



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

ICAO Regional FAL Seminar Nairobi, Kenya 18-21 February 2014

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

20 February 2014

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



OUTLINE

1. ICAO Framework
2. ICAO SARPs and Guidelines
3. CAPSCA Objectives
4. The CAPSCA Project

ICAO Framework



Art 14 of the Chicago Convention states that:

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, 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. Such consultation shall be without prejudice to the application of any existing international convention on this subject to which the contracting States may be parties.

ICAO Framework



From A37-20: Consolidated statement of continuing ICAO policies in the air transport field -

The Assembly:

- *Requests* the Council to provide for workshops, seminars and other such meetings as may be required to disseminate ICAO's air transport policies and associated guidance to and amongst Contracting States;
- *Requests* the Council to ensure that these policies and guidance material are current and responsive to the requirements of Contracting States, and to develop guidance on emerging issues of general interest where required.

ICAO Framework



- *Requests* the Council to ensure that Annex 9 — *Facilitation*, is current and addresses the contemporary requirements of Contracting States with respect to administration of border controls, cargo and passengers, the protection of passenger and crew health and the accessibility to air transport by persons with disabilities.

ICAO Framework



- Annex 9 — *Facilitation*, was developed as a means of articulating the obligations of Contracting States under Articles 22, 23 and 24 of the Convention and standardizing procedures for meeting the legal requirements referred to in Articles 10, 13, **14**, 29 and 35;

ICAO Framework



- **Annex 9 — Facilitation** (Applicable July 2007)
 - Chapter 8. Other Facilitation Provisions
 - Appendix 1. General declaration
 - Appendix 13. Public health passenger locator form

ICAO Framework SARPs and Guidelines



8.15 The pilot-in-command of an aircraft shall ensure that a suspected communicable disease is reported promptly to air traffic control, in order to facilitate provision for the presence of any special medical personnel and equipment necessary for the management of public health risks on arrival.

- 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.
- Note 2.— In the event of a case of suspected communicable disease on board an aircraft, the pilot-in-command may need to follow his operator's protocols and procedures, in addition to health-related legal requirements of the countries of departure and/or destination. The latter would normally be found in the Aeronautical Information Publications (AIPs) of the States concerned.
- Note 3.— Annex 6 — Operation of Aircraft describes the “on board” medical supplies that are required to be carried on aircraft. The Procedures for Air Navigation Services — Air Traffic Management (Doc 4444) (PANS-ATM) detail the procedures to be followed by the pilot-in-command in communication with air traffic control.

ICAO Framework SARPs and Guidelines



F. 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.

ICAO Framework SARPs and Guidelines



- Annex 9 - Facilitation,
Appendix 13 - Public
Health Passenger
Locator Form (PLF)
(revised 29 October
2012)

Public Health Passenger Locator Form: To protect your health, public health officers need you to complete this form whenever they suspect a communicable disease onboard a flight. Your information will help public health officers to contact you if you were exposed to a communicable disease. It is important to fill out this form completely and accurately. Your information is intended to be held in accordance with applicable laws and used only for public health purposes. *Thank you for helping us to protect your health.

One form should be completed by an adult member of each family. Print in capital (UPPERCASE) letters. Leave blank boxes for spaces.

FLIGHT INFORMATION: 1. Airline name 2. Flight number 3. Seat number 4. Date of arrival (yyyy/mm/dd)

PERSONAL INFORMATION: 5. Last (Family) Name 6. First (Given) Name 7. Middle Initial 8. Your sex
Male Female

PHONE NUMBER(S) where you can be reached if needed. Include country code and city code.
9. Mobile 10. Business
11. Home 12. Other
13. Email address

PERMANENT ADDRESS: 14. Number and street (Separate number and street with blank box) 15. Apartment number
16. City 17. State/Province
18. Country 19. ZIP/Postal code

TEMPORARY ADDRESS: If you are a visitor, write only the first place where you will be staying.
20. Hotel name (if any) 21. Number and street (Separate number and street with blank box) 22. Apartment number
23. City 24. State/Province
25. Country 26. ZIP/Postal code

EMERGENCY CONTACT INFORMATION of someone who can reach you during the next 30 days
27. Last (Family) Name 28. First (Given) Name 29. City
30. Country 31. Email
32. Mobile phone 33. Other phone

34. TRAVEL COMPANIONS – FAMILY: Only include age if younger than 18 years

	Last (Family) Name	First (Given) Name	Seat number	Age <18
(1)				
(2)				
(3)				
(4)				

35. TRAVEL COMPANIONS – NON-FAMILY: Also include name of group (if any)

	Last (Family) Name	First (Given) Name	Group (tour, team, business, other)
(1)			
(2)			

ICAO Framework SARPs and Guidelines



- Annex 9 – Facilitation, Appendix 1 — General Declaration
- ICAO Aircraft General Declaration - Declaration of Health (ICAO Annex 9, Appendix 1 & IHR (2005) Annex 9)]

APPENDIX 1. GENERAL DECLARATION

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: Embarquing
		Through on same flight
		Arrival Place: Disembarquing
		Through on same flight
<i>Declaration of Health</i> Name and seat number or function of persons on board with illnesses other than air sickness 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 <div style="text-align: right;">Crew member concerned</div>		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.		
SIGNATURE: _____		Authorized Agent or Pilot-in-command

Size of document to be 210 mm x 297 mm (or 8 1/4 x 11 3/4 inches).
 * To be completed when required by the State.
 ** Not to be completed when passenger manifests are presented and to be completed only when required by the State.

ICAO Framework SARPs and Guidelines



Declaration of Health

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 _____

Crew member concerned

ICAO SARPs and Guidelines

Health Related 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 SARPs and Guidelines



Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes —

- Chapter 6. Aeroplane instruments, equipment and flight documents
- Attachment B. Medical Supplies

ICAO SARPs and Guidelines



- **Annex 11 — Air Traffic Services**
Chapter 2. General
Attachment C. Material relating to contingency planning
- **Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM, Doc 4444)**
Chapter 16. Miscellaneous procedures
- **Annex 14 — Aerodromes**
Chapter 9. Aerodrome operational services, equipment and installations

The CAPSCA Project - Background



- Resolution A35-12 requested the Council, as a matter of priority: “...to develop Standards and Recommended Practices in the appropriate Annexes to the Convention in order to address contingency plans to prevent the spread of communicable diseases by air transport.”

The CAPSCA Project - Background



- Resolution A35-12 also requested the Council to “...establish suitable institutional arrangements to coordinate efforts by contracting States and other members of the international civil aviation community aimed at protecting the health of passengers and crews.”

The CAPSCA Project - Background



- In November 2006, preparedness planning guidelines for States were posted on the ICAO public website and in July 2007 changes to ICAO Annex 9 — Facilitation became applicable, requiring States, inter alia, to establish a **national aviation plan in preparation for an outbreak of a communicable disease posing a public health risk.**

The CAPSCA Project - Background



- SARS outbreak in 2003 exposed the vulnerability of the aviation sector to large-scale outbreaks of communicable diseases
- Lack of preparedness by both public health and the aviation sectors in dealing with SARS led to the development of guidelines for States, **airports and airlines** for reducing the risk of the spread of communicable diseases through air travel

The CAPSCA Project - Background



- Since 2003, there have been other important public health events that have adversely affected aviation: 2009 – Influenza A (H1N1) pandemic; and 2011 – Fukushima nuclear accident caused by the Japan earthquake.
- **Ongoing diseases that could affect aviation:**
 - **2005:** Influenza A (H5N1) “*Avian flu*”
 - **2012:** Middle East Respiratory Syndrome
 - **2013:** Influenza A (H7N9)

The CAPSCA Project - Objectives



- Public health protection - general public, air travellers and aviation personnel.
- Assistance to States/Territories to establish national aviation pandemic preparedness plans, and:
- adherence to Article 14 of the Convention on International Civil Aviation and compliance with related ICAO SARPs (Annexes 6, 9, 11 and 14) and Procedures (PANS/ATM);

The CAPSCA Project - Objectives



- Compliance with WHO IHR (2005) regulations.
- Implementation of ICAO, WHO, ACI and IATA guidelines.
- Cooperation amongst civil aviation authorities, public health authorities, airports, air traffic services, and airlines.
- Regional cooperation amongst States and Territories - a mechanism for pooling and sharing expertise and resources.

The CAPSCA Project



Aviation:

- Focused primarily on prevention of accidents, and
- Personnel not generally knowledgeable about public health

Public health:

- Focused primarily on non-transport related health issues
- Personnel not generally knowledgeable about aviation

Essential that national aviation regulatory and public health authorities work together, with other stakeholders as necessary.

The CAPSCA Project



- Initially titled : **Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA),**
- Project launched in the post-Avian Flu period, played the role, through its cooperative approach, of bringing together the aviation and the public health sectors and various other organizations in preparedness planning.



The CAPSCA Project

- Initially aimed at reducing the risk of spread by air travel of influenza of pandemic potential and other important communicable diseases, and mitigating the effects of such spread through cooperative arrangements between the Participating States/Administrations and the aviation sector
- **Now Collaborative Arrangement for the Prevention and management of public health events in Civil Aviation**

The CAPSCA Project



ICAO commitment to:

- Continuously develop and update the ICAO preparedness guidelines to prevent, to the extent possible, the spread of communicable diseases by air travellers.
- Further develop and improve guidelines for the aviation sector for the prevention and management of public health events in general.

The CAPSCA Project



- ICAO urges contracting states, and regional safety oversight organizations as appropriate, to establish requirements for the involvement of stakeholders such as airport operators, aircraft operators and air navigation service providers in the development of a national preparedness plan for aviation.
- Template for an Aviation Public Health Emergency Preparedness Plan (PHEP) and other reference documents available at CAPSCA website **capsca.org**

The CAPSCA Project



- Excellent forum for interaction among the relevant stakeholders.
- One of major achievements to date has been the closer collaboration between the public health and aviation sectors at global, regional and national levels.
- Previously funded by United Nations Central fund for Influenza Action (UN CFIA) now closed.
- Active in all the ICAO regions. CAPSCA Africa has 26 member States.
- State/Airport Assistance Visits conducted in 7 States (9 Airports).

The CAPSCA Project Assistance Visits



Aims of the Assistance Visits

- Assess compliance with the ICAO guidelines concerning management of communicable disease, and the relevant articles of the World Health Organization International Health Regulations, IHR (2005) concerning Pandemic Preparedness Planning for the Aviation Sector.
- Evaluations are primarily for training purposes.

The CAPSCA Project Assistance Visits



Assistance Visit Methodology:

- Voluntary (cost recovery basis) and Confidential.
- Assistance Visit Checklist (Ref ICAO Annexes 6, 9, 11, 14 and Doc 4444; WHO IHR 2005; ICAO, WHO, ACI and IATA Guidelines).
- Awareness training on ICAO and WHO Public Health Emergency requirements for aviation sector.
- Briefing, Airport Visit, Debriefing.
- Assistance Visit Report containing Recommendations.

The CAPSCA Project



QUESTIONS?

THANK YOU