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Lessons Learned from CAPSCA Assistance Visits to States and Airports

3rd CAPSCA Middle East Meeting
Cairo, Egypt, 18 - 20 November 2013

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International Civil Aviation Organization

CAPSCA Regional Projects

	Asia-Pacific	Africa	Americas	Europe	Middle East
Year of Establishment	2006	2007	2009	2011	2011
97 Member States	20	25	34	8	10
26 State Technical Advisors Trained by ICAO (OJT completed)	4	6	14	0	2
54 State & Airport Assistance Visits Completed	11	8	31 (incl. 2 follow-up visits)	0	4

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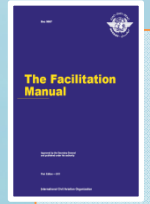
References (www.capsca.org)

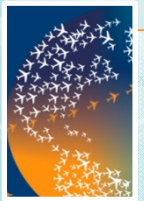
ICAO Annexes 6, 9, 11, 14 SARPs

PANS-ATM (Doc 4444) & Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)

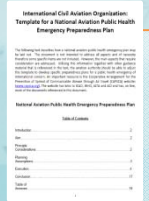


Facilitation Manual (Doc. 9957) & Airport Services Manual (Doc 9137) Part 7 – Airport Emergency Planning

WHO IHR (2005)



ICAO, WHO, ACI, IATA guidelines



Template for National Aviation PHE Preparedness Plan

CAPSCA Assistance Visit Guidelines and Checklist

WHO IHR Assessment tool for core capacity requirements at designated airports, ports and ground crossings

ICAO USOAP Audit Protocol Questions

Plans and Procedures for Public Health Emergencies in the Aviation Sector

- **International Health Regulations (IHR) published by WHO**
- **ICAO An. 6, 9, 11, 14 & Docs 4444 (PANS-ATM), 9284 (DG)**

•National Public Health Emergency Plan (PHA)

•National Aviation Regulations with standards related to public health (CAA)

•National Aviation Plan for a Public Health Emergency (CAA)

•Airport (PoE) Public Health Emergency Contingency Plan (PHECP)

•Framework, mechanism, agreement and procedures for CCCCs between sectors

Aerodrome Emergency Plan and Aerodrome Manual including public health emergencies

Air Traffic Services (ATS) contingency plan including public health emergencies

ATS Procedures for PIC notification of suspected public health risk on board an aircraft

Aircraft Operators Procedures for mgmt of suspected public health risk on board an aircraft

Business Continuity Management Plans and Procedures for essential services

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Airport Visit Methodology

- Visit shall not affect normal airport operations
- The visit should demonstrate preparedness for management of a PHE
- Scenario of the arrival of an aircraft with a of suspected communicable disease, or other public health risk, on board an aircraft or a scenario of a local outbreak of a PHE in the State in the vicinity of the airport
- Walkthrough observations and interviews
- Recommendations for improvements

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General

- Commitment and mandate of Governments at ministerial level & top management in authorities and service providers
- Formal framework, mechanism and agreement for aviation and public health authorities to work together
- Communication, cooperation, coordination and collaboration between aviation and public health sectors
- Complete stakeholder participation in the development of plans and preparedness
- Harmonisation between national and service provider plans in both sectors

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General

- No duplication of efforts between different aviation and health stakeholders
- Knowledge of international standards and regulations
- Use of standard procedures and terminology
- Plans and Procedures Documentation, Approval, Dissemination, Awareness, Training, Exercises
- Consider local outbreak

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Public Health Authority (PHA)

- National PHE Contingency Plan applicable to all types of public health events
- Consider and involve aviation sector
- Knowledge of aviation SARPs, regulations and plans
- Engage with CAA

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Civil Aviation Authority (CAA)

- Civil aviation regulations include PHE related SARPs
- National aviation plan for a PHE
- Knowledge of PHEs and IHR
- Involve PHA in the certification of aerodromes to validate implementation of public health related SARPs
- Engage with PHA

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Airport Operator and Medical Services

IHR Core capacity requirements for designated airport POEs

→

AEP include PHEs, not to be confused with medical emergencies

→

Involve CAA in development of AEP PHE part, to be harmonised with NAPPHE

↓

Involve PHA in development of AEP PHE part, to be harmonised with NPHECP

→

Mutual aid agreements

→

CAA to approve the AEP

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Airport Operator and Medical Services

Personnel awareness and training in AEP

AEP PHE exercises, combined scenario with other emergency type

EOC/CCC members, location, space, convenient and controlled access, facilities, equipment, documentation

Designated aircraft parking position – identification, location, size, access, pax bridge, disembarkation, separation – not to be confused with isolated aircraft parking position for security incidents

Procedure for handling aircraft with suspected case on board

Arrival and departure passenger segregation and screening only when recommended by WHO or justified for other reasons - Screening areas and methods not to affect passenger flows

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Airport Operator and Medical Services

Interview and assessment holding area for suspect cases and contacts – location, access, size, negative pressure/ventilation, facilities, services, furniture, equipment (toilets, water, beds)

→

Isolation and treatment facilities for affected ill pax

→

PPE for all personnel with potential contact with suspect cases

↓

Transportation of cases in equipped ambulances to designated medical facility

→

Procedure for reduced essential staffing due to illness and other absenteeism due to local outbreak or pandemic, e.g. ATS, RFFS, AVSEC, pax & bag handling

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Port Health

- Presence at airport
- Agreement with medical services
- Collection of aircraft general declarations
- Published info to provide pax who are not subject to interview / evaluation
- Quarantine of suspect pax, preferably in facilities away from the point of entry, not to be confused with isolation

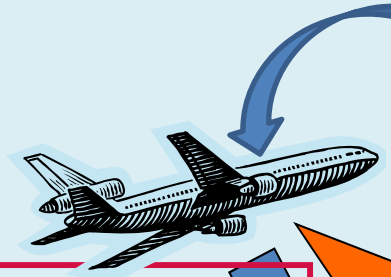
Air Navigation Service Provider (ANSP)

ATS contingency plans to consider PHEs

Procedure for reduced essential staffing due to illness and other absenteeism due to local outbreak or pandemic

Procedures for prompt relay of notification from aircraft to airport, airline, and PHA of suspected communicable disease, or other public health risk, on board an aircraft and communication to aircraft of the designated aircraft parking position

NOTIFICATION OF SUSPECTED COMMUNICABLE DISEASE, OR OTHER PUBLIC HEALTH RISK, ON BOARD AN AIRCRAFT (PANS-ATM – ICAO Doc 4444)



ICAO Aircraft General Declaration
- Declaration of Health (signs/symptoms)
(ICAO Annex 9, Appendix 1 & IHR (2005) Annex 9)

- Airport Operator
- Public Health Authority
- Other agency(ies)

- Aircraft Callsign (ID)
- Dep. Aerodrome
- Dest. Aerodrome
- Est. Time Arrival
- Number of persons on board
- Number of suspect cases
- Nature of public health risk

Voice or data link

Voice or data link

Aircraft Operator (or handling agency) at destination aerodrome incl. ground-based medical services provider (if available)

Via local procedure (Aerodrome Emergency Plan)

- Airport Operator
- Public Health Authority
- Other agency(ies)

Voice or data link e.g. AFTN

Via local procedure (Aerodrome Emergency Plan)

Voice or data link e.g. AFTN

Departure Aerodrome Air Traffic Services

Air Traffic Controller

Destination/Alt. Aerodrome Air Traffic Services

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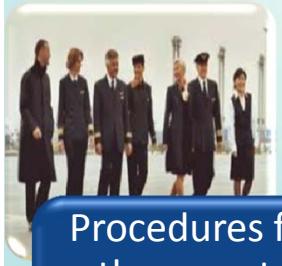
Aircraft Operator



Procedures for the crew to identify, evaluate and manage a passenger with a suspected communicable disease

Procedures for the pilot-in-command to promptly notify ATC of in-flight suspected communicable disease case

Procedure for disinfection of aircraft with approved materials, not to be confused with disinsection

Template for the General Declaration including Health Part

Template for the Public Health Passenger Locator Form

Next Steps (1)

- Visit all CAPSCA participating States
- More joint ICAO/WHO visits
- Harmonised ICAO CAPSCA checklist/WHO IHR assessment tool
- Analyse observed regional trends and recommend typical actions
- Review lessons learned and improve the assistance visit process

Next Steps (2)

- State Action Plans and implementation
- ICAO CAPSCA Regional Coordinators follow-up
- Follow-up visits
- More State CAA & PHA Technical Advisors training by ICAO
- National implementation of CAPSCA concept & methodology

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Recommended Actions

States are encouraged to:

- join CAPSCA by confirming during this meeting or by sending a letter to ICAO or WHO regional office (no cost)
- request Assistance Visit by sending a letter to ICAO or WHO Regional Office (cost recovery)
- offer to host the next CAPSCA Middle East and Global meeting in 2014
- volunteer technical advisor(s) from CAA and PHA to be trained by ICAO and participate in assistance visits

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Thank you

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