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CAPSCA-MID Project Update

CAPSCA-MID/7 meeting

(Cairo, Egypt, 29 – 31 October 2018)

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Outline

- **Introduction to ICAO**
- **Public health and Aviation (CAPSCA)**
- **Update on the CAPSCA-MID Project**
- **CAPSCA-MID/6 Recommendations**
- **Conclusion**



Introduction to ICAO

- An independent organization (“specialized agency”) of the United Nations
- Chicago Convention in 1944
- Promote the safe and orderly development of international civil aviation
- Development of Standards, Recommended Practices and guidance material
- Assistance with implementation of Standards
- Coordination of global aviation initiatives
- Coordination and implementation of international legal instruments



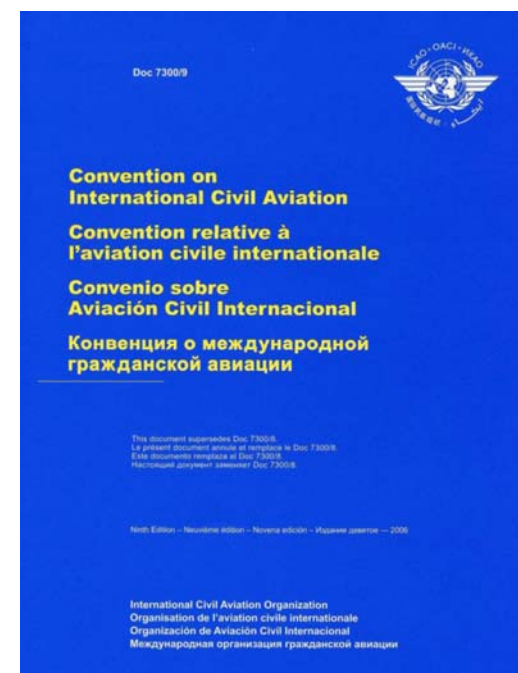
192 Contracting States



Article 14, Chicago Convention

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.





Public health – why worry?

- Diseases are spread by air transport and affect populations in other States
- Passengers and crew can become ill on aircraft from infectious passengers
- Absence of safety critical personnel (during a pandemic) increases flight safety risk
- Public health events severely affect aviation and economies



Public Health Events

Affecting aviation since 2003

- **2003: Severe Acute Respiratory Syndrome (SARS)**
- **2009: Pandemic Influenza A (H1N1) “Swine flu”**
- **2011: Fukushima nuclear accident**
- **Ongoing diseases that could affect aviation:**
 - **2005: Influenza A (H5N1) “Avian flu”**
 - **2012: Middle East Respiratory Syndrome**
 - **2013: Influenza A (H7N9)**
 - **2014: Ebola**
 - **2015: Zika**





Public Health & Aviation

- Aviation is a multi-billion dollar industry – travel, trade, tourism
- Currently 4 billion passengers per year
- Expected to double by 2030
- Direct benefit to the economy, especially smaller States dependent on tourism

- Aviation has the potential to rapidly disseminate diseases internationally
- Communicable diseases have significant impact on aviation operations and global economy (SARS, avian flu and Ebola)
- ICAO has public health responsibility



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PUBLIC HEALTH AND AVIATION



NEED FOR CAPSCA





What is CAPSCA?

- **Original name**

Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel

- **New name (2013)**

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



What is CAPSCA?

An ICAO global initiative to improve preparedness planning and responses to public health events that affect the aviation sector , such as an epidemic or a nuclear accident





Understanding CAPSCA

- **Public Health in Aviation**
- **Collaborative Arrangement for the Prevention & Management of Public Health Events in Civil Aviation**
- **Initial focus – prevention of transmission of communicable diseases**
- **Scope expanded to other public health emergencies – e.g. radiation, chemical events, environmental disasters etc.**
- **Objectives:**
 - Assist States with implementation of ICAO SARPs & WHO International Health Regulations
 - Sustainability of travel, trade & tourism
 - Additional responsibility toward passenger (end-user) and aviation personnel (occupational exposure)





CAPSCA Objectives

- Prevention of spread of disease by air
- Public health protection
- International, regional and national communication, collaboration, cooperation and coordination
- Multi-sector involvement
- Public and Occupational accountability



International

- IHR
- SARPs - Annexes 6,9,11,14,18 & PANS-ATM
- Global Health Security & Sendai Framework for Disaster Risk Reduction

National

- Public Health Emergency Contingency Plan (PHA)
- National Aviation Regulations with standards related to public health (CAA)
- National Aviation Plan for a Public Health Emergency (CAA)

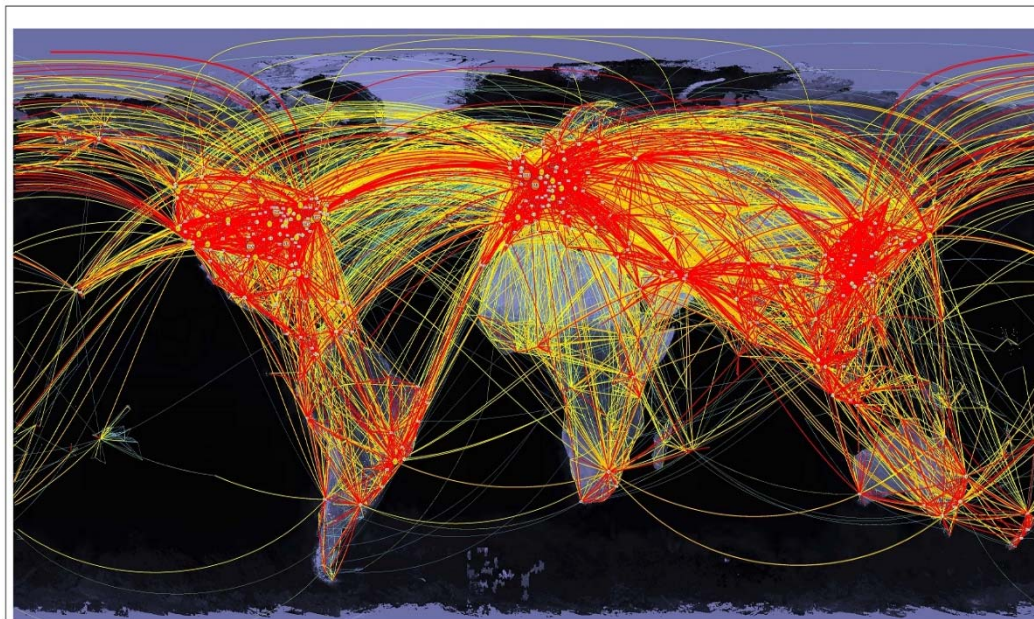
Aviation

- Aerodrome Emergency Plan (including public health emergencies)
- Air Traffic Services (ATS) contingency plan
- Aircraft Operators Procedures
- Business Continuity Plans

CAPSCA Framework



Air Traffic Flow Chart 2030



Air Traffic is expected to double by 2030



State of Air Transport - 2017

- Total Nr. of PAX on scheduled services exceeded 4 billion in 2017 (+7.2%) ↑
- Total Nr. of departures reached 36.7 million in 2017 (+3.1%) ↑
- Total scheduled Revenue Passenger-Kilometres performed (RPKs): 7 699 billion (+7.9 %) ↑
- Operating profit in 2017 around USD 60 billion, which represents 7.9% of operating revenues (USD 758 billion)
- Total passenger traffic estimated to grow by about 7.5 per cent in 2018 ↑
- ICAO long-term air traffic forecasts: 10 billion PAX and 90 million departures in 2040 ↑



The MID Region

Key attributes about the MID Region & Aviation in 2017

- The Middle East Region is relatively small (15 States)
- Economy:
 - » Different levels of economic stability and drastic variability in GDPs and population
 - » Many States facing economic problems



REGIONAL KEY FIGURES

2017
(versus 2016)

RPK ▲ +6.5%
FTK ▲ +8.7%

ASK ▲ +6.2%
LF 74.5% ▲ +0.2 pts

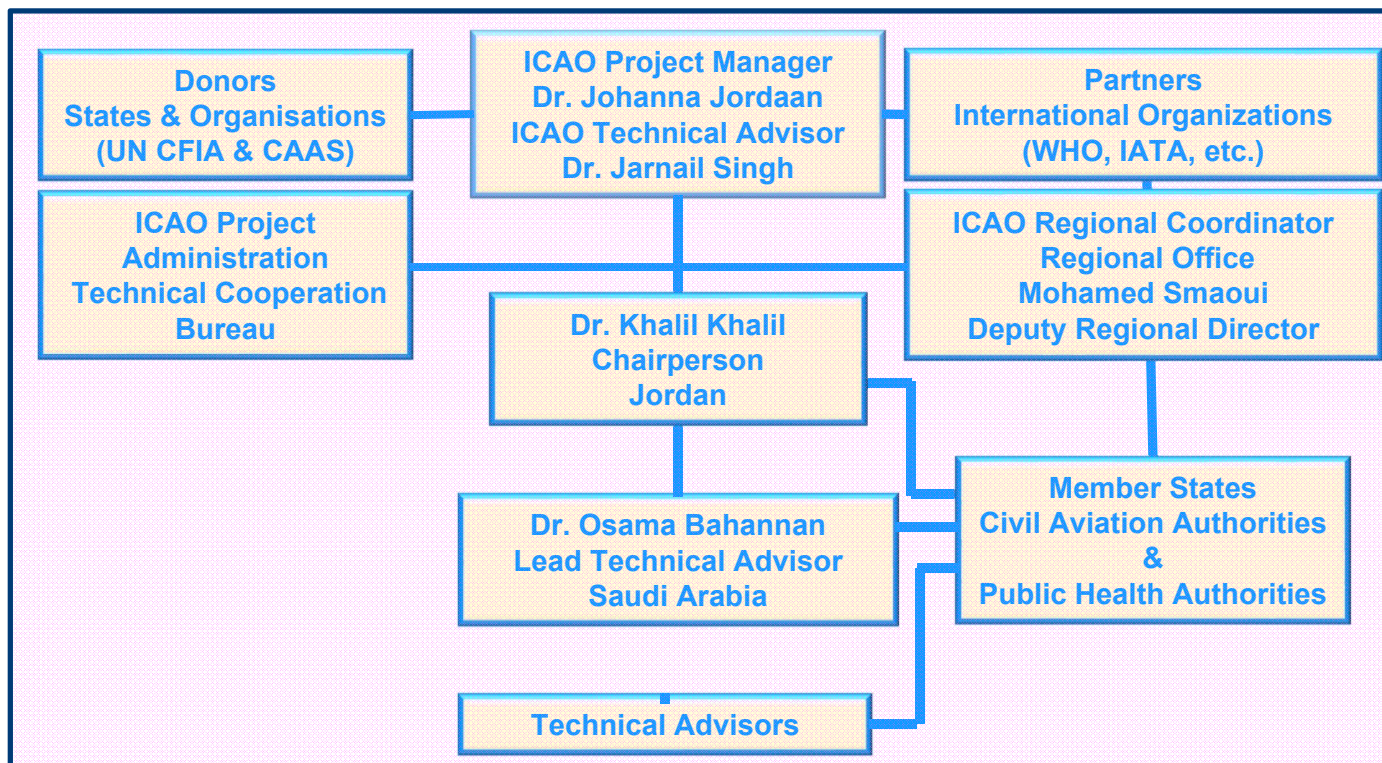


CAPSCA-MID Project Overview

- First CAPSCA-MID meeting, December, 2011 (Establishment)
- CAPSCA-MID regional project joined by **12 Member States: Bahrain, Egypt, Iran, Iraq, Jordan, Kuwait, Lebanon, Oman, Qatar, Saudi Arabia, Sudan, and UAE**
- Last CAPSCA-MID meeting was CAPSCA-MID/6 held in **Khartoum, Sudan, 20-22 February 2017**
- Airport Assistance Visits to individual States/international airports completed in 4 States: **Amman-Jordan, Muscat-Oman, Jeddah-Saudi Arabia and Khartoum-Sudan**



CAPSCA Middle East Organisation



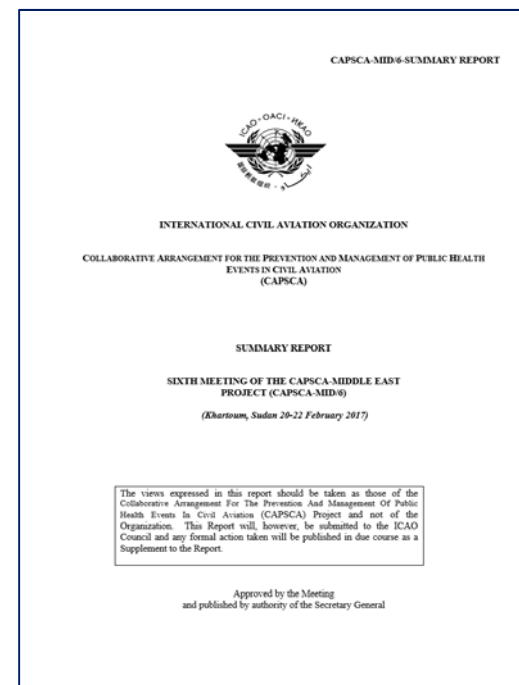


CAPSCA-MID/6 Meeting

(Khartoum, Sudan, 20-22 February 2017)

- Attendance:

56 participants from 12 States (Angola, Bahrain, Benin, Jordan, Kenya, Namibia, Qatar, Rwanda, Saudi Arabia, Sudan, United Arab Emirates and United Republic of Tanzania); and 2 International Organizations (IATA and WHO).





CAPSCA-MID/6 Meeting - Recommendations

- The meeting appreciated and supported the continuous collaboration between ICAO and WHO and recommended that it should be in the format of a formal agreement.
- ICAO expressed appreciation for the WHO Joint External Assessment missions which were conducted in Qatar and Sudan and encouraged other States to request similar missions. Involvement of the ICAO-MID CAPSCA team has been recommended.
- The meeting noted with appreciation and supported the online training initiative for technical advisers by ICAO, WHO and JAA. Accordingly, the meeting recommended its expansion through appointment of regional and national centres to provide further training to all stakeholders.



CAPSCA-MID/6 Meeting - Recommendations

- The meeting encouraged appointment of additional CAPSCA Technical Advisors in the MID Region and activation of inter-State collaboration in order to achieve the objectives of CAPSCA.
- The meeting recommended enhancement of the continuous communication and sharing of information between all relevant stakeholders is essential for sharing of best practices between States in a region. The CAPSCA focal points should play the key role in this.
- The meeting highlighted the importance of performing of exercises to validate emergency plans, by all stakeholders, noting that this requires financial resources and recommended, whenever possible, observers should be invited to exercises of various stakeholders.



CAPSCA-MID/6 Meeting - Recommendations

- The meeting supported the initiative by ICAO to develop more relevant guidance material outlining roles and responsibilities and to provide practical tools to assist with implementation of CAPSCA within States.
- The meeting supported the development of vector control guidance, vector control registry and vector control risk assessment decision tool by ICAO.
- The meeting stressed the importance of providing training to airline personnel and other stakeholders in identification and management of passengers with potential communicable disease. In the same vein, the meeting stressed the importance of cabin crew implementing appropriate and correct procedures during spraying of aircraft with insecticides.



CAPSCA-MID/6 Meeting - Recommendations

- The meeting recommended extension of the ICAO GASP provisions (3.1, 8.1 – 8.3) related to CAPSCA and Public Health management to be included in the Regional Safety Plans.
- The meeting recommended that ICAO develops familiarisation training material relevant to aviation in order to assist Public Health professionals to better understand the aviation operating environment.



CONCLUSION - WORK COOPERATIVELY





Conclusion

- CAPSCA promotes working relationships between aviation and public health sectors as well as key stakeholders – multi-sectoral and inter-sectoral
- It is the only ICAO Programme that brings different sectors together in a formalized manner
- The Programme offers a relatively inexpensive opportunity for ICAO to maintain cooperation with other major stakeholders and in particular with the sister UN Agency, the “World Health Organization” (WHO)





Conclusion

- The Programme has played an active role during the recent outbreaks (Ebola, Zika, etc) in coordination with WHO through training of aviation and public health personnel
- States, that have not yet done so, are encouraged to join the CAPSCA-MID project and ask for Assistance Visits
- States, that have not yet done so, are encouraged to designate CAPSCA Focal Point
- States and Stakeholders are encouraged to provide voluntary contributions to support the CAPSCA Programme





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ICAO

- North American Central American and Caribbean (NACC) Office
Mexico City
- South American (SAM) Office
Lima
- ICAO Headquarters
Montréal
- Western and Central African (WACAF) Office
Dakar
- European and North Atlantic (EUR/NAT) Office
Paris
- Middle East (MID) Office
Cairo
- Eastern and Southern African (ESAF) Office
Nairobi
- Asia and Pacific (APAC) Sub-office
Beijing
- Asia and Pacific (APAC) Office
Bangkok



THANK YOU