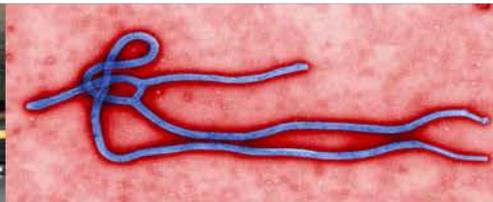


6th Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCA) Meeting

Protea Hotel Midrand, Johannesburg South Africa

12 – 16 October 2015

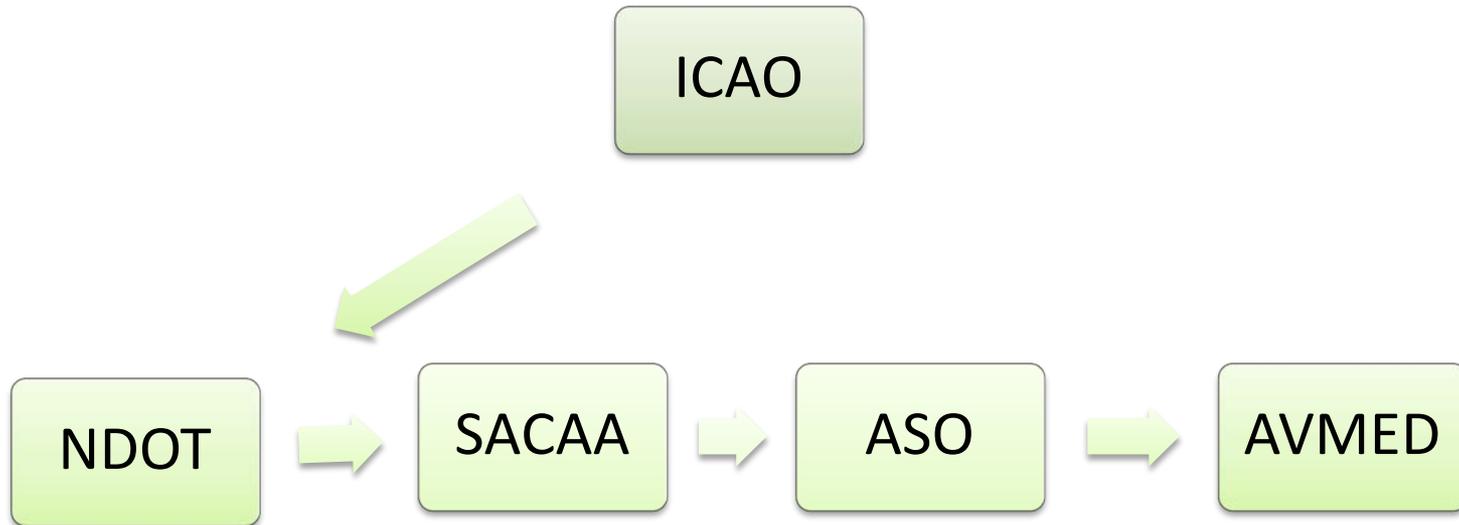
Dr. LESEGO BOGATSU
SOUTH AFRICAN CIVIL AVIATION AUTHORITY



PRESENTATION OUTLINE

- Structure
- ICAO Public Health Annexes
- Responsibilities of the Medical Department of the CAA
- Implementation of the CAPSCA SA
- National Air Transport Facilitation Programme (NATFP)
- SACAA Legislation-CAPSCA
- Aviation Pandemic Preparedness Plan
- MOU between DOT & DOH
- Lessons Learned

STRUCTURE



International Civil Aviation Organization – UN specialized agency

- Like:
 - World Health Organization
 - Food and Agriculture Organization
 - International Maritime Organization
 - + many others
- Sets safety Standards for civil aviation(Medical Standards contained in Annex 1 of ICAO
 - Also Standards for Security and Environmental Protection
- Compliance with ICAO Standards gives right of entry into another State's airspace
- Medical Standards for Standards and CAPSCA
- SA Signatory to ICAO as a Member State-Compliance Required

Audit Protocols

- Questions on preparedness planning are included in ICAO Universal Safety Oversight Audit Programme questions:
 - “Protocol questions”
- ICAO Introduced from 2013



AREAS OF OVERSIGHT-SACAA

Airport

Airworthiness

Certification

Personnel

Air Safety
Operations

Airspace

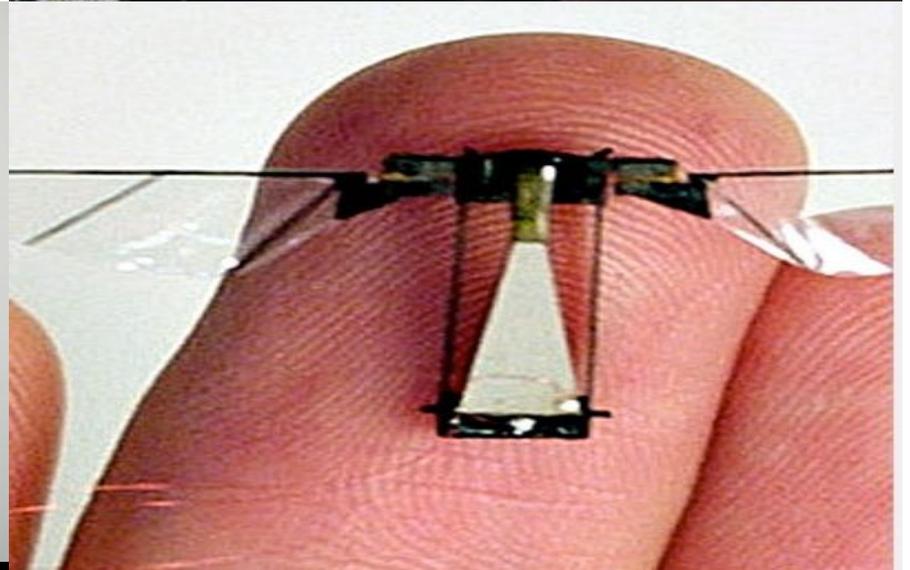
ACIID

FIU

Information
Services

RESPONSIBILITIES MEDICAL DEPARTMENT-

www.spotter-cgn.de ACE 2001



RESPONSIBILITIES OF THE CAPSCA PROGRAMME



OVERSIGHT FIXED WING & AIR AMBULANCES



RESPONSIBILITIES OF THE MEDICAL DEPARTMENT CAA



International Civil Aviation Organization HQ and Regional Offices



ICAO WHO-CAPSCA



ICAO



World Health Org.



UN Specialized Agencies

IMPLEMENTATION OF CAPSCA IN SA

- SA involved in CAPSCA 2007 in Gabon
- In 2008 at the AFI Meeting SA and Nigeria were identified as Technical Advisors
- In 2009, Nigeria followed by SA hosted State Assistance Meetings
- Development of Legislation
- Extensive Training of Industry 2010
- Developed Master Surveillance Plan-2013

IMPLEMENTATION OF CAPSCA IN SA

- Development of MSP and conduction of Inspections
- Training CAA Inspectors
- Issued Health Alert in April 2014
- NOTAMS
- SADC Presentation encouraging States to develop harmonized regulations
- Participated ICAO Assistance Training-
Kenya,Mozambique,Tanzania,Liberia,Ghana,Nigeria
- SA Assistance-Malawi and Botswana

SA Parliament & Inter-Ministerial Committee

DOT-NATFC-Annex 9
ISSUE FOREIGN AIRCRAFT
CERTIFICATE

MNORT -NDOT

DIRECTOR OF SACAA



Part 113
Aviation
Pandemic
Plan
Annex 9

Part 64
CC Training
Instructor
Designation
Annex 9

Part 121
Universal
Precaution
Kits
Annex 6

Part 91
PIC-
ATC/Ports
Health
Annex 9

Part
ATC &
Airports
Part 139

Part 92
Dangerous
Goods
Part 138 Air
Ambulance

National Air Transport Facilitation Programme (NATFP)

Purpose

- The establishment of a NATFP is required by ICAO Standard 8.19 and 8.17 of Annex 9 to the Chicago Convention
- The overall objective of the NATFP is to adopt all practicable measures to facilitate the movement of aircraft, crews, passengers, cargo, mail and stores, by removing unnecessary obstacles and delays
- The challenge of a NATFP is to address and harmonise the interests of all entities involved in facilitation, to promote the growth of a safe, reliable and viable air transport industry, without interfering with legal requirement
- That must be accomplished with respect to aircraft engaged in international operations and their passengers, crews and cargo
- To provide for and facilitate the border-crossing formalities.

Part 113 Regulations : Aviation Pandemic Plan

Part 113

- 113.01.2 The Director shall establish a national aviation pandemic preparedness plan in preparation for an outbreak of a communicable disease posing a public health risk or public health emergency of international concern as referred to in Act 13 of 2009 (155 Disaster Management Act).
- The procedure for the implementation of the national aviation pandemic preparedness plan shall be contained in the Technical Standards Part 113”..

Applicability

- “113.01.1 This part shall apply to the approval and operations of organizations conducting-
- Commercial Air Transport Operations;
- Aerodrome Operations; and
- Air Traffic Service Operations & Others

Aviation Pandemic Preparedness Plan

- Draft using ICAO Template & Other States
- Signed by the DG-Approved Facilitation Committee
- Provided to the National Pandemic Plan

MOU-DOH & DOT

- Draft was driven by the CAA/DOT
- Approved by the DGs of Transport and National Department of Health
- Not by the CAA Directors

Multisectoral Approach in 2012

- DOT
- CAA
- DOH-Port Health & Focal Points
- Airlines
- Charters
- Airports
- Others
- 1st Draft in the CAPSCA Website since 2012

Part 64.02.2 of the SACAA Regs & Standards

- Identification and management of suspected case of communicable disease;
- Identify symptoms and signs of communicable diseases as contained in the Aircraft Declaration Document contained in Annex 9;
- Describe the steps followed when using universal precaution kits by the crew managing a suspected case of communicable disease
- State the management of communicable disease when there is availability of space on board an aircraft;
- State the management of a suspected case of communicable disease to be when there is limited space on board an aircraft ;

Part 64.02.2 of the SACAA Regs & Standards

- Describe the areas to be disinfected by cabin crew in the lavatory were there is limited space on board an aircraft;
- Describe the management of a suspected case of communicable disease, were the passenger is tolerating and not tolerating the mask;
- Describe the process to be followed when handling body fluids, management of a damp and humid mask;
- Describe the use of a biohazard bag;
- Describe which passenger are issued with a passenger locator forms and a
- and the reason why these documents have to be handed over to public health authorities;

64.01.9 DESIGNATION OF CABIN CREW FIRST AID EXAMINER & INSTRUCTORS

CAA Designation Examiners (First Aid Training).

- Conduct First Aid theory & practical training .
- Qualifications Criteria defined CAA(Paramedic,Nurse or Doctor)
- An authorized aviation medical inspector shall conduct surveillance
- The designation valid for year.



Part 121 Civil Aviation Regulations

An air operator shall ensure that each cabin Crew member undergoes the following:

- **Initial and recurrent training First Aid Training.**
- **submit the initial/recurrent programme syllabus (Theory & Practical)**
- **Issue a competency certificate, which is valid for 12 months.**
- **Cabin Crew absent for 12 month, will undergo re-qualification training.**
- **CAA -IOSA,IATA & AHA Standards**



Part 121.05.13 OF THE CIVIL AVIATION REGULATIONS

First Aid, Emergency Medical and Universal Precaution Kits on Board an Aircraft

An owner or operator operating aircraft for which the maximum certificated passenger seating is 20 or more shall ensure each aircraft carries on board at least two universal precaution kits.

The following items shall, as a minimum, be included in a universal precaution kit –

- disposal gloves;
- dry powder that convert small liquid spill into sterile granulated gel;
- germicidal disinfectants for surface cleaning;
- skin wipes;
- face/eye mask;
- large absorbent towel;
- pick-up scoop with scraper; and
- Bio-hazard disposal waste bag

Part 91 of the Civil Regulations

Passenger Health and Safety

- This regulation is intended for communication between the pilot in command and the en-route ATC when there is a suspected case of communicable disease.
- The development of these regulation is in-compliance with ICAO Annex 9 and is applicable to operators of aircrafts and stipulates that the The Pilot in-command of an aircraft shall notify air traffic control or the South African Port Health Authority (PHA), as a applicable, where it appears that any person displays the symptoms of a communicable disease as provided in Document SA-CATS 91
- Immediately upon landing, a report shall be made to the PHA containing the information contained in Document [SA-CATS 91](#).

Regulation 172.03.12 ATC Communication

The holder of an approval must—

- develop and implement contingency plans for implementation in the event of disruption or potential disruption, of air traffic services and related supporting services in the airspace for which they are responsible for the provision of such services; and
- ensure that the plans referred to in paragraph (*m*) are closely co-ordinated with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and submitted for approval to the ICAO Council.

SA CATS 172.03.12

Procedures

The pilot in command shall notify ATC as soon as he/she becomes aware of a suspected case of a communicable disease on board his/her aircraft

The ATSU receiving notification of a suspected case of a communicable disease onboard and aircraft in flight shall advise, as soon as practicable

- The designated Airport Authority of the next intended landing destination and;
- The aircraft operator or its designated representative
- number of persons on board
- number of suspected case(s) on board; and
- nature of the public health risk, if known.

Where the destination aerodrome is outside of an ATSU's jurisdiction clear coordination shall be maintained between the ATSU's involved stating the nature of the suspected case of the communicable disease on board the flight and such notification actions conducted by the ATSU's.

Each ATSU shall maintain a list of contact numbers of the relevant Airport Authorities within their jurisdiction.

Part 139.02.6 OF THE CIVIL AVIATION REGULATIONS

The ESTABLISHMENT OF AERODROME EMERGENCY MANAGEMENT SYSTEM

The aerodrome operator shall establish an aerodrome emergency management system (AEMS) as contemplated in CAR 139.02.6 which shall include the following, but not be limited to:

- (a) aircraft emergencies;
- (b) sabotage including bomb threats;
- (c) unlawful seizure of aircraft;
- (d) dangerous goods occurrences;
- (e) building fires;
- (f) natural disasters, such as floods, veldt fires tsunamis etc;
- (g) public health emergencies including communicable diseases.

Part 139.02.6 OF THE CIVIL AVIATION REGULATIONS

- The Part 7 of ICAO Doc 9137-AN/89 is herewith incorporated in terms of section 163(2) of the Civil Aviation Act 2009 (Act 13 of 2009) list as the minimum standard for an AEMS.
- The medical equipment and medical supplies depicted in Appendix 3 table 3-1 of ICAO Doc 9137-AN/8989 Part 7 shall be made available on the aerodrome.
- If not self-proficient, the aerodrome operator shall enter into an agreement with a service provider capable of providing such service to make the necessary medical equipment and required medication available in the event of an emergency.
- The aerodrome operator shall ensure that the agreement is kept current and that the service provider is at all times capable of its obligations.

Part 138 AIR AMBULANCE REGULATIONS AND TECHNICAL STANDARDS



APPLICABILITY

- SA Registered Aircraft engaged in commercial air ambulance operations;
- Foreign-registered aircraft operated by an air service operator licensed in terms of the Air Services Licensing Act, 1990 or the International Air Services Act, 1993 and engaged in commercial air ambulance operations;
- Foreign-registered aircraft utilized in commercial air ambulance operations to transport one or more patients within or out of the Republic; and
- Persons acting as flight crew members, operations personnel and medical personnel in respect of any air ambulance operation carried out in terms of this part.

Part 138 AIR AMBULANCE REGULATIONS AND TECHNICAL STANDARDS



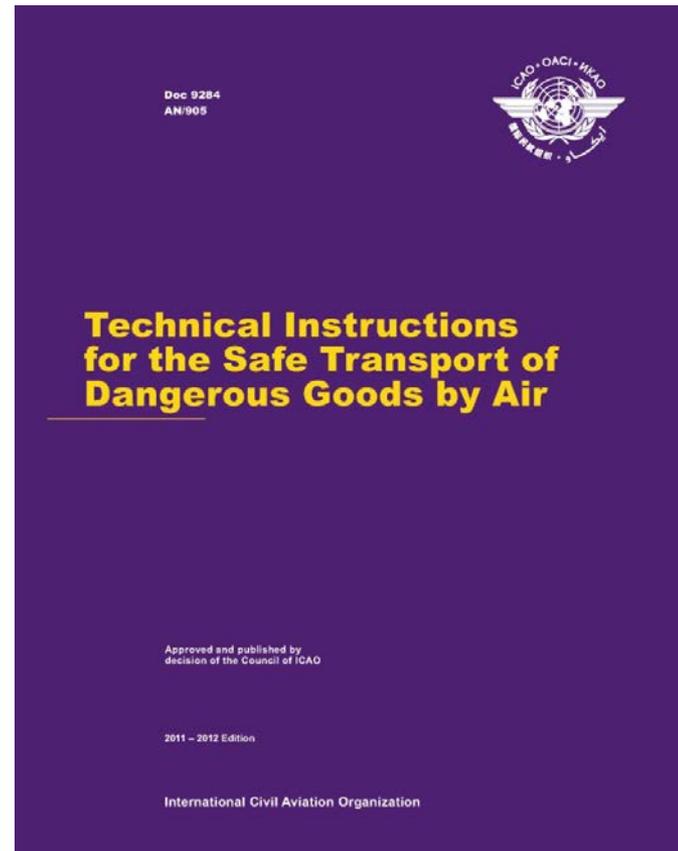
Regulation 92.00.16 Dangerous Goods

- Packaging
- Handling
- Marking Infectious Material
- Report if there is damage to the package to either Public Health



Technical Instructions

- *Technical Instructions for the Safe Transport of Dangerous Goods by Air* (Doc 9284)
- Issued every two years to reflect UN cycle
- “Each Contracting State shall take the necessary measures to achieve compliance with the detailed provisions contained in the Technical Instructions.” (*Annex 18, 2.2.1*)



OVERSIGHT AIRLINES & CHARTER MSP 2013



- **Check-Inn Counter**
- **Training of Cabin Crew Communicable Disease**
- **Communication between pilot-command & ATC**
- **Aircraft Declaration Form & Passenger Locator Form**
- **Universal Precaution Kits & Thermometer on Board**
- **Procedure for Maintenance Crew (Changing of HEPA Filters)**

OVERSIGHT AIRLINES & CHARTER MSP APPROVED BY DCA APPROVED 2013

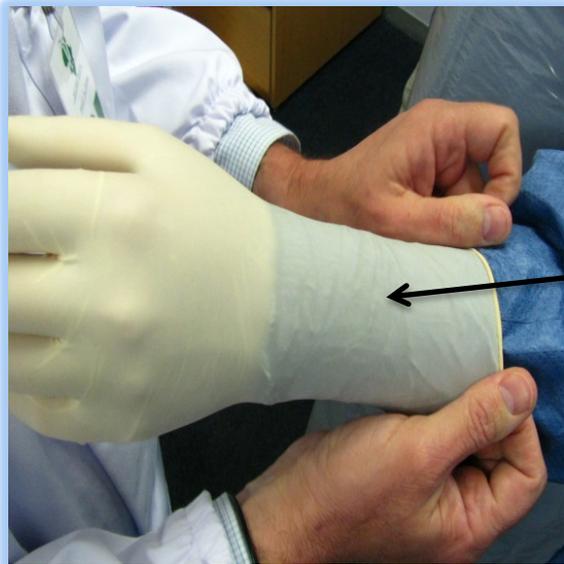
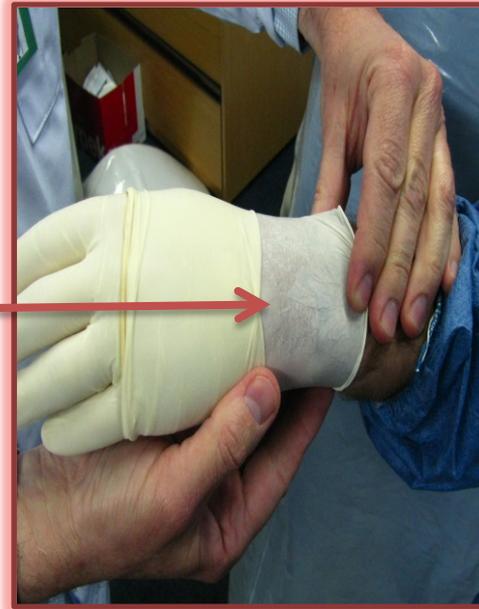


- Procedure for Cargo and Baggage Handlers
- Procedure for Aircraft Cleaning Crew
- Procedure for Bird Strike
- International Transport of Human Remains & Death on Board
- Doctors Bags & First Aid Kits
- Business Continuity Plans

PPE Training & Types of Gloves Used



Practice point:
Visible exposed
skin under
glove needs to
be corrected



**Outer gloves correctly
covering the sleeve**



Pilot Communication



ATC COMMUNICATION PROCEDURE & BUSINESS CONTINUITY PLAN



APPROPRIATE DISINFECTION MEASURES



BUSINESS CONTINUITY AIRLINES



Procedure for Bird Strike



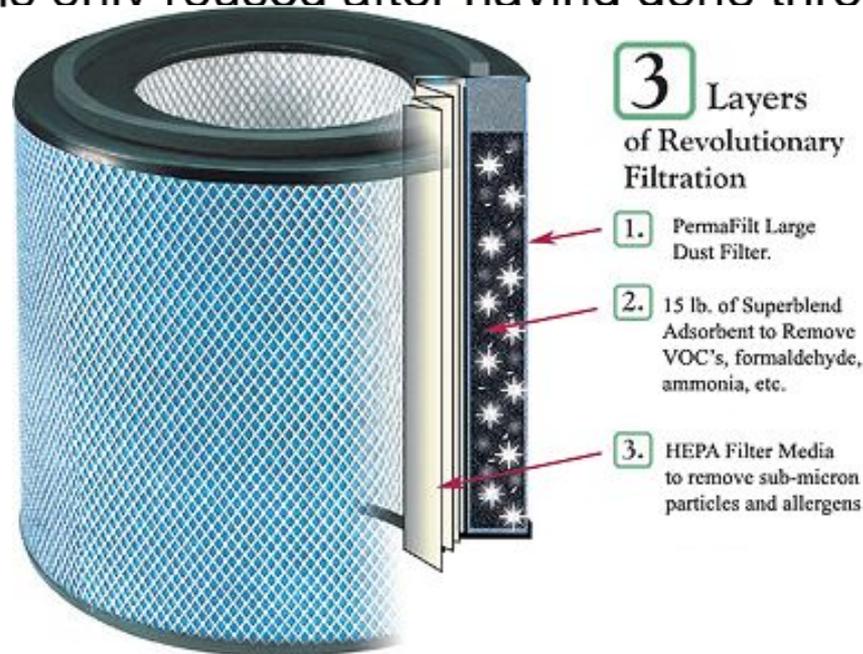
BAGGAGE HANDLERS



Procedure from Changing Hepa Filters

High Efficiency Particulate Air (HEPA) filters

- About 50% of the air in most modern aircraft is re-circulated.
- However, air is only reused after having gone through HEPA filters.



OVERSIGHT INTERNATIONAL AIRPORTS

International Aiports	Public Health Plan	Simulation Exercise
OR Tambo	Yes	2 Full Scale
Cape Town	Yes	Partial
Upington	Yes	Partial
Lanseria	Yes High Risk	Full Scale
Kruger National	Yes	No
Bloemfontein	Yes	No
Polokwane	Yes	No
King Shaka	Yes	No
Pilansburg	Yes	No
Port Elizabeth	Yes	Desk Top

AIRPORT PUBLIC EMERGENCY PLAN OVERSIGHT



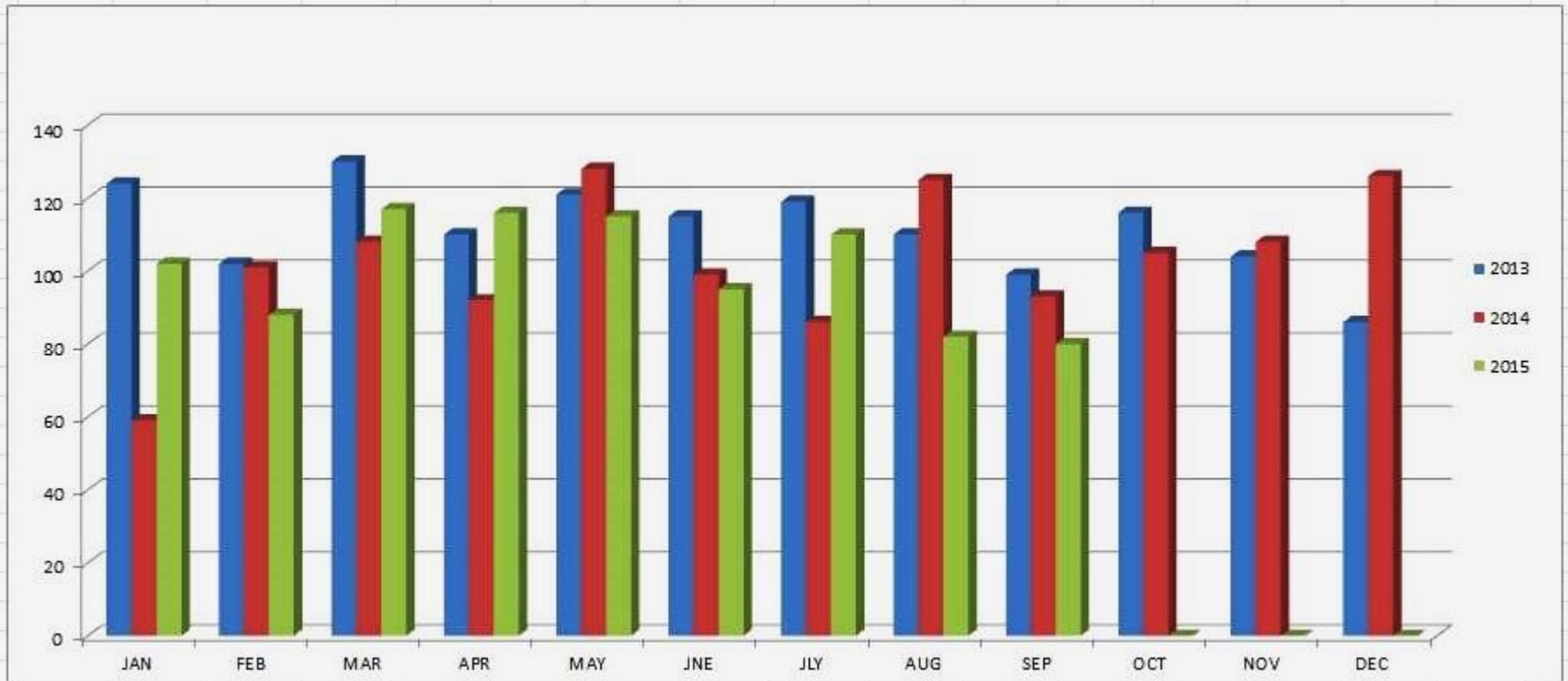
- **Does the airport have in place a Plan for Public Health Emergencies?**
- **Does the Public Health Authority have designated personnel at the airport?**
- **Is this Committee involved in airport/aerodrome Public Health Emergency Planning?**
- **If so, under a formal contract/agreement? Are the Rescue and Fire Fighting services involved?**
- **Are the Immigration/Customs Services involved?**
- **Are the security services involved**
- **Has the Airport/Aerodrome Emergency Plan been tested by conducting full-scale exercises and/or table-top exercises?**

MEDIA POLICY

CAA MEDIA POLICY

- ICAO Annexes
- Regulations
- Airline Procedures
- ATC Procedures
- Airline Procedures

AIR AMBULANCE OPERATIONS FROM LANSERIA:



YEAR	JAN	FEB	MAR	APR	MAY	JNE	JLY	AUG	SEP	OCT	NOV	DEC
2013	124	102	130	110	121	115	119	110	99	116	104	86
2014	59	101	108	92	128	99	86	125	93	105	108	126
2015	102	88	117	116	115	95	110	82	80	0	0	0



COUNTRIES USING LIA:

NORTH

CENTRAL

REGINAL

EGYPT

ZAMBIA

BOTSWANA

ETHIOPIA

ANGOLA

ZIMBABWE

CHAD

RWANDA

NAMIBIA

EQUATORIAL GUINEA

MALAWI

SWAZILAND

LITHUANIA

TANZANIA

MOZAMBIQUE

KENYA

MADAGASCAR

CONGO

COMOROS

GABON

Lessons Learned

- Urgent need for the Implementation by ICAO-WHO Standards-Extension of IHR
- High Turnover of Staff-Impact Continuity
- Need to develop Air Ambulance International Regulations
- Practicable Aspect of CAPSCA
- Screening Measures-Use of Existing Staff Exit Screening
- Contact Tracing at Airports
- Charter Operators
- MOU Between DOH & DOT High Level
- Medical Standards for Air Ambulance
- Repatriation of bodies
- Legal Rights
- Training of Inspectors within the CAA-Airports,Airlines,Cabin Safety
- Protocols causes delays in approval



Thank You
Thank You
Thank You!!!!

For your attention