AGENDA ITEM 8: TECHNICAL AND REGIONAL
COOPERATION

PANDEMIC PREPAREDNESS PLANNING FOR THE
AVIATION SECTOR

(Presented by Singapore)

SUMMARY

The Cooperative Arrangement for the Prevention of the Spread of Communicable
disease through Air travel (CAPSCA) project commenced with a
seminar/workshop/table top exercise at the Singapore Aviation Academy in
September 2006, in response to a possible pandemic of avian influenza. Earlier, in
2003, Singapore hosted and facilitated the development of “anti-SARS” measures
during the epidemic of SARS. This paper will discuss the role of the CAPSCA
project in the prevention and management of the risk of the spread, through air
travel, of communicable disease of serious public health concern. The DGCA is
invited to support the objectives of CAPSCA and urge States/Administrations to be
members of CAPSCA.
PANDEMIC PREPAREDNESS PLANNING FOR THE AVIATION SECTOR

1. INTRODUCTION

1.1 ICAO’s efforts in planning for public health emergencies of international concern intensified when SARS broke out in 2003, with Singapore facilitating the development of “anti-SARS” measures in response to the SARS outbreak. Subsequently, in 2006, the Cooperative Arrangement for the Prevention of the Spread of Communicable disease through Air travel (CAPSCA) project was launched at the Singapore Aviation Academy in response to the prospect of a possible Avian Influenza pandemic. This paper will discuss the role of the CAPSCA project in pandemic preparedness planning and implementation.

2. DISCUSSION

2.1 Air travel is the primary mode of the spread of communicable diseases such as SARS and Influenza H1N1. Public health emergencies of international concern (PHEIC) of this type can occur in any part of the world and spread rapidly across the globe with no respect to boundaries or borders. The aviation sector is also invariably the first to be affected by such PHEICs and thus, of necessity, the aviation sector’s response to such outbreaks has to be coordinated and harmonized in a timely manner. The CAPSCA project is the only project of its kind in the world that is attempting to make this goal a reality. The Influenza A (H1N1) pandemic was fortunately mild but the measures put in place by many States and Administrations at the points of entry (especially airports) were not commensurate with the severity of the pandemic. In many instances, this was due to differences between the aviation and public health sectors.

2.2 The aim of the CAPSCA project is to bring all stakeholders together, especially the aviation and public health sectors, to facilitate collaboration in the development and implementation of relevant ICAO Standards and Recommended Practices (SARPs) and associated Procedures and Guidance material. In addition, implementation of the World Health Organization’s International Health Regulations (IHR) (2005) at Points of Entry, in particular at international airports, is an important goal of CAPSCA.

2.3 At the international level, the CAPSCA project works with the WHO and its regional offices, the Office for the Coordination of Humanitarian Affairs and the UN World Tourism Organization. The International Air Transport Association (IATA) and Airports Council International (ACI) have been partners of CAPSCA from its inception. At the State/Administration level the project has been facilitatory between the aviation and public health sectors, a key requirement for successful development and implementation of public health emergency preparedness planning and implementation.

2.4 CAPSCA commenced in the Asia Pacific region in 2006 and has subsequently spread its wings to Africa and the Americas. In 2011, it will commence work in the Middle East. The plan is to have a Global CAPSCA with harmonized pandemic preparedness planning and implementation within the global aviation network for any public health emergency of international concern.

2.5 CAPSCA–Asia Pacific has the following members: China P.R, Hong Kong, China, Macao, China, India, Indonesia, Malaysia, Mongolia, Nepal, Papua New Guinea, Philippines, Singapore, Solomon Islands, Thailand, Tonga and Vietnam. The other States / Administrations in the region, who are not members as yet, are urged to join the project.
The CAPSCA project has proven to be a good platform for effective and realistic preparedness planning and implementation towards a public health emergency of international concern. At the 37th ICAO Assembly, the project will be discussed and a resolution contained in WP/58 is likely to be adopted. The Resolution urges:

1. Contracting States to ensure that the public health sector and the aviation sector collaborate to develop a national preparedness plan for aviation which addresses public health emergencies of international concern and which is integrated with the general national preparedness plan and;

2. Contracting States to involve stakeholders such as airport and aircraft operators in the development of a national preparedness plan for aviation;

3. Contracting States to develop a national preparedness plan for aviation that is in compliance with the World Health Organization International Health Regulations (2005) and which are based on scientific principles and on the guidelines from ICAO and the World Health Organization; and

4. Contracting States to join and participate in the CAPSCA project, where available, to ensure that its goals are achieved.

The possibility of another pandemic remains very real. When, where and which infective agent cannot be predicted. What remains a certainty is that the aviation sector will be involved and will be the first to be affected. Preparedness planning remains key for the aviation sector to combat another pandemic. The CAPSCA project especially in its proposed Global format can achieve this goal.

Singapore is convinced of this and has and will continue to facilitate and commit resources and expert manpower to assist ICAO in its objective to have a harmonized response plan for the global aviation sector.

3. **ACTION BY THE CONFERENCE**

The Conference is invited to:

a) support the objectives of CAPSC;

b) urge States/Administrations that are not members of CAPSCA to join the project; and

c) support and implement the resolution contained in WP/58 submitted to the 37th ICAO Assembly.
Aviation: A Pivotal Sector

More than 4 million passengers daily

With Long & Ultra-Long Range Flights

Able to be at the opposite end of the world in less than 24 hours

Passenger/s with communicable disease can carry it to the opposite end of the world in less than 24 hours

Aviation Sector’s response to the threat of a possible pandemic has to be timely, robust, coordinated and harmonized
2003: SARS

Deserted Airports

Passenger volume plunged
Singapore privileged to partner and facilitate ICAO’s efforts at dealing with public health emergencies of international concern:

2003 -------------- Anti-SARS measures

2005/6 ------------ Avian Flu Guidance

CAPSCA
Basis for Action - health

Article 14, International Convention on 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, International Convention on 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.’
2005: Rapid & Wide Spread of Avian Influenza – Possible Threat of Human Pandemic

WHO holds global meeting: Timing & severity of next pandemic cannot be predicted
Take threat seriously
Take appropriate actions & mobilize resources

ICAO: For The Aviation Sector:
Proactive approach to develop Aviation Pandemic Preparedness Plan

CAAS hosts meetings at Changi Airport: Output – “Preparedness Planning Guidelines (Aviation Aspects) for a Communicable Disease of Public Health Concern” – Applicable to any communicable disease (not just avian influenza)
Cooperative Arrangement for the Prevention of Spread of Communicable disease through Air travel

1. Implementation of ICAO Guidelines (State, Airport & Airline Guidelines)
2. Evaluation of international airports
3. Training of personnel

Launched Sept. 2006: Singapore Aviation Academy
Seminar / Workshop / Table top exercise

Changi Airport 1st to be Evaluated
2005: Expectations

Spread to rest of world

H5N1

Start of Pandemic
2009: What Actually Happened

Start of Pandemic

H1N1

Spread to rest of world
The next pandemic?

- When
- How widespread
- Where will it start

Aviation sector may again be hit badly
Preparedness planning is our only protection
A harmonized preparedness plan will inspire confidence in the travelling public
Changes to SARPs 2007 & 2009

Annex 6  -- Carriage of Universal Precaution Kit
    -- First Aid Kit revised
    -- Aircraft General Declaration (List of signs and symptoms)

Annex 9  -- States to have Aviation Pandemic Preparedness Plan

Annex 11 & PANS-ATM  -- Detailed procedure for utilising ATC for notifying destination of on board public health event; Public health emergencies included in contingency planning

Annex 14  – Aerodromes to have plan to deal with public health emergencies
1. CAPSCA – Asia Pacific
2. CAPSCA – Africa
3. CAPSCA - Americas
4. CAPSCA – Middle East
5. ? Europe
CAPSCA
Asia Pacific
1. China P.R.
2. Hong Kong, China
3. Indonesia
4. Macao, China
5. Malaysia
6. Nepal
7. Philippines
8. Singapore
9. Solomon Islands
10. Thailand
11. Tonga
12. Vietnam
13. India
14. Mongolia
15. Afghanistan
16. Papua New Guinea
17. ? Brunei
18. ? Myanmar
19. ? Vanuatu

Airports Evaluated:
1. Singapore
2. Macao
3. Hong Kong
4. Malaysia
5. Thailand
6. Philippines
    *Manila
    *Cebu
7. Indonesia
    *Bali
    *Jakarta
8. (Jinan Airport, China – With WHO)

- 3rd RAMT --- Sept. 2009 RO BKK
- 4th SCM --- May 24 2010 Malaysia
In conjunction with the 4\textsuperscript{th} SCM:-

Seminar / Workshop on Business Continuity Planning for Pandemic Preparedness
Kuala Lumpur, Malaysia, 25 – 26 May 2010

- Airports
- Airlines
- ANS providers

Will be discussed & developed thru working groups

Global Coord Meeting of RAMT
WHO-ASEAN Meeting on Public Health Measures at International Points of Entry

WHO – Western Pacific Regional Office (WPRO)

MANILA, PHILIPPINES, 24-26 NOVEMBER 2009
Guidance for Public Health Emergency Contingency Planning at Designated Points of Entry
Requirement under the International Health Regulations (2005)
Subject: Regional Meeting on IHR Core Capacities at Points of Entry, Colombo, Sri Lanka, 14-16 July 2010

The Regional Meeting on Strengthening of IHR Core Capacity at Points of Entry is being proposed to bring all the Member States together to identify current strengths and weaknesses and identify follow up actions at national and regional level to strengthen core capacities at Points of Entry.
WHO technical advice for case management of Influenza A(H1N1) in air transport
Developed in cooperation with
The International Civil Aviation Organization and
The International Air Transport Association
13 May 2009

Guide to Hygiene and Sanitation in Aviation
Third Edition
Geneva 2009

Passenger Locator Card

International Health Regulations (2005)
Assessment tool for core capacity requirements at designated airports, ports and ground crossings
• Launched Nov. 2007
  Seminar/Workshop in Gabon

• Mar 2008: Training W/shops & Table top Exercises: South Africa & Senegal

• Feb 2009: Lagos & Abuja airports in Nigeria evaluated; 1st SCM held

• October 2009: Cape Town and Johannesburg (South Africa) Evaluated. 1st RAMT held.

• June 8 – 9 2010: Kenya Workshop on Pandemic Preparedness Planning
CAPSCA Americas:

Launched in Mar/April 2009: Lima, Peru

1st SCM – June 2009, Mexico

1st RAMT – December 2009 together with Evaluations of Lima and Cuzco airports (Peru)

2nd SCM – Dallas, June 2010 With walk thru of Dallas Fort Worth airport

60% of States in the Americas are members of CAPSCA

2nd RAMT and evaluations of Toronto and Montreal airports: November 2010
CAPSCA Middle East

February 2011
CAPSCA Africa:
• Launched Nov. 2007
  Seminar/Workshop in Gabon
• Mar 2008: Training W/shops & Table top Exercises: South Africa & Senegal
• Feb 2009: Lagos & Abuja airports in Nigeria evaluated; 1st SCM held
• October 2009: Cape Town and Johannesburg (South Africa) Evaluated. 1st RAMT held.
• June 8 – 9 2010: Kenya Workshop on Pandemic Preparedness Planning

CAPSCA Americas:
Launched in Mar/April 2009: Lima, Peru
1st SCM – June 2009, Mexico
1st RAMT – December 2009 together with Evaluations of Lima and Cuzco airports (Peru)
2nd SCM – June 2010 With walk thru of DFW airport
2nd RAMPHT and Assistance visits to Toronto & Montreal airports: Nov 2010

CAPSCA Asia-Pacific: Launched 2006
Forged International Cooperation: WHO and other UN bodies, ACI, IATA, Specialist agencies
Changes to ICAO SARPs: Annexes 6, 9, 11 & 14
Within States: Catalyst to Aviation & Public Health Sector Cooperation.
Becoming a global institution… harmonized response….benefits States
UNDP Funding

CAPSCA Middle East
To be launched Feb. 2011
37th ICAO Assembly
STRATEGIC OBJECTIVE A: Safety
Programme No. 6

Objective:
Regional Safety-related activities

Technical activities (Flight Safety, Air Traffic Management, Aerodromes, Communication/Navigation and Surveillance and Meteorology Staff)

Expected Result:
Strengthening the regional safety work programmes

Seminars and workshops on technical issues in all regions

Technical support to regional and sub-regional groups

Projects/Activities:
1. Improve requirements and guidance material for pandemic preparedness.
2. States implement pandemic preparedness plans.
3. Planning and training in contingency procedures in pandemic and public health for ANSP and aerodrome operators.
4. Actions taken to expand the participation in the Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA).
5. CAPSCA Steering Committee meeting and Regional Aviation Medicine Team meeting annually in each CAPSCA region.
7. Provide technical support to the COSCAPs and the ACIP programme.
CAPSCA: A37-WP/58

• Technical Commission - Agenda Item 42:
  – Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA)

• Improved management of communicable disease in the aviation sector through multi-sector collaboration
Resolution 42/1: Prevention of spread of communicable disease through air travel

Whereas Article 14 of the Convention on International Civil Aviation 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’;

Whereas Article 14(1) of the World Health Organization International Health Regulations (2005) states that ‘WHO shall cooperate and coordinate its activities, as appropriate, with other competent intergovernmental organizations or international bodies in the implementation of these Regulations, including through the conclusion of agreements and other similar arrangements’;

Whereas ICAO Resolution A35-12 states that ‘the protection of the health of passengers and crews on international flights is an integral element of safe air travel and that conditions should be in place to ensure its preservation in a timely and cost-effective manner’;

Whereas Article 44 of the Convention on International Civil Aviation states that ‘The aims and objectives of the Organization are to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport so as to ...[m]eet the needs of the peoples of the world for safe, regular, efficient and economical air transport’;

Whereas Annex 6 – Operation of Aircraft, Annex 9 – Facilitation, Annex 11 – Air Traffic Services, Annex 14 – Aerodromes, Volume I — Aerodrome Design and Operations to the Convention on International Civil Aviation and the Procedures for Air Navigation Service – Air Traffic Management (Doc 4444) contain several Standards and Recommended Practices and Procedures relating to health measures that should be taken by Contracting States to manage public health emergencies of international concern and to prevent the spread of communicable disease by air travel;

Whereas the ICAO Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA) project is an appropriate measure to improve and harmonize preparedness plans;
The Assembly:

1. Urges Contracting States and Regional Safety Oversight Organizations to ensure that the public health sector and the aviation sector collaborate to develop a national preparedness plan for aviation which addresses public health emergencies of international concern and which is integrated with the general national preparedness plan;

2. Urges Contracting States to develop a national preparedness plan for aviation that is in compliance with the World Health Organization International Health Regulations (2005) and which are based on scientific principles and on the guidelines from ICAO and the World Health Organization;

3. 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; and,

4. Urges Contracting States to join and participate in the Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA) project, where available, to ensure that its goals are achieved, unless equivalent measures are already in place.
What is going to hit us next?

Pandemic H?N?
The next pandemic?

•? Causative organism…… H?N?, Variant ?, ? Others
•? When
•? How widespread
•? Where will it start

Aviation sector may again be hit badly
Preparedness planning is our only protection
A harmonized preparedness plan will inspire confidence in the travelling public
ACTION BY THE CONFERENCE

The Conference is invited to:

a) Support the objectives of CAPSCA

b) Urge States/Administrations that are not members of CAPSCA to join the project;

And

c) Support and implement the resolution contained in WP/58 submitted to the 37th ICAO Assembly.
Thank you for your kind attention!

Questions?