LESSONS LEARNED FROM CAPSCA ASSISTANCE VISITS AND FOLLOW-UP VISITS TO STATES AND AIRPORTS

FIFTH CAPSCA - AMERICAS MEETING AND TRAINING

Jaime Calderon
ICAO NACC Aerodromes and Ground Aids
Regional Officer

Barbados, 2 – 6 September 2013
Assistance visits objectives

- Promote and facilitate communication, cooperation, coordination & collaboration between the civil aviation and public health sectors.
- Awareness training on ICAO and WHO Public Health Emergency (PHE) requirements for the aviation sector
- Evaluate existing PHE provisions in the aviation system – gap analysis
- Assist States by providing advice
Scope

- PHE planning & preparedness in the civil aviation system
- All stakeholders involved in a response to a PHE in the aviation system
- Not an audit, inspection nor certification
- Voluntary and confidential
Airport Visit Methodology

Visit shall not affect normal airport operations

The visit should demonstrate preparedness for a PHE

Scenario of the arrival of an aircraft with a suspected case of infectious disease on board or a scenario where an outbreak of a PHE has occurred in the State or in the vicinity of the airport

Walkthrough, observations and interviews

Recommendations for improvements
# CAPSCA Regional Projects

<table>
<thead>
<tr>
<th>Year of Establishment</th>
<th>Asia-Pacific</th>
<th>Africa</th>
<th>Americas</th>
<th>Europe</th>
<th>Middle East</th>
</tr>
</thead>
</table>

<table>
<thead>
<tr>
<th>Member States</th>
<th>Asia-Pacific</th>
<th>Africa</th>
<th>Americas</th>
<th>Europe</th>
<th>Middle East</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>20</td>
<td>25</td>
<td>33</td>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td>2007</td>
<td>25</td>
<td>25</td>
<td>33</td>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td>2009</td>
<td>33</td>
<td>25</td>
<td>33</td>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td>2011</td>
<td>6</td>
<td>25</td>
<td>33</td>
<td>6</td>
<td>10</td>
</tr>
<tr>
<td>2011</td>
<td>10</td>
<td>25</td>
<td>33</td>
<td>6</td>
<td>10</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>State Technical Advisors Trained by ICAO (OJT completed)</th>
<th>Asia-Pacific</th>
<th>Africa</th>
<th>Americas</th>
<th>Europe</th>
<th>Middle East</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>3</td>
<td>4</td>
<td>14</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>2007</td>
<td>4</td>
<td>4</td>
<td>14</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>2009</td>
<td>14</td>
<td>4</td>
<td>14</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>2011</td>
<td>0</td>
<td>4</td>
<td>14</td>
<td>0</td>
<td>2</td>
</tr>
<tr>
<td>2011</td>
<td>2</td>
<td>4</td>
<td>14</td>
<td>0</td>
<td>2</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>State &amp; Airport Assistance Visits Completed</th>
<th>Asia-Pacific</th>
<th>Africa</th>
<th>Americas</th>
<th>Europe</th>
<th>Middle East</th>
</tr>
</thead>
<tbody>
<tr>
<td>2006</td>
<td>11</td>
<td>8</td>
<td>29</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>2007</td>
<td>8</td>
<td>8</td>
<td>29</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>2009</td>
<td>8</td>
<td>8</td>
<td>29 (2 follow-up visits)</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>2011</td>
<td>0</td>
<td>4</td>
<td>29 (2 follow-up visits)</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>2011</td>
<td>4</td>
<td>4</td>
<td>29 (2 follow-up visits)</td>
<td>0</td>
<td>4</td>
</tr>
<tr>
<td>Reference</td>
<td>Description</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>-----------</td>
<td>-------------</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ICAO Annexes 6, 9, 11, 14 SARPs</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>PANS-ATM (Doc 4444) &amp; Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Facilitation Manual (Doc. 9957) &amp; Airport Services Manual (Doc 9137) Part 7 – Airport Emergency Planning</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WHO IHR</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ICAO, WHO, ACI, IATA guidelines</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Template for National Aviation PHE Preparedness Plan</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>CAPSCA Assistance Visit Guidelines and Checklist</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>WHO IHR Assessment tool for core capacity requirements at designated airports, ports and ground crossings</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>ICAO USOAP Audit Protocol Questions</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
## Plans and Procedures for Public Health Emergencies in the Aviation Sector

- **International Health Regulations (IHR) published by WHO**
- **ICAO An. 6, 9, 11, 14 & Docs 4444 (PANS-ATM), 9284 (DG)**

- National Public Health Emergency Contingency Plan (PHA)
- National Aviation Regulations updated with international standards related to public health (CAA)
- National Aviation Plan for a Public Health Emergency (CAA)
- Framework, mechanism, agreement and procedures for CCCCCs between sectors

<table>
<thead>
<tr>
<th>Aerodrome</th>
<th>Emergency Plan and Aerodrome Manual including public health emergencies</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Traffic Services (ATS)</td>
<td>Contingency plan including public health emergencies</td>
</tr>
<tr>
<td>ATS</td>
<td>Procedures for PiC notification of suspected public health risk on board an aircraft</td>
</tr>
<tr>
<td>Aircraft Operators</td>
<td>Procedures for suspected public health risk on board an aircraft</td>
</tr>
</tbody>
</table>

Business Continuity Management Plans and Procedures for essential services
Logistics

2 States in one week

States located in same sub-region

Team members to originate from States in same sub-region

Travel funded by CAPSCA Project or cost-recovery

1 airport per State

2 days per State
General

Commitment and mandate of Governments at ministerial level & top management in authorities and service providers

Formal framework, mechanism and agreement for aviation and public health authorities to work together

Communication, cooperation, coordination and collaboration between aviation and public health sectors

Complete stakeholder participation in the development of plans and preparedness

Harmonisation between national and service provider plans in both sectors
Public Health Authority (PHA)

National PHE Contingency Plan applicable to all types of public health events

Consider and involve aviation sector

Knowledge of aviation SARPs, regulations and plans

Engage with CAA
Civil Aviation Authority (CAA)

1. Civil aviation regulations include PHE related SARPs
2. National aviation plan for a PHE
3. Knowledge of PHEs and IHR
4. Involve PHA in the certification of aerodromes to validate implementation of public health related SARPs
5. Engage with PHA
Airport Operator and Medical Services

- IHR Core capacity requirements for designated airport POEs
- AEP include PHEs not to be confused with medical emergencies
- Involve CAA in development of AEP PHE part to be harmonised with NAPPHE
- Involve PHA in development of AEP PHE part to be harmonised with NPHECP
- Mutual aid agreements
- CAA to approve the AEP
Airport Operator and Medical Services

Personnel awareness and training in AEP → AEP PHE exercises combined with other emergency type → EOC/CCC members, location, space, convenient and controlled access, facilities, equipment, documentation

Designated aircraft parking position – identification, location, size, access, pax bridge, disembarkation, separation – not to be confused with isolated aircraft parking position for security incidents → Procedure for handling aircraft with suspected case on board → Arrival and departure passenger segregation and screening only when recommended by WHO or justified for other reasons - Screening areas and methods not to affect passenger flows
Airport Operator and Medical Services

1. Personnel awareness and training in AEP
2. AEP PHE exercises combined with other emergency type
3. EOC/CCC members, location, space, convenient and controlled access, facilities, equipment, documentation
4. Designated aircraft parking position – identification, location, size, access, pax bridge, disembarkation, separation – not to be confused with isolated aircraft parking position for security incidents
5. Procedure for handling aircraft with suspected case on board
6. Arrival and departure passenger segregation and screening only when recommended by WHO or justified for other reasons - Screening areas and methods not to affect passenger flows
Airport Operator and Medical Services

- Interview and assessment holding area for suspect cases and contacts – location, access, size, negative pressure/ventilation, facilities, services, furniture, equipment (toilets, water, beds)
- Isolation and treatment facilities for affected ill pax
- PPE
- Transportation of cases in equipped ambulances to designated medical facility
- Procedure for reduced essential staffing due to illness and other absenteeism due to local outbreak or pandemic, e.g. RFFS, AVSEC, pax & bag handling
Air navigation service provider (ANSP)

- ATS contingency plans to consider PHEs
- Procedure for reduced essential staffing due to illness and other absenteeism due to local outbreak or pandemic
- Procedures for prompt relay of notification from aircraft to airport, airline, and PHA of in-flight suspected communicable disease and communication to aircraft the designated aircraft parking position
Aircraft operator

- Procedures for the crew to identify, evaluate and handle a passenger with a suspected communicable disease
- Procedures for the pilot-in-command to promptly notify ATC of in-flight suspected communicable disease case
- Procedure for disinfection of aircraft with approved materials, not to be confused with disinsection
- Template for the General Declaration including Health Part
- Template for the Public Health Passenger Locator Form
Next Steps

• Visit all CAPSCA participating States
• More joint ICAO/WHO visits
• Harmonized ICAO CAPSCA checklist/WHO IHR assessment tool
• Analyze observed regional trends and recommend typical actions
• Review lessons learned and improve the assistance visit process
Next Steps (Cont.)

- State Action Plans and implementation
- ICAO CAPSCA Regional Coordinators follow-up
- Follow-up visits
- More State CAA & PHA Technical Advisors training by ICAO
- National implementation of CAPSCA concept & methodology
Recommended actions

States are encourage to:

- join CAPSCA by confirming during this meeting or by sending a letter to ICAO or WHO regional office (no cost)
- Request Assistance Visit by sending as letter to ICAO or WHO Regional Office Office (cost recovery)
- offer to host the next CAPSCA Europe and Global meetings in 2014
- volunteer technical advisor(s) from CAA or PHA to be trained by ICAO and participate in AV
Thank you!