

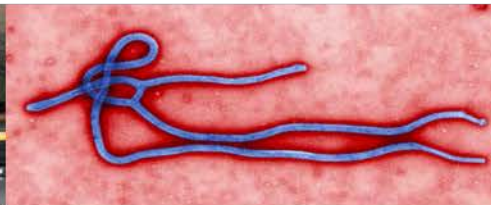
6th Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) Meeting

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ATC Communicable Diseases Plan

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Communicable Diseases *received by ATC*

The following guidelines should be used in the event of any report of possible communicable diseases received by ATC:

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Pilot in Command Actions

- ❑ The pilot in command of an aircraft may take such emergency measures in flight as may be necessary for the health and safety of persons on board.**
- ❑ A pilot, on being informed of a suspected case(s) of a communicable disease, or any other public health risk on board an aircraft, shall advise the nearest ATSU thereof.**

Actions by Flight Crew

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 nearest Air Traffic Service Unit (ATSU), with the information listed below:

- Aircraft identification;**
- Departure aerodrome;**
- Destination aerodrome;**
- Estimated time of arrival;**

Actions by Flight Crew – Cont.

- ❑ Number of persons on board;**
- ❑ Number of suspected case(s) on board;**
- ❑ Nature of the public health risk, if known and**
- ❑ Any special handling required by the flight by ATC and Airport Authorities**

Actions by Air Traffic Service Unit

The ATSU, upon receipt of information from a pilot regarding a suspected case(s) of a communicable disease on board an aircraft, shall as soon as possible notify the following parties of the information as received in point above.

- The destination Aerodrome;**

 - The next ATSU sector that the Aircraft will operate through;**
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Actions by Air Traffic Service Unit - Conti

- ❑ The Aircraft Operator**
- ❑ The SACAA (AFTN CA172-13 form may be used for notification) and**
- ❑ In cases where the destination Aerodrome is not manned, the local Port Health Authority or other relevant Health Services serving the destination Aerodrome.**

Actions by Air Traffic Service Unit serving the Destination of the Aircraft

- An ATSU serving the destination Aerodrome shall upon receipt of notification of a suspected case(s) of communicable disease, or other public health risk on board an aircraft, from another ATSU or from an Aircraft or Aircraft Operator, forward this notification as soon as possible to The Fire and Rescue Department.**

The Fire and Rescue Department.

Upon receipt of notification of a suspected case(s) of communicable disease, or other public health risk on board an aircraft shall notify:

- The local Port Health Authority (PHA)**

- The Airline Operator.**

The Airport Authority;

- Apart from the initial pilot notification to an ATSU, operational Air Traffic Control communication channels should as far as practicable not be used to pass messages from the operator or PHA to the crew.**
- The PHA is expected to contact the Fire and Rescue services or the airline representative for subsequent coordination with the aircraft concerning clinical details and aerodrome preparation.**

Arrival at Airport – Parking Position of Aircraft

- ❑ The pilot in command (PIC) shall be advised where to park the aircraft – such information will normally be communicated to the PIC by Air Traffic Control after receipt from the Airport Authority.**

Business Continuity Plans

- ❑ **Business continuity Plan** – The plan has been developed but its not on its mature stage yet.
- ❑ **Business Impact Analysis** – This plan as well has been developed to cater mostly for communicable diseases contingencies.
- ❑ **ATM Contingency Plan** – This plan Focuses mostly on Contingency routes