



ICAO

SAFETY

COVID-19: Global feedback on Public Health Management

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Representatives

Representatives from **Member States**

Australia, Canada, China, Colombia, Costa Rica, Côte d'Ivoire, France (CART Chairperson), Saudi Arabia, Singapore, Spain, United Arab Emirates, United Kingdom, United States, and Zambia

Representatives from **international and regional organizations**

UNWTO, WHO, AUC, EU/EASA, ACAO, ECAC, and LACAC

Representative from **industry**

ACI, CANSO, IATA, and ICCAIA

Aviation public health-related measures

Recommendation 4: Global and regional harmonization of procedures is essential to strengthen public and passenger confidence in air travel. To that end, Member States should establish aviation public health procedures aligned with the guidance in the *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis*.

Recommendation 5: In order to support the fastest possible return to normal aviation operations, Member States should regularly review the necessity of continuing the application of risk mitigation measures as the risk of COVID-19 transmission diminishes; and measures which are no longer needed should be discontinued.



CAPSCA Public Health Corridors

An Implementation Mechanism of the CART



Recommendations 4 & (5): Global and regional harmonization of procedures ... to strengthen public and passenger confidence in air travel. ...Member States should establish aviation public health procedures aligned with the guidance in the *Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis & (discontinuation)*



CREW MODULE (PHC Form 1)	AIRCRAFT MODULE (PHC Form 2)	AIRPORT MODULE (PHC Form 3)	CARGO MODULE

Multilayer strategy : crew and passenger education, physical distancing, processes and technology to reduce physical contact, use of face masks, temperature screening, health declarations, COVID-19 testing, cleaning & disinfection procedures, ventilation & air filtering, modification of airport layouts, managing passengers with suspected COVID-19 infection, assistance with contact tracing, staff protection



- ✈ CAPSCA checklists, Assistance Visits, PHC Validation process and flow chart
- ✈ Industry Assistance: IATA self-assessment, ACI accreditation, etc.
- ✈ Reporting framework - State, CRRIC and ICAO
- ✈ Sharing of implementation information for mutual recognition by States, bilateral & multilateral agreements and opening of air travel through Public Health Corridors

ICAO Global and Regional Implementation Roadmaps



Passenger

- Education
- Behaviour
- Transport to airport

- ✓ Communication
- ✓ Health Declaration

? Testing

Crew

- ✓ Training
- ✓ Behaviour
- ✓ Reporting for duty
- ✓ Health Declaration
- ✓ Flight crew segregation
- ✓ Fast track
- ✓ Health monitoring
- ✓ Manage ill crew
- ✓ Layover

? Testing

? Isolation

? Quarantine

Departure airport ***

- Epidemiology data
- Transmission pattern
- ✓ **Bilateral agreement**

- ✓ Airport access
- ✓ Ventilation/ AC
- ✓ Physical Distancing
- ✓ Use of masks/ PPE
- ✓ Cleaning/ Disinfection
- ✓ Control sheet
- ✓ Contactless processes
- ✓ Manage ill passenger
- ✓ Cargo handling
- ✓ Boarding
- ✓ Exit Screening – visual
- ✓ Temperature screening
- ✓ Airport accreditation

? Testing

In-flight

- ✓ Ventilation
- ✓ HEPA
- ✓ Aircraft design
- ✓ Boarding
- ✓ Seat assignment
- ✓ Baggage
- ✓ Distancing
- ✓ Use of masks/ PPE
- ✓ Disinfection
- ✓ Hand sanitizer
- ✓ Passenger Interaction
- ✓ Lavatory
- ✓ UPK
- ✓ Medical Kit
- ✓ Manage ill passenger
- ✓ Air Operator Assessment

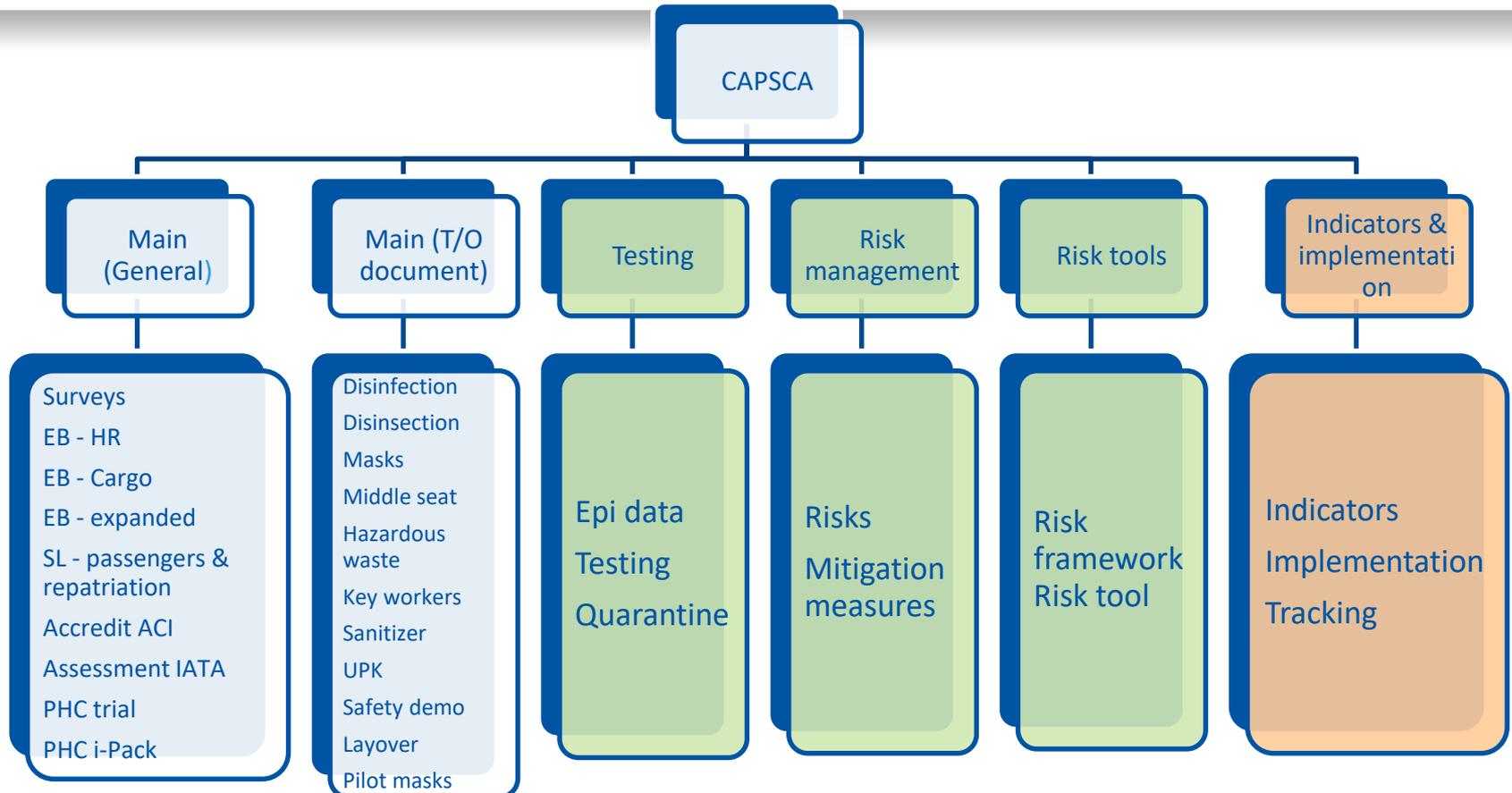
Arrival airport ***

- ✓ **Acceptable risk**
- ✓ Airport parking
- ✓ PHA boarding procedures
- ✓ Separate pathways
- ✓ Transit
- ✓ Airport Access
- ✓ Ventilation/ AC
- ✓ Physical Distancing
- ✓ Use of masks/ PPE
- ✓ Cleaning/ Disinfection
- ✓ Contactless procedures
- ✓ Managing ill passenger
- ✓ Cargo handling
- ✓ Entry Screening – visual
- ✓ Temperature screening
- ✓ Airport accreditation

? Testing

Public Health

- Secondary assessment
- Self-monitoring
- Contact Tracing
- ? Isolation
- ? Quarantine





**HIGH-LEVEL
COVER
DOCUMENT**



**TAKE-OFF
GUIDANCE DOCUMENT
2nd Edition**



***Testing and Cross-border
Risk Management
Measures Manual (Doc
10152)***



Update of existing modules

- AVSEC screening
- Disinfection & Disinsection
- Crew & layovers
- Passengers with disabilities

New text

- General hygiene
- Face coverings and masks
- Passengers with disabilities
- Mental health
- Hazardous waste management

New references for non-commercial aviation

- References to industry material

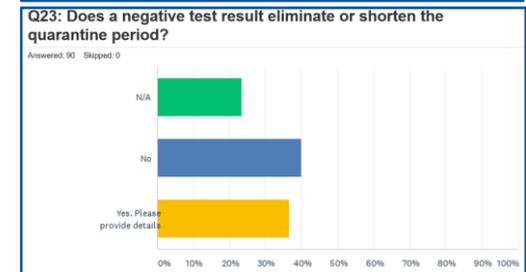
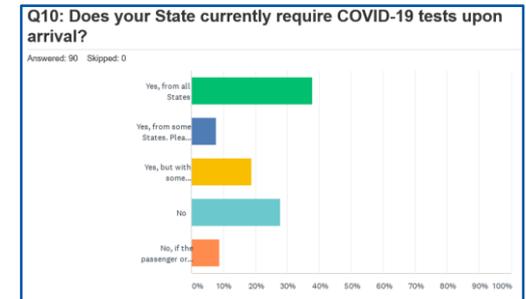
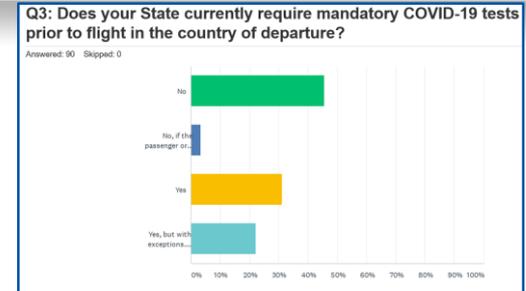


- **Recommendation 12 (Aviation safety-related measures).** States should put in place the necessary measures to mitigate risks associated with prolonged regulatory alleviations and should not extend alleviations (both core and extended CCRDs) beyond 31 March 2021, unless circumstances dictate otherwise. In addition, States are encouraged to **facilitate access to medical and training facilities**, including flight simulation training devices used for flight crew (national and foreign) to maintain their certifications, recency of experience and proficiency.
- **Recommendation 13 (Testing and cross border risk management measures).** While testing is not universally recommended by public health authorities as a routine health screening method, States contemplating **testing in their COVID-19 risk management strategy** should apply the approach outlined in the *ICAO Manual on Testing and Cross Border Risk Management Measures*.
- **Recommendation 14 (Public Health Corridors (PHCs)).** States considering the formation of a PHC should actively share information with each other to implement PHCs in a harmonized manner. To facilitate implementation of PHCs, **the ICAO Implementation Package (iPack)** on establishing a PHC is available to States.



Testing and cross border risk management measures

- Testing has been implemented by some States as a routine **health screening** method
- It could reduce reliance on **quarantine**
- **Sovereign decision** of a State to assess implementing testing as part of a multi-layer risk management strategy
- Based on a State's **risk assessment and risk tolerance**
- **Factors** include epidemiology assessment and transmission patterns, public health capacity, limitations of testing technology, test performance and operational challenges
- Guidance contained in the updated **TOGD and the ICAO *Manual on Testing and Cross Border Risk Management Measures***
- **Implementation through PHC**





- **Risk based & evidence based** approach to support States in implementing a multi-layer risk management strategy.
- **Risk Management Framework** with a decision-making tool to determine the risk of transporting potentially infectious passengers and/or importing COVID-19.
- **Advice on factors** States could consider should they elect to implement **testing**, as well as guidance on how to implement testing.
- Recognizing the sovereignty and authority of States over their national recovery, taking into account **national frameworks and public health capacities**.
- First edition published November following WHO review, **undergoing review**
- **Living document** with regular updates as technology advances and evidence evolves





- Draft scenarios to be assessed, considering if the risk is related to passengers, crew members, staff at airports and any other person inside the Public Health Corridor (PHC) **Example: An infectious person, whose condition is unknown or revealed, is boarding an international flight.**

- Assess the likelihood of the risk scenario, considering existing management strategies
- Assess the impacts of the risk scenario and its context (health care system, operational, social, political, organizational), considering existing management strategies
- Collect data and information to support qualitative and quantitative assessments
- Define the inherent risk as the combination of the likelihood and impacts of the risk scenario before any actions by the State **Example: The likelihood of an infectious passenger, whose condition is unknown or revealed, to board an international flight is high. The application of the mitigation measures may result in a reduction of this likelihood.**
A probabilistic estimation for the in-flight transmission can be defined (x).

States should consider one or more risk management strategies to modify the inherent risk: Avoidance, Transfer, **Mitigation**, and **Acceptance**.
More information about risk management can be found in section 2 of the Guidance.
A State may determine that the inherent risk is acceptable depending on its public health capabilities. As needed, the State may select additional mitigation, considering the individual effectiveness and result of combined strategies for risk management.
The mitigation measures for public health risks are described in Section 2 of the Guidance.
In order to select other mitigation measures, useful questions may be posed by the State to help the evaluation of the risk management strategy:

- What is the individual efficacy and effectiveness of each risk mitigation?
- If a risk management strategy is applied, would it reduce the likelihood of an infectious person contaminating others or reduce the impacts from this contamination in the public health system?
- What are the measures commonly practiced internationally?
- What are the methods available to apply each risk mitigation?
- What would be the recommended procedures to assure or enhance the effectiveness of each risk mitigation?
- In which extend procedures applied in aviation would be applicable to domestic phases of the travel and connection with other modes of transport?
- Are the risk management strategies coordinated with other national, regional and international stakeholders and aviation community?

More information about the selection of a combined strategy for risk mitigation is presented in section 4 of the Guidance.
Example: the States coordinate procedures to be conducted before people engage in air travel, during the flight and in the airport environment and after arrival.
A probabilistic estimation for the transmission at the arrival can be defined (y).

- After the application of risk management strategy, assess if they are expected to effectively modify the inherent risk
- The residual risk should be evaluated in order to be commensurate with the State public health capabilities and resilience. **Example: After the assessment of combined strategies the State considers that the residual risk is acceptable.**
A probabilistic estimation for the local transmission at the State can be defined (z).

- State should coordinate actions with other States in order to facilitate air travel
- After the strategies are implemented, their actual effectiveness, efficacy and the stabilization of the residual risk should be continuously monitored
- As States are subjected to changing conditions, it is important to recognize the need to review the risk scenarios and applied mitigation strategies to ensure continuity of traffic connections between States
Example: States should establish indicators and monitor the changing environment of its public health system and measures implemented by other States, in order to identify the need to reassess its initial risk scenario.

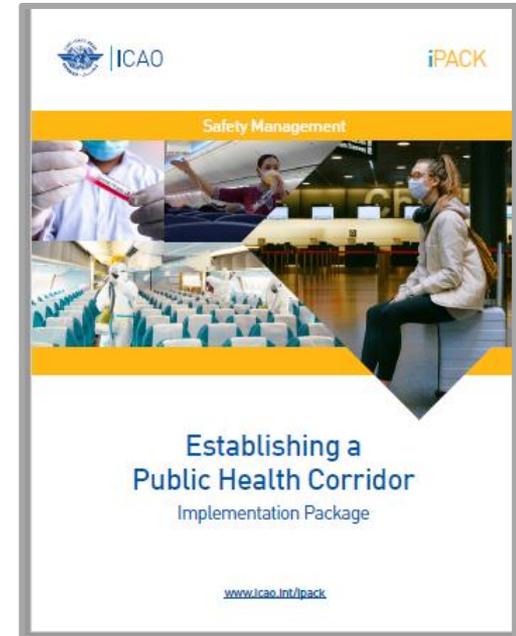
TERMINOLOGY:

		Disease State		
		Yes	No	
Test Result	+	A	B	# positive tests
	-	C	D	# negative tests
		Infected	Not Infected	Number

- A: True Positives
- B: False Positives
- C: False Negatives
- D: True Negatives



- A PHC opens **one or more routes** between cities, regions and States
- Also referred to as **“travel bubbles”** or **“air bridges”**
- Necessitates **sharing of information and bilateral/ multilateral discussions** - harmonization of measures
- Formed through **mutual recognition** of public health mitigation measures between States
- Guidance contained in the updated **TOGD and the ICAO *Manual on Testing and Cross Border Risk Management Measures***
- ICAO **facilitates implementation** of PHCs through the ICAO Implementation Package (**iPack**) on **establishing a PHC**





PHC Objectives

- Ensure **continued flight** operations with **minimal restrictions**
- **Mitigate the spread** of COVID-19 through air travel
- Protect the **health and safety** of crew and passengers
- **Harmonized procedures** and requirements
- Open travel within and between States to **resume normal travel**

I-pack objectives

- Assess **implementation** of public health measures, conduct a **gap analysis** and determine an **action plan**
- Develop a COVID-19 aviation **risk assessment framework**
- Manage the risk **of transporting potentially infectious passengers** or **importing/ translocating** the virus
- Implement a **multi-layer risk management strategy** (evidence & performance based)
- Share mitigation measures and best practices
- Engage in **bilateral or multilateral discussions**



- **Documents:**
 - **ICAO:** SARPs & PANS-ATM; State Letters, Electronic Bulletins, **CART** reports, CART Take Off Guidance Document, GIR; Testing and Cross-Border Risk Management Measures Manual
 - **CAPSCA** partner guidance material and other associated guidance material.
- **Tools:** checklists; frameworks; decisions aids; templates; accreditations; forms and posters; online reporting systems; PHC Application.
- **Training:**
 - **CAPSCA** and ICAO PHC **on-line courses**
 - Standardized & competency-based training (**Phase II**)
- **Workshops:**
 - Introductory/ familiarization webinars;
 - **Workshops** with customized hands-on exercises (under development)
- **Expertise: Subject Matter Experts (SME)**, supporting CAAs remotely



- Multilayer Mitigation Strategy Checklist
- Priority Travel Assessment Checklist
- Aviation Testing Assessment Checklist
- **CAPSCA COVID-19 Assistance Review Checklist**

CAPSCA

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



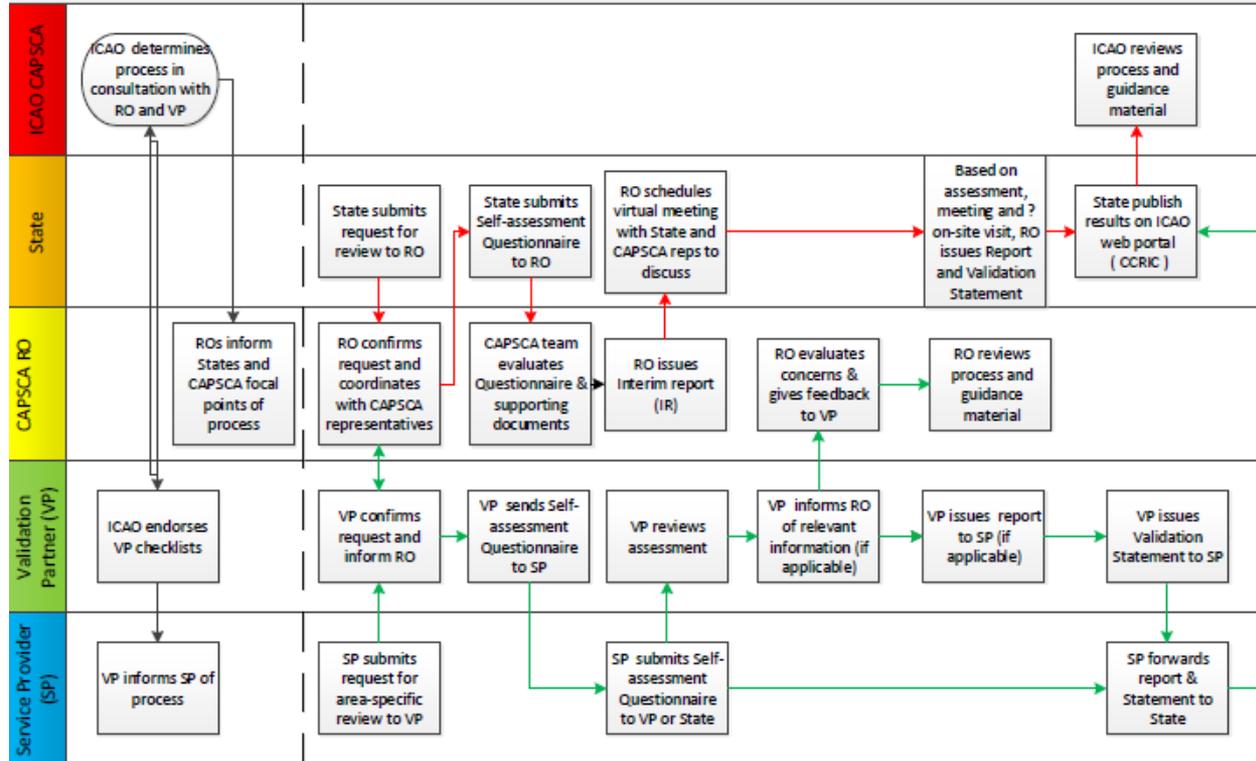
COLLABORATIVE ARRANGEMENT FOR THE PREVENTION AND MANAGEMENT OF PUBLIC HEALTH EVENTS IN CIVIL AVIATION (CAPSCA)

MANAGEMENT OF COVID-19 IN AVIATION - CHECKLIST

To be completed by the State civil aviation in collaboration with the public health and other relevant national authorities to review and enhance preparedness and response plans as part of the CAPSCA Assistance Visit Programme.

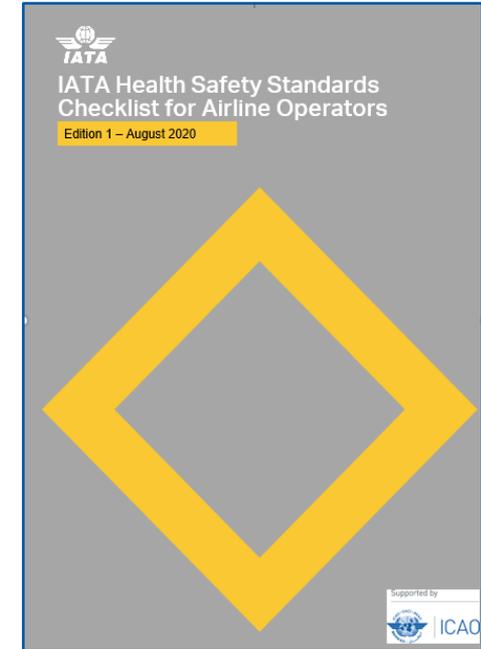
CAPSCA Public Health Corridor COVID-19 Assistance Review (PHC COVID-19 Review)

CART implementation: CAPSCA Assistance Review/ Visit





- CAPSCA Assistance Review
- CAPSCA Partners
 - IATA Health Standard Checklist for Airline Operators
 - ACI Airport Health Accreditation Programme





Flying to Singapore? Here's how the travel bubble works

A step-by-step guide to everything you
need to know.



Am I eligible for travel bubble flights?

Information on the requirements to fly.



Your travel bubble checklist

A definitive checklist of everything to
get done before you fly.



Travel bubble FAQs

All your questions answered, from
testing to arrival procedures.



- **Online reporting systems:**
 - COVID-19 Response and Recovery Implementation Centre (CRRIC) - ICAO CART web site
 - Global COVID-19 Airport Status - ICAO CART web site
 - Flight information App – CAPSCA web site
 - ACI - list of accredited airports
 - **PHC Application**



- Scheduled manual review
- Working with FAL and other sections on vaccination – potential inclusion in CAPSCA Manual and PHC
- Develop more tools and courses for the PHC
- Parameters and monitoring
- Data elements for test report – various challenges
- Testing certificate
- Assessment travel passes

- Items for Annex 9
- Other SARPS in other Annexes
- CAPSCA assistance visits
- Literature reviews and projects
- Publications



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CAPSCA and the HIOATF

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

Aviation Medicine Section
Reporting to ANB
ANC (Air Navigation Commission)
USOAP audits
CAPSCA Assistance Visits

IHR
Convention
Annex 6 : Operation of aircraft
Annex 9: Facilitation
Annex 11: Air Traffic Services
Annex 14: Aerodromes
Annex 18: Dangerous Goods
Annex 19: Safety Management
PANS ATM: Air traffic management procedures

Health Issues Outbreaks in Aviation Task Force

Facilitation Section
Reporting to ATB
ATC (Air Transport Committee)
USAP audits
National Air Transport Facilitation
Committees

IHR
Convention
Annex 9: Facilitation



CAPSCA	HIOATF
<p>Annex 6 – Operation of aircraft</p> <ul style="list-style-type: none">• Accessible and adequate medical supplies	<p>Entry and Departure of Aircraft</p> <ul style="list-style-type: none">• Compliance with IHR• Disinfection• Disinsection
<p>Annex 14 - Aerodromes</p> <ul style="list-style-type: none">• Services and equipment• Aerodrome Emergency Plan	<p>Entry and Departure of Persons and their Baggage</p> <ul style="list-style-type: none">• Certificates and facilities - vaccination/ prophylaxis• Facilities quarantine
	<p>International Airports — Facilities and Services For Traffic</p> <p>Health clearance border and control services</p> <ul style="list-style-type: none">• Facilities required for implementation of public health, emergency medical relief, vaccination, and animal and plant quarantine measures;• Health and consumable products and waste in airports



CAPSCA	HIOATF
<p>Annex 11 – Air Traffic Services</p> <ul style="list-style-type: none">• Air Traffic Services Contingency Plan <p>Annex 18 – Dangerous goods</p> <p>Annex 15 – Aeronautical Information Services</p>	<p>Facilitation Provisions Covering Specific Subjects</p> <ul style="list-style-type: none">• Relief flights and their passengers and cargo• IHR (Vaccination and Prophylaxis) and contact tracing
<p>Annex 19 – Safety management</p>	<ul style="list-style-type: none">• National aviation plan in preparation for an outbreak of a communicable disease
<p>PANS-ATM – Procedures for Air Navigation Services - Air traffic management</p> <ul style="list-style-type: none">• Identification and communication of communicable diseases	<ul style="list-style-type: none">• Air Transport Facilitation coordination



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Dakar

European and
North Atlantic
(EUR/NAT) Office
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THANK YOU