Lessons Learned from CAPSCA Assistance
Visits to States and Airports

Michiel Vreedenburgh
Deputy Regional Director & CAPSCA Global Coordinator
North American, Central American and Caribbean Regional Office
International Civil Aviation Organization
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 in the vicinity of the airport

Walkthrough observations and interviews

Recommendations for improvements
<table>
<thead>
<tr>
<th>CAPSCA Regional Projects</th>
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</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td><strong>Year of Establishment</strong></td>
</tr>
<tr>
<td><strong>Member States</strong></td>
</tr>
<tr>
<td><strong>State Technical Advisors Trained by ICAO (OJT completed)</strong></td>
</tr>
<tr>
<td><strong>State &amp; Airport Assistance Visits Completed</strong></td>
</tr>
</tbody>
</table>
References (www.capsca.org)

- ICAO Annexes 6, 9, 11, 14, 18 SARPs
- PANS-ATM (Doc 4444)
- Facilitation Manual (Doc. 9957)
- WHO IHR
- ICAO, WHO, ACI, IATA guidelines
- Template for National Aviation PHE Preparedness Plan
- WHO IHR Assessment tool for core capacity requirements at designated airports, ports and ground crossings
- CAPSCA Guidelines and Checklist
- ICAO USOAP Audit Protocol Questions
Plans and Procedures for Public Health Emergencies in the Aviation Sector

- WHO International Health Regulations (IHR) – 2005
- ICAO Annexes 6, 9, 11, 14 & 18 and Doc. 4444 (PANS-ATM)

- 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 CCCCs between sectors

Aerodrome Emergency Plan and Aerodrome Manual including public health emergencies
Air Traffic Services (ATS) contingency plan including public health emergencies
ATS Procedures for PiC notification of suspected public health risk on board an aircraft
Aircraft Operators Procedures for suspected public health risk on board an aircraft

Business Continuity Management Plans and Procedures for essential services
General

- Commitment and mandate of Governments at ministerial level
- 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
General

- No duplication of efforts between different aviation and health stakeholders
- Knowledge of international standards and regulations
- Standard procedures and terminology
- Plans and Procedures Documentation, Approval, Dissemination, Awareness, Training, Exercises
- Consider local outbreak
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)

Civil aviation regulations include PHE related SARPs

National aviation plan for a PHE

Knowledge of PHEs and IHR

Involve PHA in the certification of aerodromes to validate implementation of public health related SARPs

Engage with PHA
Airport Operator and Medical Services

- IHR Core capacity requirements for designated airports as POE
- 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
- Designated aircraft parking position – identification, location, size, access, pax bridge, disembarkation, separation
- AEP PHE exercises combined with other emergency type
- Procedure for handling aircraft with suspected case on board
- EOC members, location, space, convenient and controlled access, facilities, equipment, documentation
- Arrival and departure passenger segregation
Assessment and isolation areas for suspected cases – location, access, size, ventilation, facilities, services, furniture, equipment (toilets, water, beds)

Screening areas and methods not to affect passenger flows

PPE

Transportation of cases in equipped ambulances to designated medical facility or quarantine

Procedure for reduced essential staffing due to illness and other absenteeism due to local outbreak or pandemic, e.g. RFFS, AVSEC, pax & bag handling
Port Health

- Presence at airport
- Agreement with medical services
- Collection of aircraft general declarations
- Published information to provide pax who are not subject to interview/evaluation

CAPSCA
Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation
www.capsca.org
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 (1)

» Visit all CAPSCA participating States
» More joint ICAO/WHO visits
» Harmonised ICAO CAPSCA checklist/WHO IHR assessment tool
» Analyse observed regional trends and recommend typical actions
» Review lessons learned and improve the assistance visit process
Next Steps (2)

- State Action Plans and implementation
- ICAO CAPSCA Regional Coordinators follow-up
- Follow-up visits
- More training
- National implementation
Recommended Actions

States are encouraged to:

- volunteer technical advisor(s) from CAA and/or PHA to be trained by ICAO and participate in assistance visits; and
- request Assistance Visits by sending a letter to ICAO or WHO (no costs to State in 2013)