



Annex 9 - *Facilitation*

COVID-19 and CAPSCA

Presented by ICAO APAC Office

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The Standards and Recommended Practices (SARPs) that relate to the preparedness and management of public health emergencies are contained in:

- Annex 9 – regarding compliance with the International Health Regulations and facilities required for public health measures at airports

The related guidance material is contained in:

- Facilitation Manual (Doc 9957);
- Model National Air Transport Facilitation Programme Doc 10042.



Annex 9 – *Facilitation*

- “Health-related” SARPs: in Annex 9 since its 1st Edition (1949) and include;
 - aircraft disinsection
 - aircraft disinfection
 - WHO’s International Health Regulations (IHR)
 - Requirements for maintenance of public health, animal and plant quarantine at international airports
 - vaccination certificates



- **Annex 9 – Facilitation** CHAPTER 1: 5 Definitions
- ***Public health emergency of international concern.*** An extraordinary event which is determined, as provided in the *International Health Regulations (2005)* of the World Health Organization: (i) to constitute a public health risk to other States through the international spread of disease and (ii) to potentially require a coordinated international response.
- ***Public health risk.*** A likelihood of an event that may affect adversely the health of human populations, with an emphasis on one which may spread internationally or may present a serious and direct danger.



The Standards and Recommended Practices (SARPs) that relate to the establishment of a **National Facilitation Programme & National and Airport Level Committees** are contained in Annex 9.

- Standard 8.17 - States are required to establish a National Facilitation Programme
- Standard 8.19 - States are required to establish National and Airport level Facilitation Committees

The related guidance material is contained in:

- The Facilitation Manual (Doc 9957)
- Model National Air Transport Facilitation Programme Doc 10042 (and Appendix 12 to Annex 9).
- Model Airport Facilitation (FAL) Programme, Appendix 11 to Annex 9



Annex 9 – *Facilitation* Chapter 8, Part F:

Communicable Disease Out Break National Aviation Plan

8.16 A Contracting State shall establish a national aviation plan in preparation for an outbreak of a communicable disease posing a public health risk or public health emergency of international concern.

- *Note 1.— Guidance in developing a national aviation plan may be found on the ICAO website on the Aviation Medicine page.*
- *Note 2.— Annex 11 — Air Traffic Services and Annex 14 — Aerodromes, Volume I — Aerodrome Design and Operations require air traffic services and aerodromes to establish contingency planning or aerodrome emergency plans, respectively, for public health emergencies of international concern.*



Annex 9 – *Facilitation* Chapter 8, Part F:

8.15 The PIC of an aircraft shall ensure that a suspected communicable disease is reported promptly to air traffic control, in order to facilitate provision for the presence of any special medical personnel and equipment necessary for the management of public health risks on arrival.

- Note 1.— A communicable disease could be suspected and require further evaluation if a person has a fever (temperature 38°C/100°F or greater) that is associated with certain 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.
- Note 2.— In the event of a case of suspected communicable disease on board an aircraft, the pilot-in-command may need to follow his operator’s protocols and procedures, in addition to health-related legal requirements of the countries of departure and/or destination. The latter would normally be found in the Aeronautical Information Publications (AIPs) of the States concerned.
- Note 3.— Annex 6 — Operation of Aircraft describes the “on board” medical supplies that are required to be carried on aircraft. The Procedures for Air Navigation Services — Air Traffic Management (Doc 4444) (PANS-ATM) detail the procedures to be followed by the pilot-in-command in communication with air traffic control.



UN Humanitarian Air Service (UNHAS) & WFP Operations

- Sister UN agency to ICAO requests coordination support with States aviation authorities
- WFP humanitarian actions and global response to the COVID-19 pandemic
- United Nations Humanitarian Air Service (UNHAS)
 - Humanitarian flights
 - Transport medical and other humanitarian staff
 - Transport cargo (food, medical and other equipment, etc.)
 - Emergency and medical evacuations of humanitarian staff
- ICAO requests support from States to facilitate processing and handling of UNHAS flight operations:
 - Overflight en-route flight plan and designated alternate aerodromes approvals and ATS
 - Aerodrome access for UNHAS flights
 - Aircraft ground handling
 - Flight and Cabin Crew turn-around
 - Passenger and Cargo handling
- “Hub” airports for Asia being considered in to support global network



UN Humanitarian Air Service (UNHAS) & WFP Operations – cont'd

ICAO Annex 9 — Facilitation, applicable Standards Chapter 8, Part C:

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



Aviation Security

- A guidance document, an “**Aviation Security Contingency Plan during COVID-19 Pandemic**” is being finalized;
 - recommend sanitary practices and adaptive procedures in the context of airport security checkpoint operations, and
 - Address other aspects of aviation security such as access control, surveillance, security of cargo and mail, aircraft security and staff training.
- A first draft of this document will shortly be made available online to States & industry stakeholders for international feedback before its publication.
- Stakeholders should consider it according to its context in the current pandemic and to the international and local health regulations.



ICAO COVID-19 Aviation Recovery Task Force

- The ICAO Council has established a new COVID-19 Aviation Recovery Task Force (ICAO CART).
- The aim of the CART is to identify and recommend strategic priorities and policies for States and industry operators including in a roadmap for the re-start of aviation operations.
- Annex 9 *Facilitation* related measures will be included in the CART Roadmap



- 2020/27 Repatriation of COVID-19 Human Remains by Air
- 2020/55 Speedy authorization of “repatriation flights” during the COVID-19 pandemic period
- 2020/50 Operational measures to ensure safe operations during the COVID-19 pandemic dated 3/4/2020
- 2020/47 Implementation of contingency arrangements to reduce the risks of the spread of COVID-19 dated 20/3/2020
- 2020/46 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 dated 18/3/2020
- 2020/15 State support to prevent the spread of Novel Coronavirus Disease (COVID-19) dated 13/02/2020
- EB 2020/09 Ongoing Developments Regarding the Novel Coronavirus (2019-nCoV) Outbreak dated 30/1/2020



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THANK YOU