

Air transport is a key challenge for preventing international spread of health risks



INCREASING TRANSPORT
of passengers and cargo

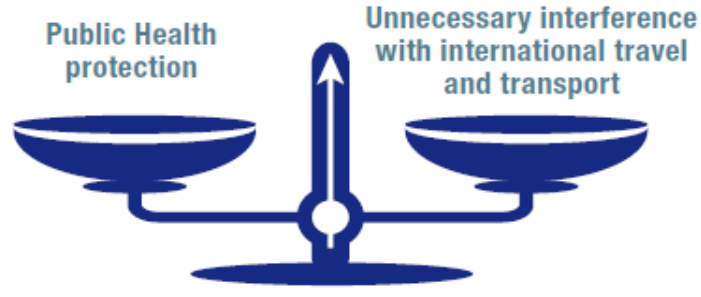
RAPID AIR TRANSPORT

- ▶ limited time for risk assessment
- ▶ quick international dissemination of diseases



NUMEROUS OPPORTUNITIES FOR INTERACTIONS between travellers, the public and airport workers

A need for a balanced response to guarantee



INTERNATIONAL HEALTH REGULATIONS

Public health and aviation sectors, together with other stakeholders have to manage public health events in air transport to avoid international spread of diseases.



Management of Public Health Events in Air Travel

provides State Parties, airports and aircrafts, air crew, other stakeholders, with guidance to manage public health events in air transport: to better prevent spread of diseases, and list them in operating procedures and implementation of measures.

Guidance is a "toolbox" from which countries can select the most relevant elements to address their own needs.

To download the complete guidance including the guide "Handbook for management of public health events on board ships" www.who.int/ihr/publications/ports_airports/en/

For more information www.who.int/ihr/en/
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World Health Organization

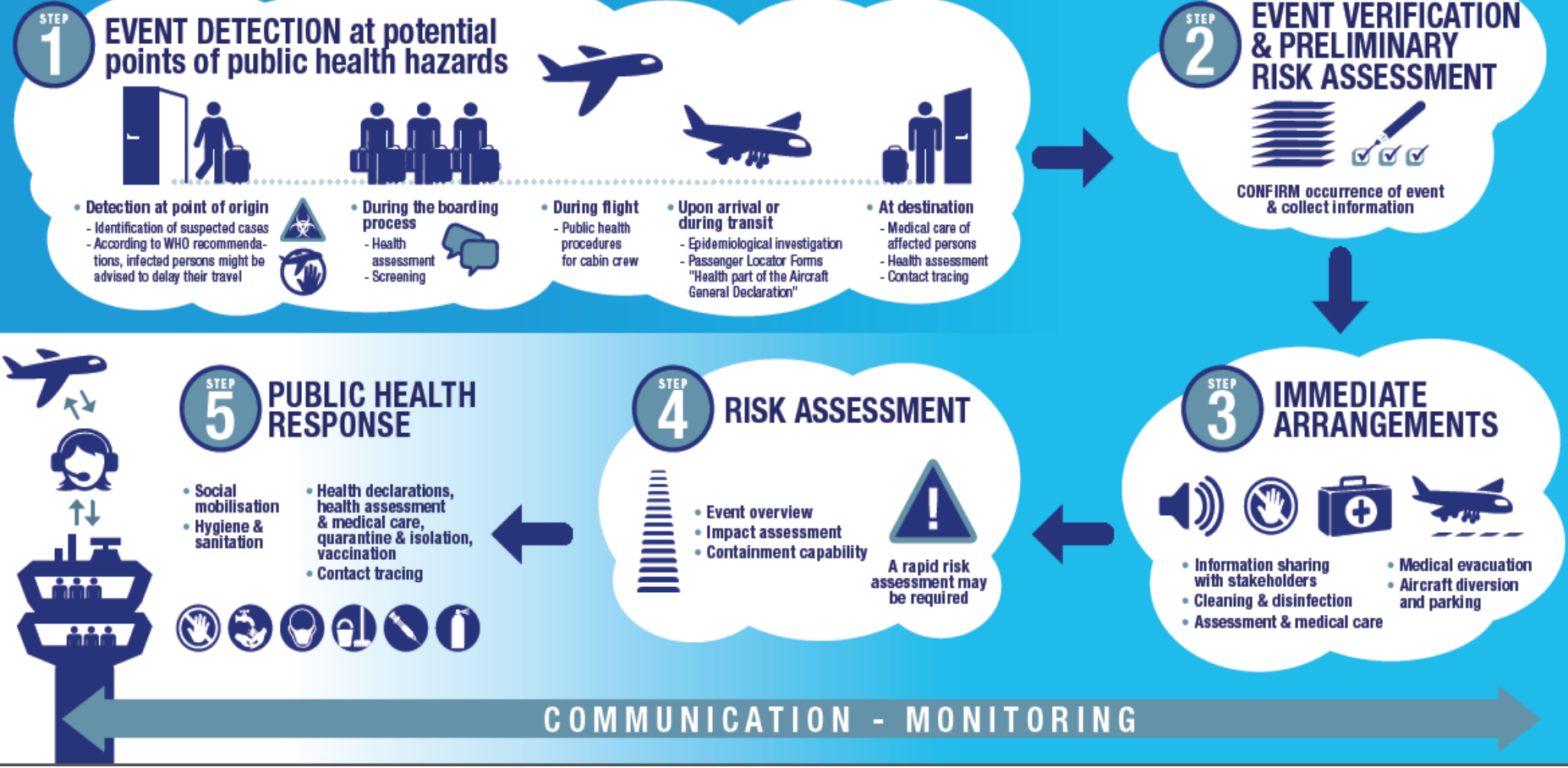
World Health Organization
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MANAGEMENT OF EVENTS IN AIR TRANSPORT



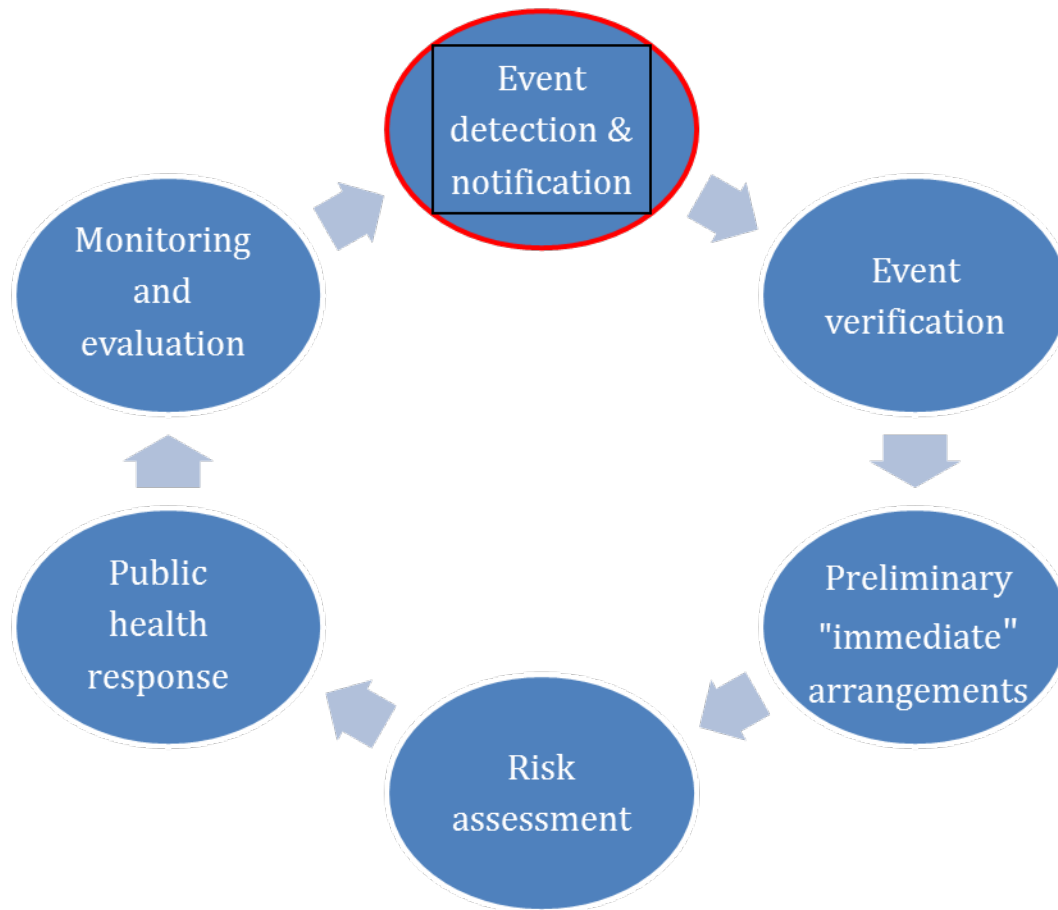
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DETECT & MANAGE PUBLIC HEALTH EVENTS DURING AIR TRANSPORT



- Developing a PHECP at designated POE is an important minimum requirement under IHR
- Improving and sustaining “readiness” is a continuing process (e.g. EOC, risk assessment capacity and operational research)
- A broader approach is required to operationalize the plans (local, national and international context)

Overview of Management of Events In Air Transport



Emergency Plans at PoE

Lessons learned from Pandemic and other events...

Need for preparedness (past experience and training counts...)

Updating/validating guidance and tools,

Revising standards

Cooperation and coordination as key issue

Risk assessment and risk communication

**Political pressure and potential and real impact of event on
decision making and adopting health measures**

Globalization of information and risk perception

IHR and new role of PoE (NOT ONLY ENTRY BARRIERS...)

The traveller and employees and its potential active role....

Multisectoral Approach

- Because of the disparate nature of the public health and aviation sectors, it is essential that efficient and effective lines of communication be established.
- It is recommended that either an existing or newly formed committee be established between the civil aviation authority, airport and aircraft operators and public health sector to enable all sectors to coordinate public health preparedness plans and any other issues relating to the management of public health related events at the airport or on aircraft. Public health procedures must be included as a component of the aerodrome emergency plan and other relevant airport contingency plans.
- ICAO has a requirement for the establishment of a Facilitation Committee to address issues relating to handling travellers at airports. The Facilitation Committee could provide the structure for multisector collaboration in the development of preparedness plans.

AIR TRANSPORT AND EMERGENCY PLANS

IHR Core capacity requirements

ICAO

IHR Art 13 - stipulates the deadline (15 Jun, 2012) for WHO State Parties to have IHR core capacities for alert and response set out in IHR Annex 1, including for designated Points of Entry (ports, **airports** and ground crossings).

Annex 9 – Facilitation (2007 amendment)

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.

IHR Annex 1b - requires **individual** public health emergency contingency plan for **each designated airport**

ICAO - CAPSCA project assist airports public health emergency plans to be developed and tested (drills) in a coordinated way with public health authorities and civil aviation, among others.

What should an airport have in place before an event?

- Have a national and site specific public health emergency response plans based on risk assessment at PoEs, including the nomination of a coordinator and contact points;
- Have a national and site specific operational guidelines and standard operating procedures (SOPs);
- Established the capacities and capabilities of applying the contingency plan;
- Provide assessment of and care of affected travellers or animals;
- Provide appropriate space, separate from other travellers, to interview suspect or affected persons;
- To provide for the the assessment and , if required, quarantine of suspect travellers, preferably in facilities away from the PoE;
- Apply recommended measures to disinsect, derat, disinfect, decontaminate or otherwise treat baggage, cargo, containers, conveyances, goods or postal parcels including , when appropriate, at locations specially designated and equipped for this purpose;
- To apply entry and exit controls for arriving and departing travellers; and
- To provide access to specially designed equipment, and to trained personnel with appropriate personal protection, for the transfer of travellers who may carry infection or contamination.



What should an airport have in place before an event? (Core Capacities)

- Medical services, including diagnostic facilities to allow prompt assessment and care of ill travellers and adequate staff, equipment and premises
- Equipment and personnel for transport of ill travellers to an appropriate medical facility
- Trained personnel for the inspection of conveyances
- Safe environment, including potable water supplies, eating establishments, flight catering facilities, public washrooms, appropriate solid and liquid waste disposal services and other potential risk areas, by conducting inspection programmes
- As far as practicable a programme and trained personnel for the control of vectors and reservoirs in and near points of entry.



Support Services Involvement

- Aircraft cleaners, cargo and baggage handlers, water handling services and/or waste removal services.
- Cleaning personnel (including aircraft cleaners) and ground handling service staff must be provided with information regarding the public health event by aircraft operators, airport operations or port health. This will allow all parties to implement special cleaning, disinfection or decontamination procedures and OH guidelines to protect themselves and healthy travellers, as required.
- Cargo and baggage handlers should be provided with information about the public health, including identification of any potentially affected baggage or cargo so they can implement safe handling and inspection procedures.
- Water servicing may be delayed until the port health environmental health team has conducted the preliminary assessment of the aircraft and issued any recommendations for decontamination or disinfection. Water handlers should receive approval prior to refilling or emptying on board potable water tanks since water from the arriving aircraft may require testing for possible contamination.
- Food catering companies may be advised of potential illness if galleys or catering equipment have been contaminated during the flight or if significant delays are anticipated. Similar to water handling, food from the flight suspected of being contaminated may require testing if a gastrointestinal illness has occurred: in that event, surplus food should not be removed for disposal until approval is received from public health authorities. If food poisoning is suspected, the cabin crew should follow their company protocol, if one exists.
- Waste removal service staff should be provided with information about the public health event. Waste removal may be delayed until the port health environmental health team has conducted a preliminary assessment of the aircraft and issued any recommendations for special waste handling, including disposal to a hazardous waste site in accordance with State Party legislation or airport operational guidance.

