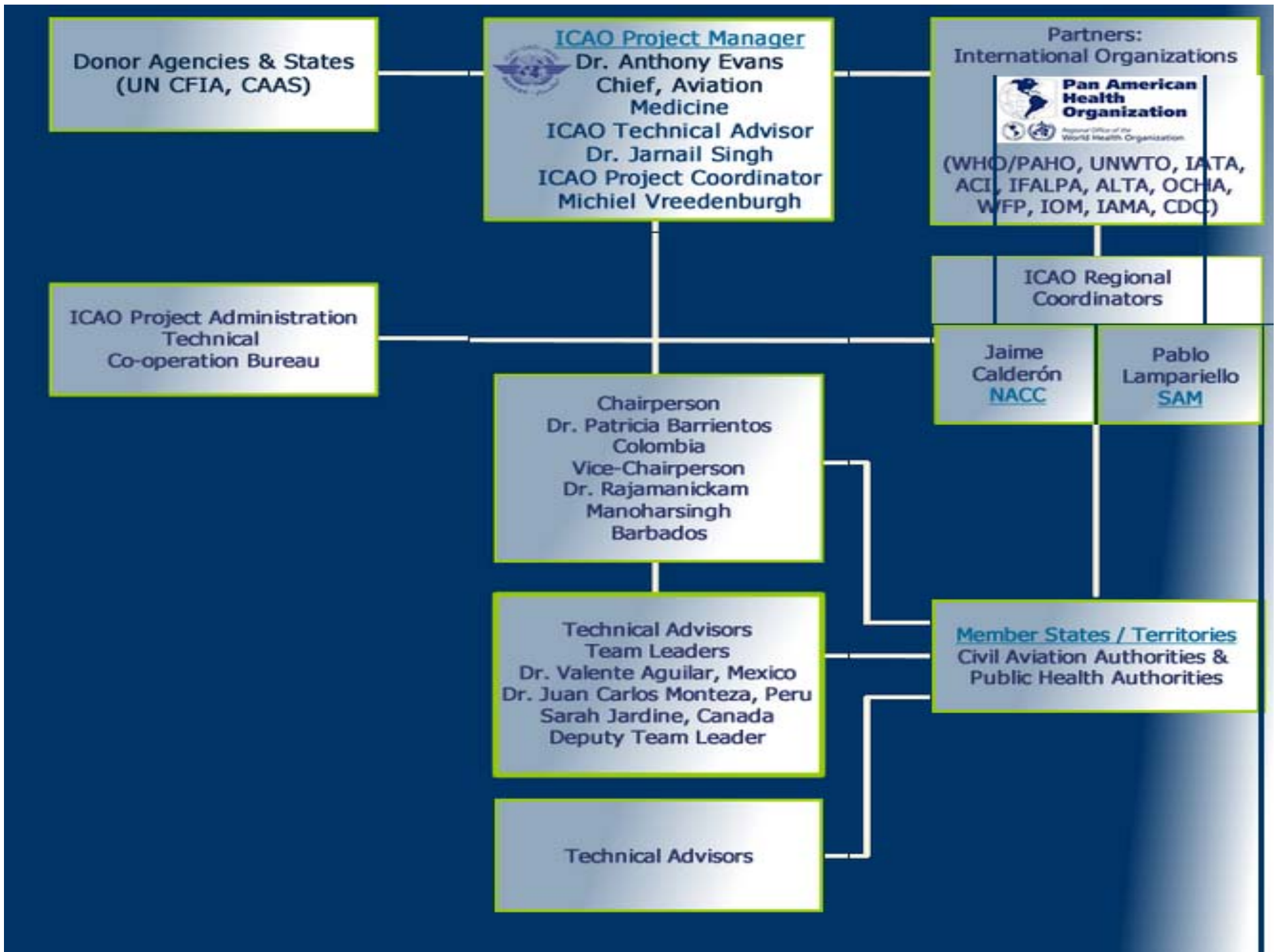
Nicaragua

Barbados, September 2013



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Participation



- 34 Member States, 31 Assistance Visits
 - Highest figures for a region
- Pan American Health Organization (PAHO, representing WHO Americas Regional Office) participates in most AVs

Certification of aerodromes



- ICAO requires States to **certify** all aerodromes under their jurisdiction used for international operations in accordance with the specifications contained in ICAO Annex 14 - *Aerodromes*, Vol. I, as well as other relevant ICAO specifications (e.g. Annex 9 – *Facilitation*).
- **Care!** The IHR states “WHO.....may **certify** that an airport...” provides the core capacities in Annex 1 of the IHR.
- These are **totally different processes** at the moment

ICAO audit versus WHO certification



- ICAO audits a **State's** oversight capability for ensuring safety, regularity and efficiency of aircraft operations. It does not audit individual aerodromes.
- WHO certification under the IHR applies to **individual** airports

International Maritime Organization



- To explore potential synergies between the aviation and maritime sectors the IMO should be invited to attend a CAPSCA meeting
- ? Invite IMO to the next global meeting (planned for the MID region in 2014)

Bioterrorism



- “Security issues associated with public health events warrant further consideration, e.g., deliberately induced biological or chemical threats. Generic guidance is not yet available”

Summary



- CAPSCA well established in all regions
- Topics being developed in different regions
- Takes time to develop the interest (often uncertainty about what CAPSCA can offer)
- Inter-sectoral communication and collaboration is a challenge in all regions
- Assistance Visits well received
- High level management support is crucial



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