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# INTERNATIONAL CIVIL AVIATION ORGANIZATION

A UN SPECIALIZED AGENCY



# CAPSCA and Emergency Planning Overview

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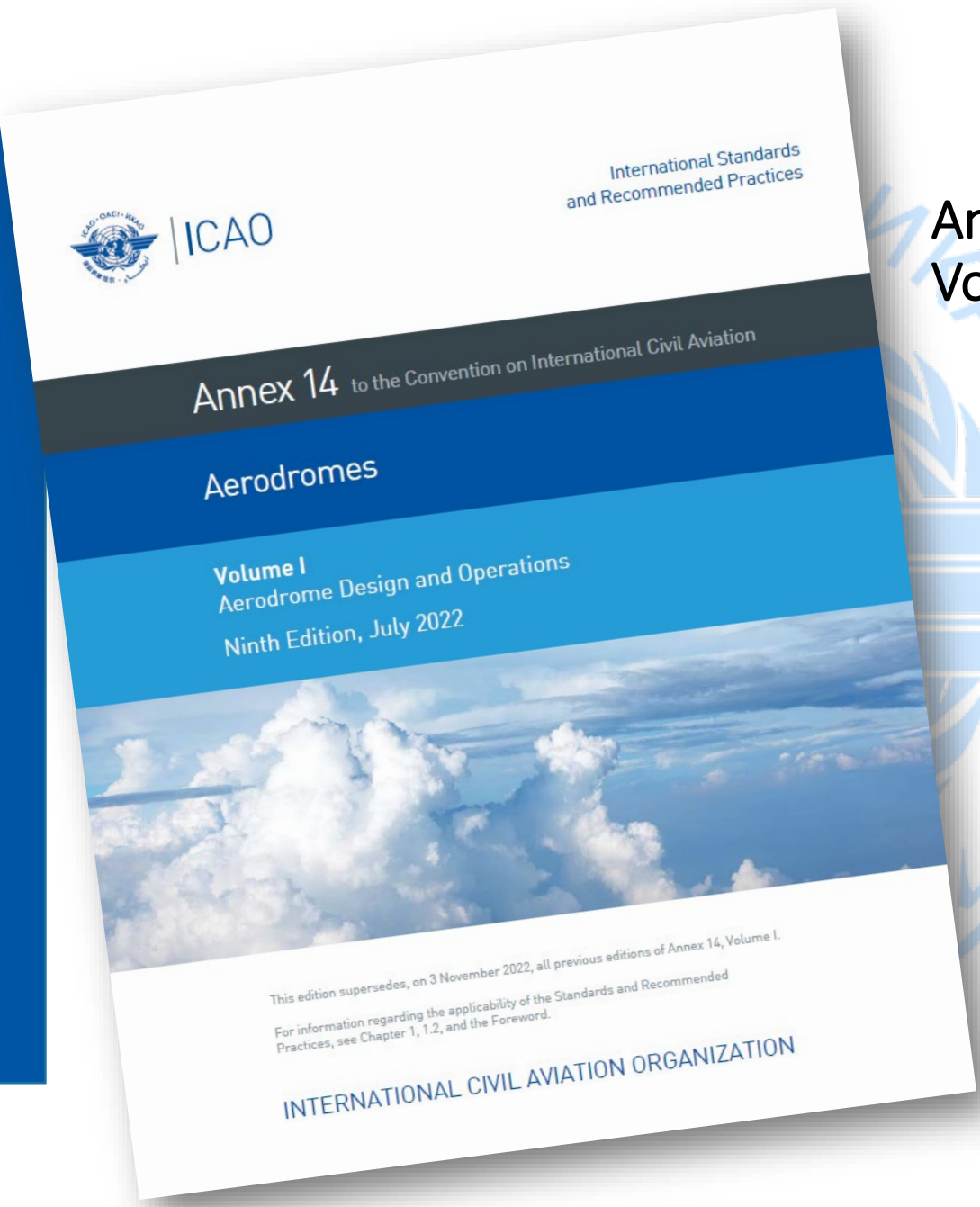
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# 01 Emergency Planning



## Annex 14 Volume I - Aerodromes

**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.

**Annex 14 - 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.

**Annex 14 – 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 – 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** The plan shall coordinate the response or participation of all existing agencies which, in the opinion of the appropriate authority, could be of assistance in responding to an emergency.

**Annex 14 – 9.1.4 Recommendation.-** *The plan should provide for cooperation and coordination with the rescue coordination centre, as necessary.*

**Annex 14 - 9.1.6** The plan shall observe human factors principles to ensure optimum response by all existing agencies participating in emergency operations. *(ICAO Doc 9981)*

- Rescue and firefighting services
- Medical and ambulance services
- Aerodrome operator
- Aircraft operators
- State law-enforcement bodies
- Security services
- Air traffic control units



**Annex 14 – 9.1.5 Recommendation.-** *The aerodrome emergency plan document should include at least the following:*

- a) 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*

**Safety scenarios:** aircraft accident; natural disaster; structural damage (e.g. fire); utility failure

**Security scenarios:** act of unlawful seizure or sabotage of an aircraft; armed attack or sabotage in airport installations; bomb threats; suspected explosive devices at an airport or inside an aircraft; crowd control/media management; and hostage situation

**Facilitation scenarios:** Public health emergencies: transmission of disease, natural disasters (e.g. volcano ashes), radiation, biohazards

**Annex 14 – 9.1.7 Recommendation.-** *A fixed emergency operations centre and a mobile command post should be available for use during an emergency.*

**Annex 14 – 9.1.8 Recommendation.-** *The emergency operations centre should be a part of the aerodrome facilities and should be responsible for the overall coordination and general direction of the response to an emergency.*

**Annex 14 – 9.1.9 Recommendation.-** *The command post should be a facility capable of being moved rapidly to the site of an emergency, when required, and should undertake the local coordination of those agencies responding to the emergency.*

**Annex 14 – 9.1.10 Recommendation.-** *A person should be assigned to assume control of the emergency operations centre and, when appropriate, another person the command post.*

**Annex 14 – 9.1.11 Recommendation.-** *Adequate communication systems linking the command post and the emergency operations centre with each other and with the participating agencies should be provided in accordance with the plan and consistent with the particular requirements of the aerodrome.*



**Annex 14 – 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 partial emergency exercises in the intervening year to ensure that any deficiencies found during the full-scale aerodrome emergency exercise have been corrected; or

b) a series of modular tests commencing in the first year and concluding in a full-scale aerodrome emergency exercise at intervals not exceeding three years;

and reviewed thereafter, or after an actual emergency, so as to correct any deficiency found during such exercises or actual emergency. *(ICAO Doc 9137)*





**Annex 14 – 9.1.14** The plan shall include the ready availability of, and coordination with, appropriate specialist rescue services to be able to respond to emergencies where an aerodrome is located close to water and/or swampy areas and where a significant portion of approach or departure operations takes place over these areas.

**Annex 14 – 9.1.15 Recommendation.-** *At those aerodromes located close to water and/or swampy areas, or difficult terrain, the aerodrome emergency plan should include the establishment, testing and assessment at regular intervals of a predetermined response for the specialist rescue services.*

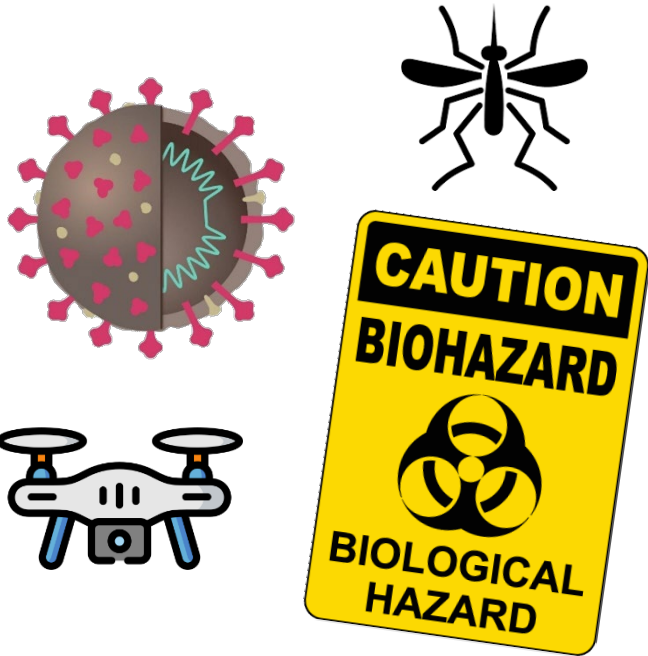
**Annex 14 – 9.1.16 Recommendation.-** *An assessment of the approach and departure areas within 1 000 m of the runway threshold should be carried out to determine the options available for intervention. (ICAO Doc 9137)*



02  
CAPSCA



## Preparedness planning and response to Public Health Events such as:



- Communicable diseases (pandemic influenza, Zika, Ebola, Coronavirus);
- Chemical events (nuclear power-plant accidents);
- Bioterrorism;
- Volcanic ash;
- Water and food safety;
- Hygiene and waste management;
- Drones in humanitarian operations;
- Disaster management (natural or man-made disasters)



# CAPSCA Objectives



12:40P	On-Time
12:45P	On-Time
1:10P	Cancelled
11:30A	On-Time
11:45P	On-Time
12:00P	On-Time
2:10P	Cancelled
12:00A	On-Time
12:15P	On-Time



- **Public health protection** - the general public, air travelers and aviation personnel;
- Ensure **safe and economically viable air transport**, with minimal effect on international travel and trade (Chicago Convention);
- **Assistance to States/Territories** with the implementation of ICAO Standards and Regulations (SARPs) and WHO International Health Regulations (IHR);
- **Capacity building** - Assistance to States/Territories to establish national aviation pandemic preparedness plans and develop core capabilities;
- Facilitate **multi-sector collaboration and cooperation** (civil aviation authorities, public health authorities, airports, air traffic services, airlines, immigration, customs, security and handling personnel) - a mechanism for pooling and sharing expertise, resources and best practices;
- Training of **CAPSCA assessors**;
- **Assess State readiness** to manage (prevent and respond) to public health events in aviation and provision of advice to States and Territories;
- Further development and improvement of **guidelines** for the aviation sector.

# CAPSCA Tools

## Guidance

Global meetings  
Regional meetings  
CAPSCA Website  
E-mails

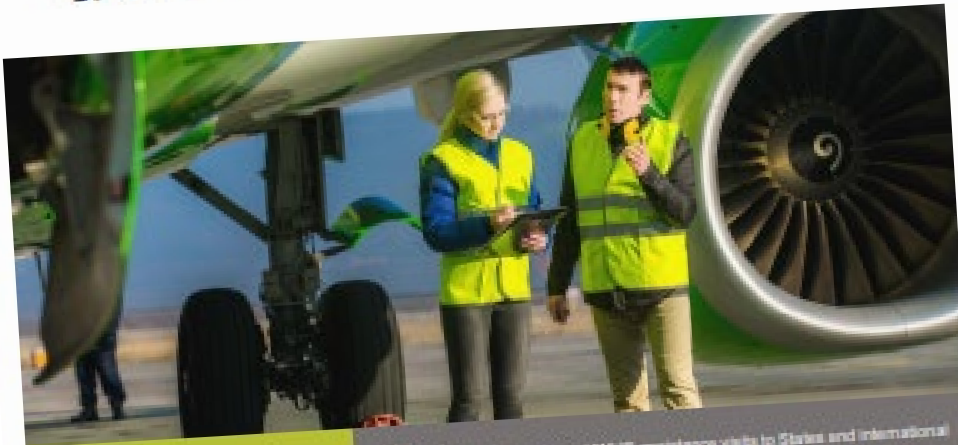
## Assistance Visits

Collaboration  
Assessment  
Demonstration  
Recommendations

## Training

Workshops  
Practical exercises  
Technical Advisor Course  
PHC iPack

## CAPSCA TECHNICAL ASSISTANCE VISIT



### Objectives

- Promote and facilitate communication, coordination and 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 expert, technical advice.

CAPSCA arranges joint ICAO/WHO assistance visits to States and international airports, with a team of experts in aviation and public health to evaluate current capacity, identify areas which need strengthening, key priority actions and to facilitate training for aviation and health professionals who are involved in public health event planning in the aviation sector.

The visit usually takes two days and undertake a gap analysis of national/local preparedness plans against the relevant ICAO SARPs, the WHO International Health Regulations (2005) and associated guidance material to ensure that harmonized and relevant policies, training and communication procedures are in place. A confidential report is provided that helps the State to develop and improve its preparedness plan.

The visit is arranged upon request and on a cost-recovery basis. To date, approximately 80 Assistance Visits have been undertaken globally.

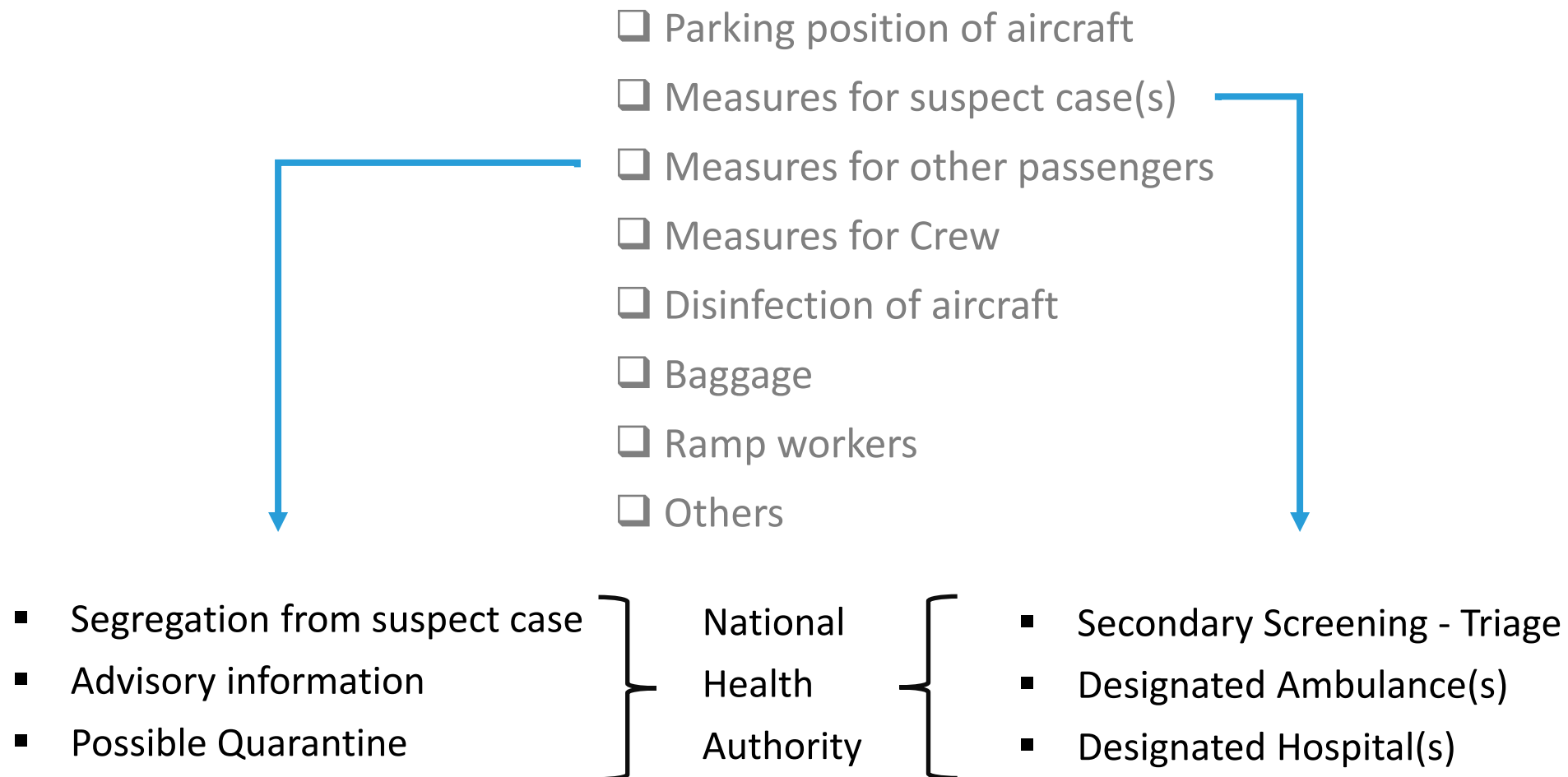
All States and international airports are invited to request an assistance visit to make sure that their preparedness level is up-to-date to manage public health events in aviation especially in view of the fact that disease outbreaks are occurring more often and spreading more faster, imposing significant costs on human life and the global economy.

[www.icao.int/capscA](http://www.icao.int/capscA)

## Assistance Visit Scope

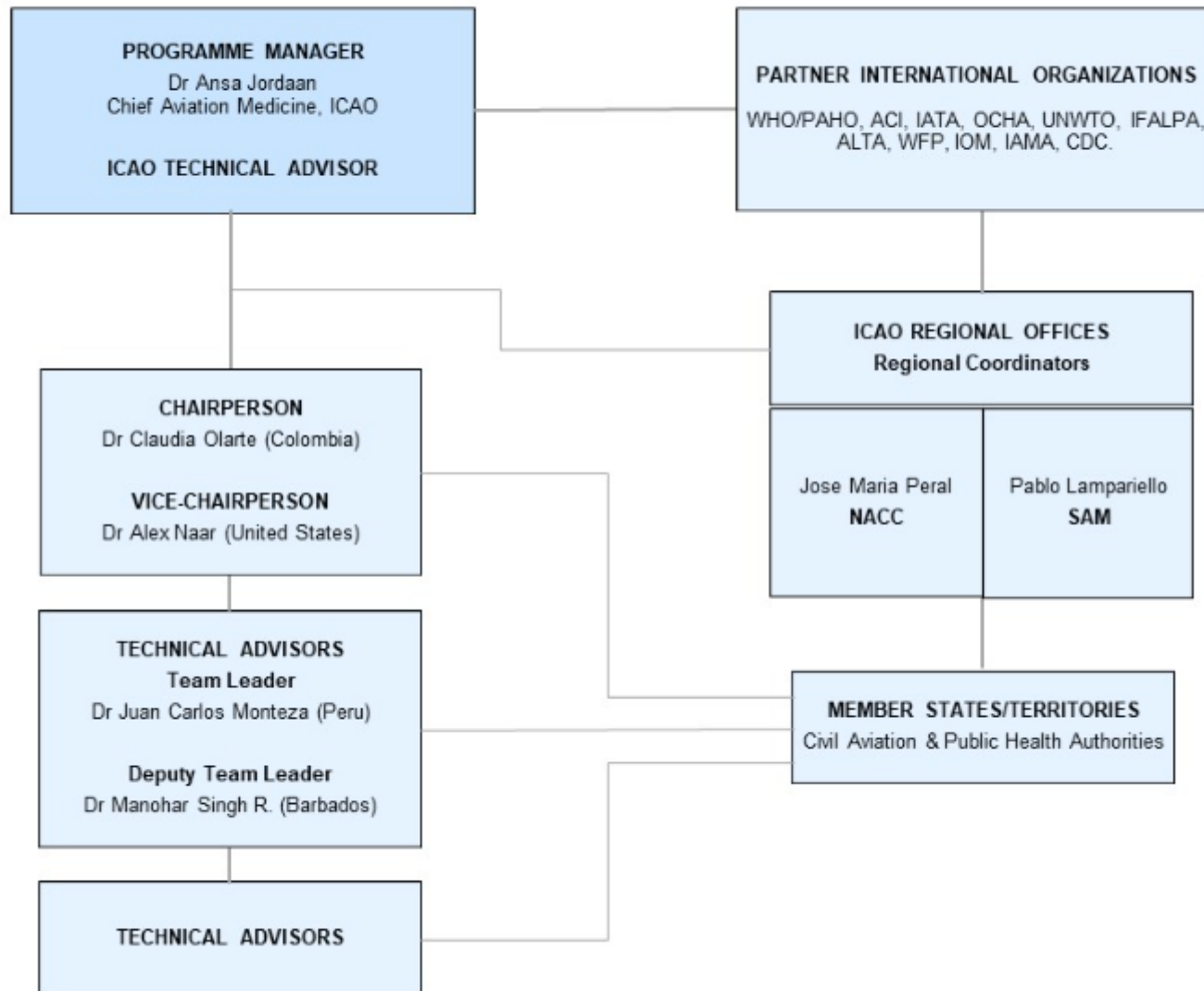
- ✈ PHE planning & preparedness in the civil aviation system
- ✈ All stakeholders involved in response to a PHE in the aviation system
- ✈ Not an audit nor a certification
- ✈ Voluntary and confidential
- ✈ Comprehensive harmonized checklist executed by different profiles

## Arriving Aircraft with Suspect Case(s) on Board



# CAPSCA Americas Structure

## NACC & SAM Offices



### Focal Points:

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Thank You!