

ICAO and prevention of spread of disease

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International Civil Aviation Organization
Montreal

Lima, December 2009



Plan

- ICAO – background
 - Chicago Convention
- Health related changes to ICAO Annexes
 - Annex 6 – *Operation of Aircraft*
 - Annex 9 – *Facilitation*
 - Annex 11 – *Air Traffic Services*
 - Annex 14 – *Aerodromes*
- International Health Regulations (2005)

ICAO – UN specialized agency

- Like:
 - World Health Organization
 - Food and Agriculture Organization
 - World Bank
 - International Maritime Organization
 - + many others
- Sets safety Standards for civil aviation
- Compliance with ICAO Standards gives right of entry into another State's airspace

ICAO – in words

A specialized agency of the United Nations, ICAO was created in 1944 to promote the safe and orderly development of international civil aviation throughout the world. It sets standards and regulations necessary for aviation safety, security, efficiency and regularity, as well as for aviation environmental protection. The Organization serves as the forum for cooperation in all fields of civil aviation among its 190 Contracting States.

ICAO HQ and Regional Offices



ICAO – Medical Section

- Small section - one person!
 - Sets and develops international medical Standards for pilots and air traffic controllers
 - Develops pandemic planning guidance for aviation
 - Develops training requirements for designated (authorized) medical examiners



96 'Articles'

**Convention on
International Civil Aviation**
**Convention relative à
l'aviation civile internationale**
**Convenio sobre
Aviación Civil Internacional**
**Конвенция о международной
гражданской авиации**

This document supersedes Doc 7300/8.
Le présent document annule et remplace le Doc 7300/8.
Este documento reemplaza el Doc 7300/8.
Настоящий документ заменяет Doc 7300/8.

Ninth Edition – Neuvième édition – Novena edición – Издание девятое — 2006

International Civil Aviation Organization
Organisation de l'aviation civile internationale
Organización de Aviación Civil Internacional
Международная организация гражданской авиации

• 18 Annexes to the
Convention - 'Standards
and Recommended
Practices' *SARPs*

• **Governments**

*Regulatory Aviation
Authorities*

e.g.

• **Federal Aviation**

Administration (US)

• **Transport Canada**

• **UK CAA**

Basis for Action - health

Article 14, International Convention on Civil Aviation:

‘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....’

Doc 7300/9



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18 ICAO Annexes contains 'SARPs'

- Annex 1 Personnel Licensing
- Annex 2 Rules of the Air
- Annex 3 Meteorological Service for International Air Navigation
- Annex 4 Aeronautical Charts
- Annex 5 Units of Measurement to be Used in Air and Ground Operations
- **Annex 6 Operation of Aircraft**
- Annex 7 Aircraft Nationality and Registration Marks
- Annex 8 Airworthiness of Aircraft
- **Annex 9 Facilitation**
- Annex 10 Aeronautical Telecommunications
- **Annex 11 Air Traffic Services**
- Annex 12 Search and Rescue
- Annex 13 Aircraft Accident and Incident Investigation
- **Annex 14 Aerodromes**
- Annex 15 Aeronautical Information Services
- Annex 16 Environmental Protection
- Annex 17 Security: Safeguarding International Civil Aviation Against Acts of Unlawful Interference
- Annex 18 The Safe Transport of Dangerous Goods by Air

ICAO Annexes

- **Standard - Necessary**
- *Recommended Practice* – Desirable
- *Note* – Explanatory
 - Guidance Material

- Compliance with ICAO *Standards* gives right of entry of aircraft into another State's airspace
- Signatory States to the Chicago Convention agree to comply with ICAO Standards
- ICAO audits Safety and Security Standards

Recent health related changes to ICAO Annexes....

Annex 6 – *Operation of Aircraft*

6.2.2 An aeroplane **shall** be equipped with:

a) accessible and adequate medical supplies;

- Medical supplies **should** comprise:
 - First Aid Kits
 - Medical Kits
 - And...since November 2009...

Annex 6 – *Operation of Aircraft*

- **Universal Precaution Kit**
 - **Recommendation:** one per aircraft if cabin crew required
 - Two if > 250 passengers
- **Contents (Annex 6 Attachment B):**
 - Dry powder that can convert small liquid spill into a sterile granulated gel
 - Germicidal disinfectant for surface cleaning
 - Skin wipes
 - Face/eye mask (separate or combined)
 - Gloves (disposable)

Annex 9 – *Facilitation*

- Prime concern - Uniformity with respect to customs and immigration
- Includes
 - Aircraft general declaration (incl. declaration of health)
 - SARPs on international public health issues
 - Compliance with IHR
- First Annex to be changed in light of SARS and avian flu

Annex 9 – *Facilitation*

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.

Annex 9 – *Facilitation*

8.15 The pilot-in-command of an aircraft shall ensure that a **suspected communicable disease is reported promptly to air traffic control....**

*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.***

Annex 9 – *Facilitation*

8.15.1 ***Recommended Practice.***— *When a public health threat has been identified, and when the public health authorities of a Contracting State require information concerning passengers’ and/or crews’ travel itineraries or contact information for the purposes of tracing persons who may have been exposed to a communicable disease, that Contracting State should accept the “**Public Health Passenger Locator Card**” reproduced in Appendix 13 as the sole document for this purpose.*

PUBLIC HEALTH PASSENGER LOCATOR CARD

Public Health Passenger Locator Card to be completed when recommended by the World Health Organization or when public health authorities suspect the presence of a communicable disease. The information you provide will assist the public health authorities to manage the public health event by enabling them to trace passengers who may have been exposed to communicable disease. The information collected will be held by the public health authorities in accordance with applicable law and will be used only for public health purposes.

Flight Information

1. Airline and Flight Number
Airline Flight Number

2. Date of arrival
DD MM YYYY

3. Seat Number where you actually sat on the aircraft
Seat Number

Personal Information

4. Name
Family Name Given Name(s)

Your Current Home Address (including country)
Street Name and Number City State/Province
Country ZIP/Postal Code

Your Contact Phone Number (Residential or Business or Mobile)
Country code Area Code Phone Number E-mail address

Passport or Travel Document Number Issuing Country/Organization

Contact Information

5. Address and phone number where you can be contacted during your stay or, if visiting many places, your cell phone and initial address
Street Name and Number City State/Province
Country ZIP/Postal Code Telephone Number (including country code) or mobile phone number

6. Contact information for the person who will best know where you are for the next 31 days, in case of emergency or to provide critical health information to you. Please provide the name of a close personal contact or a work contact. This must NOT be you.

a. Name
Family Name Given Name(s)

b. Telephone Number
Country code Area Code Phone Number E-mail address

c. Address
Street Name and Number City State/Province
Country ZIP/Postal Code

7. Are you travelling with anyone else? YES/NO Circle appropriate response If so, who? (name of individual(s) or Group)

Public Health Passenger Locator Card ICAO Annex 9 – Facilitation Appendix 13

Annex 9 – *Facilitation*

2.10 A Contracting State requiring a **General Declaration** shall limit its information requirements to the elements indicated in Appendix 1. The information shall be accepted in either electronic or paper form.

Annex 11 – *Air Traffic Services*

2.30 Air traffic services authorities shall develop and promulgate contingency plans.....

**Attachment C, Preparatory action...
should include:**

4.2(b) assessment of risk to civil air traffic due to military conflict or acts of unlawful interference with civil aviation as well as a review of the likelihood and possible consequences of natural disasters or **public health emergencies.**

Procedures for Air Navigation Services – Air Traffic Management

- **Chapter 16**

- 16.6 Notification of suspected communicable diseases, or other public health risk, on board an aircraft:**

- 16.6.1** The flight crew of an en-route aircraft shall, upon identifying a **suspected case(s) of communicable disease***, or other public health risk, on board the aircraft, promptly notify the ATS unit with which the pilot is communicating, the information listed below...

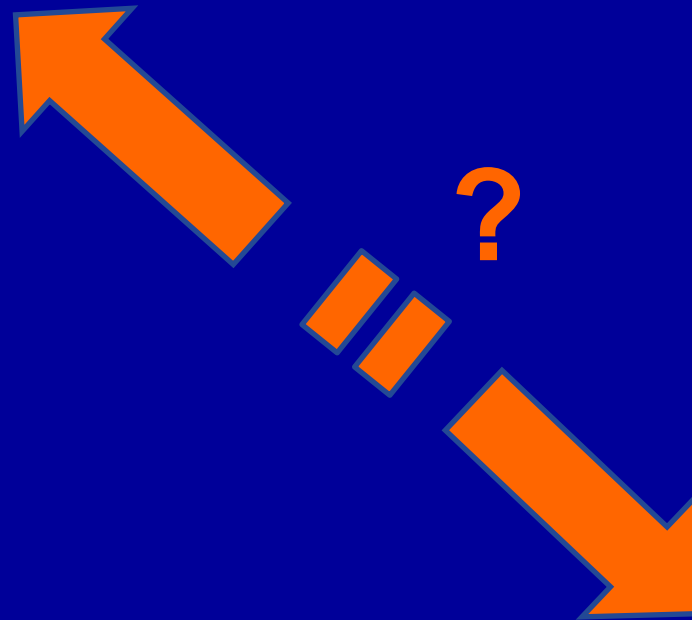
[* see aircraft gen dec for identification]

Procedures for Air Navigation Services – Air Traffic Management

Information to be passed to Air Traffic Control:

- a) aircraft identification;
- b) departure aerodrome;
- c) destination aerodrome;
- d) estimated time of arrival;
- e) number of persons on board;
- f) number of suspected case(s) on board; and
- g) nature of the public health risk, if known.

CURRENT SITUATION: AIRLINE NOTIFICATION OF EVENT



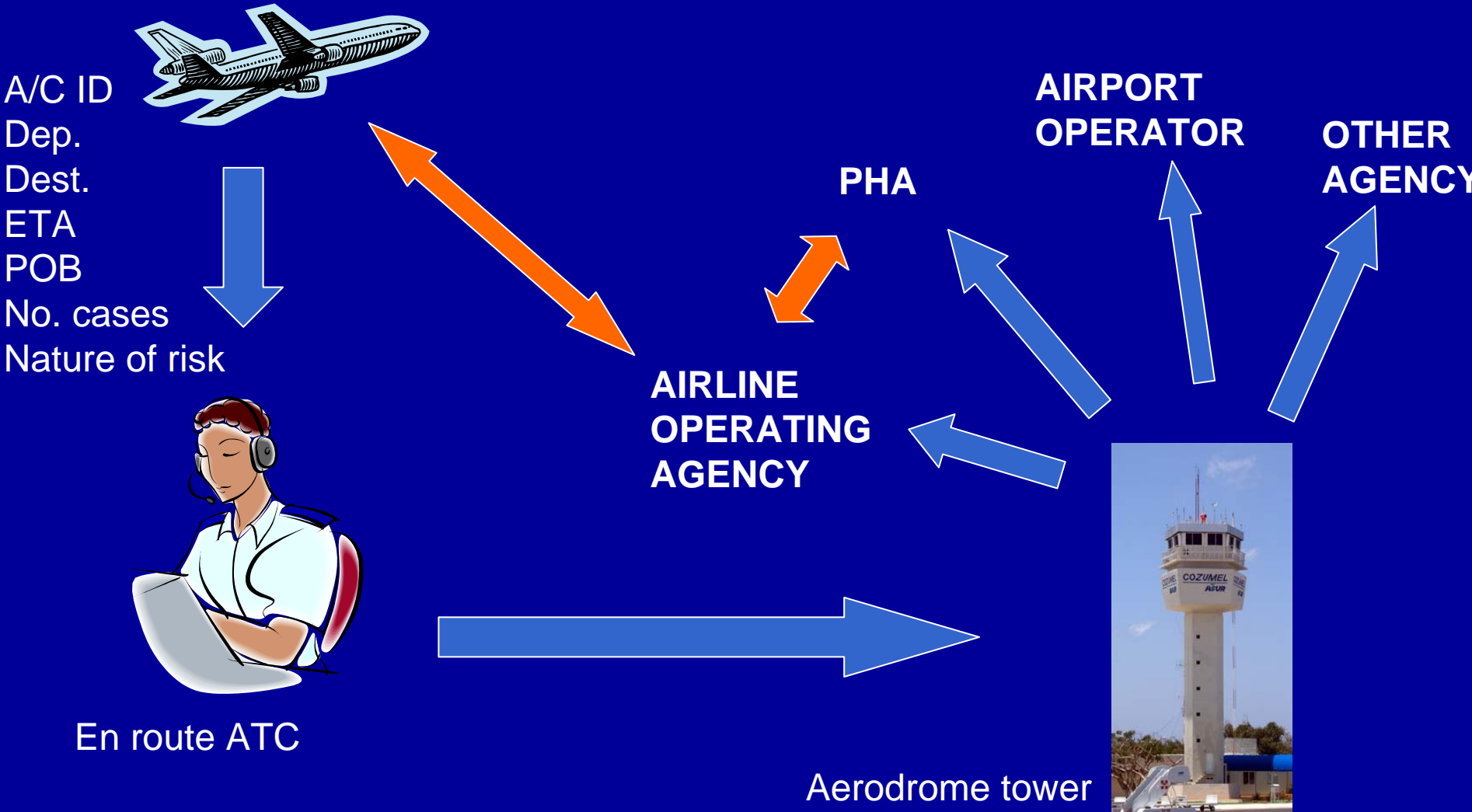
PHA



AIRLINE
OPERATING
AGENCY



ATC NOTIFICATION OF EVENT



Annex 14 - Aerodromes

- Chapter 9 – Aerodrome Emergency Planning

9.1.1 An aerodrome emergency plan shall be established at an aerodrome, commensurate with the aircraft operations and other activities conducted at the aerodrome.

*Note 1.— Examples of emergencies are: aircraft emergencies, sabotage including bomb threats, unlawfully seized aircraft, dangerous goods occurrences, building fires, natural disaster and **public health emergencies**.*

Note 2.— Examples of public health emergencies are increased risk of travellers or cargo spreading a serious communicable disease internationally through air transport and severe outbreak of a communicable disease potentially affecting a large proportion of aerodrome staff.

Annex 14 - Aerodromes

9.1.3 The plan shall coordinate the response or participation of all existing agencies which, in the opinion of the appropriate authority, could be of assistance in responding to an emergency.

Note 1.— Examples of agencies are:

— *on the aerodrome: air traffic control units, rescue and fire fighting services, aerodrome administration, medical and ambulance services, aircraft operators, security services, and police;*

— *off the aerodrome: fire departments, police, health authorities (including medical, ambulance, hospital and **public health services**), military, and harbour patrol or coast guard.*

Note 2.— Public health services include planning 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.

To support the SARPs

- Guidance material:
 - Guidelines for States concerning the management of communicable disease posing a serious public health risk



International Civil Aviation Organization

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NEWS RELEASES

◊World conference endorses use of alternatives fuels for aviation in addressing climate change and adopts global framework (PIO 12/09) (PDF) (20 November 2009)

◊**The World Health Organization (WHO) has raised the level of influenza pandemic alert from phase 5 to phase 6. The decision was taken based on the fact that scientific criteria for an influenza pandemic have been met** (12 June 2009)

◊A presentation containing background information on preparedness planning in the aviation sector is available at:
www.icao.int/icao/en/med/influenza_a_h1n1_presentation.pdf

◊ICAO Guidelines for States

UPCOMING MEETINGS

◊Tenth Session of the Statistics Division (STA/10), *Montréal, Canada, 23 - 27 November 2009*

◊Third Meeting of the Airport Economic Panel and the Air Navigation Services Economics Panel (AEP-ANSEP/3), *ICAO Headquarters, Montréal, Canada, 30 November - 4 December 2009*

◊Nineteenth Meeting of the Technical Advisory Group on Machine Readable Travel Documents (TAG-MRTD/19), *ICAO Headquarters, Montréal, Canada, 7 - 9 December 2009*

◊Eleventh Global TRAINAIR Training Symposium and Conference (GTC/11), *Punta Cana, Dominican Republic, 7 - 11 December 2009*

◊Next Generation of Aviation Professionals Symposium, *ICAO Headquarters, Montréal, Canada, 1 - 4 March 2010*

- KEY ACTIVITIES**
- [Strategic Objectives](#)
 - [Flight Safety Information Exchange \(FSIX\)](#)
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[ANB | Aviation Medicine \(MED\) Section](#) - 4:08pm
conducting and participating in regional seminars on **aviation medicine**, conducting ICAO educational sessions at international **aviation medicine** scientific ...
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[Aviation Medicine \(MED\) Section | ICAO Guidelines for States](#)

If this occurs, the **aviation** community may be asked by the World Health Organization (WHO) to take action in order to assist in limiting its spread. ...
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File Format: PDF/Adobe Acrobat - [View as HTML](#)
Subject: **ICAO Aviation Medicine** Workshop for. Medical Examiners, Bangkok, 1 -2 September 2009. Action Required: Submit Nominations by. 10 August 2009 ...
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AVIATION MEDICINE (MED) SECTION

ICAO sets rules and regulations for its 189 Contracting States. These are published as Standards and Recommended Practices (SARPs) for international civil aviation. The SARPs concerning medical provisions are contained in Annex 1 to the Convention on International Civil Aviation. ICAO SARPs are minimum requirements to which Contracting States must abide unless they file a "difference" with ICAO, which is available to other States. If a State chooses not to apply ICAO Standards and instead imposes a lower national standard, another State may, if it wishes, prevent an aircraft operating to such reduced requirements from entering its own airspace. A State, however, may set higher (stricter) national standards than those of ICAO without any penalty.

The principal responsibilities of the Aviation Medicine Section are:

- monitoring the developments within the field of medicine and aviation medicine and adjusting the appropriate Annex 1 provisions as necessary to ensure they remain up-to-date;
- reviewing and maintaining current the *Manual of Civil Aviation Medicine* (Doc 8984), the *Manual on Prevention of Problematic Use of Substances in the Aviation Workplace* (Doc 9654) and the *Manual on Laser Emitters and Flight Safety* (Doc 9815);
- developing appropriate Standards and guidance material to ensure that the aviation community contributes to reducing the risk of transmitting communicable diseases by air;

KEY ACTIVITIES

[Strategic Objectives](#)[Flight Safety Information Exchange \(FSIX\)](#)[Aviation Safety](#)[Aviation Security](#)[Environment](#)[Safety and Security Audits](#)



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AVIATION MEDICINE SECTION (MED)

COMMUNICABLE DISEASES/AVIAN INFLUENZA

ICAO GUIDELINES FOR STATES

Title	Language
Guidelines (pdf)	en fr es ru ar zh
General Declaration (pdf)	en fr es ru ar zh
Appendix — Passenger Locator Card (pdf)	en fr es ru ar zh

Avian influenza currently poses a substantial risk to the global population because it is likely that at some, unpredictable, point in the future a strain of influenza will emerge that transmits easily between humans. If this occurs, the aviation community may be asked by the [World Health Organization \(WHO\)](#) to take action in order to assist in limiting its spread. Further, aviation will undoubtedly be detrimentally affected as passengers choose to avoid flying to areas where there is a perceived increased risk of disease. For both reasons it is therefore necessary to plan for such an event, in order to mitigate the effects of a human outbreak.

ICAO is coordinating an international effort to bring together expertise from such organizations as the WHO, the [Centers for Disease Control and Prevention \(CDC\)](#), the International Air Transport Association (IATA) and the [Airports Council International \(ACI\)](#) in order to develop Guidelines for States that will assist in their preparedness planning, not only for pandemic influenza but for other communicable diseases that might cause a public health emergency. ICAO gained experience in developing such guidelines during the [Severe Acute Respiratory Syndrome \(SARS\)](#) outbreak in 2003.

Guidelines for States have been agreed and these are now available. They are generic, in that they are applicable to many communicable diseases, not only influenza. They will continue to be modified over time as

GUIDELINES FOR STATES CONCERNING THE MANAGEMENT OF COMMUNICABLE DISEASE POSING A SERIOUS PUBLIC HEALTH RISK

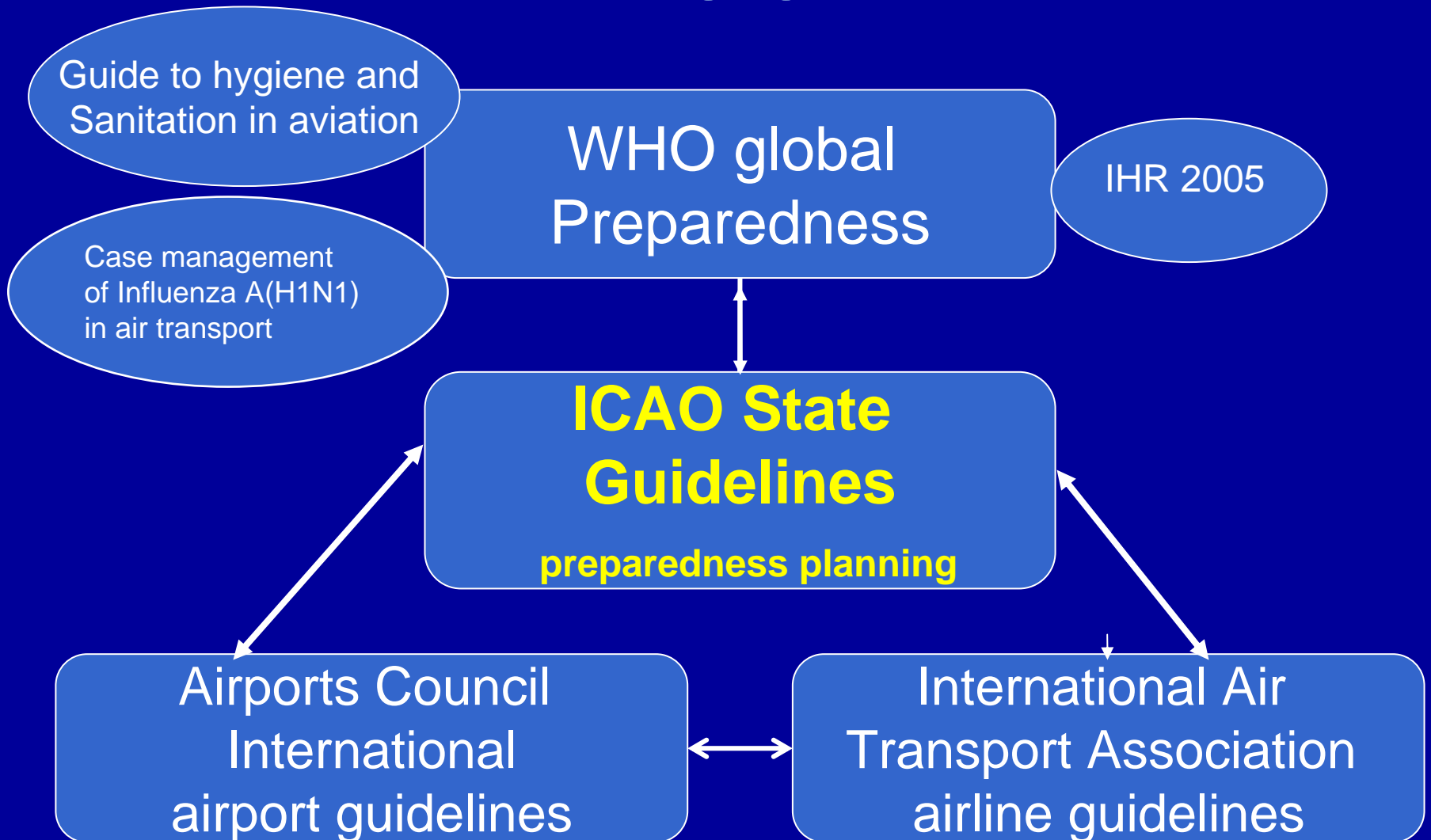
Preface

These guidelines are written to assist States in developing an aviation related plan for any communicable disease posing a serious public health risk, such as an influenza virus with human pandemic potential. A preparedness plan for aviation is required since air travel may increase the rate at which a disease spreads, thereby decreasing the time available for preparing interventions. Although it is probably not feasible to halt the spread of some diseases, advance preparation should make it possible to effect a delay and provide more time to prepare. Such preparation is necessary across many different sectors, including that of aviation. Any additional time to enable the production of an effective vaccine is likely to provide the best chance of mitigating the potential effects for a number of diseases that can be prevented by such a prophylactic measure.

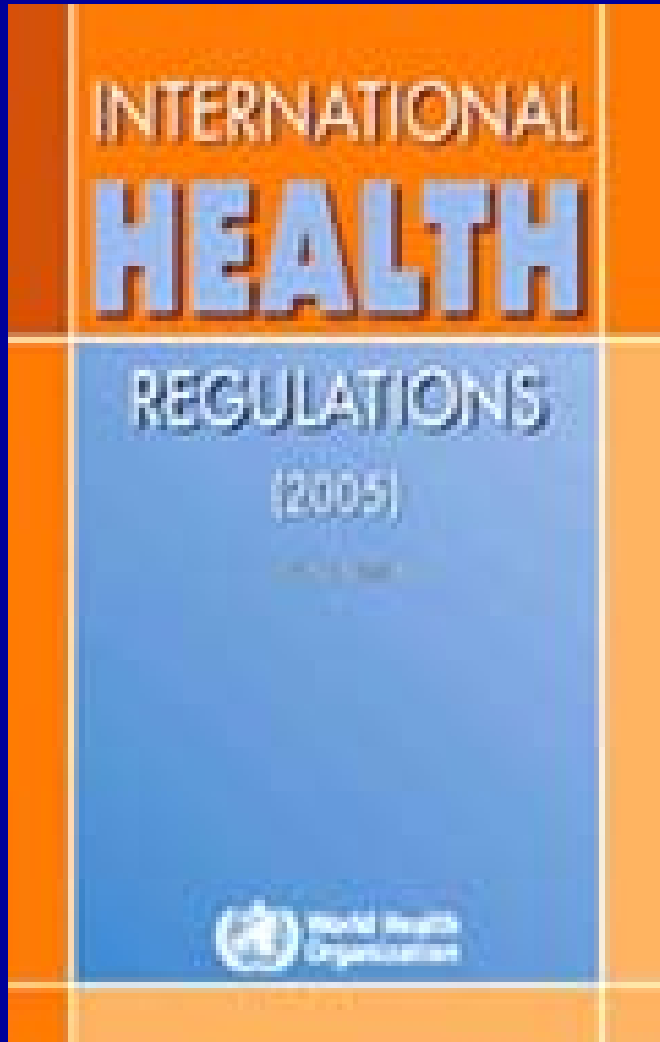
This information is written primarily for States and more detailed information that is specific to airports and airlines may be found on the websites of the [Airports Council International \(ACI\)](#) and the [International Air Transport Association \(IATA\)](#). These aviation preparedness guidelines will be amended over time, in accordance with the [World Health Organization \(WHO\) International Health Regulations \(IHR\) \(2005\)](#)¹ as the preparedness planning process evolves. They should be considered for incorporation into national preparedness plan guidelines.

¹ The International Health Regulations (2005) entered into force on 15 June 2007 for all WHO Member States that have not rejected them or made "reservations" on a timely basis.

Interlinking guidelines



IHR (2005)



- Entered into force June 2007
- Points of Entry
- Routine and contingency measures

IHR Article 20(4)

States Parties shall designate the airports and ports that shall develop the **capacities** provided in **Annex 1**.

Annex 1

A) SURVEILLANCE AND RESPONSE¹

- 1. At the community level**
- 2. At the first and intermediate public health response levels**
- 3. At the national level**

Annex 1

B) DESIGNATED AIRPORTS

1. At all times (non emergency)

- (a) Provide access to an organized medical service...
- (b) Provide....transport of ill travellers to an appropriate medical facility;
- (c) Provide trained personnel for the inspection of conveyances;
- (d) Conduct regular inspection programmes to ensure a safe environment for travellers
- (e) Control vectors and reservoirs in and near POE

Annex 1

B) DESIGNATED AIRPORTS

2. Public health emergencies

- (a) Appropriate public health emergency response.... nomination of a coordinator and contact points for relevant point of entry, public health and other agencies and services;
- (b) Assessment and care for suspect or affected travellers by establishing agreements with local medical facilities for their isolation and treatment;
- (c) Isolation of suspect travellers who are not ill, preferably in facilities away from the point of entry....;

Annex 1

2. Public health emergencies cont'd

- (d) Quarantine of travellers
- (e) Disinfection and disinsection etc
- (f) Entry and exit controls for arriving and departing passengers
- (g) PPE for personnel in contact with infectious travellers

WHO certification of compliance

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 & 3** of this Article

Summary

- Where ICAO fits in preparedness planning
- Chicago Convention and Annexes
- Annexes relevant to public health
- ICAO Guidelines
 - Link with WHO and IATA/ACI guidelines
- IHR
- WHO certification of airports

ICAO and prevention of spread of disease

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Lima, December 2009

