



INTERNATIONAL CIVIL AVIATION ORGANIZATION

A United Nations Specialized Agency

ICAO Public Health Related Documents

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ICAO HQ and its seven Regional Offices



'Chicago' Convention (1944) – 194 signatories



Doc 7300/9



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

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

• **Governments**

***Regulatory Aviation
Authorities***

ICAO Standards and Recommended Practices



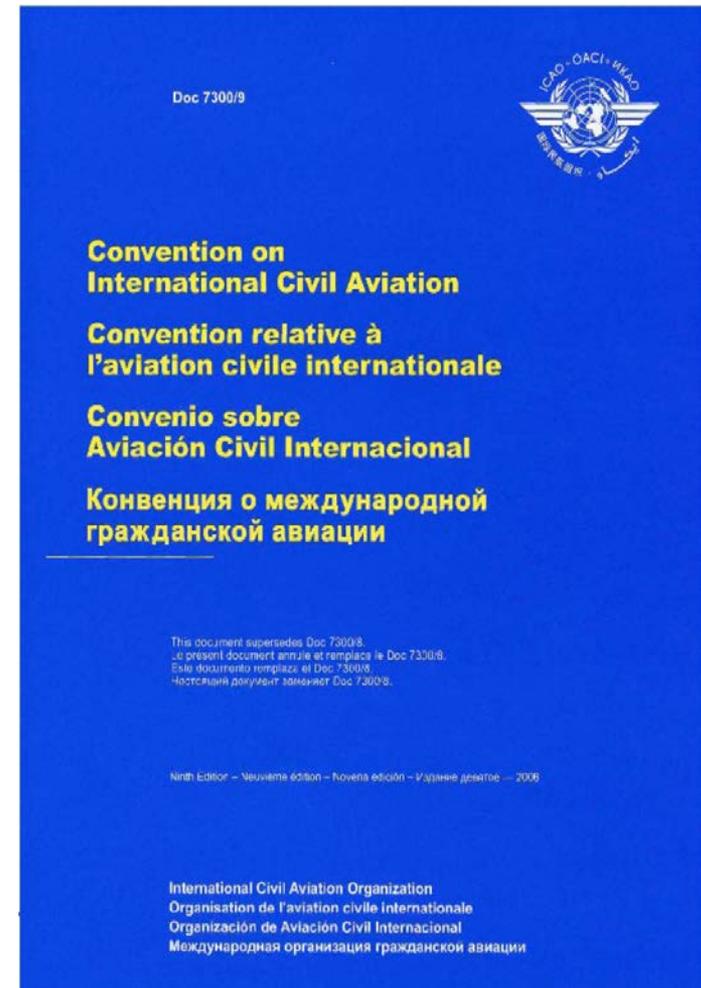
- **Standard:** Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as **necessary** for the safety or regularity of international air navigation and to which Contracting States **will conform** in accordance with the Convention; in the event of impossibility of compliance, notification to the Council is compulsory under Article 38.
- **Recommended Practice:** Any specification for physical characteristics, configuration, matériel, performance, personnel or procedure, the uniform application of which is recognized as **desirable** in the interest of safety, regularity or efficiency of international air navigation, and to which Contracting States will **endeavour to conform** in accordance with the Convention.

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....

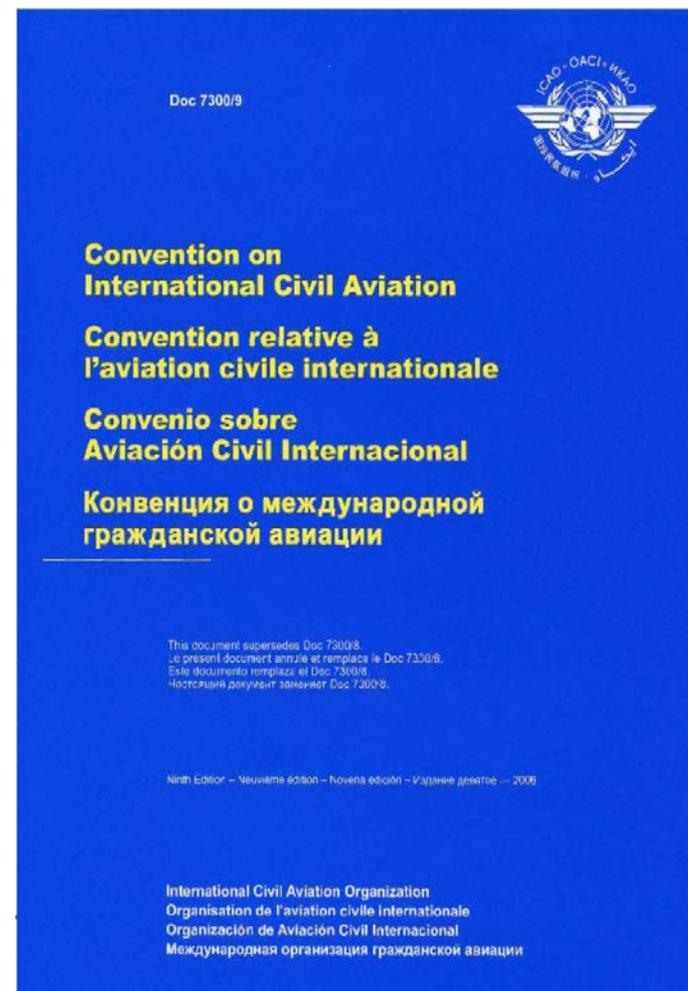


Basis For Action - Health

Article 14, Convention On International Civil Aviation:



....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.**



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

ICAO HEALTH-RELATED DOCUMENTS
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Annex 6 – Operation of Aircraft



6.2 All aeroplanes on all flights

6.2.2 An aeroplane shall be equipped with:

a) accessible and adequate medical supplies; [Standard]

Recommendation.— *Medical supplies should comprise:*

1) *one or more first-aid kits for the use of cabin crew in managing incidents of ill health;*
and

2) *for aeroplanes required to carry cabin crew as part of the operating crew, one universal precaution kit (two for aeroplanes authorized to carry more than 250 passengers) for the use of cabin crew members in managing incidents of ill health associated with a case of suspected communicable disease, or in the case of illness involving contact with body fluids; and*

3) *for aeroplanes authorized to carry more than 100 passengers, on a sector length of more than two hours, a medical kit, for the use of medical doctors or other qualified persons in treating in-flight medical emergencies.*

Note.— *Guidance on the types, number, location and contents of the medical supplies is given in Attachment B.*

Contents: first aid and medical kits



4.1.1 First-aid kit:

- Antiseptic swabs (10/pack)
- Bandage: adhesive strips
- Bandage: gauze 7.5 cm × 4.5 m
- Etc....

4.1.2 Universal precaution kit:

- Dry powder that can convert small liquid spill into a sterile granulated gel
- Germicidal disinfectant for surface cleaning
- Skin wipes
- Face/eye mask (separate or combined)
- Gloves (disposable)
- Protective apron
- Etc....

4.1.3 Medical kit:

Equipment

- List of contents
- Stethoscope
- Sphygmomanometer (electronic preferred)
- Airways, oropharyngeal (three sizes)
- Syringes (appropriate range of sizes)
- Needles (appropriate range of sizes)
- Intravenous catheters (appropriate range of sizes)
- Etc....

4.1.3 Medical kit (continued):

Medication

- Epinephrine 1:1 000
- Antihistamine – injectable
- Dextrose 50% (or equivalent) – injectable: 50 ml
- Nitroglycerine tablets, or spray
- Major analgesic
- Etc....

If a cardiac monitor is available (with or without an AED) add to the above list:

- Epinephrine 1:10 000 (can be a dilution of epinephrine 1:1 000)

Note.— *The United Nations Conference for Adoption of a Single Convention on Narcotic Drugs in March 1961 adopted such a Convention, Article 32 of which contains special provisions concerning the carriage of drugs in medical kits of aircraft engaged in international flight.*

Annex 9 - Facilitation



E. 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



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 Aircraft General Declaration: Annex 9 – Facilitation, Appendix 1 WHO IHR Annex 9: Health Part Gen. Dec.



ICAO General Declaration

WHO IHR Annex 9

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**
		<i>Departure Place:</i> Embarking Through on same flight <i>Arrival Place:</i> Disembarking Through on same flight
<i>Declaration of Health</i> 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		For official use only
Signed, if required, with time and date		Crew member concerned
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

THIS DOCUMENT IS PART OF THE AIRCRAFT GENERAL DECLARATION,
PROMULGATED BY THE INTERNATIONAL CIVIL AVIATION ORGANIZATION

HEALTH PART OF THE AIRCRAFT GENERAL DECLARATION¹

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

Signature, if required, with time and date

1. This version of the Aircraft General Declaration entered into force on 15 July 2007. The full document may be obtained from the website of the International Civil Aviation Organization at <http://www.icao.int>.

Annex 11 – Air Traffic Services



2.30 Contingency arrangements

Air traffic services authorities shall develop and promulgate 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. Such contingency plans shall be developed with the assistance of ICAO as necessary, in close coordination with the air traffic services authorities responsible for the provision of services in adjacent portions of airspace and with airspace users concerned.

Note 1. — Guidance material relating to the development, promulgation and implementation of contingency plans is contained in Attachment C.

Note 2. — Contingency plans may constitute a temporary deviation from the approved regional air navigation plans; such deviations are approved, as necessary, by the President of the ICAO Council on behalf of the Council.

Annex 11, Attachment C. Material Relating To Contingency Planning



- 1. Introduction**
- 2. Status of contingency plans**
- 3. Responsibility for developing, promulgating and implementing contingency plans**
- 4. Preparatory action [see next image]**
- 5. Coordination**
- 6. Development, promulgation and application of contingency plans**

Procedures for Air Navigation Systems – Air Traffic Management (PANS-ATM)



16.6 NOTIFICATION OF SUSPECTED COMMUNICABLE DISEASES, OR OTHER PUBLIC HEALTH RISK, ON BOARD AN AIRCRAFT

16.6.1 The flight crew of an en-route aircraft shall, upon identifying a suspected case(s) of communicable disease, or other public health risk, on board the aircraft, promptly notify the ATS unit with which the pilot is communicating, the information listed below:

- a) aircraft identification;
- b) departure aerodrome;
- c) destination aerodrome;
- d) estimated time of arrival;
- e) number of persons on board;
- f) number of suspected case(s) on board; and
- g) nature of the public health risk, if known.

16.6.2 The ATS unit, upon receipt of information from a pilot regarding suspected case(s) of communicable disease, or other public health risk, on board the aircraft, shall forward a message as soon as possible to the ATS unit serving the destination/departure, unless procedures exist to notify the appropriate authority designated by the State and the aircraft operator or its designated representative.

16.6.3 When a report of a suspected case(s) of communicable disease, or other public health risk, on board an aircraft is received by an ATS unit serving the destination/departure, from another ATS unit or from an aircraft or an aircraft operator, the unit concerned shall forward a message as soon as possible to the public health authority (PHA) or the appropriate authority designated by the State as well as the aircraft operator or its designated representative, and the aerodrome authority.

Note 1.— See Annex 9 — Facilitation, Chapter 1 (Definitions), Chapter 8, 8.12 and 8.15, and Appendix 1, for relevant additional information related to the subject of communicable disease and public health risk on board an aircraft.

Note 2.— The PHA is expected to contact the airline representative or operating agency and aerodrome authority, if applicable, for subsequent coordination with the aircraft concerning clinical details and aerodrome preparation. Depending on the communications facilities available to the airline representative or operating agency, it may not be possible to communicate with the aircraft until it is closer to its destination. Apart from the initial notification to the ATS unit whilst en-route, ATC communications channels are to be avoided.

Note 3.— The information to be provided to the departure aerodrome will prevent the potential spread of communicable disease, or other public health risk, through other aircraft departing from the same aerodrome.

Note 4.— AFTN (urgency message), telephone, facsimile or other means of transmission may be used.

NOTIFICATION OF SUSPECTED COMMUNICABLE DISEASE, OR OTHER PUBLIC HEALTH RISK, ON BOARD AN AIRCRAFT



ICAO Aircraft General Declaration
 - Declaration of Health (signs/symptoms)
 (ICAO Annex 9, Appendix 1 & IHR (2005) Annex 9)

- Airport Operator
- **Public Health Authority**
- Other agency(ies)

- Aircraft Callsign (ID)
- Dep. Aerodrome
- Dest. Aerodrome
- Est. Time Arrival
- Number of persons on board
- Number of suspect cases
- Nature of public health risk

- Airport Operator
- **Public Health Authority**
- Other agency(ies)

Aircraft Operator
 (or handling agency) at destination aerodrome
 incl. ground-based medical services provider
 (if available)

Via local procedure
 (Aerodrome Emergency Plan)

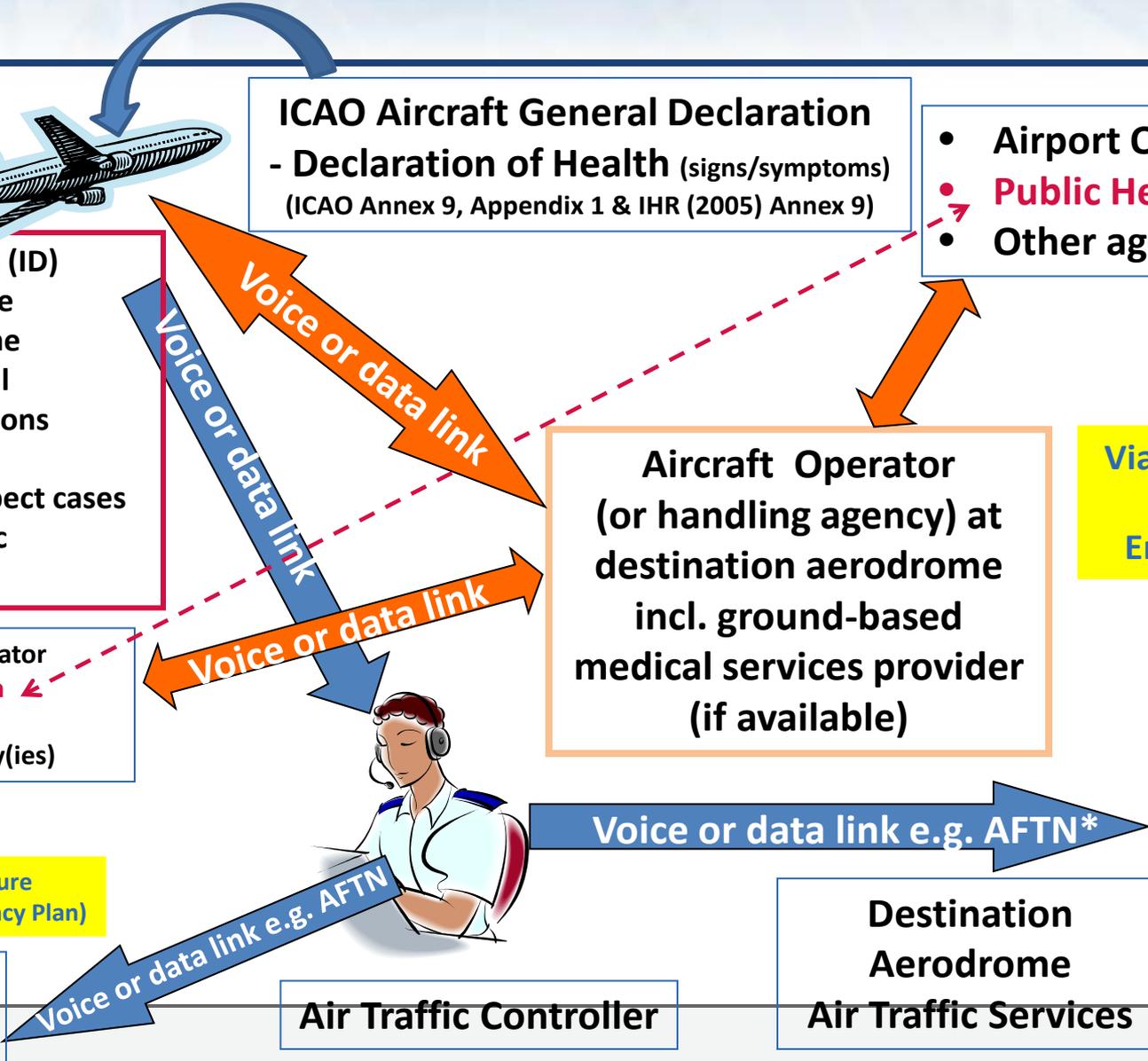


Air Traffic Controller

Destination Aerodrome Air Traffic Services

Via local procedure
 (Aerodrome Emergency Plan)

Departure Aerodrome Air Traffic Services



*AFTN = Aeronautical Fixed Telecommunication Network

Annex 14-Aerodromes



CHAPTER 9. AERODROME OPERATIONAL SERVICES, EQUIPMENT AND INSTALLATIONS

9.1 Aerodrome emergency planning

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.

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, unlawfully 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 a communicable disease potentially affecting a large proportion of aerodrome staff.

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)
- core capacities self assessment reported annually to WHA

ICAO

- Standards (mandatory) and Recommended Practices (desirable) (SARPs) contained in 19 Annexes to the Convention on International Civil Aviation
- States are formally audited for compliance with SARPs
- ICAO does not audit individual aerodromes/airlines

Competent Authority



WHO

“competent authority”
means an authority
responsible for the
implementation and
application of health
measures under these
Regulations;
May have more than one
authority in each Airport.

ICAO

No equivalent definition

Guidance



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/Assesment



WHO

- On request
- Designated airports only
- Considers routine core capacities and emergency response
- Detailed assessment tool: ports; airports and ground crossings•
. IHR core capacities certification on voluntary basis .

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

How do you convert all these requirements (IHR and ICAO SARPs and Guidance material) :



- **State legislation**
- **Into a comprehensive plan**
- **Engagement of stakeholders**

Emergency Plans

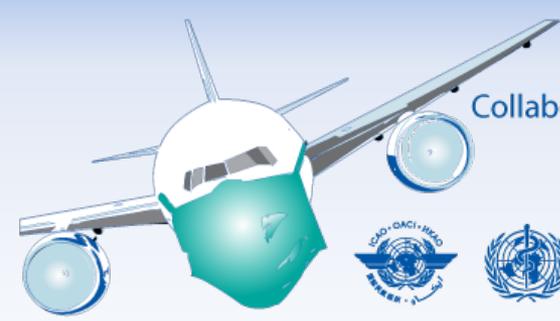


- **State National level Emergency Plans**
 - Health System preparedness plan
 - National Aviation emergency plan
- **Aerodrome Emergency Plan**
 - crises .
 - Public Health events .
 - others .

CAPSCA

Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation

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Thank you

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