




ICAO

Security & Facilitation

75
YEAR ANNIVERSARY
OF ANNEX 9
FACILITATION

2024 YEAR OF
FACILITATION

FACILITATION GLOBAL SUMMIT
RIYADH, SAUDI ARABIA, 21-22 MAY 2024

HOSTED BY:  **GACA**
الهيئة العامة للطيران المدني
General Authority of Civil Aviation

Past, Present, Future: 75 Years of Enabling Air Transport

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ICAO MID CAPSCA Chair

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

- Original name
Cooperative **A**rrangement for the **P**revention of **S**pread of
Communicable Disease through **A**ir Travel
- New name (2013)
Collaborative Arrangement for the Prevention and Management
of Public Health Events in Civil Aviation

Public Health and Aviation



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Basis For Action - Health

Article 14, Convention On International Civil Aviation

‘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.**

Purpose of CAPSCA

- Assist States with implementation of the WHO International Health Regulations (2005) in the aviation sector (airports and airlines) by:
 - Promoting inter-sectoral communication and collaboration
 - Ensuring the aviation sector is ready to respond to a public health event
 - Provision of core capacities at airports designated as PoEs

CAPSCA Project Objectives

- Public health protection - the general public, air travelers and aviation personnel;
- Ensure safe and economically viable air transport, with minimal effect on international travel and trade (Chicago Convention);
- Assistance to States/Territories with the implementation of ICAO Standards and Regulations (SARPs) and WHO International Health Regulations (IHR);
- Capacity building - Assistance to States/Territories to establish national aviation pandemic preparedness plans and develop core capabilities;
- Facilitate multi-sector collaboration and cooperation (civil aviation authorities, public health authorities, airports, air traffic services, airlines, immigration, customs, security and handling personnel) - a mechanism for pooling and sharing expertise, resources and best practices;
- Training of CAPSCA assessors;
- Assess State readiness to manage (prevent and respond) to public health events in aviation and provision of advice to States and Territories;
- Further development and improvement of guidelines for the aviation sector

CAPSCA Project Activities

- Meetings
- Seminars/Workshops/Exercises/Training
- Develop and improve guidance and tools
- Web site reference information source
- Assistance Visits to States and Airports
- Provide advice

Assistance Visit

- Administrative
- Documentation
- EOC
- RFFS
- Immigration
- Customs
- Cargo & Baggage handlers
- ANSP
- Medical
- AVSEC
- Infrastructure
- Aircraft operators
- Media

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19 ICAO Annexes to the Convention – contain Standards and Recommended Practices (‘SARPs’)

Annex 1 Personnel Licensing

Annex 2 Rules of the Air

Annex 3 Meteorological Service for International Air Navigation

Annex 4 Aeronautical Charts

Annex 5 Units of Measurement to be Used in Air and Ground Operations

Annex 6 Operation of Aircraft

Annex 7 Aircraft Nationality and Registration Marks

Annex 8 Airworthiness of Aircraft

Annex 9 Facilitation

Annex 10 Aeronautical Telecommunications

Annex 11 Air Traffic Services

– **Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM)**

Annex 12 Search and Rescue

Annex 13 Aircraft Accident and Incident Investigation

Annex 14 Aerodromes

Annex 15 Aeronautical Information Services

Annex 16 Environmental Protection

Annex 17 Security: Safeguarding International Civil Aviation Against Acts of Unlawful

Interference

Annex 18 The Safe Transport of Dangerous Goods by Air

Annex 19 Safety Management

Annex 9 - Facilitation

E. Implementation of international health regulations and related provisions

8.12 Contracting States shall comply with the pertinent provisions of the *International Health Regulations (2005)* of the World Health Organization.

8.13 Contracting States shall take all possible measures to have vaccinators use the Model International Certificate of Vaccination or Prophylaxis, in accordance with Article 36 and Annex 6 of the *International Health Regulations (2005)*, in order to assure uniform acceptance.

8.14 Each Contracting State shall make arrangements to enable all aircraft operators and agencies concerned to make available to passengers, sufficiently in advance of departure, information concerning the vaccination requirements of the countries of destination, as well as the Model International Certificate of Vaccination or Prophylaxis conforming to Article 36 and Annex 6 of the *International Health Regulations (2005)*.

Note 1.— A communicable disease could be suspected and require further evaluation if a person has a fever (temperature 38°C/100°F or greater) that is associated with certain signs or symptoms: e.g. appearing obviously unwell; persistent coughing; impaired breathing; persistent diarrhoea; persistent vomiting; skin rash; bruising or bleeding without previous injury; or, confusion of recent onset.

Annex 9 - Facilitation

F. Communicable disease outbreak national aviation plan

8.16 A Contracting State shall establish a national aviation plan in preparation for an outbreak of a communicable disease posing a public health risk or public health emergency of international concern.

Note 1.— Guidance in developing a national aviation plan may be found on the ICAO website on the Aviation Medicine page.

Note 2.— Annex 11 — Air Traffic Services and Annex 14 — Aerodromes, Volume I — Aerodrome Design and Operations require air traffic services and aerodromes to establish contingency planning or aerodrome emergency plans, respectively, for public health emergencies of international concern.

TASK FORCE ON HEALTH ISSUES OUTBREAKS IN AVIATION .. TF-HIOA

- 15 April 2020, the ATC approved the Terms of Reference of the Task Force Air Transport Committee (ATC) (C-DEC 219/3, paragraph 4, refers).
- ICAO / ST 12 May 2020 Ref EC 6/3 – 20 / 58 .
- 53 States nominated 53 Subject Matter Experts (SMEs), and 9 international organizations nominated 9 SMEs .
- International Organization (ACI , AsMA , NATS , EASA , IATA , IFALPA , RAA , WCO , GES) .
- APAC 9 (China , Japan , Lao People’s Democratic Republic , Malaysia , Pakistan , Republic of Korea , Singapore & Sri lanka) .
- ESAF 8 , ESAF 8 , EUR/NAT 17 , MID 8 , NACC 2 , SAM 3 , WACAF 6 .

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Deliverables

- Some other related SARPs were consequentially reviewed in order to align with the new proposals.
- Definition 1 reviewed & 7 new .
- SARPS : 22 reviewed & 22 new .
- The TF in considering the inclusion of new and revised health-related SARPs recommended the creation of a new Chapter (Chapter 10) in Annex 9.
- **Chapter 10 comprise 3 sections** (X. International Health Regulations and Related Measures, Y. Inspection of Health-related documents, and Z. Prevention and Mitigation of Communicable Diseases).
- The international certificate of vaccination or prophylaxis, or other health-related credentials are not travel documents.
- Harmonizing all health documents with WHO documents (PLF) .
- Developed a new Recommended Practice 6.XX(a) for early identification and management of public health threats.
- Revising Standard 8.16 to ensure the establishment of national aviation plan in preparation for an outbreak of a communicable disease posing a public health risk.
- Eleven Impact Assessments and Implementation Task Lists were developed in line with the proposed new and revised SARPs.

Challenges

- **Aviation is:**
 - Focused primarily on *prevention of accidents*, and
 - Personnel not generally knowledgeable about public health
- **Public health is:**
 - Focused primarily on *non-transport related health issues*
 - Personnel not generally knowledgeable about aviation
- **And so.....**

*Preparedness planning in aviation
can fall into a gap between both sectors
....this is why CAPSCA is needed*

Remember 4 Cs

COOPERATION

COORDINATION

PUBLIC

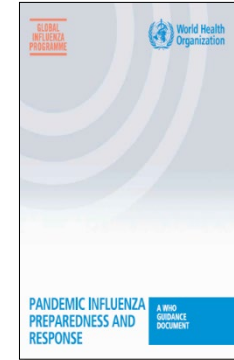
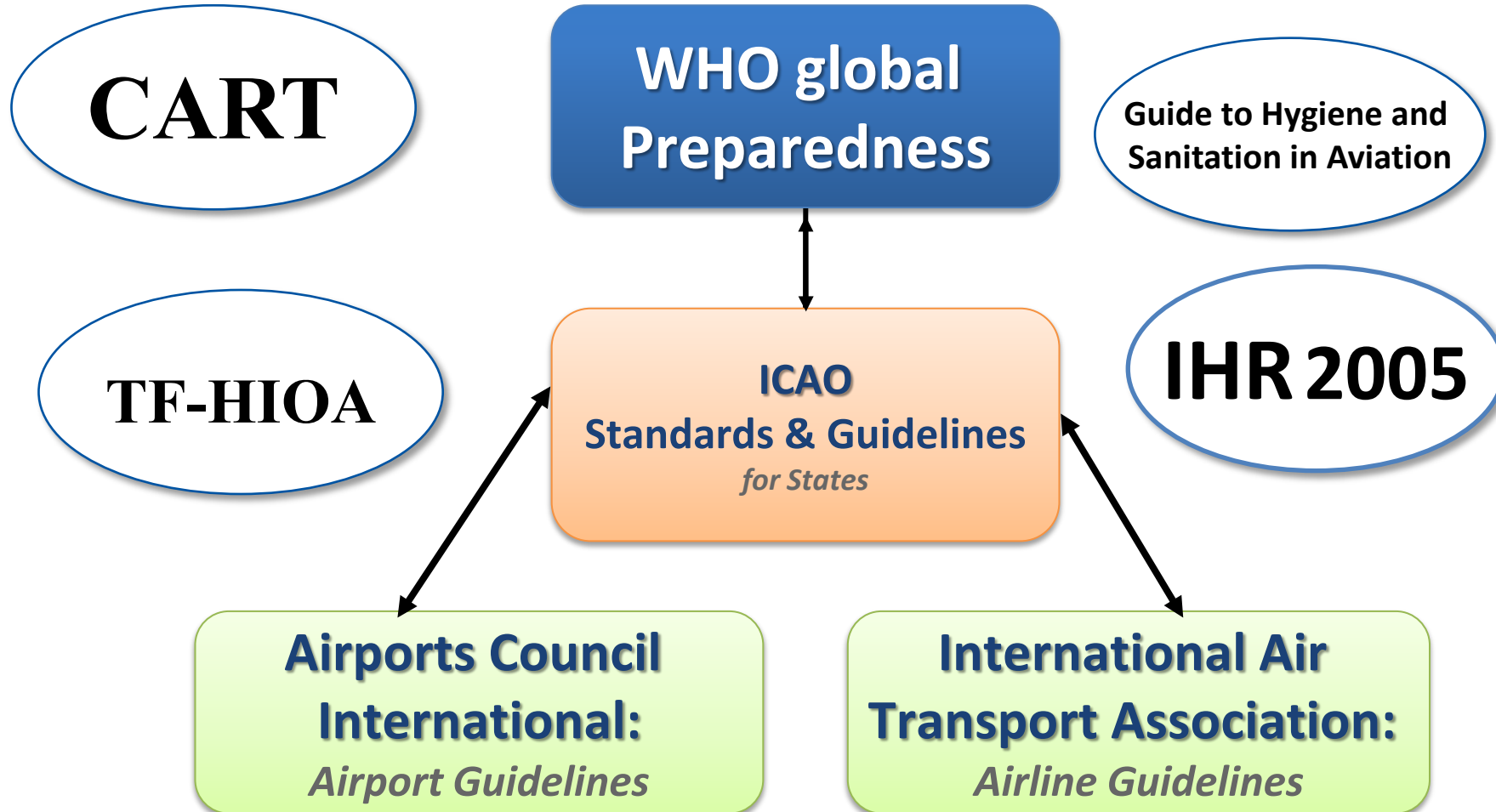
PRIVATE

COMMUNICATION

COLLABORATION

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CAPSCA ensures guidelines are *harmonized*



Bottom Line and Summary

- **CAPSCA saves lives and money**
- **Public health planning is useful in areas other than communicable disease e.g. Biological**
- **Without CAPSCA, ICAO and the wider aviation sector will:**
 - Be unable to properly assist WHO and States with preparedness planning
 - Lose expertise and influence in public health matters that impact aviation
 - Lack credibility to help provide joint WHO/ICAO guidance to the aviation sector during future public health events
- **The aviation sector needs assistance from public health to facilitate preparedness planning**
- **ICAO and its member States can provide specialist knowledge of the aviation sector to public health .**

Thank You

