

Summaries of outcomes of CAPSCA symposium sessions

Opening session (Mr. Steve Creamer)

ICAO SG (Mr. Juan Carlos Salazar)

- Strengthen the CAPSCA strategy.
- Include the CAPSCA Symposium Outcome Statement in the deliberations to develop a framework to guide global response to PHE in aviation.
- States requested to support CAPSCA, establish National Air Transport Facilitation Committees and make use of ICAO mechanisms to enhance coordination and cooperation.

WHO Assistant Director General (Dr. Jaouad Mahjour)

- Follow science-based recommendations, including WHO's temporary recommendations issued after the regular IHR Emergency Committee meetings on the COVID-19 pandemic.
- CAPSCA should closely coordinate with the public health sector, so that public health measures in the aviation sector are planned and coordinated under the overall national public health preparedness, readiness and response plans.
- Countries need to use the tools made available by the WHO and partners to respond to and end the COVID-19 pandemic, including vaccines, diagnostics and therapeutics; for this, such tools need to be made available and accessible globally and equitably.
- WHO, ICAO and their respective communities to continue to work closely together to meet public health challenges, including the gradual lifting of travel measures as the COVID-19 pandemic evolves.

Session I (Mr. Frédéric Fachinan)

CAPSCA and Aviation Medicine

- Importance of collaboration between all stakeholders at all levels.
- Consider options for CAPSCA to have a robust financial framework.
- Consider medium and long term views on how CAPSCA could evolve.
- CAPSCA has a balance as it formulates recommendations and focuses on how to address the implementation thereof.

Facilitation

- Importance of air transport facilitation as a Strategic Objective of ICAO.
- Implementation of National Facilitation Committees and use of the Passenger Health Locator Form.
- Consider adopting the ICAO specifications for Visible Digital Seals.
- Send their public key certificates to ICAO for publication in the ICAO Health Master List when available.

Session II: Member States lessons learned (Mr. Peter Bombay)

- CAPSCA work very useful.
- The need for collaboration and communication at all levels.
- The need for leadership in managing public health events in aviation – also at top political level.
- The need for scientific analysis and to keep learning and adapting.
- In-house medical capacity in aviation entities is a big advantage to build bridges between aviation and health.
- Important for CAPSCA to preserve and maintain the current momentum.
- Consider including an audit element in CAPSCA assistance visits.
- CAPSCA also needs to look at other public health threats such as biosecurity and chemical events.
- Importance of information sharing.

Session III: Collaboration between public health and aviation (Dr. Nedret Emiroglu)

- Meet early, meet often – establish relationships and coordination pathways prior to emergencies, and maintain them through regular communication.
- Aviation safety is more than aircraft safety and extends beyond the actual flight.
- Communication to all stakeholders is critical – regular and transparent sharing of information through national- and state-level committees, dedicated spokespersons, high-level platforms and advocacy groups.
- The exchange of ideas and strategies benefits all, even when countries do not align in implementing measures.
- Precautionary principle applies when data is limited, specifically when it applies to border closures, as these have a great potential to harm pandemic response.
- The de-escalation and lifting of measures needs to be harmonized.
- Public health and civil aviation sectors have different mandates. While the aviation sector needs to be flexible in shifting measures as evidence becomes available, the public health sector needs to better communicate and explain the rationale behind those changes, and its impact on overall national response.
- An ecological analysis of measures implemented should be conducted to prepare criteria and triggers for future emergencies, and build the case for better investment in pandemic preparedness and response.

Session IV: Aviation industry lessons learned (Mr. Chris Rocheleau)

- CART was critical in providing guidance to the industry from the outset.
- CAPSCA provided everybody with a “voice” and should be strengthened as a scientific and technical expert group, disconnected from political entities.
- CAPSCA should maintain momentum, ready to manage the next pandemic even more efficiently.

- More standardization between states, realizing that there will not be international consensus.
- Lessons to learn when coordinating health measures in order to maintain air cargo operations, air ambulance operations and aviation safety (due to effects on aviation personnel).
- Develop a blueprint and a playbook providing the flexibility of scaling measures up and down.
- Build more capacity for managing public health emergencies within the aviation industry.
- Communication is essential, both from a scientific and public perspective.

Session V: CAPSCA Sponsors (Mr. Mitch Fox)

- Contributions included financial and human resources, expertise and advice, development and sharing of models, tools and training material, as well as providing training at no cost.
- Contributed to CAPSCA capacity-building in in general, CART, manual and the PHC iPack.
- CAPSCA should continue to be non-political, technical, scientific based advisory group.
- CAPSCA working efficiently, do not change working methods as flexibility and lack of formal structure allows good collaboration with organizations and the industry.
- Continue to connect the organization standards setting, resource mobilization and implementation activities.
- Consider ways to be agile to develop better standards faster with approval by ICAO.
- Maintain close cooperation and sharing with stakeholders and volunteers, to update guidance and activities based on feedback from teams working in practice, and keep it up to date.
- CAPSCA to become a scientific repository to provide reliable guidance and tools to improve risk management planning and capabilities in states.
- Structured dedicated working groups and draft proposals for larger CAPSCA/ICAO consideration work well to achieve objectives.
- iPack is a good strategy for implementation going forward.

Session VI: Strengthening the CAPSCA Programme (Mr. Victor M Aguado)

- CAPSCA contribution to CART and to the HLCC was considered essential, its role needs to be strengthened within the ICAO framework facing any next public health emergency.
- Options exist such as to become a Panel of experts or a Committee of the Council (such as the CAEP on environmental matters), however it is recommended to retain flexibility.
- Voluntary participation and voluntary funding will need to be reconsidered. Inclusiveness is a must, States and relevant organizations.
- Leverage WHO and state and regional Centers of Disease Control – consider instruments to formalize collaboration.
- Arrangements of collaboration and procedures well established before any new public health emergency.
- Resources and capacity building at all levels important, including national structures and NCLB.
- Harmonization important – consider SARPs while allowing for customized protocols.
- Leverage other emergency frameworks, making available comprehensive framework in response to any type of public health event.

- Refine response plans to be more agile, more pro-active and less reactive –dealing with threats quickly.
- Training crew and CAPSCA members on aeromedical tools, right people for the right group.
- Strengthen the forward looking capability, more actively tracking disease outbreaks and its evolution.
- Assistance visits valuable – consider evaluation/ audit component if SARPs are developed.

Session VII: Closing (Mr. Stephen P. Creamer)

- Draft conclusions agreed to (excluding sessions V and VI which were not available).
- Draft CAPSCA symposium Statement agreed to.