



**DIRECTORS GENERAL OF CIVIL AVIATION - ICAO EUROPEAN AND NORTH ATLANTIC
REGIONS
2023 MEETING (EUR/NAT-DGCA/2023)**

(Paris, France, 20 June 2023)

Agenda Item 6: Enhancing Resilience

ENHANCING RESILIENCE: HIGHLIGHT ON PUBLIC HEALTH EVENTS AND CYBERSECURITY

(Presented by the Secretariat)

SUMMARY

This paper addresses key issues related to crisis preparedness and management in order to enhance the resilience of the air transport sector. States will be invited in particular to take action to support the effective operation of Air Transport Facilitation Committees, their use of guidance and assistance provided by the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA), as well as to further enhance collaboration on cybersecurity-related issues.

1. Introduction

1.1 During the coronavirus disease (COVID-19) pandemic, the International Civil Aviation Organization (ICAO), through the Council Aviation Recovery Taskforce (CART) developed the CART recommendations and *The take-off guidance material*. These established a framework for practical and aligned guidance for governments and industry to restart the international air transport sector and recover from the impacts of COVID-19 in a globally coordinated manner.

1.2 Facilitation has been a key component in efforts by States and industry to maintain aviation-related operations during the pandemic and to support restart and recovery efforts. Taking into account the diversity of topics covered under Annex 9, *Facilitation*, to the Convention on International Civil Aviation, the lessons learnt from the pandemic and the recovery of operations, States have been urged to consider evaluating and proposing actions to strengthen the area of Facilitation as needed, defining clear objectives.

1.3 As an outcome of the 41st session of the ICAO Assembly, Assembly Resolution A41-11 (*Declaration on air transport facilitation affirming global commitment to enable the safe and efficient recovery of aviation from the COVID-19 pandemic, and to make aviation more resilient in the future*) highlighted the importance of an effective crisis response framework for future public health-related crises that draws on relevant guidance, best practices, integrated risk management approaches, and lessons learned from the COVID-19 pandemic to enable the international aviation community to rapidly respond to a public health-related crisis, and build resilience to future similar outbreaks.

1.4 As a further evolution of Assembly Resolution A40-14 (which covered the mitigation of the spread of disease through, inter alia, aircraft disinfection and vector control methods), and the importance of ICAO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) for implementation measures, Assembly Resolution A41-12 (*Maintaining health and sustaining safe international air transport during public health emergencies affecting air travel*) stated the need to strengthen the CAPSCA programme¹, to establish formalized collaboration agreements, to develop an Aviation Health Management Plan and to build aviation resilience to future public health emergencies.

1.5 The Strategy on disaster risk reduction and response mechanism in aviation was addressed in Resolution A41-13 which advocates for the evolution of the current global crisis management framework towards a multilayer crisis management approach to support a predictable and harmonized operational response to crisis.

1.6 The importance for strengthening the aviation industry to future crisis was also included into the Assembly Resolution A41-24 (*Aviation's contribution towards the United Nations 2030 Agenda for Sustainable Development*) in which States are encouraged to enhance the resilience of their aviation systems through including crisis preparedness plans and risk management measures in their aviation policies, planning and operations in order to help maintain essential mobility for air passengers and the transport of critical goods in the face of crises while ensuring the safety of the aviation workforce.

1.7 With respect to cybersecurity, which is another top priority of ICAO to enhance the resilience of air transport, the 41st ICAO Assembly amended the cybersecurity-related resolution from 2019, underlined ICAO's work on cybersecurity and called upon States to work in a harmonized manner. Coordination and cooperation between governments and industry nationally and internationally, sharing information and implementing a robust cybersecurity culture are the essence of success.

1.8 The previous meeting of the Directors General of Civil Aviation of the ICAO European and North Atlantic Regions (EUR/NAT-DGCA/2022) on 10 May 2022 was provided with a high-level briefing on aviation cybersecurity. Cybersecurity has been included on the agenda of the ICAO EUR/NAT working groups, such as the EUR/NAT Aviation Security Group (ENAVSECG), the European Aviation System Planning Group (EASPG) and the North Atlantic Systems Planning Group (NAT SPG), where regular updates on work by ICAO, international and regional organizations and States are provided. Specifically in the NAT Region, it was agreed that regular regional workshops on cybersecurity would be held to enable sharing of experience and lessons learnt.

1.9 It is also recalled that the EUR/NAT-DGCA/2021-3 meeting, held on 29 September 2021, recognized the benefits of the existing coordination mechanisms at European level (encompassing all types of possible contingencies, e.g. public health, conflict zones, airspace contingencies, volcanic ash and nuclear events, cybersecurity etc.) and agreed that further reflection was needed to ensure more agility and coordination in the future, including inter-sectoral cooperation. It was therefore agreed that ICAO, the European Union Aviation Safety Agency (EASA), EUROCONTROL Network Manager, States and stakeholders such as Airports Council International (ACI), the Civil Air Navigation Services Organization (CANSO) and the International Air Transport Association (IATA) would coordinate and propose further improvement proposals to the EUR Region's crisis management framework for the DGCA's consideration. This work is progressing and is expected to provide draft deliverables by the end of 2023.

2. Discussion

Post-COVID-19 pandemic facilitation operational measures

2.1 Accepted and harmonized global and regional facilitation operational measures are essential and must be compatible with safety requirements. These measures are mentioned in the High-level Conference on COVID-19 (HLCC) Report 2021 list of recommendations for public health risk mitigation measures

¹ Detailed background information on CAPSCA can be found in **Appendix A**.

(PHRMM) in aviation, and described in the CART guidance material, in ICAO Doc 10152, *Manual on COVID-19 Cross-border Risk Management* and in Electronic Bulletin (EB) 2023/06 of 16 January 2023 on risk assessment prior to the establishment of requirements due to COVID-19 for air transport. These also consider the importance of conducting risk assessments taking into account the contextual factors of the State, risk tolerance, and the practical application of public health risk mitigation measures in aviation.

2.2 The effective communication of public health measures, travel restrictions and other requirements are essential to ensure air operations. In addition, in order to avoid excessive impact on air connectivity (impacting travel, tourism, trade and economies), it is key that public health measures and restrictions, if needed, be based on scientific data and information, and robust risk management, following the recommendations and guidelines of the World Health Organization (WHO) and ICAO.

Step up national coordination and international cooperation

2.3 The COVID-19 crisis, as well as recent natural disasters, including in the EUR/NAT area, have shown that all States have a vital need for resilient aviation infrastructure to promote socio-economic development and, in times of need, to support the timely and efficient distribution of aid. States should recognize the significant role of aviation in the context of disaster risk reduction at the national level and that they can benefit from integrating disaster risk reduction strategies into their Air Transport Sector Strategic Plans.

2.4 ICAO was therefore invited to establish a crisis response policy and disaster risk reduction strategy in aviation that would institutionalize and guide the Organization's strategic approach and tactical responses to aviation-specific crises that could affect the safety or continuity of international civil aviation. This should be complemented by an ICAO network of crisis coordination structures and associated coordination mechanisms and arrangements between ICAO, Regions, States and industry, in order to support coordinated crisis response and assistance at the most appropriate level.

2.5 During the COVID-19 pandemic, States have faced challenges with respect to coordination and cooperation between public health and aviation authorities, which are necessary to facilitate effective air transport operations. Advances in facilitation depend on the coordination of various interests and the cooperation of the various agencies concerned. The effective implementation of the National Air Transport Facilitation Program (NATFP), the establishment and active operation of National Air Transport Facilitation Committees (NATFC) or their equivalent, are a proven means of making necessary improvements in dispatch control formalities and achieving a coordinated approach among all stakeholders involved in the response to a pandemic.

2.6 In addition to Annex 9, Standards and Recommended Practices (SARPs) that address public health risks are also included in other ICAO Annexes, namely: Annex 6, Annex 11, Annex 14, Annex 15 and Annex 18. Improving public health-related SARPs and guidance material in the various ICAO Annexes and aligning them with CART guidance and other existing policies in the United Nations system can provide a unified framework that will enhance national and international cooperation in multiple sectors.

2.7 Likewise, for national coordination of facilitation matters and effective implementation of Annex 9 provisions, it is essential to strengthen the appropriate authority for the facilitation of air transport, to take the necessary measures to ensure a systematic development of the NATFP, and to ensure that all relevant State entities and agencies participate effectively in the NATFC or its equivalent. The ICAO EUR/NAT Office assists States in this task through the ENAVSECG and dedicated workshops organised at sub-regional level.

2.8 In addition to the coordination and collaboration framework between authorities, the training of relevant personnel in facilitation is important for the consideration of Annex 9 provisions in the States' decisions for coordination and implementation measures. The ICAO Annex 9 — *Facilitation* course, the ICAO Traveller Identification Programme (TRIP) Strategy course and the Assistance to Aircraft Accident Victims and their Families course are available in virtual and classroom formats.

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

2.9 A global crisis calls for a globally harmonized response and it is important to build the necessary capacities of both aviation and public health international regulations within the States. The ICAO CAPSCA Programme is a good example of this international cooperation. CAPSCA consists of a collaborative network of States, the World Health Organization (WHO), other UN organizations, aviation industry stakeholders and medical stakeholders in relation to Public Health and Aviation Medicine. CAPSCA supports the development and implementation of the SARPs related to public health at the international, regional, national and local levels through different mechanisms. In addition, CAPSCA provides assistance to States with the implementation of the WHO International Health Regulations (IHR) (2005) and with the preparedness planning and rapid response to public health emergencies that may affect the aviation sector.

2.10 During the COVID-19 pandemic, CAPSCA played a fundamental role in the provision of information and development of guidance to support decision-making, crisis management by various stakeholders and assisting with the dissemination of relevant information. In addition, CAPSCA assisted CART during the pandemic. Additional organizations and States joined CAPSCA during the pandemic, making it necessary to conduct a mapping process with all the relevant interested parties for the establishment of sustainable financing mechanisms and the corresponding human resources, in line with the inclusion in future strategies. The CAPSCA EUR network was instrumental in supporting States and industry during the pandemic. It enabled timely sharing of information on rapidly changing situation, on evolving ICAO and other guidance and States' experience. The benefits of a well organised and structured regional CAPSCA EUR network to assist in preparedness and management of crises affecting civil aviation was clearly demonstrated.

2.11 Following several Resolutions from the 41st session of the ICAO Assembly, ICAO was directed to strengthen its crisis management capacity, including by establishing a crisis response framework and mechanism based on the experience gained during the COVID-19 crisis, to explore means to formalize the governance of the CAPSCA framework, and to continue to engage with WHO and other relevant organizations establishing formalized collaboration agreements in order to strengthen CAPSCA and public health related Facilitation activities.

2.12 ICAO was also invited to continue the collaboration with WHO and other public health groups, with other relevant aviation medicine and other relevant specialist medical organizations, with Planning and Implementation Regional Groups (PIRGs) and the Regional Aviation Safety Groups (RASGs) and working with the Air Navigation Commission, with aviation subject matter expert groups, such as the Personnel Training and Licensing Panel and the Safety Management Panel, to enable the sharing of information and resources for the purposes of global harmonization of the prevention and management of public health emergencies.

2.13 In addition, the development of an Aviation Health Management Plan by ICAO to support implementation efforts of comprehensive management of health in aviation, by consolidating the various references to medical- and health-related SARPs into a comprehensive repository was approved. ICAO was also invited to consider the development of *Procedures for Air Navigation Services (PANS) – Health* in order to further support States in implementing health-related ICAO SARPs.

2.14 To support the strengthening of CAPSCA and work on PHCs, the COVID-19 multilayer risk management framework will be refined to include the development of templates that can be customized to other diseases and disaster scenarios in the future. It will be supported by an ICAO CAPSCA Manual and by the CAPSCA iPack exploring the development of additional training as well as the expansion of the CAPSCA technical assistance visits to include virtual components, all supporting implementation by States.

Public Health Corridor – PHC

2.15 Existing cooperation mechanisms may not be sufficient to implement mutually accepted risk mitigation measures during public health emergencies by means of existing bilateral or multilateral agreements

between States, especially when there are several States and multiple sectors involved. Future public health emergencies may require different considerations in light of different epidemiological scenarios or different types of public health events, making necessary the development of a comprehensive multi-scenario framework for implementing a PHC in a more harmonized and timely manner in future.

2.16 A PHC is formed when two or more States or Regions agree to recognize public health risk mitigation measures that each have implemented on one or more routes between their States, within which they can continue or resume air travel. The establishment of a PHC between States requires the exchange of information within the relevant national departments of a State, and internationally between States, which require cooperative decision-making and robust communication channels. Involving industry stakeholders in these discussions also contributes to the success of implementation of PHCs.

2.17 These discussions should follow a risk-based and evidence-informed approach assessing factors such as national priorities, national legislation, public health capacities and other public health aspects, operational safety aspects and others, to facilitate decision-making and mutually accepted risk mitigation measures. Depending on agreements between States, crew or passengers may be exempt from some requirements such as testing, quarantine or other requirements.

2.18 While discussions for the implementation of PHCs take place, States are encouraged to recognize the importance of developing a multi-scenario framework for the implementation of the PHC during public health emergencies and continue to provide support to ICAO to advance the work on the PHC.

2.19 ICAO created the PHC iPack during the pandemic, and it is available for all States. It should be noted that 3 States within the ICAO EUR/NAT Office's accreditation area (EUR/NAT area) have implemented the PHC iPack.

Foster digital data sharing to facilitate seamless, contactless processes during the COVID-19 pandemic and beyond

2.20 Digital solutions facilitate fast and efficient reorganization of airport and cross-border processes, smoother movements without queues, and travel without physical contact. The aviation community has required the application of this type of solution for a safe restart during the COVID-19 pandemic. However, in many cases, existing capacities and infrastructure did not allow it. In this regard, States have recognized the need to improve infrastructure for data exchange between the government and the private sector in order to facilitate a smoother travel process without physical contact.

2.21 States and industry have invested for years in facilitating passenger processing in order to be able to have seamless operations without physical contact. Though efforts have grown in importance during the COVID-19 pandemic due to the need to limit personal interactions and physical contact, processes have also become more difficult due to public health entry and exit requirements, making it difficult to comply with recommendations, e.g. requirements for physical distancing at airports.

2.22 This situation underlines the need for standardization and harmonization of the new health requirements with the already existing tools for border control and passenger processing, and with the tools developed to accommodate the new requirements within a standardized, harmonized and interoperable framework. ICAO has developed a variety of tools and capacities² that can provide the foundation for a digital ecosystem to support contactless processing taking into account interoperability and security, while respecting privacy concerns.

2.23 Annex 9 — *Facilitation*, in its Amendment 29, 16th edition, contains a series of new and revised SARPs regarding, inter alia, public health and passenger data exchange, such as Advance Passenger Information (API), interactive Advanced Passenger Information (iAPI) and Passenger Name Records (PNR). When used in coordination with the relevant authorities, nationally and/or internationally, these systems have

² <https://www.icao.int/Security/FAL/TRIP/Pages/Publications.aspx>

the potential to reduce impacts and optimize the border control process, thus increasing the safety and protection of passengers and society in general, including public health issues.

2.24 States should consider the digitalization of passenger processing in accordance with ICAO specifications and international guidance to indicate that passengers and crew have met the requirements to prevent and mitigate the spread of communicable diseases by air transport.

Cybersecurity

2.25 More and more, civil aviation in its entirety is being managed based on digitalization. Processes need to be safe and secure and applicable in a globally standardized and harmonized manner to provide for global trust. ICAO offers a wide range of international legal instruments, standards/recommended practices and guidance material, which support States in their efforts to develop and implement proper and risk-based means for cybersecurity in civil aviation. The Beijing Convention (2010) and the Beijing Protocol (2010) provide for an important deterrent of cyber-attacks against civil aviation. Annex 17 (Aviation Security), standard 4.9.1 and recommended practice 4.9.2 requiring the identification of critical systems and data based on a risk assessment were developed to help States define a framework, together with a variety of guidance material, to support the implementation of required actions.

2.26 To further support States in reaching this ambitious but important target, ICAO has developed a cybersecurity strategy that is underpinned by a cybersecurity action plan. The cybersecurity action plan expands on the 7 pillars of the cybersecurity strategy, outlining 32 priority actions which are further broken down into 51 tasks. Additionally, ICAO offers training and capacity building for leadership and technical management as well as for cybersecurity oversight personnel to help States in their efforts to implement and audit cybersecurity in a harmonized manner.

2.27 The challenge to properly meet this complex and cross-cutting topic within ICAO and in coordination with States and stakeholders is managed by a governance structure to address cybersecurity in ICAO. It includes a Cybersecurity Panel, the AVSEC Panel (both under the Air Transport Bureau (ATB)) and the Trust Framework Panel (under the Air Navigation Bureau (ANB)), as well as concerned panels as appropriate. The ICAO Council's ad-hoc cybersecurity coordination committee coordinates all these initiatives.

2.28 The Cybersecurity Panel (1st meeting was held in May 2022, 2nd meeting in June 2023) and the Trust Framework Panel are new instruments, which have only started their work recently, whilst the AVSEC Panel has been dealing with cybersecurity topics for many years. All panels offer States, international organizations and industry a global forum for exchange and developments. Additional information can be found via **aviation cybersecurity (www.icao.int)**.

Draft EUR/NAT-DGCA Conclusion

2.29 In light of the foregoing, the following EUR/NAT-DGCA Conclusion is proposed:

Draft EUR/NAT-DGCA Conclusion 2023/1 – Enhancing resilience in civil aviation

That the ICAO Regional Director, Europe and North Atlantic, take action to:

a) invite EUR/NAT States to:

for Facilitation:

- i) establish and implement actions to strengthen the area of Facilitation, and especially to ensure the effective implementation of the National Air Transport Facilitation Program (NATFP) and National Air Transport Facilitation Committees (NATFC);
- ii) update their organizational structures;

- iii) develop and implement training programmes on Facilitation for relevant personnel and take advantage of existing ICAO Facilitation Training Courses, as applicable;
- iv) ensure full and effective compliance with the Standards and Recommended Practices of Annex 9 to the Chicago Convention regarding the implementation of passenger data exchange systems, in coordination with relevant authorities, in order to achieve the necessary security with the minimum of inconvenience to passengers and for the release or dispatch of merchandise;
- v) establish and implement an effective crisis response framework for future public health-related crises that draws on relevant guidance, best practices, integrated risk management approaches, and lessons learned from the COVID-19 pandemic to enable the international aviation community to rapidly respond to a public health-related crisis; and build resilience to future similar outbreaks;
- vi) for States with support needs in the area of Facilitation, consider requesting the deployment of the NATFC and/or Public Health Corridor (PHC) iPacks, as applicable;

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

- vii) actively participate in the CAPSCA EUR Group and collaborate in the development of an implementation strategy for the Council Aviation Recovery Taskforce (CART) recommendations together with the recommendations of the Public Health Authorities in their States, the recommendations of the High-Level Conference on COVID-19 and with the ICAO Electronic Bulletin - EB 2023/6 from 16 January 2023;
- viii) ensure that the medical, public health and aviation sectors collaborate to develop a national preparedness plan for aviation, which addresses public health emergencies of international concern (PHEIC) and/or other public health emergencies;
- ix) consider requesting a CAPSCA Assistance visit (multidisciplinary experts team from ICAO/WHO) and update the preparedness plan and relevant exercise (table top and/or full scale exercises) according to the CAPSCA guidelines;
- x) establish requirements for the involvement of stakeholders (e.g. aviation medical experts, airport operators, aircraft operators, air navigation service providers) in the development of relevant health-related plans in aviation;

for Cybersecurity:

- xi) ensure the ratification of the Beijing Convention (2010) and the Beijing Protocol (2010) without delay, as an important deterrent of cyber-attacks against civil aviation, if these are not yet ratified;
 - xii) take action to address cybersecurity and cyber resilience of civil aviation's critical systems and data against cyber threats and hazards, including common interfaces between civil and military aviation;
 - xiii) effectively implement the applicable ICAO SARPs using the cybersecurity strategy and its underpinning action plans;
 - xiv) take into account the cross-cutting nature of cybersecurity, the need for coordination and cooperation between governments and industry (nationally and internationally), the need for sharing information and the implementation of a robust cybersecurity culture; and
- b) invite Organizations active in the EUR/NAT area, including international and regional organizations, to continue to support information-sharing, coordination and cooperation in regional activities related to crisis preparedness and management in the EUR/NAT area, in particular with respect to public health-related events and cybersecurity.

3. Action by the Meeting

- 3.1 The meeting is invited to:
- a) note the information provided;
 - b) amend as necessary and endorse the proposed Conclusion; and
 - c) provide direction as deemed necessary.

The following Appendix is attached to this working paper:

APPENDIX A: Detailed background information on CAPSCA

APPENDIX A — DETAILED BACKGROUND INFORMATION ON CAPSCA

(paragraph 1.4 refers)

1. The ICAO Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) programme was established in 2006, as a voluntary cross-sectorial, multi-organizational collaboration programme providing a collaborative framework between the aviation and public health sectors.
2. The ICAO CAPSCA mandate is stemming from Article 14 of the *1944 Convention on International Civil Aviation* (also known as the Chicago Convention) which obliges Contracting States "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". Thus, ICAO coordinates efforts to ensure that all Contracting States have preparedness and response capacities to mitigate the impact of public health emergencies in air transport.
3. In addition to the A40-14 Resolution which covered the mitigation of the spread of disease through, inter alia, aircraft disinfection and vector control methods, and the importance of CAPSCA for implementation measures, the Assembly Resolution A41-12 (*Maintaining health and sustaining safe international air transport during public health emergencies affecting air travel*) further defined CAPSCA matters and directs ICAO:
 - to strengthen ICAO's crisis management capacity, including the establishment of a crisis response framework and to explore means to formalize the governance of the CAPSCA framework;
 - to engage with the World Health Organization (WHO) and other relevant organizations establishing formalized collaboration agreements to strengthen CAPSCA and public health-related Facilitation activities;
 - to develop an Aviation Health Management Plan supporting implementation efforts of comprehensive management of health in aviation, by consolidating the various references to medical- and health-related SARPs contained in the Annexes to the Convention into a comprehensive repository for the management of health in aviation;
 - to give due consideration to the development of a *Procedures for Air Navigation Services (PANS) - Health* in order to further support States in implementing health-related ICAO SARPs;
4. The Assembly Resolution A41-12 included the following tasks for Contracting States:
 - to ensure that the medical, public health and aviation sectors collaborate to develop a national preparedness plan for aviation, which addresses a public health emergency of international concern (PHEIC) and/or other public health emergencies as appropriate, which is integrated with the general national preparedness plan and aligned with the Sendai Disaster Risk Reduction Framework;
 - to ensure that the national preparedness plan for aviation complies with the ICAO SARPs, PANS and the WHO International Health Regulations (2005), is based on scientific principles and on the guidelines from ICAO and WHO;
 - to establish requirements for the involvement of stakeholders such as aviation medical experts, airport operators, aircraft operators, air navigation service providers and others as appropriate, in the development of relevant health-related plans in aviation;
 - to participate in the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) programme, to strengthen the programme and ensure that its goals are achieved.
5. Among the 79 recommendations of the Facilitation Stream of the HLCC 2021, it was notably recommended (A41-WP/20, Outcome of the Facilitation stream of the High-level Conference on COVID-19 refers) that ICAO review the CAPSCA framework, support the strengthening of CAPSCA, and develop in cooperation with CAPSCA experts, a comprehensive framework to be followed in

response to significant public health emergencies to prevent unnecessary interference with international traffic and trade.

6. The HLCC 2021 further recommended that States endorse the Public Health Corridor (PHC) concept developed by CAPSCA and utilize international and national coordination mechanisms such as CAPSCA to implement health-related SARPs, including participation of relevant national agencies within these mechanisms and making available resources to support its activities.
7. In addition, HLCC 2021 recommended that ICAO expedite the work on mental health issues and consider the need for additional guidance regarding COVID-19 fitness for duty protocols based on risk assessment for purposes of aviation safety.
8. To support the strengthening of CAPSCA and work on PHCs, the COVID-19 multilayer risk management framework will be refined to include the development of templates that can be customized to other diseases and disaster scenarios in the future. It will be supported by an ICAO CAPSCA Manual and by the developed CAPSCA iPack exploring the development of additional training as well as the expansion of the CAPSCA technical assistance visits to include virtual components, supporting implementation by States.
9. In response to a recommendation from the Global CAPSCA Symposium, the ICAO Medical Provisions Study Group (MPSG) has directed CAPSCA to develop an Aviation Health Management Plan to support implementation efforts by consolidating the various references to medical- and health-related SARPs contained in the Annexes to the Convention into a comprehensive repository for the management of health in aviation. It would include references to the development and amendment of aerodrome emergency plans (Annex 14) and national aviation plans relating to public health emergencies (Annex 9).
10. To further support States in implementing health-related ICAO SARPs, the ICAO Secretariat is considering the development of a new Procedures for Air Navigation Services (PANS) – Health document supported by a digitized information sharing platform. The aim of the PANS is to establish mechanisms to exchange information and update aviation processes and procedures which are aligned to recommendations from other relevant specialist medical disciplines. For ease of reference the document is likely to be divided into several volumes pertaining to health in aviation such as Health Risk Assessment models, Occupational Health principles, health promotion, mental health, public health, passenger health during the journey, and others.
11. In order to enable the sharing of information and resources for purposes of global harmonization relating to the prevention and management of public health emergencies (A40-14), the MPSG will establish closer collaboration with the WHO and other public health groups, with aviation medicine and other relevant specialist medical organizations, with planning and implementation regional groups (PIRGs) and regional aviation safety groups (RASGs) and working with the Air Navigation Commission, with aviation subject matter expert groups such as the Personnel Training and Licensing Panel and the Safety Management Panel.
12. In addition, the MPSG and CAPSCA will retain close collaboration with the Air Transport Committee Task Force on Health Issues Outbreaks in Aviation (TFHIOA), the Facilitation Panel (FALP) and the Technical Advisory Group on Traveller Identification Programme (TAG/TRIP).

— END —