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WORKING PAPER

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**Twenty-sixth Directors of Civil Aviation of the Eastern Caribbean Meeting (E/CAR/DCA/26)  
New Orleans, United States, 1 - 3 December 2015**

- Agenda Item 3: Global Aviation Matters**  
**3.2 ICAO-WHO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) Global Symposium results**

**ICAO-WHO COLLABORATIVE ARRANGEMENT FOR THE PREVENTION AND MANAGEMENT OF PUBLIC HEALTH EVENTS IN CIVIL AVIATION (CAPSCA) MEETINGS RESULTS**

(Presented by the Secretariat)

<b>EXECUTIVE SUMMARY</b>	
<p>This Working Paper presents the conclusions of the Sixth ICAO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) Americas Meeting held in Panama City, Panama and the Fifth CAPSCA Global Coordination Meeting at Cairo, Egypt, in November 2014. It is highlighted that the World Health Organization (WHO) continues leading in public health matters, including information exchange improvement and cooperation in strengthening safety of health. Likewise, the efforts to control public health threats require that all the interested parties adjust to the new challenges to continuously improve coordination and cooperation, respectively.</p>	
<b>Action:</b>	Suggested actions are presented in section 5.
<i>Strategic Objectives:</i>	<ul style="list-style-type: none"> <li>• Safety</li> <li>• Air Navigation Capacity and Efficiency</li> </ul>
<i>References:</i>	<ul style="list-style-type: none"> <li>• International Health Regulation (IHR) 2005</li> <li>• Article 14 of the International Civil Aviation Agreement</li> <li>• Annexes 6, 9, 11, 14, PANS-ATM (Doc 4444 — <i>Air Traffic Management</i>), and Doc 9284 — <i>Technical Instructions for the Safe Transport of Dangerous Goods by Air</i></li> <li>• Assembly Resolution A38-WP35</li> <li>• www.capsca.org</li> <li>• Fifth Global CASPCA Coordination Meeting and Fourth Middle East CAPSCA Meeting (Cairo, Egypt, 17-20 November 2014)</li> <li>• Report on the Sixth ICAO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) Americas Meeting, Panama City, Panama, 16-18 September 2015</li> </ul>

## **1. Introduction**

1.1 CAPSCA is a global collaborative arrangement between International Organizations including the International Civil Aviation Organization (ICAO), the World Health Organization (WHO), the World Tourism Organization (WTO), World Food Program (WFP), the International Air Transport Association (IATA), Airports Council International (ACI), among others. Its aim is to improve preparation plans in the aviation field for public health emergencies or potential emergencies that may rise from the disease transmission such as the Middle East respiratory syndrome – Coronavirus and Ebola disease virus.

1.2 In accordance with the International Health Regulation (IHR) 2005, the States must implement basic capabilities and temporary recommendations during an International Importance Public Health Emergency - IIPHE (e.g. Ebola) and report progress periodically to the WHO. In this regard, States must take into account is that the “implementation” of the IHR is ongoing, for which States should keep basic capacities demanded by IHR and use them effectively when and where necessary (e.g. Ebola). In this sense States, service providers and stakeholders are required to collaborate to build the mentioned capacities.

## **2. CAPSCA Americas – General Considerations**

2.1 During the 6th CAPSCA Americas Meeting several aspects were discussed and agreed on the following:

- The ICAO Annexes related to health public events (Annexes 1, 6, 9, 11, 14) and the IHR constitutes the legal grounds of the States’ commitment to CAPSCA Project and it has the objective of planning and response to public health events/emergencies (Chicago Convention Annex 9 and core capacities, RSI Annex 1.B).

Regarding public health emergencies, it is desirable to:

- i. improve the interoperability of important sectorial plans, ensuring that the role of all stakeholders are included, such as the relation with local and national authority plans;
- ii. extend such plans to include the entire traveller’s path in the airport, because the traveller can be identified with a suspicious infectious disease at any part of the path (not only within the aircraft); (b) contact information managing, that could be necessary any moment depending on the time when the suspected traveller is being identified with epidemiologic condition, local or international; (c) possible implementation on temporary recommendations as required by an IIPHE;
- iii. expedite information management for a health public event as described in item ii., taking into consideration information sources for the identification/location of individuals (cases/contacts) – e.g. Advance Passenger Information (API), Passenger Name Record (PNR), Unique window concept, etc.

### 3. The Ebola Virus Disease Outbreak – General Considerations

3.1 In relation to the Ebola virus disease outbreak, the following was extracted from the 5th CAPSCA Global Coordination Meeting:

- a) mode of transmission: Person-to-person transmission is by means of direct contact with infected, symptomatic persons of their body fluids/secretions or with infected dead bodies or animals, all unlikely exposures for the average traveller (passengers and crew);
- b) people are not infective during the incubation period and become infectious with the onset of symptoms;
- c) the risk of a traveller becoming infected with Ebola virus during a routine visit to affected areas is low;
- d) WHO therefore does not recommend travel restrictions to or from the countries affected;
- e) exit screening of all travellers is being undertaken at all international airports in affected countries with widespread and intense transmission;
- f) up-to-date information on the disease is provided to travellers on exit (departure);
- g) travellers should seek out such information, keep it readily available and be aware of action to take in the unlikely event that they develop relevant symptoms; and
- h) early medical care improves the chance of recovery.

3.2 Restrictions on flight and passengers originating from countries with confirmed, suspect and contact cases are discouraged by WHO, ICAO, ACI, IATA and CAPSCA members. Suspension on flights by operators is also discouraged.

3.3 States and International Organizations should ensure correct and consistent statements and recommendations are communicated in a timely manner to service providers, operators and industry in order to support their corporate and operational decisions.

3.4 States are encouraged to use the new CAPSCA Ebola web site at: <http://www.capsca.org/EbolaRefs.html>. The WHO Ebola web page is available at: <http://www.who.int/csr/disease/Ebola/en/>. The Centers for Disease Control and Prevention (CDC) Ebola page is available at: <http://www.cdc.gov/VHF/Ebola/index.html>.

3.5 States are encouraged to use the new WHO Interim Guidance for Ebola Virus Disease Exit Screening at Airports, Ports and Land Crossings (6 November 2014) available on the WHO Ebola web site. States are also encouraged to use the WHO Ebola Event Management at points of Entry on-line training available at: <https://extranet.who.int/Ihr/Training/Course/Category.php?id=28>

3.6 States are encouraged to use the NOTAMs application available on the iSTARS/SPACE site located on the ICAO Secure Portal.

#### **4. Final Recommendations**

4.1 States are encouraged to review and update their “Airport preparedness guidelines for outbreaks of communicable disease” considering the lessons learned from the CAPSCA Assistance Visits, specially dealing the disease with examples and recommendations for the management of suspected cases of communicable disease on board (i.e. the aircraft parking position and how to designate a specific position for different airport infrastructure layouts and requirements).

4.2 Angola, Switzerland, Thailand and United Kingdom have made monetary voluntary contributions to ICAO for CAPSCA implementation. Likewise, Georgia and Romania were welcomed as the 105th and 106th States to join CAPSCA in 2015 and 2016.

4.3 The next CAPSCA Americas meeting will be held in Mexico City, Mexico during the first semester of 2016, dates to be timely notified.

#### **5. Suggested Actions**

5.1 Eastern Caribbean States are encouraged to:

- a) join CAPSCA, if not yet members;
- b) request Assistance Visits to State and Airport, if not yet received;
- c) consider offering to host a CAPSCA regional meeting; and
- d) consider contributing voluntary funds to CAPSCA, through the ICAO NACC Regional Office.