

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

CAPSCA Africa

Johannesburg, South Africa

12 to 16 October 2015

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# PUBLIC HEALTH



# AVIATION



# ICAO Public Health Related SARPs and Guidance Overview

 <p>International Standards and Recommended Practices</p> <p>Annex 8 to the Convention on International Civil Aviation</p>	 <p>International Standards and Recommended Practices</p> <p>Annex 9 to the Convention on International Civil Aviation</p>	 <p>International Standards and Recommended Practices</p> <p>Annex 10 to the Convention on International Civil Aviation</p>	 <p>International Standards and Recommended Practices</p> <p>Annex 17 to the Convention on International Civil Aviation</p>	 <p>International Standards and Recommended Practices</p> <p>Annex 18 to the Convention on International Civil Aviation</p>	 <p>International Standards and Recommended Practices</p> <p>Annex 19 to the Convention on International Civil Aviation</p>
<p><b>Operation of Aircraft</b></p> <p>Part I International Instrument of Air Transport Operations</p> <p>The primary responsibility for the safe operation of aircraft is that of the pilot-in-command. It is incumbent on the pilot-in-command to ensure that the aircraft is in a fit condition for flight and that the crew and passengers are properly briefed and equipped.</p> <p>Annex 8 to the Convention on International Civil Aviation</p>	<p><b>Facilitation</b></p> <p>The primary responsibility for the safe operation of aircraft is that of the pilot-in-command. It is incumbent on the pilot-in-command to ensure that the aircraft is in a fit condition for flight and that the crew and passengers are properly briefed and equipped.</p> <p>Annex 9 to the Convention on International Civil Aviation</p>	<p><b>Air Traffic Services</b></p> <p>Annex 10 to the Convention on International Civil Aviation</p>	<p><b>Aerodromes</b></p> <p>Annex 14 to the Convention on International Civil Aviation</p>	<p><b>The Safe Transport of Dangerous Goods by Air</b></p> <p>Annex 17 to the Convention on International Civil Aviation</p>	<p><b>Air Traffic Management</b></p> <p>Annex 11 to the Convention on International Civil Aviation</p>
<p>International Civil Aviation Organization</p>	<p>International Civil Aviation Organization</p>	<p>International Civil Aviation Organization</p>	<p>International Civil Aviation Organization</p>	<p>International Civil Aviation Organization</p>	<p>International Civil Aviation Organization</p>

INTERNATIONAL  
**HEALTH**

REGULATIONS  
(2005)





**7 Dec. 1944**

**CONVENTION  
ON INTERNATIONAL CIVIL AVIATION**

Signed at Chicago, on 7 December 1944

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**CONVENTION  
RELATIVE À L'AVIATION CIVILE INTERNATIONALE**

Signée à Chicago, le 7 décembre 1944

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**CONVENIO  
DE AVIACIÓN CIVIL INTERNACIONAL**

Firmado en Chicago, el 7 de diciembre de 1944

**ICAO**



**OACI**



Doc 7300/9



96 'Articles'

19 Annexes to the Convention -  
'Standards and Recommended  
Practices' SARPs

**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

•Governments  
*Regulatory Aviation  
Authorities*

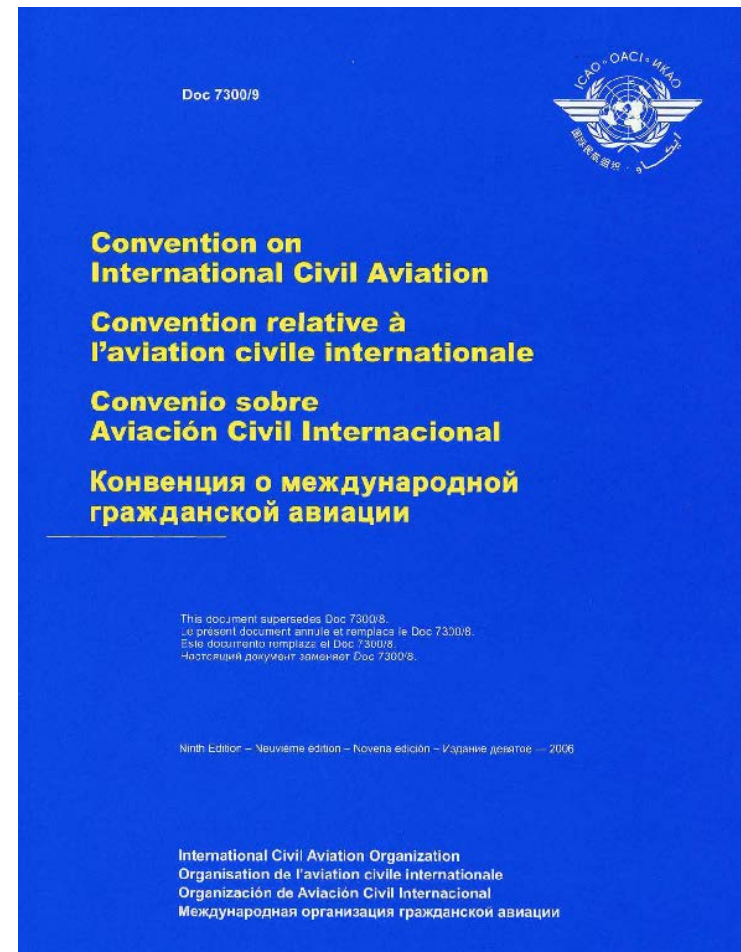
e.g.

- Civil Aviation Authority  
of Singapore (CAAS)
- Transport Canada
- DCA India
- FAA, USA

# Basis for Action - health

Article 14, International Convention on Civil Aviation:

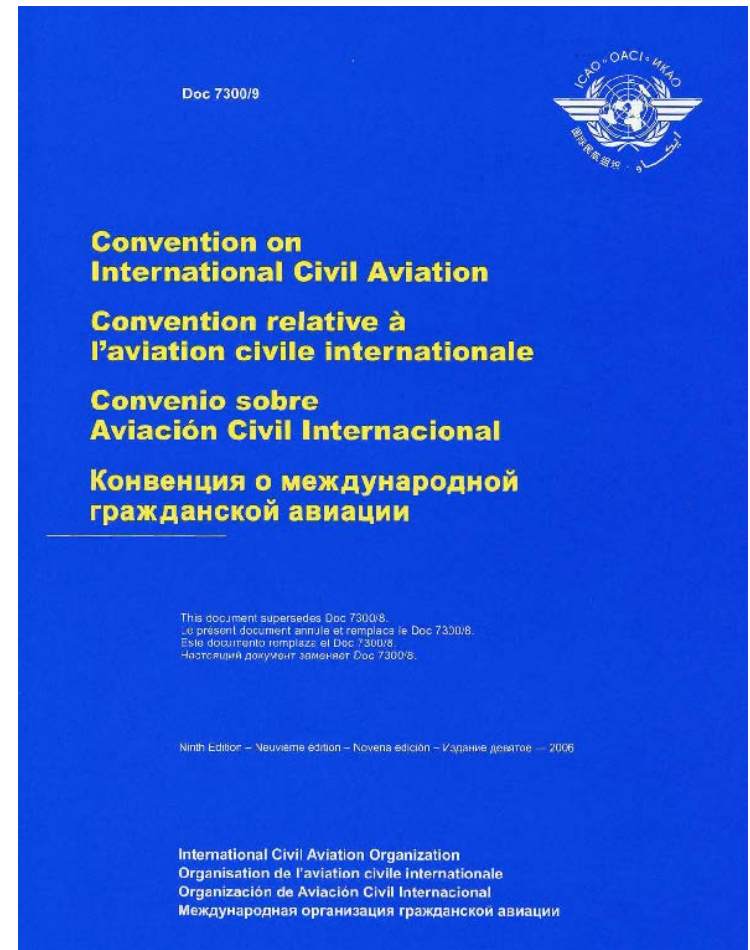
**‘Each contracting State agrees to take effective measures to prevent the spread by means of air navigation of cholera, typhus (epidemic), smallpox, yellow fever, plague, and such other communicable diseases as the contracting States shall from time to time decide to designate....**



# Basis for Action - health

Article 14, International Convention on Civil Aviation:

....and to that end contracting States will keep in close consultation with the agencies concerned with international regulations relating to sanitary measures applicable to aircraft.'



# 19 ICAO Annexes contain '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**
  - **Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM) \***
- 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**
- **Annex 19 Safety Management Systems**

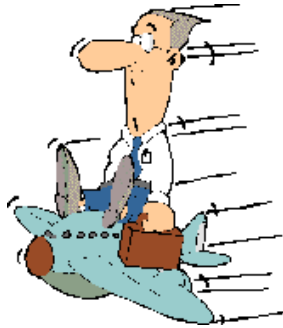


# Aviation: A Pivotal Sector



More than 6 million passengers daily

With Long Range Flights



Able to be at the opposite end of the world in less than 24 hours



Passenger/s with communicable or other disease can carry it to the opposite end of the world in less than 24 hours

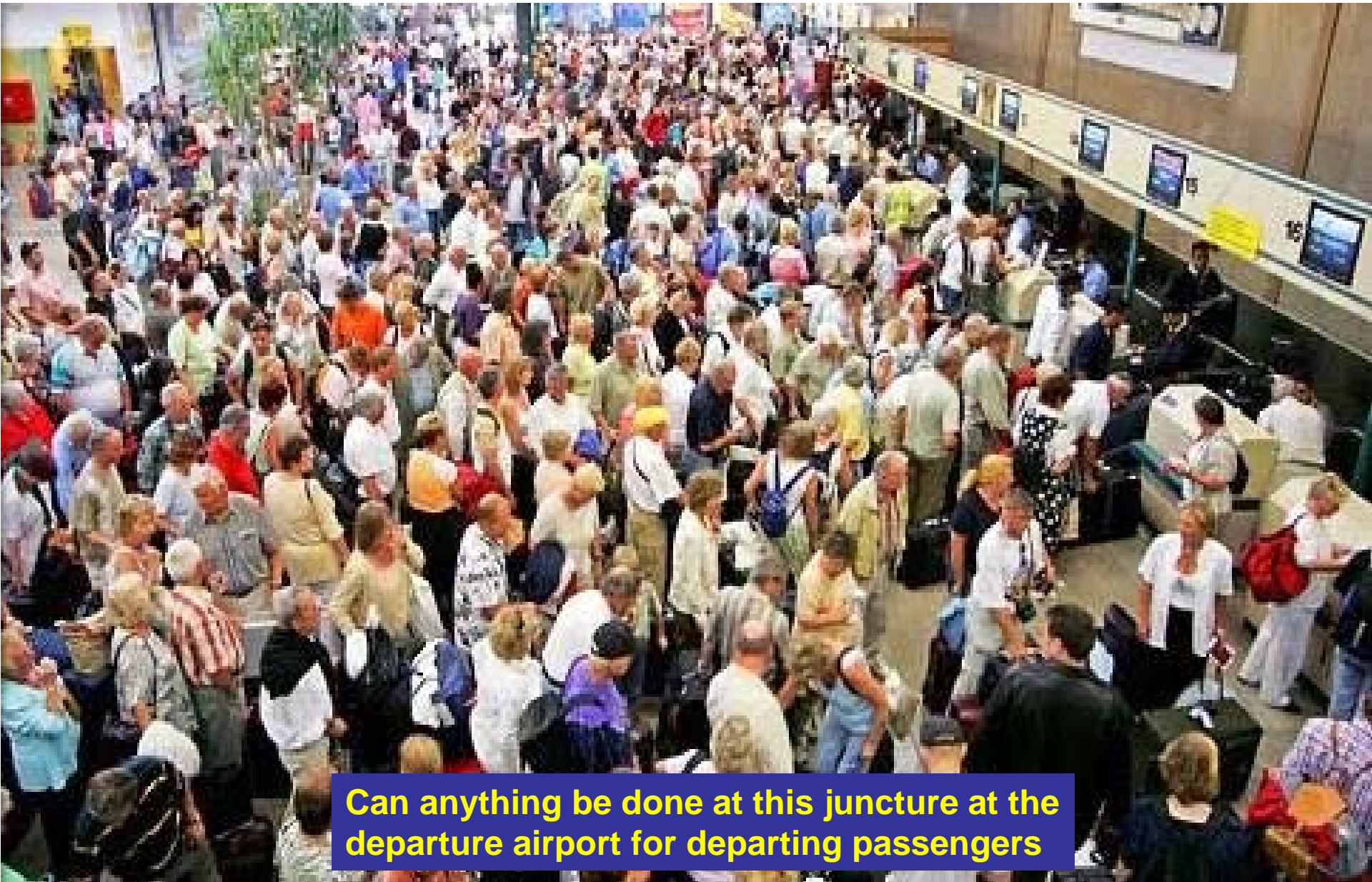
Aviation Sector's response to the threat of a possible pandemic has to be timely, robust, coordinated and harmonized

# What can you expect when a State is declared as an affected area

**With a public health emergency of  
international concern (PHEIC)**

**Not necessarily an infectious disease**

# People rushing out of an affected area



Can anything be done at this juncture at the departure airport for departing passengers

**What would be expected of:**

- 1. The State Public Health Authority**
- 2. The Civil Aviation Authority**
- 3. The Airport**
- 4. The Airlines operating at the Airport**
- 5. The other Stakeholders at the Airport**

**What if a passenger falls ill at the Airport  
(with a suspicion of having contracted  
the infectious disease)?**

**Responsibilities of various Stakeholders?**

**Why the state of panic?**

**WHO IHR  
Core and  
Emergency  
requirements  
at  
international  
POEs**





# Full flights



What measures can be implemented if a passenger falls ill

**Role of the Airline ?**

**Pilot-in-Command of the flight**

**Cabin attendants**


**Cleaning of the aircraft**

**Dealing with Biohazards**

**Dealing with suspect case in flight**

**Dealing with other passengers**

**Keeping the Airline alive.**



**What does this  
remind you of?**

# Purpose of the IHR (2005)

“To prevent, protect against, control and provide a public health response to the ***international spread of disease*** in ways that are commensurate with and restricted to public health risks, and which avoid ***unnecessary interference with international traffic and trade***” – Article 2



**Reflected in the arrival scene ...coming away from an affected area**



**Possibility of implementing measures at arrival airport?**




**What would be expected of:**

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(with a suspicion of having contracted  
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**Responsibilities of various Stakeholders?**

**Why the state of panic?**



**WHO IHR  
Core and  
Emergency  
requirements  
at  
international  
POEs**

....and then



**Deserted Airports**



# Empty aircraft





# SARPs in force

From Nov 2007... To deal with Public Health Events and Emergencies

Section	SARP Title	Effective Date
Operation of Aircraft	Annex 1: International Standards and Recommended Practices for Operation of Aircraft	1 Nov 2006
	Annex 6: Operation of Aircraft	1 Nov 2006
Facilitation	Annex 9: International Standards and Recommended Practices for Facilitation	1 Nov 2006
	Annex 17: Security for Aircraft	1 Nov 2006
Air Traffic Services	Annex 11: International Standards and Recommended Practices for Air Traffic Services	1 Nov 2006
	Annex 14: Aerodromes	1 Nov 2006
Aerodromes	Annex 14: Aerodromes	1 Nov 2006
	Annex 18: The Safe Transport of Dangerous Goods by Air	1 Nov 2006
Air Traffic Management	Annex 2: Rules of the Air	1 Nov 2006
	Annex 3: Meteorological Service for International Air Navigation	1 Nov 2006

**INTERNATIONAL HEALTH REGULATIONS (2005)**  
World Health Organization



# SARPs in force

From Nov 2007 & 2009...

**Annex 6**

**Annex 9**

**Annex 11**

**PANS –ATM**

**Annex 14**

**Annex 18**



**IHR implementation**

# Changes to SARPs 2007

- **Annex 9 - Facilitation**
  - **States to have a pandemic preparedness plan for aviation**
  - **Pilot in command to notify air traffic control of a suspected case**
  - **Cabin crew advice on how to identify a suspected case (changes to aircraft General Declaration)**
  - **Passenger locator form for contact tracing agreed by WHO (collaboration with IATA)**

APPENDIX 1. GENERAL DECLARATION

297 mm (or 11 3/4 inches)

GENERAL DECLARATION (Outward/Inward)		
Operator .....		
Marks of Nationality and Registration .....	Flight No. ....	Date .....
Departure from ..... (Place)	Arrival at .....	(Place)
FLIGHT ROUTING (*Place* Column always to list origin, every en-route stop and destination)		
PLACE	NAMES OF CREW*	NUMBER OF PASSENGERS ON THIS STAGE**
		Departure Place: Embarking .....
		Through on same flight .....
		Arrival Place: Disembarking .....
		Through on same flight .....
<i>Declaration of Health</i> Name and seat number or function of persons on board with illnesses other than airsickness or the effects of accidents, who may be suffering from a communicable disease (a fever — temperature 38 °C/100 °F or greater — associated with one or more of the following 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, increases the likelihood that the person is suffering a communicable disease) as well as such cases of illness disembarked during a previous stop ..... Details of each disinsecting or sanitary treatment (place, date, time, method) during the flight. If no disinsecting has been carried out during the flight, give details of most recent disinsecting ..... Signed, if required, with time and date _____ <span style="display: block; text-align: center;">Crew member concerned</span>		For official use only
I declare that all statements and particulars contained in this General Declaration, and in any supplementary forms required to be presented with this General Declaration, are complete, exact and true to the best of my knowledge and that all through passengers will continue/have continued on the flight. <div style="text-align: right;">SIGNATURE _____ Authorized Agent or Pilot-in-command</div>		

210 mm (or 8 1/4 inches)

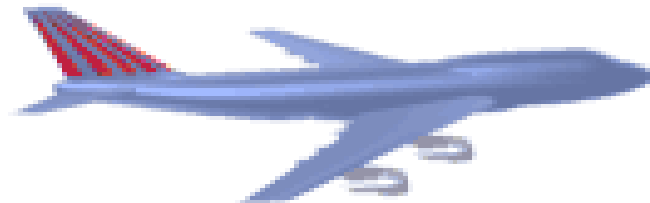
**Guidance for Cabin Crew in identifying a suspect case of communicable disease on board an aircraft:**

**List of signs and symptoms agreed to by ALL public health and aviation organizations.**

- Fever + one of the following:
- appearing obviously unwell;*
- persistent coughing;*
- impaired breathing;*
- persistent diarrhoea;*
- persistent vomiting;*
- skin rash;*
- bruising or bleeding without previous injury; or,*
- confusion of recent onset.*

# Changes to SARPs 2009

- **Annex 6 – Operation of Aircraft**
  - On board medical supplies
  - Inclusion of a universal precaution kit
    - Managing on board communicable disease event



# **Annex 6 — *Operation of Aircraft***

## **Part I — *International Commercial Air Transport — Aeroplanes***

### **Chapter 6. AEROPLANE INSTRUMENTS, EQUIPMENT AND FLIGHT DOCUMENTS**

...

#### **6.2 All aeroplanes on all flights**



# Universal precaution kit

6.2.2 An aeroplane shall be equipped with:

a) accessible and adequate medical supplies;

**Recommendation.**— *Medical supplies should comprise:*

1) *one or more first-aid kits for the use of cabin crew in managing incidents of ill health; and*

**2) *for aeroplanes required to carry cabin crew as part of the operating crew, one universal precaution kit (two for aeroplanes authorized to carry more than 250 passengers) for the use of cabin crew members in managing incidents of ill health associated with a case of suspected communicable disease, or in the case of illness involving contact with body fluids; and***

*3) for aeroplanes authorized to carry more than 100 passengers, on a sector length of more than two hours, a medical kit, for the use of medical doctors or other qualified persons in treating in-flight medical emergencies.*

*Note.*— *Guidance on the types, number, location and contents of the medical supplies is given in Attachment B.*

## **2.2 Universal precaution kits**

**For routine operations, one or two universal precaution kits should be carried on aircraft that are required to operate with at least one cabin crew member. Additional kit(s) should be made available at times of increased public health risk, such as during an outbreak of a serious communicable disease having pandemic potential.**

**Such kits may be used to clean up any potentially infectious body contents such as blood, urine, vomit and faeces and to protect the cabin crew members who are assisting potentially infectious cases of suspected communicable disease.**

## **4.1.2 *Universal precaution kit: Contents***

- ❖ 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)**
- ❖ Protective apron**

# Changes to SARPs

## 2009

- Annex 11 – Air Traffic Services and PANS-ATM (Procedure for Air Navigation Services – Air Transport Management)
  - Detailed procedure for utilising ATC for notifying destination of on board public health event
  - Public health emergencies included in contingency planning



# Procedures for Air Navigation Services – Air Traffic Management

- **Chapter 16**

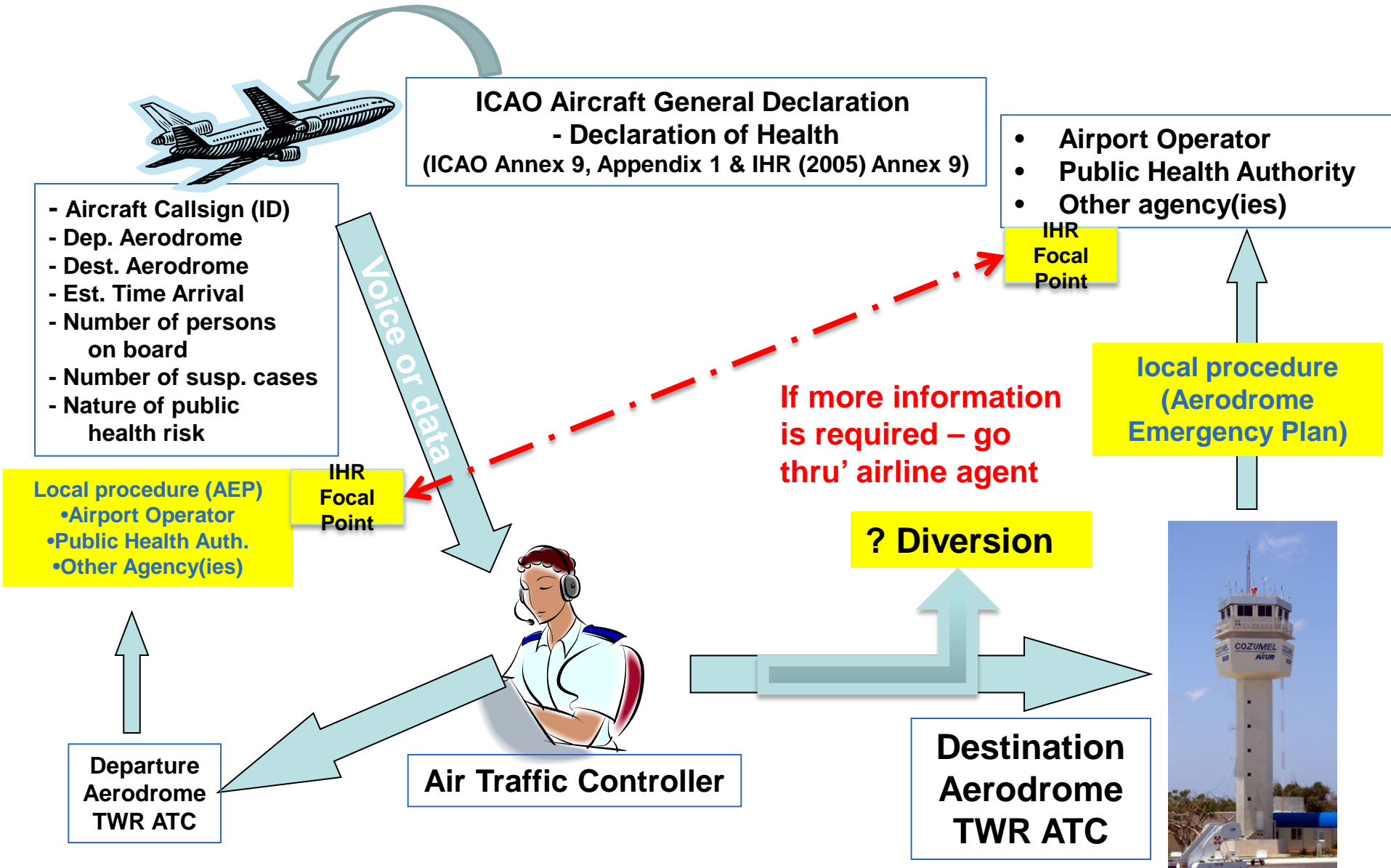
## **16.6 Notification of suspected communicable diseases, or other public health risk, on board an aircraft:**

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]

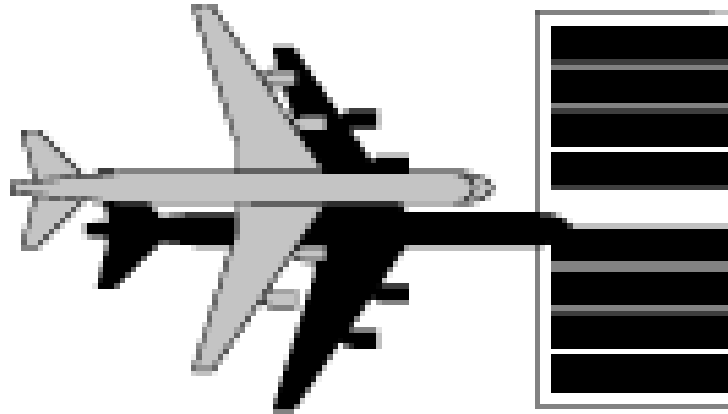


# NOTIFICATION OF SUSPECTED COMMUNICABLE DISEASE, OR OTHER PUBLIC HEALTH RISK, ON BOARD AN AIRCRAFT

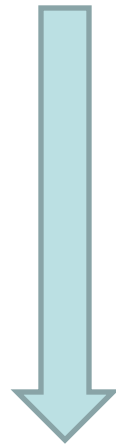


# Changes to SARPs 2009

- Annex 14 – Aerodromes
  - Public health emergencies included in aerodrome emergency plan



# **ICAO Universal Safety Oversight Audit Program (USOAP)**



**Continuous Monitoring Approach (CMA)**

# Aircraft Operations Protocols (1)

- Does the aircraft operations organization ensure that the air operator has established a procedure for the crew to evaluate a traveller with a suspected communicable disease, based on the presence of a fever and certain other signs or symptoms?
- Annex 9, 8.15, Note 1; Annex 6, 6.2 and Attachment B

# Guidance for review of question

- Review operations inspectors procedures to ensure they check air operators related procedures
- Sample an air operator procedure to confirm implementation, check if the universal precaution kit is used (not mandatory, recommendation)
- Check the procedure contains communication between the cabin crew and the flight crew and the transmission, for States where it is required, of a General Declaration form.



# Aircraft Operations Protocols (2)

- Does the aircraft operations organization ensure that the air operator has established procedures for the pilot in command to report promptly to ATC a suspected communicable disease, in order to facilitate the presence of any special medical personnel and equipment necessary for the management of public health on arrival?
- Annex 9, 8.15; PANS ATM Doc 4444, 16.6.1

# Air Navigation Service Protocols (1)

- Does the State ensure that procedures have been established for providing service to aircraft in the event of emergency?
- Annex 11, 2.23, 2.30, Attachment C; PANS ATM Doc 4444, 15.1; A11

# Guidance for review of question

- Review mechanism established to ensure effective implementation
- Review documented evidence of the procedures followed to render assistance to an aircraft in the event of the following emergencies:
  1. Unlawful interference
  2. Aircraft bomb threat
  3. Emergency descent
  4. Medical emergency (+Public health event)
- Review mechanism established to ensure effective implementation
- Review documented evidence of the existence of contingency plans and how they are applied
- **Review documented evidence for inclusion of contingency plans in respect of public health emergencies**

# Air Navigation Service Protocols (2)

- Does the State ensure that the ATS has established a procedure, upon receipt of information from a pilot regarding a suspected case of communicable disease, to forward a message as soon as possible to:
  - the ATS unit serving the destination/departure if applicable
  - the public health authority (PHA) or the appropriate authority designated by the State
  - the aircraft operator or its designated representative  
the aerodrome authority?
- PANS ATM Doc 4444, 16.6.2 & 16.6.3

# Guidance for review of question

- Review procedure and mechanism established to ensure the message is forwarded to the appropriate entities, especially that relating to transfer of information from the destination ATS unit to the public health authority
- Review the mechanism to ensure the contact details of each entity is up to date and available
- During industry visit ensure the procedure is known by the staff and contact details of the entities are available

# Organization protocols

- Has the State identified a clear contact point, with identified individual(s), at national aviation level for policy formulation, operational organization of preparedness and coordination of a national plan in order to respond to a communicable disease with the potential to pose a serious public health risk?
- CC Art 14; Annex 9, 8.12 & 8.16; A37-13

# Aerodrome Protocols

- Has the State promulgated regulations for aerodrome operators to develop emergency plans, including appropriate cooperation and coordination with other entities involved in the provision of emergency services and the development of the plans?
- Annex 14, Vol. I, 9.1.1 to 9.1.3, Rec Annex 14, Vol. I, 9.1.4 & 9.1.5, GM Doc 9734 Part A 2.4.7  
GM Doc 9774 App. 1 4.3



# Guidance for review of question

- Verify regulations
- Cross-check with ICAO Annex 14 compliance checklist
- Review evidence to confirm effective implementation, cooperation and coordination
  
- Include emergencies which may occur in the vicinity of an aerodrome
- Sample aerodrome manual
- **Review regulation and manuals to ensure inclusion of public health emergencies and coordination with public health services**

# USOAP: From May 2013 – “CMA” Continuous Monitoring Approach

- **Questionnaire, completed every *year* (continuous monitoring) by the State and analyzed by ICAO.**
- **On basis of questionnaire, a full audit may be required**
- **States with reduced implementation receive a full audit more often than those doing better**

# CMA for Public Health Events: Single question – every year

- **Has the State identified a clear contact point at national aviation level, with identified individual(s), for policy formulation, operational organization of preparedness and coordination of a national plan in order to respond to a communicable disease or other health event with the potential to pose a serious public health risk?**
- **CC Art 14; Annex 9, 8.12 & 8.16; A37-13**

# Guidance Material

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

**IATA: Guidelines for Airlines**

**ACI: Guidelines for Airports**

**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.**

**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).**

# ICAO State Guidelines are in accordance with the World Health Organization (WHO) International Health Regulations (IHR) (2005)



Questions?

