CAPSCA - Africa

Public Health Emergencies Preparedness Planning in the Aviation Sector: The CAPSCA - Asia Pacific Story

2nd CAPSCA Global Coordination Meeting
Abuja, Nigeria 10th to 13th October 2011

Dr. Jarnail Singh
International Health Regulations (2005)

A global legal framework for public health security

IHR (2005) came into force on 15 June 2007*

Legally binding for the world’s countries that have agreed to follow the same rules to secure international health.

Courtesy WHO
Purpose of the IHR (2005)

“To prevent, protect against, control and provide a public health response to the international spread of disease in ways that are commensurate with and restricted to public health risks, and which avoid unnecessary interference with international traffic and trade” – Article 2
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.'
18 ICAO Annexes contain ‘SARPs’ (Standards and Recommended Practices)

- Annex 1 Personnel Licensing
- Annex 2 Rules of the Air
- Annex 3 Meteorological Service for International Air Navigation
- Annex 4 Aeronautical Charts
- Annex 5 Units of Measurement to be Used in Air and Ground Operations
- **Annex 6 Operation of Aircraft** *
- Annex 7 Aircraft Nationality and Registration Marks
- Annex 8 Airworthiness of Aircraft
- **Annex 9 Facilitation** *
- Annex 10 Aeronautical Telecommunications
- **Annex 11 Air Traffic Services**
  - **Procedures for Air Navigation Services – Air Traffic Management (PANS-ATM)** *
- Annex 12 Search and Rescue
- Annex 13 Aircraft Accident and Incident Investigation
- **Annex 14 Aerodromes** *
- Annex 15 Aeronautical Information Services
- Annex 16 Environmental Protection
- Annex 17 Security: Safeguarding International Civil Aviation Against Acts of Unlawful Interference
- **Annex 18 The Safe Transport of Dangerous Goods by Air**
- **Annex 19 Safety Management System**
What can you expect when a State is declared as an affected area

With a public health emergency of international concern (PHEIC)

Not necessarily an infectious disease
Can anything be done at this juncture at the departure airport for departing passengers?
What would be expected of:
1. The State Public Health Authority
2. The Civil Aviation Authority
3. The Airport
4. The Airlines operating at the Airport
5. The other Stakeholders at the Airport

What if a passenger falls ill at the Airport (with a suspicion of having contracted the infectious disease)?

Responsibilities of various Stakeholders?

Why the state of panic?
Full flights

What measures can be implemented if a passenger falls ill
Role of the Airline?

Pilot –in-Command of the flight

Cabin attendants

Cleaning of the aircraft

Dealing with Biohazards

Dealing with suspect case in flight

Dealing with other passengers

Keeping the Airline alive.

What does this remind you of?
Purpose of the IHR (2005)

“To prevent, protect against, control and provide a public health response to the international spread of disease in ways that are commensurate with and restricted to public health risks, and which avoid unnecessary interference with international traffic and trade” – Article 2

Courtesy WHO
Reflected in the arrival scene ...coming away from an affected area

Possibility of implementing measures at arrival airport?
What would be expected of:
1. The State Public Health Authority
2. The Civil Aviation Authority
3. The Airport
4. The Airlines operating at the Airport
5. The other Stakeholders at the Airport

What if a passenger falls ill at the Airport (with a suspicion of having contracted the infectious disease)?

Responsibilities of various Stakeholders?

Why the state of panic?

WHO IHR Core and Emergency requirements at international POEs
....and then

Deserted Airports
Empty aircraft
2003: SARS

ISSUES:

- Panic reactions
- No preparedness plans
- No Harmonization
Singapore hosts an ICAO meeting ---- “Anti-SARS” measures developed for the aviation sector.

- Restore confidence in the travelling public

- ? Pre-empting the IHR ?
2005 ----- H5N1  Avian Influenza

WHO holds global meeting: Timing & severity of next pandemic cannot be predicted

Take threat seriously
Take appropriate actions & mobilize resources
Start of Pandemic

Spread to rest of world

H5N1

2005: Expectations
ICAO: For The Aviation Sector:
Proactive approach to develop Aviation Pandemic Preparedness Plan

Singapore hosts meetings at Changi Airport 2006:
Output – “Preparedness Planning Guidelines (Aviation Aspects) for a Communicable Disease of Public Health Concern” – Applicable to any communicable disease (not just avian influenza)
To carry project forwards --- Harmonizing global aviation sector’s preparedness

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
2005: Expectations

Spread to rest of world

H5N1

Start of Pandemic
There is no evidence of increased illness in the pig population.
CAPSCA Guidelines Development

- WHO Pandemic Preparedness Guidelines
- ICAO Annex 9 Annexes 6, 11, 14
- ACI, IATA, CDC & Other expert agencies
- States
- IHRs
- WHO Rapid Containment Strategy
- Joint WHO-ICAO-IATA-ACI Guidelines

National Pandemic
Aviation Pandemic Preparedness Plan
Preparedness Plan
Guidance Material

Distilled into.....

State Guidelines : ICAO

Airline Guidelines : IATA

Airport Guidelines : ACI
New SARPs in force
From Nov 2007 & 2009...

Annex 6
Annex 9
Annex 11
Annex 14
PANS -ATM

IHR implementation
1. CAPSCA – Asia Pacific

2. CAPSCA – Africa

3. CAPSCA - Americas

4. CAPSCA – Middle East

5. Europe
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. Myanmar
18. ? Brunei
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
9. Bhutan – With WHO

- 3rd SCM --- 12 June 2009 Macao
- 3rd RAMT --- Sept. 2009 RO BKK
- 4th SCM --- May 24 2010 Malaysia
- 5th SCM / RAMPHT 2011 --- RO BKK
In conjunction with the 4th 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
1st Global CAPSCA RAMPHT
15 –16 October 2010
Singapore Aviation Academy
2009 “Swine flu” → Influenza A(H1N1)

Lessons Learnt (Did we over – react?)

Activities to act on lessons learnt
WHO-ASEAN Meeting on Public Health Measures at International Points of Entry
INFORMAL CONSULTATION ON THE DEVELOPMENT OF TECHNICAL GUIDANCE FOR PUBLIC HEALTH EMERGENCY PLANNING AT DESIGNATED POINTS OF ENTRY
Outcome:

Guidance for Public Health Emergency Contingency Planning at Designated Points of Entry
Requirement under the International Health Regulations (2005)
International Civil Aviation Organization: CAPSCA

Template for a National Aviation Public Health Emergency Preparedness Plan
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


Public Health Passenger Locator Card

International Health Regulations (2005)
Assessment tool for core capacity requirements at designated airports, ports and ground crossings
CAPSCA Checklist
### Comparative risk of outbreaks

<table>
<thead>
<tr>
<th>Severity of Disease (Morbidity &amp; Mortality)</th>
<th>Transmissibility</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>H5N1</td>
</tr>
<tr>
<td>High</td>
<td>SARS</td>
</tr>
<tr>
<td>Low</td>
<td>1918 Pandemic</td>
</tr>
<tr>
<td>Low</td>
<td>Pandemic (H1N1) 2009</td>
</tr>
<tr>
<td>Low</td>
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- **H5N1**
- **SARS**
- **1918 Pandemic**
- **Pandemic (H1N1) 2009**
- **Seasonal Flu**
### Possible strategies based on risk category

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<tr>
<td>Low</td>
<td></td>
</tr>
<tr>
<td>High</td>
<td>➢ Aiming at preventing disease importation and containing the virus</td>
</tr>
<tr>
<td>High</td>
<td>➢ Routine public health measures without additional aggressive interventions</td>
</tr>
<tr>
<td>Low</td>
<td></td>
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</tbody>
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Technical Commission
Agenda Item 42:
(Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA))

WP/58 Title:
Improved management of communicable disease in the aviation sector through multi-sector collaboration

Result: Resolution 42/1: Prevention of spread of communicable disease through air travel
CAPSCA WP Resolution

The Assembly:

1. Urges Contracting and States 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.
ICAO Assembly Resolution presented to DGCA Conference 2010 held at Macao, China

Paper urging States to join CAPSCA

ICAO Regional Office Bangkok to push the issue at DGCA Conference 10 to 14 October 2011
New Caledonia
Other Public Health Emergencies?

Fukushima Dai-ichi Nuclear Plant 12 March 2011
ICAO Transport Task Force

Weekly teleconference

ICAO
IAEA
IMO
WHO
WMO
UNWTO
ILO

IATA
ACI

Dr. Anthony Evans
Concern about levels in food and water
What is going to hit us next?

Pandemic H?N?, Nuclear?
QUARANTINE

SCARLET FEVER

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_________________________  Health Officer.

Form D-1-Sc.
The next pandemic, NBC emergency?

- 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
Questions?

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