



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

TECHNICAL ADVISER TRAINING

CAPSCA in Context

PH SARP and aviation related IHR

Articles

Dr Anthony Evans

Aviation Medicine Expert/Consultant

Aviation Medicine Section

ICAO, Montreal

Premise....



- Feasible for *non-health specialists* working in aviation to become competent in public health preparedness planning and participate in CAPSCA Assistance Visits as “Technical Advisers”
- Need an *interest* in the subject
- Participate with agreement from their State
- Funding for travel and subsistence is provided

Plan



What are TA skills, knowledge, attitudes?

- Context of public health in aviation
- *Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA)*
- ICAO documentation
- WHO documentation
- Summary

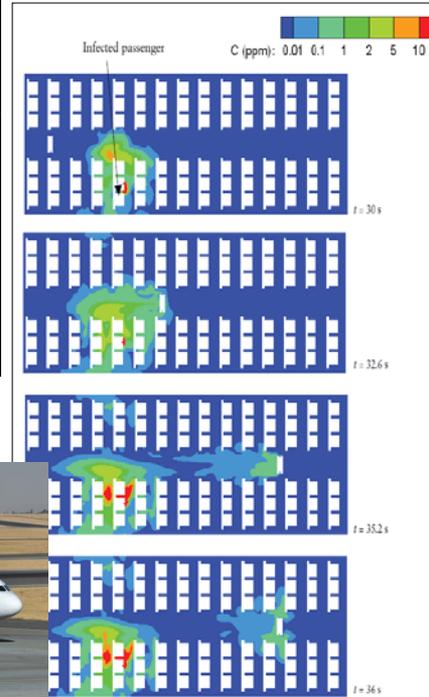


Public health – why worry?

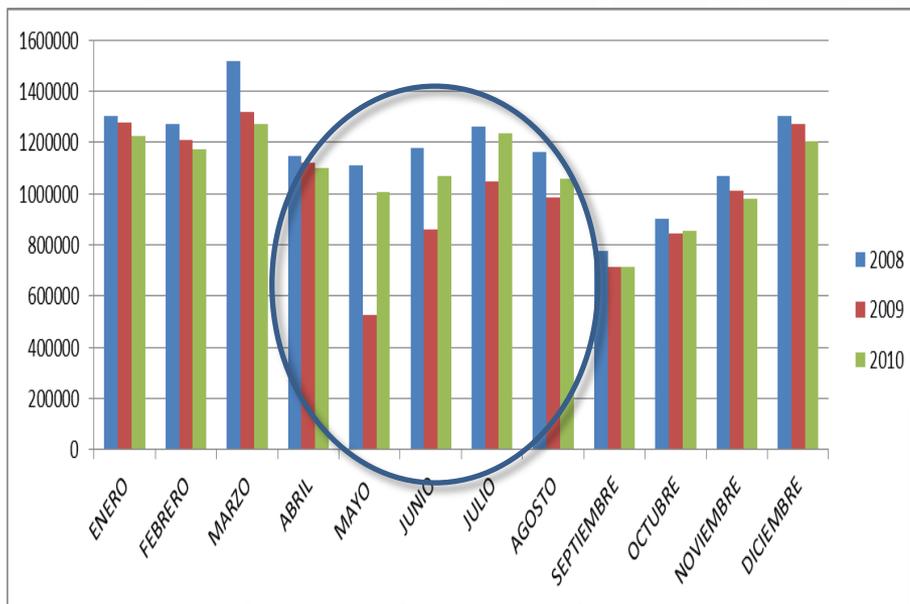


- Diseases are spread by air transport and affect populations in other States
- Passengers and crew can become ill on aircraft from infectious passengers
- Absence of safety critical personnel (e.g. during a pandemic) increases flight safety risk
- Public health events severely:
 - Affect aviation and economies relying it
 - Affect aviation efficiency
 - Reduce the transport links that help to manage the event
- Aviation sector not resilient to public health events

Some public health-related issues in aviation



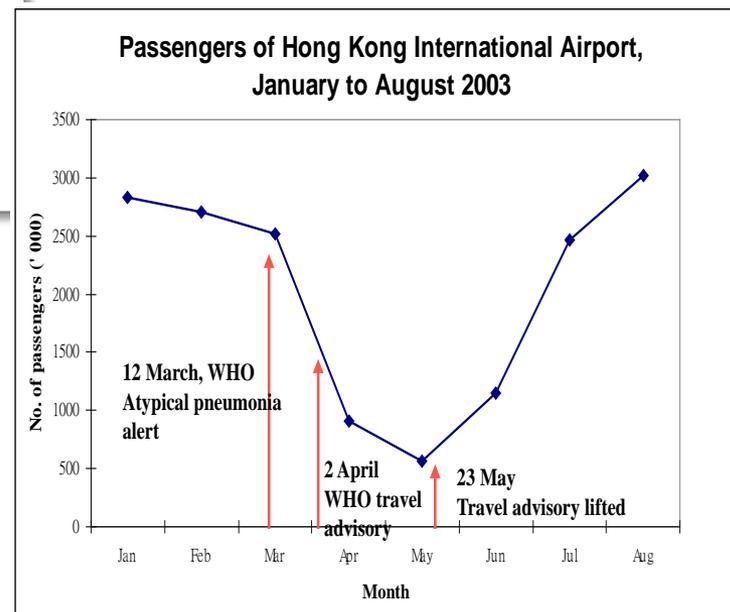
Economic-Related issues



**International Arrivals, Mexico,
2008-2010**

Courtesy: Dr Jose Valente Aguilar Zinser,
Ministry of Transport, Mexico

Passenger reduction in Sierra Leone
after EVD started
25,000 per month
to 6,000



Courtesy: Dr Henry Kong, past Chief Port Health Officer, Hong Kong

Article 14, International Convention on Civil Aviation (Chicago Convention)



Prevention of spread of disease

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.

Such consultation shall be without prejudice to the application of any existing international convention on this subject to which the contracting States may be parties.

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***

CAPSCA Regional Projects

	Asia-Pacific 	Africa 	Americas 	Europe 	Middle East 
Year of Establishment	2006	2007	2009	2011	2011
120 (191) Member States	21 (38)	33 (48)	35 (34) (incl. 4 Territories)	20 (56)	11 (15)
31 State Technical Advisors Trained by ICAO (OJT completed)	5	10	14	0	3
73 State & Airport Assistance Visits Completed	12	25 (incl. 2 States repeated)	32 (incl. 2 follow-up visits)	0	4

COORDINATION

COMMUNICATION

COLLABORATION

COOPERATION

PUBLIC

AFRICA

THE EAST

PRIVATE

AMERICAS

ASIA

EUROPE



CAPSCA ensures guidelines are *harmonized*





International Civil Aviation Organization

ICAO documentation

Formal documentation

Facilitation

International Standards
and Recommended Practices



Annex 11
to the Convention on
International Civil Aviation

Air Traffic Services

Air Traffic Control Services
Flight Information Services
Alerting Service

This edition incorporates all amendments
adopted by the Council prior to 13 March
and supersedes, on 1 November 2001, all
editions of Annex 11.

For information regarding the applicability
of the Standards and Recommended Practices,
see Forward.

Thirteenth Edition
July 2001

International Civil Aviation Organization

THE ICAO
STANDARD



PROVISIONAL
PROCEDURES FOR
AIR TRAFFIC SERVICES

Air Traffic Management

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adopted by the Council prior to 3 March 2004
and supersedes, on 25 November 2004, all
previous editions of Annex 11.

November 2004 - 2007

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Fourth Edition
July 2004

International Civil Aviation Organization

Annex 14
to the Convention on
International Civil Aviation

Aerodromes

Volume I
Aerodrome Design and Operations

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of Standards and Recommended Practices,
see Chapter 1, 1.1.2 and Forward.

Fourth Edition
July 2004

International Civil Aviation Organization

Guidelines



Most useful basic document: “ICAO Health Related Documents”
How to find this?

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

Introduction & Objectives
Click here for more information

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

Target on: Ebola

Global
Organization
References
ICAO
States
WHO IHR Video
CFIA - Lessons Learned

Regional
ASIA-PAC
AFI
Americas
EUR
MID

Contact us: Dr. Ansa Jordaan M.D., C/MED

PIO 06/11 (1 April 2011) – Current Radiation Levels in Japan and Travel Advice	     
PIO 06/09 (20 May 2009) – ICAO Drives Pandemic Contingency Plans for Aviation Sector	     
SKYbrary – Public Health and Aviation Website	
Management of public health emergencies in aviation – GRF Davos One Health Summit 2012	

SARPs & Guidelines

Top

Subject	Languages and File Format
ICAO Health Related Documents (updated December 2014)	     
Guidelines for States Concerning the Management of Communicable Disease Posing a Serious Public Health Risk	     
Template For An Aviation Public Health Emergency Preparedness Plan	  
Glossary of Aviation and Public Health Terms	

Forms

Top

Subject	Languages and File Format
Annex 9 – Facilitation, Appendix 1 – General Declaration	     
Annex 9 – Facilitation, Appendix 13 – Public Health Passenger Locator Form (PLF) (revised 29 October 2012)	     
Annex 9 – Facilitation – Guidelines on Completing the PLF	     



Index of ICAO health related documents

ICAO HEALTH-RELATED DOCUMENTS

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Ebola specific references (Zika in pipeline)



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

Target on: Ebola

Global

Organization Events

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ICAO States WHO IHR video

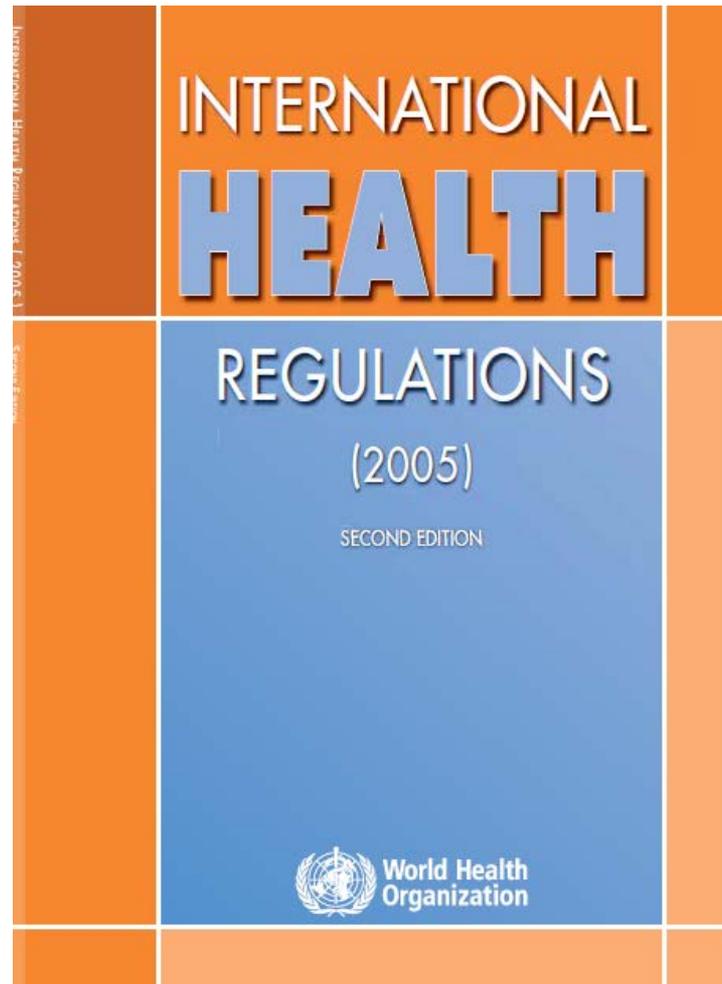
TOWARDS A SAFER WORLD
CFIA - Lessons Learned

Regional

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Contact us: Dr. Ansa Jordaan M.D., C/MED

WHO formal documentation



Foreword/Article 2



Purpose of IHR

“to prevent, protect against, control and provide a public health response to the international spread of disease in ways that are commensurate with and restricted to public health risks, and **which avoid unnecessary interference with international traffic and trade.**”

Article 4 Responsible authorities: The functions of National IHR Focal Points shall include:



(b) disseminating information to, and consolidating input from, relevant sectors of the administration of the State Party concerned, including those responsible for surveillance and reporting, **points of entry**, public health services, clinics and hospitals and other government departments.

Article 12 Determination of a public health emergency of international concern



1. The Director-General shall determine, on the basis of the information received, in particular from the State Party within whose territory an event is occurring, whether an event constitutes a public health emergency of international concern in accordance with the criteria and the procedure set out in these Regulations.

- Criteria include:

(e) an assessment of the risk to human health, of **the risk of international spread of disease and of the risk of interference with international traffic.**

Article 20 Airports and ports



- 4. WHO may, at the request of the State Party concerned, arrange to **certify**, after an appropriate investigation, **that an airport or port in its territory meets the requirements** referred to in paragraphs 1 and 3 of this Article.

Article 22 Role of competent authorities



- (b) ensure, as far as practicable, that facilities used by travellers at **points of entry** are maintained in a **sanitary condition** and are kept free of sources of infection or contamination, including vectors and reservoirs;
- (c) be responsible for the supervision of any deratting, **disinfection, disinsection** or decontamination of baggage, cargo, containers, conveyances, goods, postal parcels and human remains or sanitary measures for persons, as appropriate under these Regulations;



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

Special provisions for conveyances and conveyance operators

Article 24 Conveyance operators



- 1. States Parties shall take all practicable measures consistent with these Regulations to ensure that **conveyance operators**:
 - (a) **comply with the health measures recommended by WHO and adopted by the State Party;**
 - (b) **inform travellers of the health measures recommended by WHO and adopted by the State Party for application on board; and**
 - (c) **permanently keep conveyances for which they are responsible free of sources of infection or contamination, including vectors and reservoirs.** The application of measures to control sources of infection or contamination may be required if evidence is found.

Article 27 Affected conveyances



1. If clinical signs or symptoms and information based on fact or evidence of a public health risk, including sources of infection and contamination, are found on board a conveyance, the **competent authority shall consider the conveyance as affected and may:**

- (a) **disinfect, decontaminate, disinsect or derat** the conveyance, as appropriate, or cause these measures to be carried out under its supervision; and
- (b) **decide in each case the technique employed to secure an adequate level of control of the public health risk as provided in these Regulations. Where there are methods or materials advised by WHO for these procedures, these should be employed, unless the competent authority determines that other methods are as safe and reliable.**

Article 28: Ships and aircraft at points of entry



2. Subject to Article 43 or as provided in applicable international agreements, ships or **aircraft shall not be refused *free pratique*** by States Parties for public health reasons; in particular they shall not be prevented from embarking or disembarking, discharging or loading cargo or stores, or taking on fuel, water, food and supplies. States Parties may subject the granting of free pratique to inspection and, if a source of infection or contamination is found on board, the carrying out of necessary disinfection, decontamination, disinsection or deratting, or other measures necessary to prevent the spread of the infection or contamination.

Definition: “free pratique” means *permission for an aircraft, after landing, to embark or disembark, discharge or load cargo or stores*

Article 28 Ships and aircraft at points of entry



4. Officers in command of ships or **pilots in command of aircraft**, or their agents, shall make known to the port or **airport control** as early as possible before arrival at the port or airport of destination **any cases of illness indicative of a disease of an infectious nature or evidence of a public health risk on board** as soon as such illnesses or public health risks are made known to the officer or pilot.

Article 38 Health Part of the Aircraft General Declaration



- 1. The pilot in command of an aircraft or the pilot's agent, in flight or upon landing at the first airport in the territory of a State Party, shall, to the best of his or her ability, **except when that State Party does not require it**, complete and deliver to the competent authority for that airport the **Health Part of the Aircraft General Declaration** which shall conform to the model specified in Annex 9.

Article 43 Additional health measures



- 3. A State Party implementing **additional health measures** referred to in paragraph 1 of this Article which significantly interfere with international traffic shall provide to WHO the public health rationale and relevant scientific information for it. WHO shall share this information with other States Parties and shall share information regarding the health measures implemented. For the purpose of this Article, **significant interference generally means refusal of entry or departure of international travellers, baggage, cargo, containers, conveyances, goods, and the like, or their delay, for more than 24 hours.**

ANNEX 1

B. CORE CAPACITY REQUIREMENTS FOR DESIGNATED AIRPORTS, PORTS AND GROUND CROSSINGS



The capacities:

- (a) to provide appropriate public health emergency response by establishing and maintaining a public health emergency contingency plan, including the nomination of a coordinator and contact points for relevant point of entry, public health and other agencies and services;
- (b) to provide assessment of and care for affected travellers or animals by establishing arrangements with local medical and veterinary facilities for their isolation, treatment and other support services that may be required;
- (c) to provide appropriate space, separate from other travellers, to interview suspect or affected persons;
- (d) to provide for the assessment and, if required, quarantine of suspect travellers, preferably in facilities away from the point of entry;**
- (e) to apply recommended measures to disinsect, derat, disinfect, decontaminate or otherwise treat baggage, cargo, containers, conveyances, goods or postal parcels including, when appropriate, at locations specially designated and equipped for this purpose;
- (f) to apply entry or exit controls for arriving and departing travellers; and
- (g) to provide access to specially designated equipment, and to trained personnel with appropriate personal protection, for the transfer of travellers who may carry infection or contamination.

Health part of the aircraft general declaration



ANNEX 9

**THIS DOCUMENT IS PART OF THE AIRCRAFT GENERAL DECLARATION,
PROMULGATED BY THE INTERNATIONAL CIVIL AVIATION ORGANIZATION**

HEALTH PART OF THE AIRCRAFT GENERAL DECLARATION¹

Declaration of Health

Name and seat number or function of persons on board with illnesses other than airsickness or the effects of accidents, who may be suffering from a communicable disease (a fever - temperature 38°C/100 °F or greater - associated with one or more of the following 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, increases the likelihood that the person is suffering a communicable disease) as well as such cases of illness disembarked during a previous stop

Details of each disinsecting or sanitary treatment (place, date, time, method) during the flight. If no disinsecting has been carried out during the flight, give details of most recent disinsecting

Signature, if required, with time and date _____

Crew member concerned

Summary



- Public health in aviation is important
 - Saves lives, saves economies
- Requires a *multi-sector* approach
 - Who manages PH in aviation ?
 - Who manages aviation in PH?
- Feasible for non-health specialists working in aviation to become competent in public health preparedness planning and response in the aviation sector
- Opportunity to save lives and improve aviation efficiency

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www.CAPSCA.org





North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU





Main challenges in 2005



- Lack of a harmonized approach
- Almost no relevant ICAO SARPs on public health topics
- Inadequate guidance for the aviation sector
- Public health threats not seen as an aviation issue
- Aviation not seen as a priority by public health

Action taken by ICAO (2003-2009)



- **2003** – Guidance developed to reassure passengers concerning SARS
- **2004** - Assembly Resolution: (A34-12). *“ Protection of health of passengers and crews on international flights is an integral element of safe air travel”*
- **2006** - CAPSCA project commenced in Asia Pacific Region
- **2006** – First of four grants from UN Central Fund for Influenza Action
- **2007-2009**: SARPs/procedures/instructions amended
 - *Annex 6- Operations*
 - *Annex 9 – Facilitation*
 - *Annex 11 – Air Traffic Services*
 - *Procedures for Air Navigation Services-Air Traffic Management*
 - *Annex 14 – Aerodromes*
 - *Technical Instructions for the Safe Transport of Dangerous Goods by Air*

Action taken by ICAO



- **2009** – ICAO Council Declaration on H1N1 “**Contracting States that have imposed restrictions which are not in accordance with WHO advice, are urged to withdraw these restrictions**” (State Letter AN 5/17.4-09/75)
- **2010** - Assembly Resolution (A36-12): “**Contracting States to join and participate in the....CAPSCA project, where available**”
- **2011** – CAPSCA established in all regions. Regional coordinator established in each ICAO Regional Office
- **2013**: Questions on public health preparedness planning included in USOAP
- **2014** – Ebola outbreak commences. ICAO Contribution to development of WHO and CDC guidance
- **2015** – ICAO-WHO Ebola Virus Disease - Aviation Action Plan
 - Funded by UN Multi Partner trust fund
 - Assistance visits and training events commenced in Africa

Main challenge-lack of partnership



Ban Ki-moon, UN Secretary General. “We cannot continue to address problems in separate, unrelated silos”.

Margaret Chan, Director, WHO “Leadership means collaboration and coordination that is fully inclusive of partners”.

NASA office of Inspector General

NASA Lacks a Coordinated Approach to Managing Astronaut Health for Long Duration Space Missions	25
A Culture of Silos and the Absence of Agency-Level Integration.....	25
Control Boards for Decision Making Lack Cross-Agency Expertise.....	27
Historical Issues with Integration and Stove-piping	28

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

WHO International Health Regulations (2005)

Article 28, para 4



.....pilots in command of aircraft shall make known to **airport control** as early as possible before arrival at the airport of destination any cases of **illness indicative of a disease of an infectious nature** or evidence of a **public health risk** on board as soon as such illnesses or public health risks are made known to the pilot. This information must be immediately relayed to the **competent authority** for the airport. In urgent circumstances, such information should be **communicated directly** by the pilots to the **relevant airport authority**.

Challenges



- What is “airport control”?
- What is “illness indicative of a disease of an infectious nature”?
- What is “evidence of a public health risk on board”?
- What (who) is the “competent authority for the airport”?
- Meaning of “In urgent circumstances, such information should be communicated directly by the pilots to the relevant port or airport authority”?

Helping to save lives



Pandemic that kills **100,000**.....

1% lives saved by action of
aviation sector
= **1,000** lives saved

How lives can be saved during a pandemic by action in the aviation sector:

- Traveller screening for disease (in collaboration with public health)
- Identification and management of on-board cases (Annex 9)
- Notification to the public health authority at destination (PANS-ATM)
- Procedures to inform travellers of action to take if they become ill
 - (in collaboration with public health)
- Good preparedness plans should staff be absent (to ensure flight safety) (Annex 11 & 14)
- Maintenance of air transport links during outbreak

Not just communicable disease....

Fukushima nuclear accident

Multi-sector collaboration



Weekly
teleconference
call: **CAPSCA**
network useful

- ICAO (chair)
- IAEA
- WHO
- IMO
- WMO
- UNWTO
- ILO

- IATA
- ACI

Output

- Three News releases during the initial weeks
- Guidance provided to transport sector

- Ad Hoc Working Group on Air and Maritime Transportation established April 2013 within IAEA:

- ICAO provides Secretariat support

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



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

Introduction & Objectives

Click here for more information

Partners

CAPSCA
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Target on: Ebola

Global

Organization 31 Events

References

ICAO States WHO IHR video

TOWARDS A SAFER WORLD
CFIA - Lessons Learned

ICAO Aviation Medicine Home

Contact us: Dr. Anthony Evans M.D., C/MED

Regional

ASIA-PAC AFI Americas EUR MID

www.CAPSCA.com

- Regional events
- Assistance Visits

ICAO Second High Level Safety conference, Montreal, 2-5 February 2015



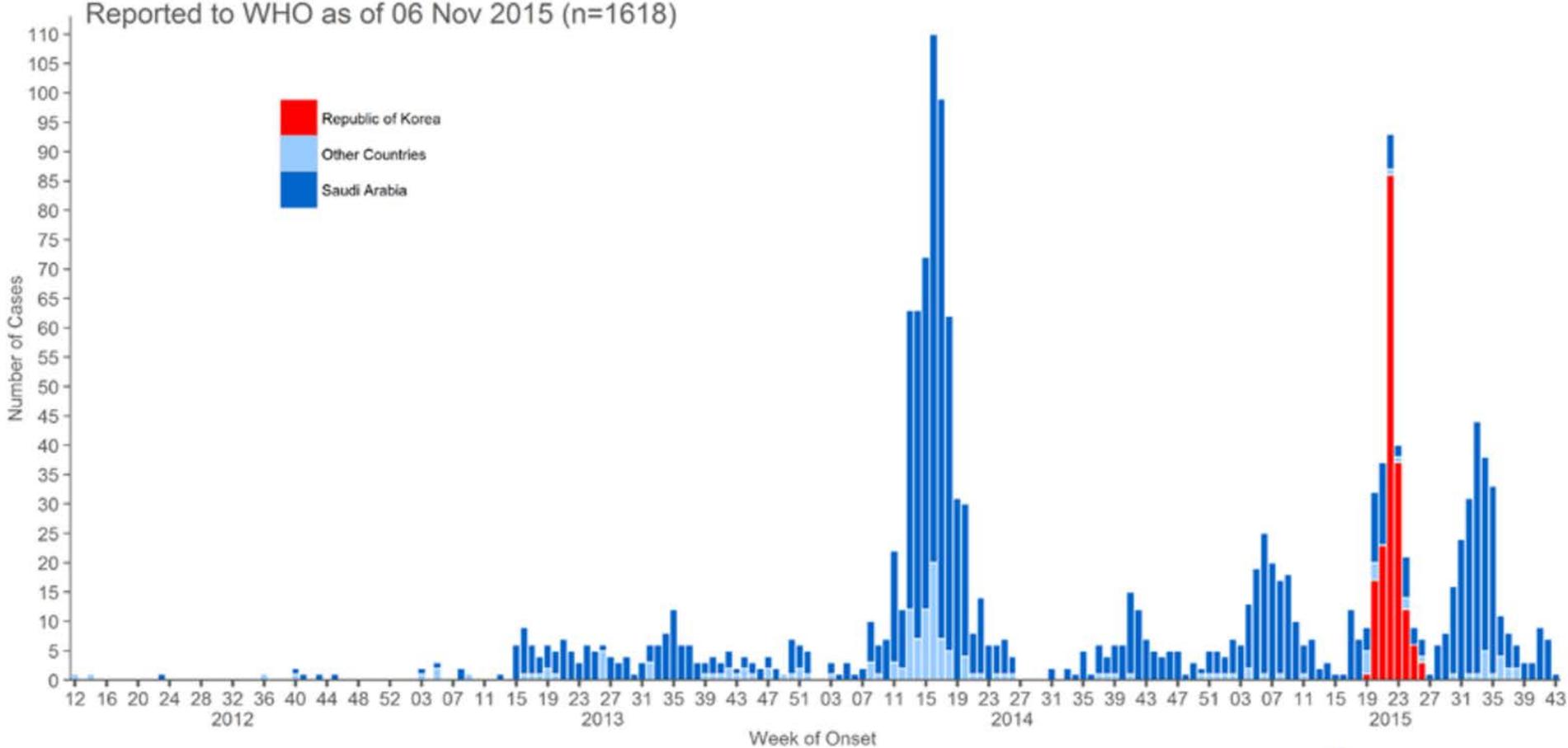
The conference encouraged States to **utilize expertise in the medical department of their regulatory authority**, in addition to public health experts in other authorities, to **facilitate improved management of public health events that impact the aviation sector** and to gather and share relevant information.

Middle East Respiratory Syndrome MERS



Confirmed global cases of MERS-CoV

Reported to WHO as of 06 Nov 2015 (n=1618)



- Spread to humans from Arabian (dromedary) camels
 - Not known exactly how
- Limited human to human spread
- Majority of H-H cases due to inadequate hygiene procedures in hospital settings
- WHO Emergency Committee meets regularly (3 Sept last) to monitor
- **Not** a Public Health Emergency of International Concern, PHEIC.



ANTI-SARS MEASURES AT SINGAPORE CHANGI INTERNATIONAL CIVIL AVIATION ORGANIZATION AIRPORT

A United Nations Specialized Agency

2 June 2003



BERNARD LIM

ASSISTANT DIRECTOR (PUBLIC AND INTERNATIONAL
RELATIONS)

CIVIL AVIATION AUTHORITY OF SINGAPORE

Temperature Screening of Departing Passengers



Singapore Workshop, February 2006

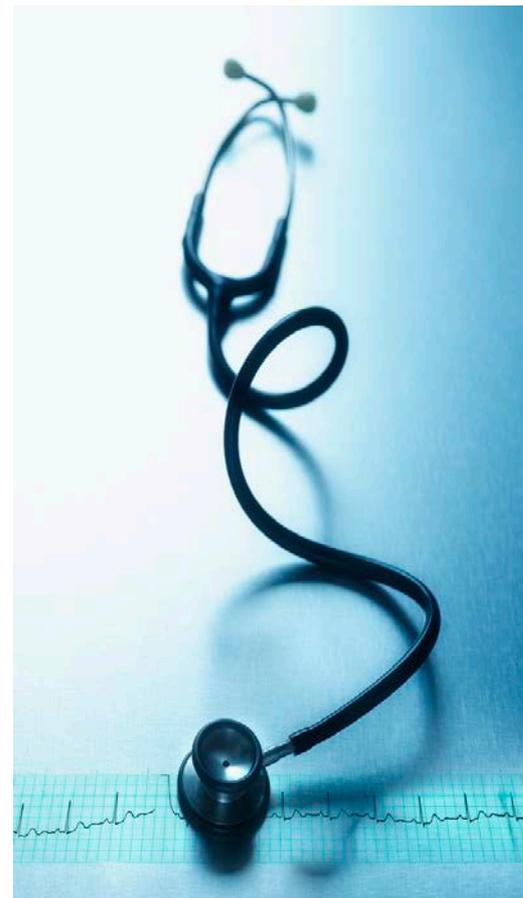


CAPSCA Funding: 2006-2012

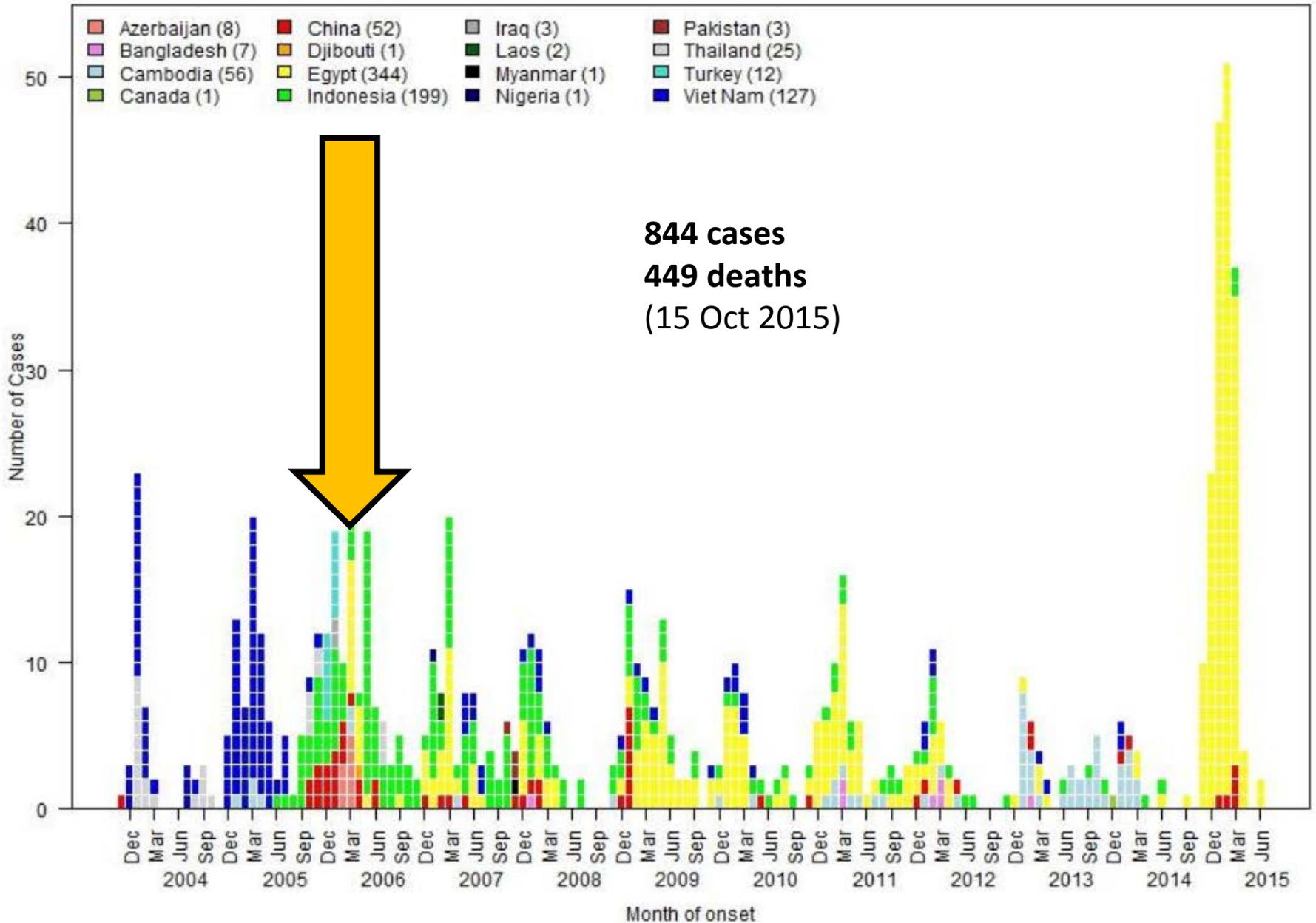


- **Four grants (total \$1.3 m) from UN Central Fund for Influenza Action (CFIA)**
 - Fund closed December 2012
- **Grant from Ebola UN multi-partner trust fund for ICAO-WHO Ebola Action Plan (\$1.8m)**
- **Donations to the ICAO “SAFE” fund from Angola; Switzerland; Thailand; United Kingdom – used for non-Ebola related activities**
- **In kind support:**
 - Part-time loan of *global* technical advisor from CAA Singapore
 - *Expertise from various organizations e.g. WHO, IATA, ACI*
 - *Regional* technical advisors (for assistance visits) from States and WHO

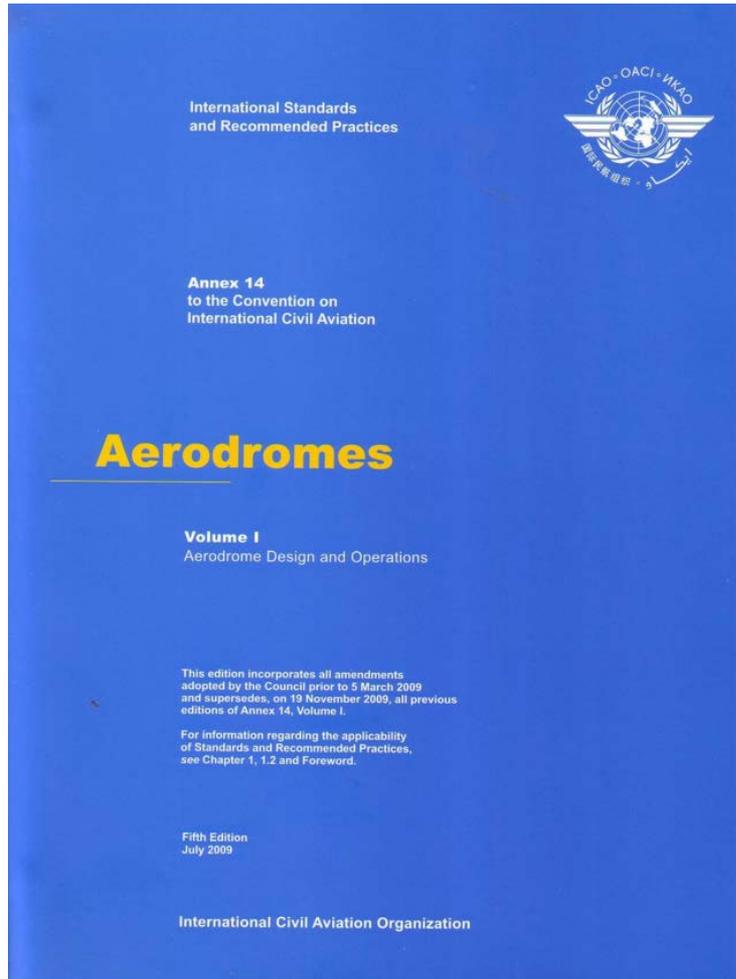
PUBLIC HEALTH AND AVIATION-AN AREA OF INCREASED INTEREST



**Number of Confirmed Human H5N1 Cases
by month of onset as of 2015-06-23**



Aerodrome Emergency Plan: Requirement in Annex 14 to Convention on International Civil Aviation



- “Public Health Component of Aerodrome Emergency Plan”
- Detailed aerodrome procedures
- “Another emergency to be planned for”

ICAO Annex 9 – Facilitation: 2007





2009

International Standards
and Recommended Practices



Annex 11
to the Convention on
International Civil Aviation

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Air Traffic Control Service
Flight Information Service
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THE ANNEX



PROVISIONS FOR
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Fourth Edition
July 2004

International Civil Aviation Organization

Safety Oversight Assessment Programme

- Approved by the ICAO Council in 1995
- Launched in 1996
- Assessment of States implementation of ICAO SARPS
- Initially - *Voluntary* programme
 - *Mandatory* 1999)

As of January 2013, safety oversight information is available on the [ICAO public website](http://www.icao.int/safety/Pages/USOAP-Results.aspx).

URL: <http://www.icao.int/safety/Pages/USOAP-Results.aspx>

STATES

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PUBLIC

[Log In](#) | [Lost Username/Password](#) | [Register](#)

Safety Oversight Information

[Report a problem >](#)

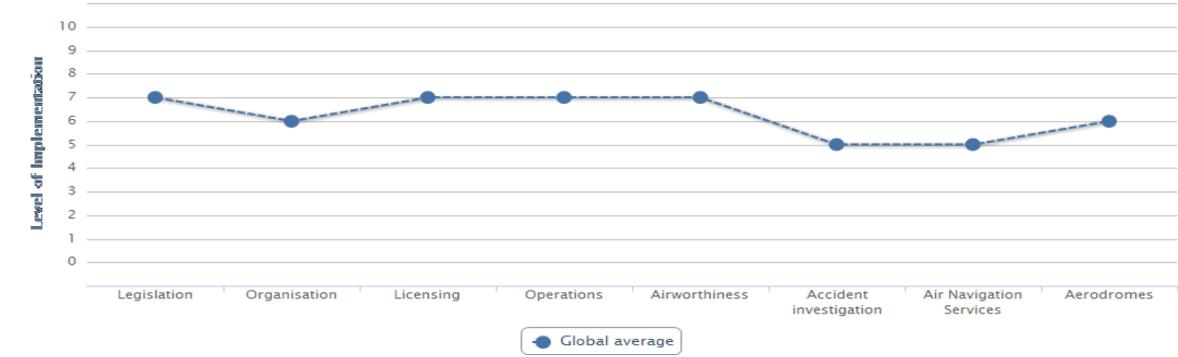
USOAP Continuous Monitoring Approach (CMA) Activities - Results

Description

This information has been generated and updated from the former ICAO Flight Safety Information Exchange (FSIX) website. You can use the search box to find a State and then compare the result of its last USOAP CMA activity with the global average or any other State on the list. The Level of Implementation of each Audit Area is rated from 0 to 10, with 0 being "not implemented" and 10 being "fully implemented".

Level of Implementation

[Reset graph](#)



State	Audit period	Progress validation period	Graph
Albania	01-Dec to 10-Dec-2009		Compare
Algeria	31-May to 09-Jun-2011		Compare
Andorra	26-Feb to 28-Feb-2007		Compare
Angola	26-Nov to 05-Dec-2008	15-Feb to 18-Feb-2010	Compare
Antigua and Barbuda	05-Nov to 14-Nov-2007		Compare
Argentina	25-Nov to 05-Dec-2008		Compare

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NOTIFICATION OF SUSPECTED COMMUNICABLE DISEASE, OR OTHER PUBLIC HEALTH RISK, ON BOARD AN AIRCRAFT



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

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

Via local procedure
(Aerodrome Emergency Plan)

Departure
Aerodrome Air
Traffic Services

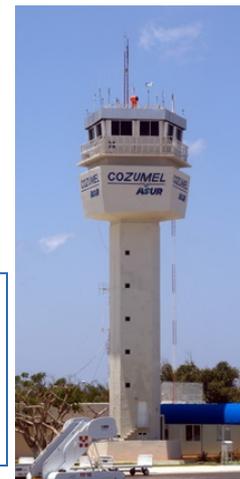
Aircraft Operator
(or handling agency) at
destination aerodrome
incl. ground-based
medical services provider
(if available)

Via local procedure
(Aerodrome
Emergency Plan)

Voice or data link e.g. AFTN*

**Destination
Aerodrome
Air Traffic Services**

Air Traffic Controller



Voice or data link e.g. AFTN

Voice or data link

Voice or data link

International Civil Aviation Organization: ICAO

UN specialized agency created in 1944. Sets international standards in:

- Safety
- Security
- Environmental protection



International Civil Aviation Organization - HQ + seven Regional Offices



**ICAO HQ
Montreal**



Paris



Cairo



Dakar



Bangkok



Nairobi



Mexico



Lima

