Basis for Action – Public Health Preparedness Planning

- **Chicago Convention Article 14 –** Requires Member States to take **effective measures** to prevent the spread of communicable diseases by means of air navigation

- **Resolution A35-12 (2004) to -**

➢ Ensure the implementation of existing SARPs related to the health of passengers and crews

➢ Develop new SARPS to address contingency plans to prevent the spread of communicable diseases by air transport

Basis for Action – Public Health Preparedness Planning

- ## Resolution A37-13 (2010)

➢ urges Contracting States to join and participate in the Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel **(CAPSCA)** project to ensure that its goals are achieved.

- ## Resolution A40 – 14 (2019)

➢ urges Contracting States to become members of CAPSCA

➢ become involved in the CAPSCA Programme

➢ consider implementing the recommendations included in ICAO, WHO and CAPSCA publications and guidance material

Regulatory Framework

- **SARPS and PANS**
- Annex 6: Aircraft Operations
- Annex 9: Facilitation
- Annex 11: Air Traffic Services
    - Doc 4444 – PANS-ATM
- Annex 14: Aerodromes
- Annex 15: Aeronautical Information Services
    - Doc 10066 – PANS-AIM

- **Implementation** (Manuals, Guidelines, Training)
- Facilitation Manual (Doc 9957)
- Model National Air Transport Facilitation Programme (Doc 10042)
- Manual of Civil Aviation Medicine (Doc. 8984)
- CAPSCA on-line training

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

- Multi-sectoral collaboration at all levels
- Assists States to implement ICAO SARPS & WHO (IHR) 2005
- Delivers Assistance Visits (AV) to States
- Assists to improve & harmonize PH preparedness planning and ability to respond promptly to PH events affecting Civil Aviation……
- *thus,* supports AT network with minimal effect on Int'l travel & trade
- CAPSCA membership is voluntary, - 23 Members in APAC Region

ICAO State Letter Ref. AN 5/28-20/15 13 Feb. 2020

- **Subject**: State support to prevent the spread of COVID-19

- **Action Required**: Urge States to;
  - ➤ implement relevant provisions of Annex 9
  - ➤ become a member of the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA)
  - ➤ enhance effectively National FAL Committees by clarifying roles and responsibilities of public health and civil aviation authorities during outbreaks
  - ➤ implement effective collaboration and coordination strategies with all stakeholders
  - ➤ provide financial and in-kind assistance or support to the CAPSCA programme

ICAO State Letter Ref. EC 6/3 – 20/46 18 March 2020

- **Subject**:   Adherence to relevant ICAO Annex 9 – Facilitation Standards; and Actions taken by Member States to reduce the spread of the novel coronavirus (COVID-19) by air transport and to protect the health of air travellers and the aviation personnel

- **Action Required**: Urge States to;
  - ➢ establish National Facilitation Committees in line with Annex 9 Standard 8.19
  - ➢ adhere to Annex 9 Standards 4.7, 8.8 & 8.9 related to air cargo and relief operations
  - ➢ take into account the guidance material in relation to screening measures

  - ➢ provide ICAO with their actions taken to reduce the spread of the coronavirus (COVID-19) by air transport aiming at protecting the health of air travellers and aviation personnel, no later than 30 April 2020

Annex 9 – Facilitation

- **"Health-related" SARPs: in Annex 9 since its 1st Edition (1949)**
  - aircraft disinsection
  - aircraft disinfection
  - WHO's International Health Regulations (IHR)
  - Requirements: maintenance of public health, animal and plant quarantine at international airports
  - (standard) vaccination certificates

- **CHAPTER 1: 5 Definitions**

Annex 9 (contd..)

●**CHAPTER 2: Entry and Departure of Aircraft**
    → SARPs relating to the IHR
    → SARPs relating to Disinsection & Disinfection of aircraft
    → SARPs relating to arrangements for non-scheduled flights

● **CHAPTER 3: Entry and Departure of Persons and their Baggage**
    → 1 Standard on international certificates of vaccination or prophylaxis

● **CHAPTER 6: International Airports — Facilities and Services For Traffic**
    → SARPs on facilities required for implementation of public health, emergency medical relief, and animal and plant quarantine measures
    → SARPs on facilities required for clearance controls and operation of control services

Annex 9 (contd..)

- **CHAPTER 8: Facilitation Provisions Covering Specific Subjects**
  - → SARPs on the implementation of international health regulations and related provisions
    - — Requirement for pilot-in-command to report suspected case of communicable disease to air traffic control
    - — Definition of communicable disease
  - → 1 Standard on communicable disease outbreak national aviation plan
  - → STDs on establishment of National Facilitation Programme & Committees

- Appendix 1:   General Declaration (includes declaration of health)
- Appendix 13: Public Health Passenger Locator Form (for passengers to complete in the event of suspected communicable disease on board)

Annex 14, Volume I – Aerodrome Design and Operations

- 9.1.1 to 9.1.3 of Annex 14, Volume 1 requires an aerodrome operator to establish aerodrome emergency plan (AEP) for the coordination of the actions to be taken in an emergency occurring at an aerodrome or in its vicinity, which should include, among others, *natural disaster and public health emergencies.*

- *For public health emergency* – The AEP should involve public health services to minimize adverse effects to the community from health-related events and deal with population health issues rather than provision of health services to individuals.

- CAAC Guidance on Preventing Spread of Coronavirus Disease 2019 (COVID-19), Guideline for Airports, Third Edition https://www.icao.int/APAC/Pages/COVID-19-BCP.aspx

Airport Closures

- Article 15 of Chicago Convention: States obligation to open public use airports under uniform conditions to the aircraft of all the other contracting States, subject to the provision of Article 68.

- ICAO launched airport and airspace restrictions tool (Global COVID-19 Airport Status) https://bit.ly/3aIYmBD

- ICAO APAC database on airport closure [Excel Sheet attached]

- Airport Business Continuity Management Handbook First Edition (2019) –https://store.aci.aero/form/airport-business-continuity-management-handbook/

Airport Closures

- States to involve stakeholders on the decision of closing of aerodromes in order to avoid full closure of aerodromes that needed as alternates or other use *(IATA expressed concern about the unilateral closing of aerodromes that affect en-route operations)*.

- States to review aerodromes return to operations and potential safety impacts

- Airport staff should have the sufficient time to be ready before operations restart.

- Validity of Aerodrome Certificate

Annex 15 - Aeronautical Information Services

- **Airspace and Aerodrome contingencies/limited operations**

  - ➢ NOTAMS issued by many States are unclear (or absent)

    - Annex 15 requirements for NOTAMs on aerodromes, epidemics/inoculation requirements/quarantine, and aeronautical services

    - Closure or limited availability of aerodromes included in Regional Requirements (Regional Air Navigation Plan Vol II)

    - https://www.icao.int/APAC/Pages/APAC-eANP.aspx

    - Availability for EDTO operations, ALTN, emergency diversions, UN/humanitarian operations, tech stops, cargo

  - ➢ ICAO State Letters: AN 13/34 – 20/47 (HQ) and AP086/20 (APAC Office)

    - (NOTAMs to apac@icao.int; ssumner@icao.int please)

Annex 15 - Aeronautical Information Services

- **When issuing COVID-19 related NOTAM**

➢ Ensure to include procedures for handling of cargo and emergency flights, including emergency diversions and medical evacuations

➢ Include details   on handling measures with regard to cargo operations, vital supplies, including food and medical equipment, (e.g. aircrew remaining on board until the aircraft departs)

•   States need to note that in the rare instance of an aircraft subject to an emergency, the pilot may exercise command authority and land regardless of any NOTAM, and such landings do not necessarily mean that passengers leave the location where the aircraft ends up.

ICAO State Letter Ref. AN 13/35-20/47 20 March 2020

- **Subject**: Implementation of contingency arrangements to reduce the risks of the spread of COVID-19

- **Action Required**: Urge States to;
  - ➢ Review existing or planned air traffic services contingency arrangements
  - ➢ Note the importance of avoiding undue or inadvertent restrictions

Annex 11 - Air Traffic Services

2.32   Contingency arrangements

Air traffic services authorities shall develop and promulgate contingency plans for implementation in the event of disruption, or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services. Such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.

Note 1.— Guidance material relating to the development, promulgation and implementation of contingency plans is contained in Attachment C.

Note 2.— Contingency plans may constitute a temporary deviation from the approved regional air navigation plans; such deviations are approved, as necessary, by the President of the ICAO Council on behalf of the Council.

Annex 11 - Air Traffic Services

- **Asia/Pacific *Regional ATM Contingency Plan***

  - ➤ Version 3 approved by ATM Sub-Group of APANPIRG (ATM/SG/7, August 2019)
  - ➤ (Version 1 approved by APANPIRG/27, September 2016)

  - ➤ Guidance on Development of contingency plans (in addition to guidance in Annex 11 Attachment C)

  - ➤ Regional expectations for *ATM Contingency Operations Capability*

  - ➤ https://www.icao.int/APAC/Pages/eDocs.aspx (ATM section)

World Food Programme (WFP) – UN Agency

- ICAO assisting with humanitarian relief flight operations
- ICAO-WFP coordination for States aviation authorities support
- Facilitating WFP UN Humanitarian Air Services (UNHAS)
- WFP humanitarian actions and global response to the COVID-19 pandemic
- United Nations Humanitarian Air Services (UNHAS)
  - ➢ Humanitarian flights
    - – Transport medical and other humanitarian staff
    - – Transport cargo (food, medical, other equipment, etc.)
  - ➢ Emergency and medical evacuations of humanitarian staff

World Food Programme (WFP) – cont'd

- WFP request for support from States to facilitate processing and handling of UNHAS flight operations:

  - ➢ Flight Plan permissions and ATS for overflights
  - ➢ Approval of en-route and destination alternate aerodromes for emergency diversions
  - ➢ Aerodrome access for flights
  - ➢ Aircraft ground servicing and maintenance
  - ➢ Flight and Cabin Crew turn-around process facilitation
  - ➢ Passenger and Cargo handling & storage

- "Hub" airports for Asia being considered in Bangkok and Shanghai to support global UNHAS network

WFP UNHAS

ICAO Annex 9 — Facilitation

Standard 8.8:

- Contracting States shall facilitate the entry into, departure from and transit through their territories of aircraft engaged in relief flights performed by or on behalf of international organizations recognized by the UN or by or on behalf of States themselves and shall take all possible measures to ensure their safe operation.

- Such relief flights are those undertaken in response to natural and man-made disasters which seriously endanger human health or the environment, as well as similar emergency situations where UN assistance is required.

- Such flights shall be commenced as quickly as possible after obtaining agreement with the recipient State.

Standard 8.9

- Contracting States shall ensure that personnel and articles arriving on relief flights referred to in 8.8 are cleared without delay.

WFP UNHAS – cont'd

- Details of WFP UNHAS plans and requests will be coordinated directly with concerned States CAAs, with ICAO support, when received from WFP
- CAA coordination with other Government agencies and aviation service providers is needed to support & facilitate UNHAS flights
- State National Facilitation Committee to consider planned actions, as applicable
- Same shall apply to relief flights operated by other international organizations and States, and other cargo operations

- CAAs to send to ICAO APAC the CAA focal point for coordination of UNHAS matters by **6 April**; ICAO APAC RO focal points:
  - ➢ Ross Lockie, Regional Officer, Aviation Security & Facilitation: rlockie@icao.int & apac@icao.int
  - ➢ Nazmul Anam, Regional Officer, Flight Safety: sanam@icao.int & apac@icao.int

Global Issue: Currency of Commercial Pilots

ICAO in the process of determining the

best course of action in coordination

with the SME's of the Flight Operations Panel

Operational Alleviations

COVID-19 Contingency Related Differences (CCRD)

States are likely to face;

- Difficulties in meeting the requirements of existing SARPs.
- Immediate impact of Licenses and Certificates.
  - licence and medical certificates (Annex 1)
  - proficiency and recency of experience requirements (Annex-6 > 9.4.1 and 9.4.4).

ICAO expectations;

- States will carefully prioritize the operational needs and have the flexibility to exercise the freedom of action on risk-based contingency planning.
- States will share CCRDs and the best practices, FAQ in the ICAO COVID-19 OPS website and participate in regional online meetings.
- return to OPS Normal asap.

Chicago Convention – State Obligations

- *Article 33 - Recognition of Certificates and License.*

- *Article 38 - Departure from SARPs*

- *Article 39 – Endorsement of Certificates and Licenses*

- *Article 40 – Validity of Endorsed Certificates and Licenses.*

Operational Alleviations

COVID-19 Contingency Related Differences (CCRD)

ICAO actions to facilitate filing CCRDs and Notification of 'What's Acceptable' –

–   Circulate a SL reminding States about obligations under Articles 38, 39 and 40, and a means to **facilitate** meeting those obligations.

–   EFOD System configured to address:

  •   filing temporary COVID-19 related contingency differences (CCRD).

  •   indication on what CCRDs would be recognize from other States.

•   Filing CCRDs will be conducted by:

  •   State National Continuous Monitoring Coordinators (NCMC); and/or

  •   Other authorized user nominated by a State for this contingency.

  •   CCRDs will be published on the COVID-19 OPS site. (https://www.icao.int/safety/COVID-19OPS)

Operational Alleviations

Filing COVID-19 Contingency Related Differences (CCRD)

CCRD forms available in the COVID-19 OPS website

EFOD System access to CCRDs

WORK in PROGRESS

Operational Alleviations

COVID-19 Contingency Related Differences (CCRD)

- ❑ States should follow the guidance on exemption and exception in Doc 9734 with appropriate, robust and documented Safety Risk Assessment.

- ❑ Filed CCRDs on COVID-19 will be available on the Public Site by the State and Annex Standards.

- ❑ COVID-19 OPS site will be available until the end of the crisis in all States only.

- ❑ Work with ICAO Regional Office and RSOO to populate CRDs in the ICAO EFOD System.

Useful References for States

- Related ICAO State Letters and Electronic Bulletins available on ICAO-NET
- Related ICAO News Releases on the ICAO website
- ICAO Website COVID-19 Web link: https://www.icao.int/Security/COVID-19/Pages/default.aspx
- CAPSCA COVID-19 Website: https://www.capsca.org/CoronaVirusRefs.html
- CAPSCA Website: http://www.capsca.org/
- Global COVID-19 Airport Status ICAO Web link: https://www.icao.int/safety/Pages/COVID-19-Airport-Status.aspx
- https://www.iatatravelcentre.com/international-travel-document-news/1580226297.htm for IATA COVID-19 Outbreak –Update
- ACI Website: https://aci.aero/about-aci/priorities/health/covid-19/
- WHO Website: https://www.who.int/emergencies/diseases/novel-coronavirus-2019

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Nairobi

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THANK YOU