



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

Comparison of ICAO and WHO documents

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Acknowledgement – Dr Roberta Andregretti, PAHO

ICAO HQ – Montreal, Canada



ICAO HQ and its seven Regional Offices





'Chicago' Convention (1944)

Doc 7300/9

– 191 signatories



96 Articles

**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.

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International Civil Aviation Organization
Organisation de l'aviation civile internationale
Organización de Aviación Civil Internacional
Международная организация гражданской авиации

18 Annexes to the Convention -
'Standards and Recommended
Practices' *SARPs*

• Governments – implement
ICAO SARPs through
national laws

*Regulatory Aviation
Authorities*

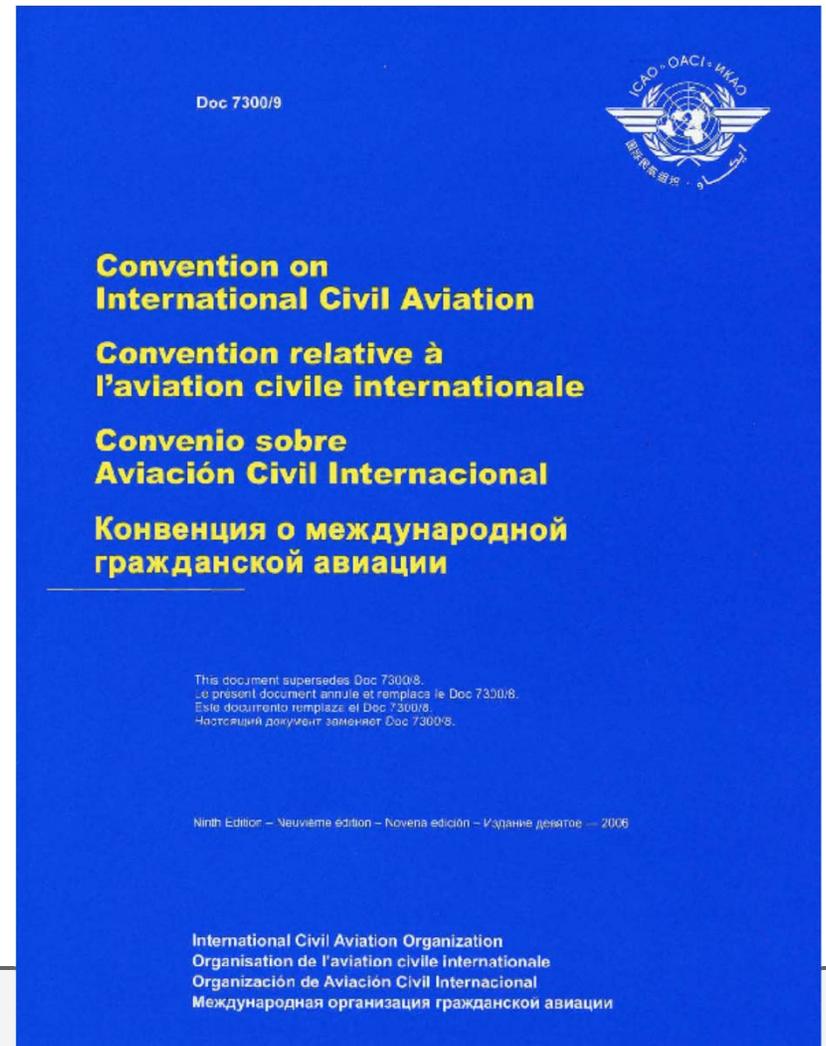
- e.g.
- Federal Aviation Administration (US)
 - Swiss CAA
 - Transport Canada

Basis for Action - health

Article 14, Convention on International 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....



18 ICAO Annexes to the Convention - contain Standards and Recommended Practices ('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

Aerodrome certification (ICAO)



- States are mandated to implement SARPs (signed Chicago Convention)
- **States** are therefore responsible for implementation of SARPs through civil aviation authorities
- States must develop **national** rules/regulations/laws to ensure SARPs are implemented
- ICAO **audits States oversight capability** (**not** individual aerodromes/airlines) to ensure compliance with ICAO SARPs
- An ICAO (mandatory) Standard requires States to ensure compliance with their **national** regulations and issue a **certificate** to each aerodrome/aerodrome operator accordingly.

Compare aviation and public health



- Legal requirements
- Standards
- Competent Authority
- Recommendations
- Guidance
- Assistance Visits



WHO

- International Health Regulations
- Legally binding on States
- IHR (2005) Article 2:

The purpose and scope of these Regulations are to prevent, protect against, control and provide a public health response to the international spread of disease.....

ICAO

- Convention on International Civil Aviation
- Legally binding on States
- Convention, Article 14 - Prevention of spread of disease

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.....

Implementing Requirements



WHO

- Articles in IHR (2005)
- No mandatory audit process

ICAO

- Standards (mandatory) and Recommended Practices (desirable) (SARPs) contained in 18 Annexes to the Convention on International Civil Aviation
- States are formally audited for compliance with SARPs
- ICAO does not audit individual aerodromes/airlines

WHO

- “competent authority” means an authority responsible for the implementation and application of health measures under these Regulations;

ICAO

No equivalent definition

Competent authority



- *Article 27 Affected conveyances*

1. If clinical signs or symptoms and information based on fact or evidence of a public health risk, including sources of infection and contamination, are found on board a conveyance, the competent authority shall consider the conveyance as affected and may:

(a) disinfect, decontaminate, disinsect or derat the conveyance, as appropriate, or cause these measures to be carried out under its supervision; and

Guidance Material



WHO

- All documents available in print
- IHR (2005) Contingency Planning Guide
- WHO Technical Advice for Management of Public Health Events in Air Transport
- Guide to Hygiene and Sanitation in Aviation
- Assessment tool for Core Capacity at Designated Airports
- Guidance requires peer review and legal clearance

ICAO

- Documents not available in print – web-based
- ICAO Guidelines for States
- IATA Guidelines for Airlines
- ACI Guidelines for airports
- Guidance does not require peer review or legal clearance

Airport Visit



WHO

- On request
- Designated airports only
- Formal certificate issued if compliant with IHR (2005) Annex 1
- Considers routine core capacities and emergency response
- Detailed assessment tool: ports; airports and ground crossings

ICAO

- On request
- Any international airport
- No certificate issued: a confidential report provided, action plan requested
- Considers only emergency response
- Relatively simple checklist: airports only



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