



International Civil Aviation Organization

CAPSCA-MID/6 Meeting
Khartoum. Sudan (20-22 February 2017)

CAPSCA-MID Project Update

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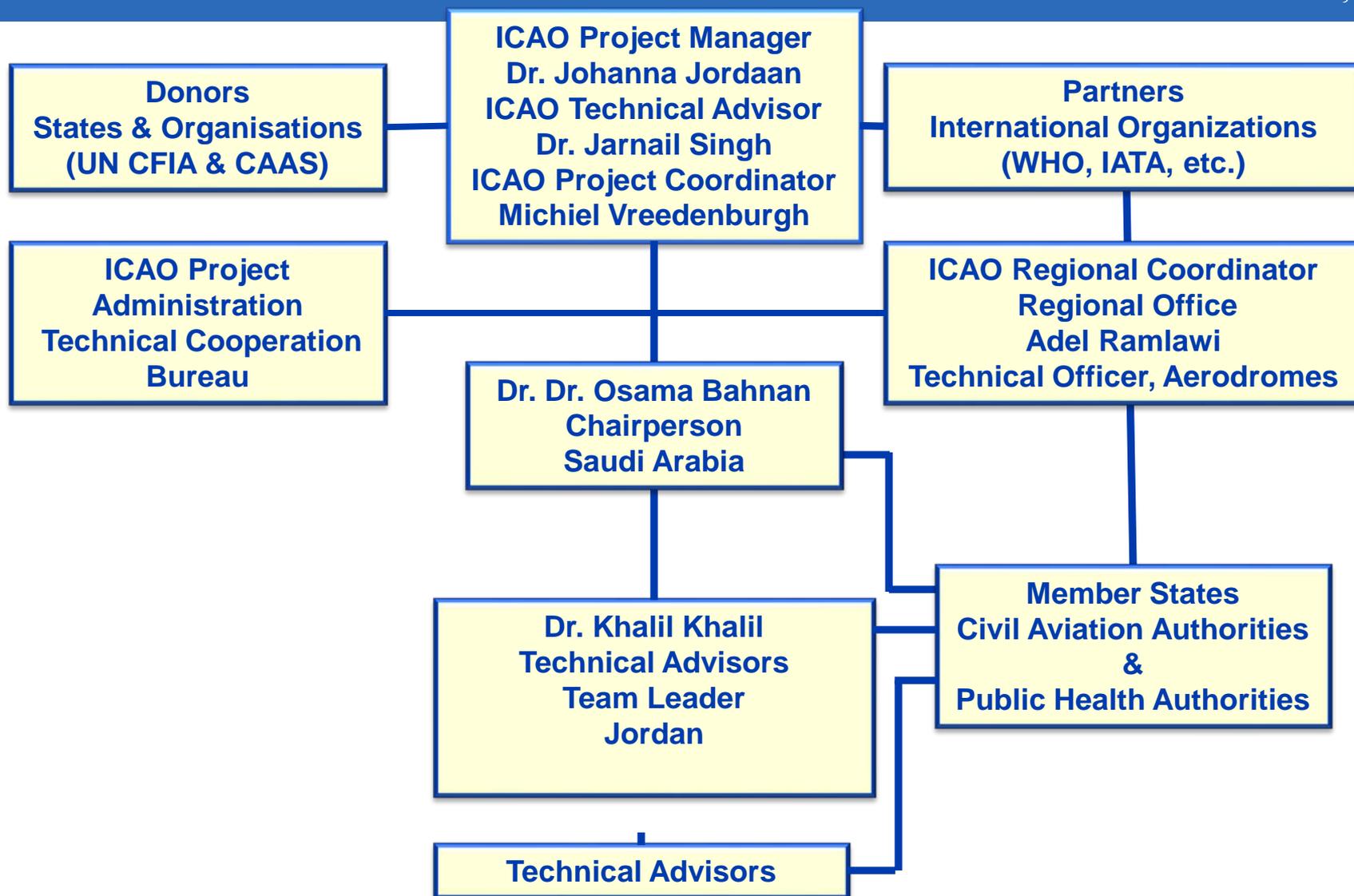


- Established in Cairo in 1953.
- Accreditation 15 States
- Maintains continuous liaison with the MID States and with appropriate organizations, regional civil aviation bodies and UN Agencies and programmes;
- Foster international civil aviation safety, security and provide technical guidance and assist States with implementation.
- Assist States to resolve deficiencies through regional remedial plans
- Act as Secretariat of Middle East Air Navigation Planning and Implementation Group (MIDANPIRG) and its subsidiary bodies and the Regional Aviation Safety Group for the MID Region (RASG-MID).

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**
- Annual multi-sector meeting (Last was CAPSCA-MID/5 Meeting in Cairo, 29 February -3 March 2016)
- **Airport Assistance Visits** to individual States/international airports completed in **4 States: Jordan, Oman, Saudi Arabia, and Sudan**
- Middle East States, that have not yet done so, are encouraged to join the CAPSCA-MID project and ask for Assistance Visits.

CAPSCA Middle East Organisation





- The 5th CAPSCA Middle East and Training Workshop was held from 29 February to 3 March 2016 in Cairo, Egypt.
- A total of (42) participants from six (6) States and one (1) international organizations.
- Adopted a total of 13 Key Discussion Points
- Following Slides present main Key Discussion Points







- A process for establishment of an independent assessment of IHR implementation by States is under development by WHO in the MID Region In accordance with the IHR (2005)



➤ **IHR Annex 5 and Aircraft Disinsection:**

- a) WHO is developing a list of areas where disinsection or other vector control measures are recommended for conveyances as prescribed in IHR Annex 5;
- b) For countries and other entities which, after risk assessment for vector control choose to implement aircraft and/or airport disinsection, it should be done in accordance with standard WHO recommendations (http://www.who.int/ihr/ports_airports/zika-aircraft-disinsection/en/); and
- c) WHO shall publish, on a regular basis, a list of areas where disinsection or other vector control measures are recommended for conveyances arriving from these areas”.



➤ **Promotion of CAPSCA:**

- a) Promotion of CAPSCA at higher levels of management is essential for the successful continuation and implementation of CAPSCA;
- b) Inclusion of CAPSCA in Air Service Agreements between States was also considered to be desirable;
- c) States were encouraged to identify possible partners to promote the CAPSCA Programme and to enter into formal agreements with these partners. States requested guidance material from ICAO and were encouraged to contact ICAO and WHO for assistance, when needed.
- d) States also indicated that the development of a CAPSCA manual and supporting documentation would be beneficial and add value to its CAPSCA activities.



- **Airport compliance with the IHR:**
 - a) ICAO and national CAAs currently monitor airport activities by means of: Airport Certification for airports compliance with State aviation requirements (which include some public health requirements);
 - b) Continuing close collaboration of ICAO and WHO during development of WHO certification procedures is essential;
 - c) 8.12 It is important to note that WHO IHR Airport Certification (which is voluntary) and the ICAO Aerodrome Certification by CAA (which is mandatory) are two separate processes.



➤ IHR National Focal Point (NFP)

The IHR National Focal Point (which is not an individual, rather it is a State entity) is the primary means of communication with WHO by stakeholders in a State (see IHR Annex 4, 6 and 9). Stakeholders are encouraged to seek the contact details for the National IHR FP and establish a suitable communication channel.

Full report on CAPSCA-MID/5 is
available on:

www.icao.int/mid

Thank You

Questions

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THANK YOU