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Aerodrome Emergency Plan

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Summary

- Objectives
- Regulatory framework
- Aerodrome emergency plan
- Key success factors
- Airport emergency planning, (Doc 9137 – Part 7)
- Provisions of public health events in airport emergency plan



Objectives

The Airport emergency planning is the process of preparing an airport to cope with an emergency occurring at the airport or in its vicinity

The objective of an airport emergency plan is to minimize the effects of an emergency, particularly in respect of saving lives and

The airport emergency planning sets forth the procedures for coordinating the response of different airport agencies (or services) and those agencies surrounding community that could be of assistance in responding to the emergency.



Regulatory Framework

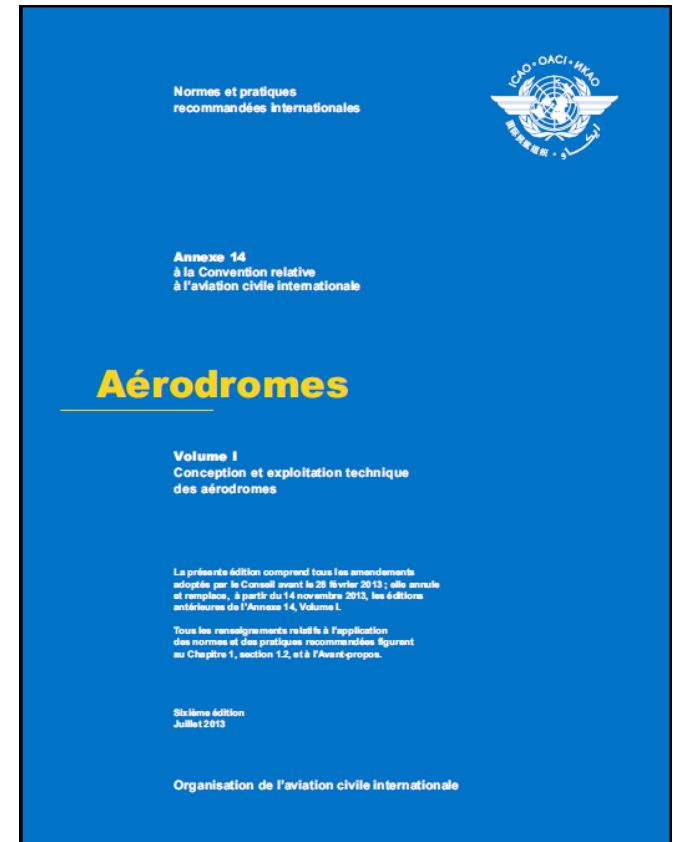
- **Annex 14 - Chapter 9**
- **Airport services Manual, Part 7**
 - Doc 9137-PART 7 – Airport Emergency Planning
- **Manual on certification of Aerodromes**
 - Doc 9774, Appendix 1, Part 4.3
- **Safety Management Manual**
 - Doc 9859, Appendix 3 to Chapter 5 - Emergency Response Planning



Annex 14 – Aerodromes

Vol. 1 – Aerodromes design and operation

- Chapter 9 – Services, equipment and installations
- **9.1 Aerodrome Emergency Planning** (contain 16 SARPs)





Aerodrome Emergency Plan

- **Annex 14 - 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.
- **Annexe 14 - 9.1.2** The aerodrome emergency plan shall provide for the coordination of the actions to be taken in an emergency occurring at an aerodrome or in its vicinity.
 - *Note 1.— Examples of emergencies are : aircraft emergencies, sabotage including bomb threats, unlawful 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 communicable disease potentially affecting a large proportion of aerodrome staff***

Contents of AEP

- Types of emergency situation for which it is intended to deal
- Agencies involved in the plan
- Responsibilities and the role of each agency, the director of the emergency operations Centre and emergency command post, for each type of emergency
- Names and phone numbers of services or people to alert in the case of an emergency
- Grid map of the aerodrome and its immediate surroundings.



Agencies involved

- **Annex 14 - 9.1.3** Le 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 emergencies are:*
 - *On the aerodrome : air traffic control unit, 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 public health issues rather than provision of health services to individuals*

Emergencies in difficult environments

At those aerodromes located close to water and/or swampy areas, or difficult terrain, the aerodrome emergency plan should include the establishment, testing and assessment at regular intervals of a predetermined response for the specialist rescue services



Infrastructures



- Emergency Operations Centre
- Mobile command post
- Communication
- Other





Implementation of Emergency Plan

- **Annex 14 - 9.1.12** The plan shall contain procedures for periodic testing of the adequacy of the plan and for reviewing the results in order to improve its effectiveness.
- **Annex 14 - 9.1.13** The plan shall be tested by conducting:
 - a) *a full-scale aerodrome emergency exercise at intervals not exceeding two years and partial emergency exercises in the intervening year to ensure that any deficiencies found during the full-scale aerodrome emergency exercise have been corrected; or*
 - b) *a series of modular tests commencing in the first year and concluding in a full-scale aerodrome emergency exercise at intervals not exceeding three years;*
 - c) and reviewed thereafter, or after an actual emergency, so as to correct any deficiency found during such exercises or actual emergency.

Key success factors

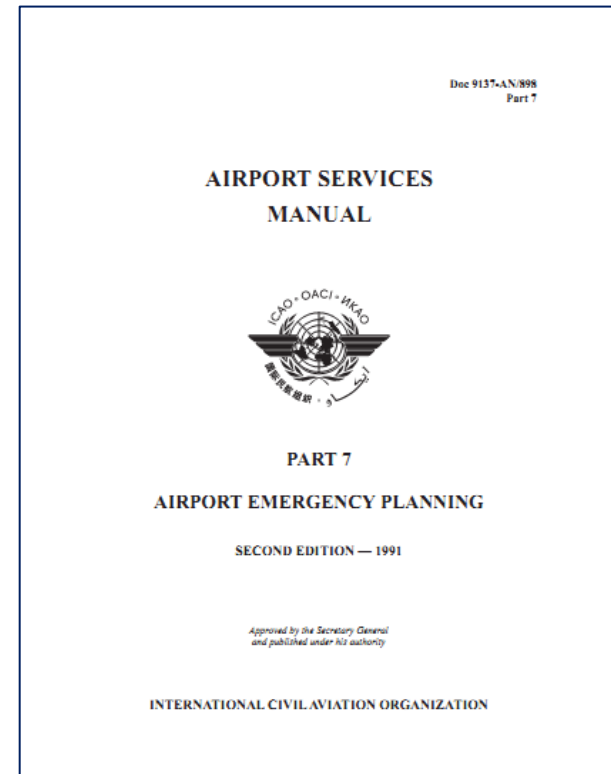
- MANAGEMENT (COMMANDMENT)
- COMMUNICATION
- COORDINATION

The plan will take into account the principles of human factors to promote the optimal response of all existing agencies involved in an emergency operations.



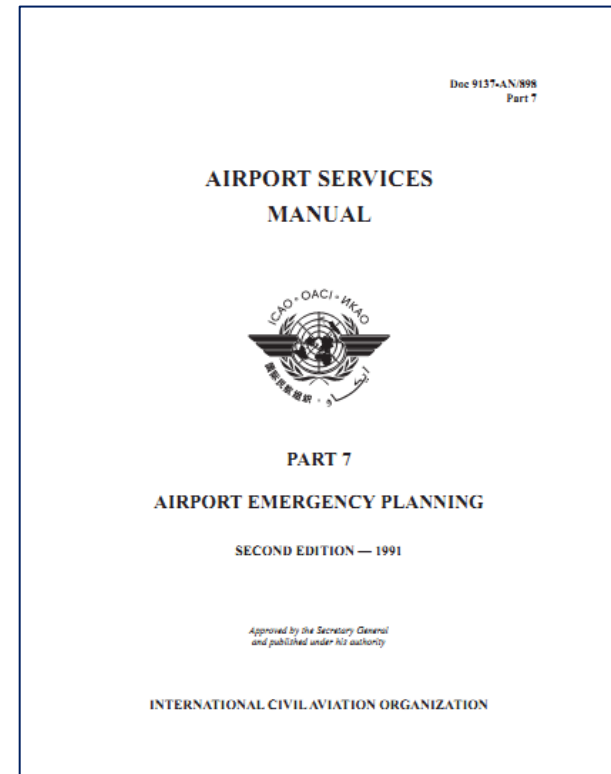
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- Agencies involved
- Responsibilities and role of the various stakeholders depending on the type of emergency
- Emergency operations Centre and position of mobile command
- Commander and Coordinator (s) for the plan
- Grid map



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- Information on agencies to call
- Triage of victims and medical services of survivors
- Removal of dead bodies
- Telecommunications
- Exercises for the testing of the aerodrome emergency plan
- Update of the aerodrome emergency plan





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- Appendix 2 . Outline of an Airport Emergency Plan
- Appendix 3 . Airport Medical Services
- Appendix 4 . Preservation of Evidence for Accident Investigations
- Appendix 5 . Mutual Aid Emergency Agreements
- Appendix 6 . Aircraft Accidents in the Water
- Appendix 7 . Aircraft Operators (Emergency kits)
- Appendix 8 . Casualty Identification Tag
- Appendix 9 . Emergency Exercise Critique Form



Annex 9 - Facilitation

Implementation of international health regulations and related provisions

8.12 Contracting States shall comply with the pertinent provisions of the *International Health Regulations (2005)* of the World Health Organization.

8.13 Contracting States shall take all possible measures to have vaccinators use the Model International Certificate of Vaccination or Prophylaxis, in accordance with Article 36 and Annex 6 of the *International Health Regulations (2005)*, in order to assure uniform acceptance.

8.14 Each Contracting State shall make arrangements to enable all aircraft operators and agencies concerned to make available to passengers, sufficiently in advance of departure, information concerning the vaccination requirements of the countries of destination, as well as the Model International Certificate of Vaccination or Prophylaxis conforming to Article 36 and Annex 6 of the *International Health Regulations (2005)*.

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

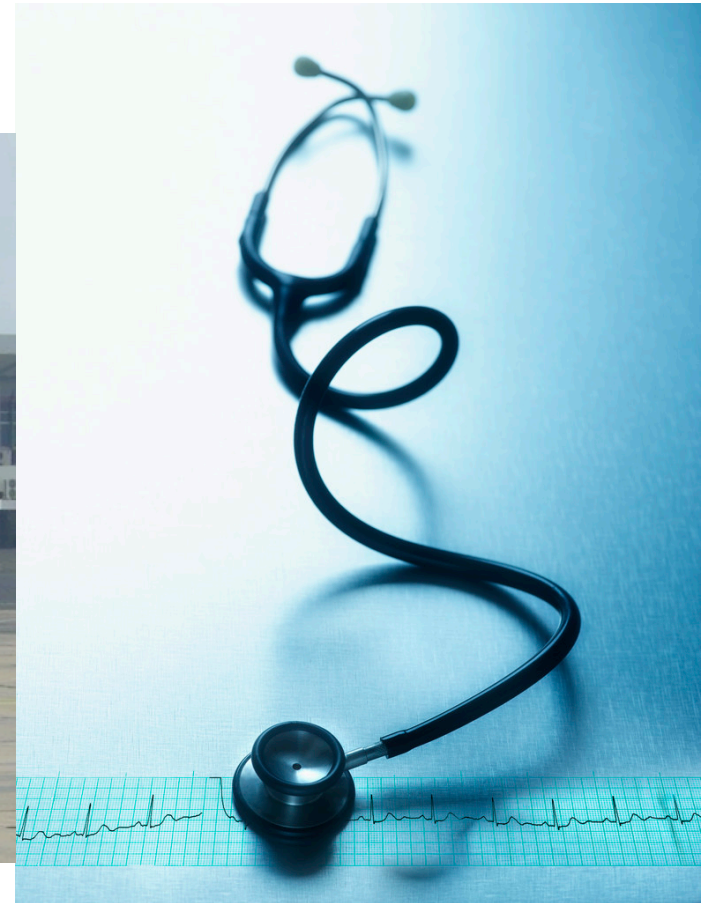
Communicable disease outbreak national aviation plan

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.

Public Health Provisions in AEP



Communication

- Establish a specific point of contact for the formulation of policies and operational preparedness structure;
- Create a post (or posts with adequate communication lines) with a coordinator responsible for the operational implementation of the national aviation preparedness plan, and would have sufficient autonomy and flexibility to formulate policies and make decisions quickly.
- Establish communication with the involved entities

Screening

In collaboration with the public health authority:

- Put in place a system to subject quickly the passenger to screening measures recommended by the WHO [IHR (2005), sections 23.2, 23.3, 31 and 32];
- Implement a system, in accordance with the public health authority, to assess the passengers whose testing is positive (or who arrived on board an aircraft and with symptoms of a communicable disease that may constitute a serious risk to public health). The following should be provided: :

A designated medical personnel and a place for the examination of suspected cases, one area for isolation and quarantine (for the aircraft and passengers), a personal protective equipment for health care professionals (and others) potentially at risk, transportation to an appropriate medical centre

Screening

In collaboration with the public health authority:

- Establish a system to incorporate the results of the screening at the airports with the national systems of monitoring and reporting of outbreaks of specified diseases
- **Define logistics**, including luggage, security and customs for travellers from abroad, the suspected cases and asymptomatic contacts

Screening

In collaboration with the public health authority:

- Establish clear criteria for making recommendations of denial of travel, including legal principles and measures to be taken following such a recommendation
- Establish a system for the implementation, with very short notice, of screening measures for airports and airlines staff. Such measures may include a self-assessment at home, in accordance with the public health authority directives.

Closure/Continuation of Airport operations

The closure of an airport should be considered only in exceptional circumstances. Contracting States may consider closing an airport with scheduled passenger traffic when the airport is located inside or near an area where there is a communicable disease that may constitute a serious risk to public health.

Airports should implement the methods allowing them to continue to operate with a greatly reduced staff.



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