CFIA Fund (Influenza)

GENERIC ANNUAL PROGRAMME[1] NARRATIVE PROGRESS REPORT
REPORTING PERIOD: 1 JANUARY – 31 DECEMBER 2011

Programme Title & Project Number	Country, Locality(s), Thematic/Priority Area(s)[2]
• Programme Title: Cooperative Arrangement for the Prevention of Spread of Communicable Disease by Air Transport in the Asia Pacific region (ICAO CAPSCA – AP) • Programme Number *(if applicable)* CFIA/A-5 • MPTF Office Project Reference Number:[3] *00067345*	*Country/Region Asia Pacific* *Thematic/Priority UNCAPAHI Objective 6: Continuity under Pandemic Conditions - contingency planning for continuity of operations during a pandemic*

Participating Organization(s)	Implementing Partners
• International Civil Aviation Organization (ICAO)	• Civil Aviation Authorities • Public Health Authorities • World Health Organization (WHO) • International Air Transport Association (IATA) • Airports Council International (ACI) • Office for the Coordination of Humanitarian Affairs (OCHA)

Programme/Project Cost (US$)		Programme Duration	
MPTF/JP Contribution: • *by Agency (if applicable)*	201,706	Overall Duration *(months)*	65
Agency Contribution • *by Agency (if applicable)*	Resources in-kind	Start Date[4] *(dd.mm.yyyy)*	25.07. 2007
Government Contribution *(if applicable)*	Resources in-kind	End Date (or Revised End Date)[5]	31.12.2012
Other Contributions (donors) *(if applicable)*	Resources in-kind	Operational Closure Date[6]	31.12.2012
TOTAL:	201,706	Expected Financial Closure Date	31.12.2012

Programme Assessment/Review/Mid-Term Eval.	Report Submitted By
Assessment/Review - if applicable *please attach* ☐ Yes ☐ No Date: *dd.mm.yyyy* Mid-Term Evaluation Report – *if applicable please attach*	o Name: Dr. Anthony Evans o Title: Chief Aviation Medicine o Participating Organization (Lead): ICAO

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[1] The term "programme" is used for programmes, joint programmes and projects.

[2] Strategic Results, as formulated in the Performance Management Plan (PMP) for the PBF; Sector for the UNDG ITF.

[3] The MPTF Office Project Reference Number is the same number as the one on the Notification message. It is also referred to "Project ID" on the MPTF Office GATEWAY

[4] The start date is the date of the first transfer of the funds from the MPTF Office as Administrative Agent. Transfer date is available on the MPTF Office GATEWAY

[5] As per approval by the relevant decision-making body/Steering Committee.

[6] All activities for which a Participating Organization is responsible under an approved MPTF programme have been completed. Agencies to advise the MPTF Office.

☐ Yes ☐ No Date: *dd.mm.yyyy*	o Email address: aevans@icao.int

List of the main abbreviations and acronyms that are used in the report:

ACI: Airports Council International
AAPA: Association of Asia Pacific Airlines
CAPSCA: Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel
CFIA: Central Fund for Influenza Action
ECAC: European Civil Aviation Conference
FAA: Federal Aviation Administration
IATA: International Air Transport Association
ICAO: International Civil Aviation Organization
OCHA: Office for the Coordination of Humanitarian Affairs
WHO: World Health Organization

NARRATIVE REPORT

I. Purpose

1.1   The main objectives and expected outcomes of the programme are:

   a) The aviation sector will be capable of taking appropriate measures for preventing and managing the spread of communicable diseases of international public health concern through air transport, in case an outbreak is declared.
   b) Airports and airlines in participating States and administrations will have developed the necessary aviation preparedness plans in compliance with WHO International Health Regulations (2005) and ICAO Standards and Recommended Practices and associated guidelines on prevention of spread of communicable disease by air transport and will have incorporated them in their national preparedness plans.
   c) The preparedness plans and arrangements in place at major airports for dealing with a pandemic will have been reviewed and their effectiveness assessed by project experts.
   d) Guidance and on the job training will have been provided, to aviation regulators to airport and airline personnel as well as to health officials, on the implementation of the aviation preparedness plan in case of a pandemic. A team of experts is thus established to provide ongoing advice on the subject and supply their expertise for the development of similar preparedness plans for other airports and airlines.
   e) Improved global harmonization of plans and procedures concerned with the prevention of the spread of communicable disease.
   f) Development of continuity planning in the aviation sector during a public health emergency of international concern

1.2   The programme falls under objective 6 (continuity under pandemic conditions) of the UN Consolidated Action Plan and more specifically paragraph 6.1 "Contingency planning for continuity of operations during a pandemic including preparation for humanitarian actions under pandemic conditions (WHO alert phases 5 and 6)." The programme is in line with the CFIA TOR and has received a grant of US$201,706.

1.3   The main implementing UN and non-UN partners in this programme and their respective roles and responsibilities are:

   a) International Civil Aviation Organization (ICAO) which is the lead coordinator of preparedness planning efforts in the aviation sector. It arranges seminars, workshops, meetings, conducts evaluation of State aviation and airport preparedness plans and facilities and promotes cross organizational communication and collaboration.
   b) World Health Organization (WHO) which assists in the development of pandemic preparedness guidelines for aviation and ensures harmonization with the International Health Regulations (2005) as well as participates in regional training workshops for the aviation sector and State and airport assistance visits.
   c) Airports Council International (ACI) which facilitates the development and implementation of detailed pandemic preparedness guidelines for airport operators and participates in related regional training workshops.
   d) International Air Transport Association (IATA) which facilitates the development and implementation of detailed pandemic preparedness guidelines for airlines and participates in related regional training workshops.

II. Resources

2.1   Financial Resources:

CFIA has allocated of US$201,706 for the project.

2.2   Human Resources:

a) Dr. Anthony Evans, Chief, Aviation Medicine Section in ICAO Headquarters is designated as the Project Manager and is supported in this regard by the ICAO Technical Cooperation Bureau. In addition WHO, IATA, ACI, OCHA and other personnel from governmental organizations have participated in the meetings, workshops and assistance visits of the Programme.
b) The Chairman, Civil Aviation Medical Board, Civil Aviation Authority of Singapore has been seconded on part-time basis by his administration, at no salary cost to the project, to undertake the duties of Global Technical Advisor to the programme. In this capacity he has been coordinating and participating in meetings and workshops and in the evaluation and assessment of airport preparedness plans as well as providing guidance and on the job training to personnel concerned in the participating countries. He also provides technical guidance and advice to the CAPSCA project.
c) The Regional Officer Technical Cooperation, in the ICAO Asia and Pacific Office, has been assigned the Regional Coordinator roles for the CAPSCA Asia Pacific project.

III. Implementation and Monitoring Arrangements

3.1   The implementation mechanisms primarily utilized to achieve maximum impact include:

a) Organizing and conducting, with the participation of WHO, IATA, ACI, OCHA and other parties concerned, seminars and workshops on aviation preparedness planning for civil aviation, airports, airlines and health personnel of participating countries.
b) Providing technical guidance and explanations to the authorities concerned on the application of related ICAO Standards and Recommended Practices and guidelines and on International Health Regulations (2005).
c) Undertaking missions to States and administrations to help them develop preparedness plans at major airports and in airlines for the prevention of the spread of communicable diseases through air transport.
d) Promoting harmonization, coordination and cooperation among all stakeholders within each country and among the participating States and Administrations.

3.2   Monitoring of the Programme is done by the following:

a) The Global Project Manager, Project Coordinator and Technical Advisor.
b) The Regional Coordinators, Chairpersons and Technical Advisor Team Leaders.
c) The State CAPSCA focal points and Technical Advisors.
d) The second CAPSCA Global Coordination meeting was held in Abuja, Nigeria, from 10 to 13 October 2011 (http://www.capsca.org/GlobalMeeting2011.html). The Global Meeting reviewed the methodology, guidelines, missions to States and lessons learned. The meeting decided to merge the Steering Committee and Regional Aviation Medicine and Public Health Team in each regional CAPSCA project and developed a common regional CAPSCA project terms of reference and a typical organisation
e) The 4th Steering Committee Meeting of CAPSCA was held in Kuala Lumpur, Malaysia on 24 May 2010, and 57 representatives of 13 States/Administrations of the Asia/Pacific Region as well as representatives of the WHO, UN-OCHA, FAA of the USA, ECAC, IATA, ACI, AAPA, ICAO plus

other observers from public health departments, airports, airlines and air traffic management in the region attended the meeting.

f) The 5th meeting of CAPSCA-AP will be held in Ulaanbaatar, Mongolia, on 19 and 20 April 2012 hosted by the Civil Aviation Authority of Mongolia. The meeting aims to bring stakeholders together, especially the aviation and public health sectors, to facilitate collaboration in the development and implementation of relevant ICAO SARPs and implementing relevant aspects of WHO International Health Regulations (2005) to mitigate the risks from public health emergencies that affect the aviation sector.

IV. Results

4.1   ICAO is the lead coordinator of emergency preparedness planning in the aviation sector. ICAO's activities, funded by the CFIA, support UNCAPAHI and directly contribute to Objective 6, Purpose 6.1 of UNCAPAHI "Contingency Planning for Continuity of Operations during a Pandemic." ICAO is currently assisting States to develop national aviation preparedness plans to help minimise the adverse effects of a pandemic on health, the economy and the aviation sector. ICAO has been working on: (a) assistance to States in their pandemic preparedness planning, (b) evaluation of international airports and undertaking on-site training, (c) provision of on-going advice to the aviation sector and local stakeholders.

4.2   ICAO has conducted international State and airport assistance visits. The assistance visits evaluated whether aviation preparedness plans are in compliance with ICAO requirements and guidelines as well as with WHO International Health Regulations (2005). In addition, on the job training was provided to national personnel in the development and implementation of pandemic preparedness plans and for maintaining their validity.

4.3   CFIA/A-5 "Cooperative Arrangement for the Prevention of Spread of Communicable Disease by Air Transport in the Asia Pacific Region" aims to: (a) help states to establish a preparedness plan in compliance with the ICAO guidelines; (b) evaluate international airports in the region and (c) establish a network of experts to provide ongoing advice. CAPSCA brings together experts, operational and medical personnel from several countries in the Region and from multinational agencies. It provides the participating States and their airports and airlines a professional source of advice and guidance on arrangements and procedures applied under the preparedness plans in the region.

4.4   The programme has created awareness of the need to develop a contingency aviation preparedness plan for implementation in case of an outbreak or pandemic, not only in its participating States and Administrations but also in their airports and airlines. The meetings as well as the assistance missions have created greater understanding of the relevant ICAO requirements and WHO International Health Regulations (2005) that can contribute to the prevention of the spread of communicable diseases by air transport and the measures that need to be taken.

4.5   States, regional and international agencies and organizations, major airlines and airports as well as Public Health Departments have participated in the workshops, meetings or in visits to States. The involvement of these different entities and the assistance visits to States and airports have had a catalytic effect in bringing together interested parties from many countries and regions of the world as well as the aviation and public health sectors within the participating states that has created awareness and promoted the production of harmonized preparedness plans that are in compliance with ICAO requirements and with WHO International Health Regulations (2005).

4.6   The results achieved in 2011 by the CAPSCA Asia Pacific are best referenced on the following web sites: http://www.capsca.org and www.capsca.org/Documentation/CAPSCAASIAPACAchievements.pdf.

4.7   To date 17 States and Administrations in the Asia-Pacific have joined the CAPSCA project, with other States expressing interest. Member States include: Afghanistan, China P.R, Hong Kong, China, Macao, China, India, Indonesia, Malaysia, Mongolia, Myanmar, Nepal, Papua New Guinea, Philippines, Singapore, Solomon Islands, Thailand, Tonga, and Vietnam.

4.8   The 5th Regional Aviation Medicine and Public Health Team (RAMPHT) Meeting and 5th Steering Committee Meeting of CAPSCA-AP was to be held at the ICAO Regional Office, Bangkok, Thailand, from 14-15 November 2011. In view of the flood situation in Bangkok, Thailand, it was necessary to postpone the meeting.

The 5th Meeting of CAPSCA Asia Pacific will now be held on 19-20 April 2012 in Ulaanbaatar, Mongolia. The meeting aims to bring stakeholders together, especially the aviation and public health sectors, to facilitate collaboration in the development and implementation of relevant ICAO SARPs and implementing relevant aspects of WHO International Health Regulations (2005) to mitigate the risks from public health emergencies that affect the aviation sector. During this meeting, a session for the *'Training of Technical Advisors for CAPSCA-AP Region'*, which is essential training for members of a Technical Advisor Visit Team (undertaking an ICAO CAPSCA Assistance Visit), has been included in the agenda of the upcoming 5"' Meeting of the CAPSCA-AP.

4.9   The Regional Technical Advisor Team leader provided technical assistance to a CAPSCA-meeting in Paris, France, 20-22 September 2011. He also provided technical advice to the inaugural CAPSCA Middle East meeting in Cairo in December 2011.

4.10   Ten airports in eight APAC States and Administrations have received Assistance Visits to date. A 'Demonstration CAPSCA Assistance Visit' is also planned at the Ulaanbaatar International Airport on 21st April 2012.

4.11   The Regional Technical Advisor Team Leader participated at a WHO Meeting on "Points of Entry Capacity and Preparedness for Public Health Emergency Response under IHR (2005)", 26-28 October 2011, Manila, Philippines.

4.12   Cooperation between the Aviation Sector and Public Health Authorities in the region continues to be developed.

4.13   Compliance by States with ICAO Standards and WHO IHR (2005) and associated guidelines continues to be enhanced.

4.14   The Seminar on Aviation Business Continuity Planning conducted in May 2010 agreed that ICAO and UN-OCHA conduct a survey on the existing preparedness planning in the aviation sector which was deliberated in the 1st CAPSCA Global Coordination Meeting in October 2010. This has been undertaken. Airports Council International are developing guidelines for Business Continuity Planning.

4.16   Greater coordination and harmonization between CAPSCA Africa, Americas and the Asia/Pacific Regions was initiated in the 1st Global RAMT meeting in October 2010, in Singapore, and continued at the 2nd (second) CAPSCA Global Coordination Meeting, in Abuja, in October 2011.

4.17   ICAO is hosting and maintaining a CAPSCA web site on www.capsca.org.

V. Future Work Plan

5.1   The future work plan includes the following:
- Increasing the number of States participating in the project.
- Undertaking more State and airport assistance visits.
- National public health emergency response planning and preparedness capacity building.
- Seek funds to continue CAPSCA beyond 2012.
- Promote CAPSCA in the ICAO Regional Facilitation seminar.
- 5th Meeting of CAPSCA Asia Pacific.
- A Regional Technical Advisor Workshop for training more State Technical Advisors

VI. INDICATOR BASED PERFORMANCE ASSESSMENT

	Performance Indicators	Indicator Baselines	Planned Indicator Targets	Achieved Indicator Targets	Reasons for Variance (if any)	Source of Verification	Comments (if any)
Outcome 1[7]							
Output 1.1	Indicator 1.1.1						
	Indicator 1.1.2						
Output 1.2	Indicator 1.2.1						
	Indicator 1.2.2						
Outcome 2							
Output 2.1	Indicator 2.1.1						
	Indicator 2.1.2						
Output 2.2	Indicator 2.2.1						
	Indicator 2.2.2						

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[7] For PBF: Either country relevant or PMP specific.