Policies and Procedures for the Management of Public Health Emergencies

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1. Introduction
2. ICAO SARPs
3. Guidelines
4. Communication
Introduction

- Kenya Airways is the 3\textsuperscript{rd} largest airline in Africa
- Passenger traffic flow of 3 million in 2011/12
- 57 destinations globally with the latest being New Delhi
  - 3 domestic, 6 Asia, 4 Europe and 44 in Africa

- Fleet of 35 Aircrafts
  - B777-200ER = 4
  - B767-300ER = 6
  - B737-800 = 6
  - B737-700 = 4
  - B737-300 = 6
  - Embraer 170 LR = 5
  - Embraer 190 AR = 4
In the aviation sector, who is high at risk of acquiring a communicable disease?

- Cabin Crew
- Cleaning Crew
- Customer Service Agents
- Maintenance Crew
- Cargo and Baggage Agents
18 Annexes to the Convention - ‘Standards and Recommended Practices’ SARP

- Governments
  - Regulatory Aviation Authorities
    - e.g.
    - Federal Aviation Administration (US)
    - KCAA
    - NCAA
ICAO SARP’s summary

- **Annex 6** – On board medical supplies should include ‘universal precaution kit’

- **Annex 9** – States shall have an aviation preparedness plan

- **Annex 9** – Identification of on board suspected case available

- **Annex 11, 14** – Aerodrome Operators/Air Traffic Service Providers to include PH emergencies in emergency plan.

- **PANS-ATM** – Communication procedures with ‘affected aircraft’ established
WHO/ICAO’s Response

ANNEX 6: Operation of Aircraft

6.2.2 – An aeroplane shall be equipped with accessible, appropriate and adequate medical supplies. The medical supplies should comprise:

- First Aid Kits
- Medical Kits
- Universal Precaution Kit (1 per aircraft if cabin crew required, and 2 if >250 passengers)
GUIDELINES
Guidelines

i. PIC
ii. Cabin Crew
iii. Customer service agents
iv. Cabin groomers
v. Medical staff
vi. Partners – Port Health, Vector Control, referral hospitals,
Basis for guidelines:
1. In line with Kenya Aviation Pandemic Preparedness Plan
2. In line with present IATA guidelines
3. Practicality
4. Created for individuals with limited medical knowledge and training who must respond to passenger illnesses
5. Responders may or may not have access to expert opinions
6. In line with the ICAO Aircraft General Declaration, Health Part
Guidelines...

1. **Pilot In Command**;
   a) A/C Identification
   b) Departure
   c) Destination
   d) Estimated Time of Arrival
   e) Passengers on board
   f) Number of cases
   g) Nature of risk
2. **Cabin Crew**

- Case definition and hence identification
- Communication to PIC
- Prevention of spread
  - Isolation and care of index case
  - Respiratory etiquette
- Disembarkation procedure
- Documentation
- Follow up of crew
3. Customer service agents

- Case definitions and hence identification
- Call doctor on call/Port Health
- Deny boarding
- Disembarkation procedure
- Documentation – PLC, surveillance forms, etc
- Self care
Guidelines...

4. Cabin groomers
   - Cleaning procedures
   - Disinfectants
   - Clinical waste disposal
   - Self care
5. Medical staff

- Case definitions and hence identification
- Continuous literature review
- Training of staff
- Referral procedures
- Development of health messages
- Workplace risk assessment
Guidelines...

6. Partners – Port Health, Vector Control, referral hospitals, etc

- Communication –
  - Vertical – case definitions, notification,
  - Horizontal – disembarkation process, aircraft clearance

- Clarity in roles and scope

- Resource management – e.g. disinfectants,
COMMUNICATION
Training

i. Sensitization

ii. During pandemic
   a) Medical staff – IATA, ICAO, Literature review
   b) Frontline staff
      - Case definitions
      - PPE
      - Facilitation
      - Risk assessment
Achievements

1. Draft Aviation Pandemic Preparedness Plan

2. Trained;
   a) Medical staff = All (12)
   b) Cabin Crew
      i. Trained ~ 350
      ii. Cabin Crew (Cabin Notice) = All
   c) CSAs ~ 200
   d) Cabin groomers ~ 40
   e) Pilots (Fleet Notice) = All
Way forward

1. Completion of incorporation of the guidelines in the operation manuals
   - Dissemination during a Pandemic?

2. Completion of the development of the Business Continuity Plan

3. Pre test the document (KQ AvPPP)

4. Pre test the communication channels

5. Enhanced communication/sensitization of other airlines to come to per
THANK YOU