Aerodrome Emergency Plan and Public Health Emergencies

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Presentation Outline

• ICAO Requirements
• Command
• Communication
• Coordination
ICAO REQUIREMENTS

• Aviation sector highly regulated
• 19 Annexes to the Convention on International Civil Aviation
• Annex 14 regulates aerodrome physical characteristics, facilities, operations and services.
• The Aerodrome Emergency Plan (AEP) is a requirement for airport certification.
• Aerodrome certification regulations focus on safety, regularity and efficiency aspects of aerodrome facilities, services, equipment and operational procedures.
ICAO REQUIREMENTS

- Aerodrome emergency planning is the process of preparing an aerodrome to cope with an emergency occurring at the aerodrome or in its vicinity.

- The objective of aerodrome emergency planning is to minimize the effects of an emergency, particularly in respect of saving lives and maintaining aircraft operations.
Annex 14

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.
Annex 14 (9.1.2)

- 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.

Annex 14 (9.1.3)

- Note 2.— Public health services include planning to minimize adverse effects to the community from health-related events and deal with population health issues rather than provision of health services to individuals.
Annex 14 (9.1.12)

Aerodrome emergency exercise

- 9.1.12 The plan shall contain procedures for periodic testing of the adequacy of the plan and for reviewing the results in order to improve its effectiveness.

- Note.— The plan includes all participating agencies and associated equipment.
Annex 14

9.1.13 The plan shall be tested by conducting:

- a) a full-scale aerodrome emergency exercise at intervals not exceeding two years; and

- b) partial emergency exercises in the intervening year to ensure that any deficiencies found during the full-scale aerodrome emergency exercise have been corrected; and reviewed thereafter, or after an actual emergency, so as to correct any deficiency found during such exercises or actual emergency.
Annex 14 (9.1.13)

- The purpose of a full-scale exercise is to ensure the adequacy of the plan to cope with different types of emergencies.

- The purpose of a partial exercise is to ensure the adequacy of the response to individual participating agencies and components of the plan, such as the communications system.
ICAO REQUIREMENTS

- A third method of testing airport emergency plan is by conducting tabletop exercises.

- It is recommended that a tabletop exercise be conducted at least once each six months, except during that six month period when a full-scale exercise is held.
Guidance material to assist the appropriate authority in establishing aerodrome emergency planning is given in the Airport Services Manual (Doc 9137 Part 7) - Airport Emergency Planning
The purpose of an airport emergency plan is to ensure that there is:

- a) orderly and efficient transition from normal to emergency operations;
- b) delegation of airport emergency authority;
- c) assignment of emergency responsibilities;
- d) authorization by key personnel for actions contained in the plan;
- e) co-ordination of efforts to cope with the emergency; and
- f) safe continuation of aircraft operations or return to normal operations as soon as possible.
The basic Aerodrome Emergency Plan (AEP) document should include at least the following:

- types of emergencies planned for;
- b) agencies involved in the plan;
- c) responsibility and role of each agency, the emergency operations centre and the command post, for each type of emergency;
- d) information on names and telephone numbers of offices or people to be contacted in the case of a particular emergency; and
- e) a grid map of the aerodrome and its immediate vicinity.
Each airport/community has individual needs and peculiarities, but the basic needs and concepts of emergency planning and exercises will be much the same and involve the same major problem areas.
Success key factors of AEP

- COMMAND
- COMMUNICATION
- CO-ORDINATION

Airport Authority

Agencies on the airport
Government Authorities
Other Agencies (off the airport)
Responsibility of the Airport Authority

- Each airport authority should be responsible for establishing emergency plans and procedures to deal with all unusual conditions at the airport and for co-ordinating the plan with surrounding community authorities.

- The airport authority should ensure that all participating agencies having duties and responsibilities under the emergency plan are familiar with their assignments.
The airport authority should establish:

• a clear contact point for policy formulation and operational organization of preparedness;

• A position with responsibility for the operational coordination and implementation of the airport preparedness plan.
The AEP should spell out the actions to be taken by the airport authority in the associated standard operating procedures (SOPs). These should include procedures in place concerning communication of events for a suspected case of communicable disease or other public health related event on board aircraft and subsequent processes for responding to the emergency.
• The plan should spell out the co-ordinated response or participation of all existing agencies which, could be of assistance in responding to an emergency including air traffic control, airline operators, security services and public health sector competent authorities.

• The airport authority should ensure that all participating agencies having obligations under the emergency plan are familiar with their duties and responsibilities. They should also be familiar with other agencies' duties in the emergency plan.
Although Annex 14 has been revised to include mention of public health emergencies, Airport Services Manual Part 7 Airport Emergency Planning (Doc 9137 Part 7) does not contain detailed guidance for public health emergency planning.

Guidance at present is drawn from a number of sources including:

- **WHO IHR (2005)**
- **WHO IHR (2005) A guide for public health emergency contingency planning at designated points of entry.**
- **WHO Assessment Tool for Core Capacity requirements at designated airports, ports and ground crossings, October 2009.**
• Responding to Pandemic (H1N1) 2009: Options for interventions at international points of entry. WHO WPRO, May 2009.

• ICAO Guidelines for states concerning the management of communicable disease posing a serious public health risk, 2009.

• Airport Preparedness Guidelines for Outbreaks of Communicable Disease issued by ACI and ICAO (Revised April 2009).

• IATA Emergency Response Plan  A template for Air Carriers - Public Health Emergency.
Communication

- Airports should establish a communications strategy for PHE.
- Methods and means should be documented in procedures.
- Links established with the following entities and contact list maintained and updated regularly:

  **Internal**
  - local public health authority; airport medical service providers
  - airlines; handling agents;
  - air traffic management; local hospital(s); emergency medical services;
  - Police; customs; immigration; security;
  - airport retailers and other stakeholders as necessary
Communication

External

• travellers: before reaching the airport; in the terminal building
• travel agents
• international organizations involved with migration
• other airports in same State/region; other airports outside State/region
• media
COORDINATION

The first step in a viable emergency plan is to have the co-operation and participation of all the concerned airport/community authorities. For the public health emergency component of the AEP, agencies to be considered include:

- Public Health Authority
- Civil Aviation Authority
- Airlines/aircraft operators
- Rescue and Fire Fighting services
- Air Navigation Services Provider
COORDINATION

• Immigration/Customs Services
• Security services
• Medical services
• Other service providers (Concessionaires, Ground Handling Services, cargo agents, etc.).
• Obtain PHE SOPs of the other stakeholders and ensure compatibility with the AEP. Keep copies of other SOPs with the AEP (as Annexes) in the EOC.
Suggested Annexes

• Public Health Emergency Plan Activation flow chart.
• Roles Performed by airport authority and other agencies during a Public Health Emergency Response.
• PHE SOPs of the airport authority, public health authority and other stakeholders.
• Public Health Passenger Locator Card.
• SOP for communicating the arrival of an aircraft with a suspected case on board.
• SOP for parking of aircraft and evacuation of passengers.
• Passenger Screening/Interview Locations.
• Entry-exit locations of Ambulance at Airport and Route to Designated Hospital.
COORDINATION

Harmonisation

• Is the Airport Emergency Plan Public Health component compatible with the National Aviation Preparedness Plan for Public Health Emergencies?

• Is it compatible with the National Preparedness Plan for Public Health Emergencies?

• Is it compatible with WHO International Health Regulations (2005) A guide for public health emergency contingency planning at designated points of entry.
COORDINATION

- Collaboration essential between aviation and public health at all levels
  - Regional
  - National
  - Airport/Port of Entry
    - IHR (2005) Core Capacity Requirements
    - Management of Public health emergencies
COORDINATION
Figure 3. Example of POE Emergency Operations Centre structure with the public health official attached as a direct report.

COORDINATION

Strategic partnership between Aviation and PHA

• Fundamental to the success of the coordinated response.

• Avoid overlap of responsibilities/duplication of efforts.

• Facilitate understanding of requirements for compliance with regulations in each sector.

• Support and complement measures for achieving each other’s goals.

• Cooperation, Communication, Coordination, Collaboration.