



| ICAO | UNITING AVIATION

ICAO Aviation Medicine

Medical Working Groups

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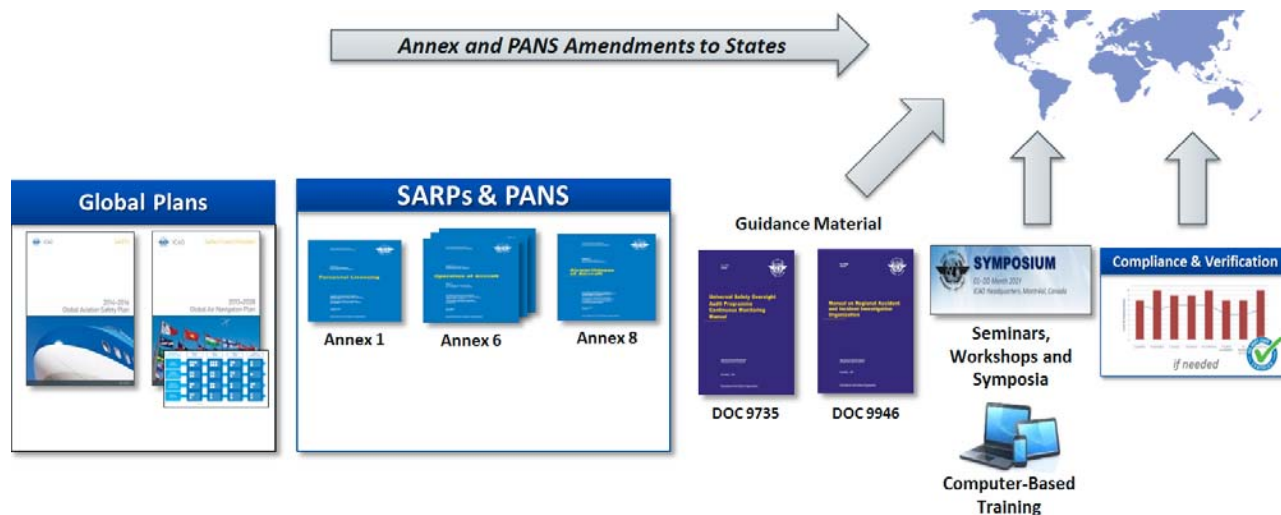
Medical specialty which combines aspects of preventive, occupational, environmental and clinical medicine with the physiology and psychology of man in flight





Functions of Aviation Medicine

- Fitness to fly
- Aviation Operational Standards
- Accident investigation
- Health promotion
- Passenger Health
- CAPSCA
- Training

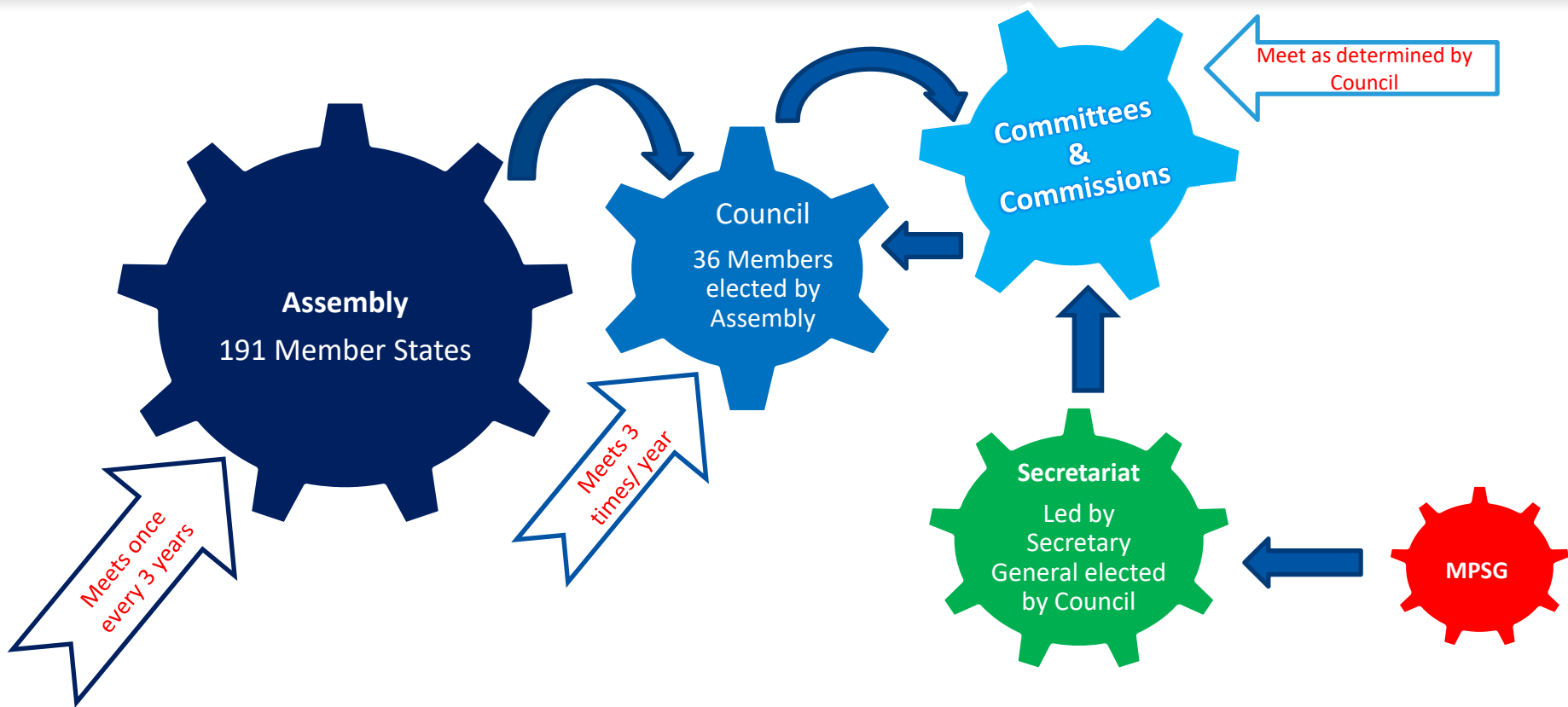




- Manual of Civil Aviation Medicine (Doc 8984)
- Manual on Prevention of Problematic Use of Substances in the Aviation Workplace (Doc 9654)
- Manual on Laser Emitters
- Manual on Public Health/ CAPSCA – **under development**



ICAO Regulatory Structure





ICAO Med Work Groups



7 medical sub groups

Reporting to MPSG
(Medical Provisions Study Group)

Geographical representation with State, international organization and industry participation



- Develop guidance material for aviation medical examiners
- Develop guidance material for users on aviation safety and public health implications





Outcome: WP/199

Conduct research on the safety-related and communicable disease aspects of air ambulance operations;
Conduct feasibility of developing air ambulance SARPs and a data collection and analysis system

- Identify safety-related hazards of air ambulance operations
- Identify disease transmission hazards of air ambulance operations
- Pilot training, qualifications and experience
- Equipment considerations related to aviation safety
- Hazardous waste management and disposal
- Draft guidance material (Civil Aviation Medical Manual)
- Emergency medicine specialists,
air ambulance providers and auditors





Project Entry Form Template

Title	Infectious disease and aircraft disinsection	Reference:	[TBD]
Source	A39-WP/84, 31		
Problem Statement	The recent outbreaks in Ebola and Zika highlighted the important role of aviation in the transmission of infectious diseases. A highly communicable disease can potentially spread across the globe within a matter of 24 hours. The aviation sector needs to ensure that procedures are in place to mitigate the spread of disease.		
Specific Details	WP/84, presented by the United States at to the Executive Committee at the 39th Assembly outlined the need for ICAO, working with the World Health Organization (WHO), to develop guidance on a three-pronged approach to control the spread of disease-bearing vectors through international aviation. The three-pronged approach included a proposal that ICAO engage with WHO on the development of performance-based criteria for non-chemical as well as chemical disinsection and specific guidance on the components of a scientifically based risk assessment model for States to use in determining whether to require aircraft disinsection, as well as the provision of an effective means for information sharing regarding vector control and disinsection measures and status at international airports. Close collaboration with <u>WHO</u> , as well as engagement by the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) is essential.		



Need Analysis	<p>Given the A39 outcome and the adoption of Resolution A39-28 there is a need for ICAO to engage in further consultation with the WHO to develop:</p> <ol style="list-style-type: none">1. Performance-based criteria to evaluate all disinsection methods, including non-chemical means of disinsection;2. Recommendations regarding non-chemical disinsection methods; and3. Guidance on the components of a scientifically-based risk assessment model for Contracting States to use in determining whether to employ vector control measures that include but are not limited to aircraft disinsection. <p>There is also a need for Contracting States to:</p> <ol style="list-style-type: none">1. Require pest management control programmes around airports and related facilities, which would mitigate the need to impose aircraft disinsection requirements2. Encourage airport reporting to the ICAO Airport Vector Control Registry and to keep the information current.
Expected Benefit	<ol style="list-style-type: none">(1) Preventing spread of communicable disease(2) Promoting and maintaining economic sustainability of the aviation sector(3) Expansion of CAPSCA programme.
Proposed Metric	<ol style="list-style-type: none">(1) % completion of vector control database on ICAO web site(2) % completion of performance-based criteria(3) % completion of scientifically-based risk assessment model(4) Number of meetings between ICAO, WHO and other stakeholders(5) Progress reports and Reports of UN consultation – WHO and ILO(6) Development of flight related App(7) Development of Risk Assessment Tool App(8) % development of guidance material



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THANK YOU