

## **PLANNING GUIDELINES FOR COMMUNICABLE DISEASE POSING A SERIOUS PUBLIC HEALTH RISK, AVIATION ASPECTS**

### **1 GENERAL**

The guidelines were drafted in accordance with ICAO and WHO guidelines and are consistent with relevant Swedish law. The guidelines were prepared in consultation with the Swedish National Board of Health and Welfare.

A) The Swedish Transport Agency's contact person concerning policy related to the Planning Guidelines (Aviation Aspects) for Communicable Disease Posing a Serious Public Health Risk is the Head of Unit Crisis Management, Safety and Security.

In urgent situations, the contact person concerning Planning Guidelines (Aviation Aspects) for Communicable Disease Posing a Serious Public Health Risk is the Swedish Transport Agency Officer on Duty, who can be reached via SOS Alarm AB on +46 (0) 771-80 09 00.

B) The Swedish National Board of Health and Welfare has coordinating responsibility for general national planning for pandemic preparedness. The National Board of Health and Welfare is also the supervising authority and has the right to issue regulations pertaining to control of international threats to public health under the Protection Against International Threats to Public Health Act (Ordinance 2006:1570) and the Protection Against International Threats to Public Health Ordinance (Ordinance 2007:156), and with regard to communicable disease control in Sweden under the Communicable Diseases Act (Ordinance 2004:168) and the corresponding ordinance (Ordinance 2004:255).

C) The Swedish Transport Agency participates in various networks for knowledge transfer, including the National Facilitation Committee (NAFAL) and the Cooperation Area for Protection, Rescue and Medical Care of the Swedish Civil Contingencies Agency.

D) The Planning Guidelines for Communicable Disease Posing a Serious Public Health Risk were prepared for stakeholders in civil aviation.

E) General information about public health emergency of international concern (PHEIC) is available on the [Swedish National Board of Health and Welfare](#) website.

Incidents of a PHEIC which may affect civil aviation are:

- Suspected serious contagion or other substance onboard that constitutes a PHEIC
- Arriving aircraft from an area affected by a PHEIC within the incubation period
- Persons arriving from an area affected by a PHEIC within the incubation period

- Persons with symptoms consistent with a PHEIC within the incubation period
- Departures to an area affected by a PHEIC

F) Information from WHO is available via the [Swedish National Board of Health and Welfare](#) website.

G) Information about risks involving communicable diseases in connection with international travel is available on the websites of the Swedish Ministry for Foreign Affairs and the Swedish Institute for Infectious Disease Control. If WHO declares an area affected by a PHEIC information will be posted on the National Board of Health and Welfare website.

[\*Swedish Ministry for Foreign Affairs\*](#)

[\*Swedish Institute for Infectious Disease Control\*](#)

[\*Swedish National Board of Health and Welfare\*](#)

H) [The Swedish Communicable Diseases Act](#) imposes legal obligations on people who exhibit symptoms of communicable diseases.

I) County Medical Officers for Communicable Disease Prevention and Control (CDC) has overall responsibility in connection with situations regarding PHEIC that involve communicable diseases.<sup>1</sup>

Upon suspected outbreak of a communicable disease, the primary contact should be with a County Medical CDC Officer and secondarily with the National Board of Health and Welfare Officer on Duty, who can be reached via SOS Alarm AB on +46 (0) 771-80 09 00.

J) The Swedish National Board of Health and Welfare Regulations and General Recommendations Concerning Protection Against International Threats to Public Health are published in SOSFS 2007:11.

K) The Swedish National Board of Health and Welfare Regulations and General Recommendations Concerning Mandatory Reporting in Connection with International Threats to Public Health are published in SOSFS 2007:12.

#### **In connection with heightened risk scenario:**

A) County Medical CDC Officers are responsible for access to expertise in connection with PHEIC involving communicable diseases.

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<sup>1</sup> If the threat is related to chemicals or radioactive substances, the responsibility is assigned to the relevant responsible agency.

B) The Swedish National Board of Health and Welfare is responsible for spreading information concerning planning and management in situations with PHEIC.

## 2

### **AIRPORT PREPAREDNESS**

A) Airports should appoint a contact person for policy formulation in situations of PHEIC and have an operational organization of preparedness.

B) According to the Swedish National Board of Health and Welfare Regulations and General Recommendations Concerning Protection Against International Threats to Public Health, ([SOSFS 2007:11](#)), the airport manager of a designated airport<sup>2</sup>, or the person he or she appoints, must establish procedures which ensure that measures can be taken to prevent the spread of contagion that may constitute a PHEIC, in consultation with the County Medical CDC Officer.

The procedures should cover information to the relevant public authorities and the capacity to direct aircraft to a dedicated stand for aircraft. The procedures may also include information concerning staffing, security, communications, etc.

#### **Communication of information**

##### A) Internal communication

County Medical CDC Officers coordinate communicable disease control and inform and cooperate as needed with public authorities who may need to be involved in planning and management, such as the healthcare authority, the Swedish Police and Swedish Customs.

The airport manager should be responsible for communicating with airlines, ground services companies, air traffic control, travel arrangers, and other stakeholders in the area of civil aviation.

##### B) External communication

According to the Swedish National Board of Health and Welfare Regulations and General Recommendations Concerning Protection Against International Threats to Public Health, ([SOSFS 2007:11](#)), the airport manager at a designated airport, or the person he or she appoints, shall establish procedures to ensure that public authorities, responsible for taking measures in connection with PHEIC situations, can be contacted. The procedures must be established in consultation with the County Medical CDC Officer.

The Swedish National Board of Health and Welfare is responsible for informing other airports and the media.

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<sup>2</sup> The designated airports are Landvetter, Jönköping, Sturup, Arlanda and Umeå.

Passengers are informed about a PHEIC situation via the Swedish National Board of Health and Welfare website. Travel advisories are also available on the Ministry for Foreign Affairs website. Information may also be obtained via posted bulletins at airports, Swedish Customs, and from the airport owner.

### **Screening, quarantine and transports**

According to the Swedish National Board of Health and Welfare Regulations and General Recommendations Concerning Protection Against International Threats to Public Health, ([SOSFS 2007:11](#)), the County Council of the county where a designated airport is located must plan its operations so as to maintain preparedness to provide the personnel and equipment necessary for passenger control.

A) As needed, County Medical CDC Officers order medical examinations as provided by the Communicable Diseases Act.

B) As needed, County Medical CDC Officers are responsible for ordering quarantine and medical transports of passengers.

C) Ground services companies should ensure baggage transport for passengers covered by the quarantine order.

### **Airport closure**

The airport manager has the right to close the airport if necessary.<sup>3</sup>

### **Flight restrictions**

The Swedish State does not have the right to close Swedish airspace or refuse permission to land due to a PHEIC.

### **Landing rights**

Aircraft affected by a PHEIC should be directed to a designated airport.

### **Miscellaneous**

Airports should establish methods to maintain operations in connection with reduced staffing.

## **3**

### **AIRLINE PREPAREDNESS**

A) Airlines should appoint a contact person for policy decisions in situations of PHEIC and have an operational organization of preparedness.

B) Airlines should appoint a contact person responsible for minute-by-minute operational management of the airline's emergency management plans.

<sup>3</sup> Provisions for Civil Aviation - Airports (BCL-F) 3.1 subsection 4.3.1.4.

## Communication of information

If a person onboard the aircraft has become ill and the symptoms indicate a serious infectious disease, the commander of the aircraft must always provide information about the status of health onboard (health declaration), according to the Swedish National Board of Health and Welfare Regulations and General Recommendations Concerning Protection Against International Threats to Public Health, ([SOSFS 2007:11](#)).

An air traffic services unit that becomes aware that an aircraft is carrying or is suspected of carrying a contagion or other substance that constitutes or may constitute a PHEIC shall immediately inform:

1. The County Medical CDC Officer in the county where the airport is located,
2. The municipality (local authority) where the airport is located,
3. The airport manager, and
4. The local Swedish Customs Office where one exists and otherwise the Swedish Customs Communication Centre.<sup>4</sup>

### A) Internal communication

Airlines should assume responsibility for communicating with civil aviation authorities, travel arrangers, etc.

### B) External communication

Airlines should assume responsibility for distributing contacts with passengers to the relevant public authorities.

## Screening

Airlines should be able to cooperate with the relevant public health authority for management of passengers with serious infectious diseases and establish screening for adequate diseases in affected areas.

[The Communicable Diseases Act \(2004:168\)](#) permits medical examinations of passengers arriving to Sweden only if there is reason to believe that an arriving passenger has been infected by a disease that poses a threat to public health.

## In-flight illness

A) Cabin crew must be trained to detect suspected symptoms of a PHEIC (fever, rash, diarrhoea and vomiting).<sup>5</sup>

B) Instructions for managing situations with a PHEIC should be found onboard.

C, D) Instructions concerning notification of a PHEIC should be found on board.

<sup>4</sup> [67§ Luftfartsstyrelsens föreskrifter \(2008:14\) om ändring i Luftfartsstyrelsens föreskrifter och allmänna råd \(LFS 2007:51\) om särskilda bestämmelser för flygtrafikledningstjänst \(ATS\).](#)

<sup>5</sup> Commission Regulation (EC) No 859/2008 of 29 August 2008 amending Council Regulation (EEC) No 3922/91 as regards common technical requirements and administrative procedures applicable to commercial transportation by aeroplane (EU-OPS), Amendment 3 of OPS 1.1005/1.1010/1.1015, Medical aspects and first aid.

E) Airlines should cooperate with airports and healthcare authorities when suspecting a serious infectious disease.

**Aircraft maintenance**

Airlines should establish:

A) A policy for replacement of air filters and use of protective equipment.

B) A policy for disinfection of waste tanks

C) A policy for bird waste removal in connection with avian flu

**Aircraft cleaning**

A) Airlines should establish a policy for aircraft cleaning in connection with a PHEIC.

**Cargo and baggage handling**

Airlines should encourage cargo and baggage handlers to wash their hands regularly.

**Miscellaneous**

According to ICAO guidelines, airlines should establish methods to maintain operations despite sharply reduced staffing.

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