

MEDICAL OFFICER OF HEALTH (MOH) RESPONSE TO A COMMUNICABLE DISEASE INCIDENT ON AN AIRCRAFT V3.0

Background:

The relevant legislations which grant the Medical Officer of Health (MOH) powers in this scenario are:

1. [S.I. No. 411/2009-Infectious Diseases \(Aircraft\) Regulations 2009](#)¹
2. [International Health Regulations \(2005\)3rd Edition WHO \(reprinted 2016\)](#)²
3. [S.I. No. 390/ 1981- Infectious Disease Regulations 1981](#)⁸.

Please see Appendix A (page 5) for a summary and detailed explanation of these. Full legislation is available at <http://www.hpsc.ie/A-Z/EmergencyPlanning/PortHealth/>.

This data can be requested under S.I. No. 390/1981 Infectious Disease Regulations⁸ and use of this data by Public Health professionals must be in compliance with EU General Data Protection Regulations (EU GDPR).

STAGE 1: NOTIFICATION

Notification will occur via telephone call to the Specialist in Public Health Medicine (SPHM)/ MOH.

The phone call to SPHM/MOH may come from the Airport Duty Officer, National Ambulance Service Emergency Operation Centre (NEOC) or the Ambulance Officer on site.

This is part of the airport's Public Health Alert activation (Dublin, Shannon, Cork). The Public Health response will be part of a wider HSE response involving National Ambulance Service (NAS), Emergency Management, Public Health and Environmental Health.

STAGE 2: PUBLIC HEALTH RISK ASSESSMENT

A. PRELIMINARY DETAILS

Forms available at <http://www.hpsc.ie/A-Z/EmergencyPlanning/PortHealth/>

- Gather aggregate information on the incident for public health risk assessment. Use the **Public Health Incident Risk Assessment Form** (Appendix B, page 14). Informants may include the NAS or Airport Duty Manager.
- If necessary, record details on each ill person using the **Public Health Patient Form** (Appendix C, page 16).
- Consider asking well passengers and crew to fill out a **Public Health Passenger Locator Form** in case of need for contact tracing (Appendix D, page 17). The NAS has agreed to distribute these forms for Public Health.

- If appropriate, request from the pilot (via Duty Manager) the ***Aircraft Declaration of Health Form***. This may only become available when the plane lands (Appendix E, page 18).
- Above steps will be performed in parallel rather than in sequence.

B. CLINICAL RISK ASSESSMENT

If indicated, request clinical assessment via one of the following methods:

- On-site clinical assessment:
Ambulance may already be on site, or SPHM may request NEOC (Tel: 0818-501999) to arrange for on-site clinical assessment by NAS paramedics. Paramedics can liaise with medical personnel from the Telemedicine Advisory Service (TMAS)*, SPHM on call as appropriate, and ambulance control in relation to clinical history and findings.
- If emerging viral threat is suspected then remote risk assessment is to be arranged by NAS in conjunction with the Infectious Disease clinician on call at the National Isolation Unit, Mater Hospital; following relevant assessment algorithms.
- Assessment at local Emergency Department (ED):
NAS will transfer ill person(s) to local ED and SPHM should liaise with local hospital ED Consultant regarding clinical findings. Note that once called to the scene, ambulance personnel cannot discharge a patient from their care and will bring them to hospital, unless the patient declines to take up that service.
- Primary care assessment:
This can be performed if such arrangements are in place at the airport for this.

C. DETERMINE RISK

- Consider whether there is likely to be an event/ illness on board **of serious and significant international public health concern** (biological, chemical or radiological) as per the [International Health Regulations \(2016\)](#)². (IHR) See *Table 1 for a list of qualifying infections*. Note that these are the same infections as in Schedule 1 of the Infectious Diseases (Aircraft) Regulations 2009¹.
- Consider whether there is likely to be an infection which may pose a **significant risk of onward transmission** as per the European Centre for Disease Control (ECDC) technical report [“Risk assessment guidelines for infectious disease transmitted on aircraft \(RAGIDA\)”](#)³. See *Table 1*.

* TMAS, called Medico Cork, is the HSE National 24 hour Emergency Telemedical Support unit that provides free advice to the ambulance service, Dublin fire brigade and Irish navy.

Table 1 List of serious infectious diseases under Aircraft Regulations/IHR and list of ECDC priority infections

<p style="text-align: center;">Aircraft Regulations 2009 Schedule 1</p>	<p style="text-align: center;">ECDC RAGIDA group Priority infections</p>
<ul style="list-style-type: none"> • Cholera • Plague • Yellow fever • Viral haemorrhagic fevers • West Nile Fever • Smallpox • Polio myelitis due to wild type poliovirus • Human influenza caused by a new sub-type • Severe Acute Respiratory Syndrome (SARS) • Dengue fever, Rift valley fever and meningococcal disease and any other infectious disease in respect of a person on board a aircraft originating in, coming from, or having passed through an area where any of those infectious diseases are of special national concern or regional concern <p style="text-align: center;">Any other infectious disease which is of public health concern and of international importance</p>	<ul style="list-style-type: none"> • TB • Influenza • SARS • Meningococcal disease • Measles • Rubella • Diphtheria • Ebola • Marburg virus • Lassa • Smallpox • Anthrax

STAGE 3: PUBLIC HEALTH MANAGEMENT

The MOH is required to inform the “Person in Charge of the Airport” (*In practice the Airport Duty Officer or Director of Operations*) of any directions given under the Regulations.

Note see [RAGIDA](#)³ and [RAGIDA PART 2: Operational guidelines for assisting in the evaluation of risk for transmission by disease](#)⁴ for aircraft specific guidance for the public health management of certain infections. Following risk assessment, the SPHM should consider (a) the management of case/s, (b) contacts, (c) the plane and (d) any further management (including communication).

A. **MANAGE CASE(S)**

- Request the NAS to isolate the case/suspected case(s) as appropriate and transfer to hospital. Note if emerging viral threat, then follow relevant algorithm which, may necessitate transferring the patient to the National Isolation Unit at the Mater Hospital.
- SPHM should advise the ED of local hospital in advance.
- The ED may advise where patient is to be assessed.

B. **MANAGE CONTACTS**

- Consider likely differential diagnosis and from this, provide advice and information to passengers and crew.
- Identify contacts of case/suspected case (passengers and staff) as appropriate. Details may be obtained via:
 - i. Public Health Passenger Locator Form:

This form captures contact details and details for onward travel from **well** passengers. The NAS has agreed to distribute locator forms with local arrangements for collection required.
 - ii. Passenger manifest[†]:

This can be requested from the airline via the airport duty manager.

Note the SPHM/MOH is legally entitled to seek this information under the **S.I. No. 390 of 1981**⁸. Infectious Diseases Regulations 1981. The Data Protection Acts allow the data controller to legitimately release confidential information pursuant to sections 8 (d) and (e) to the relevant public entity. These sections state:

“8(d) required urgently to prevent injury or other damage to the health of a person or serious loss or damage to property,

8(e) required by or under any enactment or by the rule of law or order of a court,”
- Consider need for surveillance of contacts as appropriate (as per ECDC technical report [RAGIDA](#))³

[†] A **manifest** or ship's **manifest** is a document listing the cargo, **passengers**, and crew of a ship, aircraft, or vehicle, for the use of customs and other officials.

C. MANAGEMENT OF PLANE

Consider:

- Whether **detention** of passengers, cargo or plane is required, or whether **clearance** can be given verbally. This decision has to be made within **3 hours** of notification as per the legislation (*S.I. No. 411/2009 -Infectious Diseases (Aircraft) Regulations 2009²*).
- Options for management of passengers who are well:
 - i. Well passengers can disembark, preferably as quickly as possible, and continue their journey
 - OR
 - ii. Passengers may be disembarked to a holding area in the terminal while initial assessment is on-going. [Identification of holding area in terminal needs agreement with airport authorities in advance].
- Using the **travel health alert announcement** letter by asking the pilot/crew to read the announcement. (see Appendix F)
- Requesting **ventilation** is kept on if passengers are going to be detained in plane on ground.
- Stating that **baggage** can be offloaded if there is no reason to hold it on board.
- Advising disinfection of plane according to protocols.^{5,6,7,9}

Following detention, MOH has to indicate in writing that detention is no longer required.

D. FURTHER MANAGEMENT (DURING AND FOLLOWING THE INCIDENT)

- Brief GPs/ Hospitals as appropriate.
- Notify Director of Public Health.
- Notify [I.H.R focal point](#) if public health emergency of international concern (PHEIC). (See Appendix G)
- Activate HSE response to airport incident. (document in development)
- Notify HSE Communications Department.
- Brief Principal Environmental Officer as appropriate.
- If significant public health risk:
 - Notify Assistant National Director of Health Protection
 - Request activation of the Area Crisis Management Team as per local protocols
 - Identify surge capacity requirements (Additional Departmental Staff, Environmental Health, Clerical, other PH Departments, HPSC etc.)
- Further action as necessary.

APPENDIX A: KEY LEGISLATION SUMMARY

S.I. NO. 411/2009-INFECTIOUS DISEASES (AIRCRAFT) REGULATIONS 2009¹

These regulations are the legal basis for the MOH response to a serious infectious disease threat on an airplane. **Some important points are summarised here but consult the full Regulations for the legal detail. Infectious diseases covered under the regulations are listed in the Regulations in Schedule 1.**

A. INFECTIOUS DISEASES COVERED BY ABOVE REGULATIONS:

- Cholera
 - Pneumonic Plague
 - Yellow fever
 - Viral haemorrhagic fevers
 - West Nile fever
 - Smallpox
 - Poliomyelitis due to wild type poliovirus
 - Human influenza caused by a new sub-type
 - Severe acute respiratory syndrome (SARS)
 - Dengue fever, Rift Valley fever and meningococcal disease and any other infectious disease in respect of a person on board an aircraft originating in, coming from, or having passed through an area where any of those infectious diseases are of special national or regional concern.
 - Any other infectious disease which is of public health concern and of international importance.
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B. COMMANDER RESPONSIBILITY

In the event of a person or persons becoming unwell on an incoming flight the commander (Pilot, person in charge) is required to report details by radio via Air Traffic Control who in turn shall report to the designated airport officer (Airport Duty Manager). The Commander shall not disembark or allow to board any persons, or discharge any cargo, unless cleared to do so by the MOH.

The commander is required to:

- provide the Aircraft Declaration of Health form if requested by the MOH
- answer all questions as to the health conditions on board put to him/her by the MOH, HSE Health Officer (HO, e.g. EHO), officer of Customs and Excise or the person in charge of the airport
- produce the journey log book if required
- provide information and assistance as is reasonably required for the purpose of the Regulations
- notify, as soon as practicable, the first person to visit the aircraft (MOH, HO or Customs and Excise Officer) of:
 - Death on board caused by, or suspected to be caused by an infectious disease
 - A case, or suspected case of infectious disease
 - If there is a person on board who is liable to be placed under surveillance
 - Circumstances on board likely to lead to an infectious disease or its spread

- take or assist in taking such steps as the MOH believes are necessary to prevent the spread of infection
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C. DESIGNATED AIRPORT OFFICER RESPONSIBILITY

On receiving information that there are circumstances on the aircraft that require the attention of the MOH, the designated airport officer *'shall, as soon as practicable, notify the MOH and the appropriate health officer to that effect.'*

D. POWERS AND DUTIES OF HEALTH OFFICERS

Based on information provided by the commander, **if it appears that:**

- There has been a death on board caused by, or suspected to be caused, by an infectious disease
- There is a case, or suspected case of infectious disease
- The aircraft is coming from an "affected area" – i.e. a location of the world where the WHO has recommended health measures under IHR
- Death has occurred during the voyage of rats or mice on board, and this is not due to poisoning or other means of destruction

THEN, 'he/she shall detain the aircraft, its stores, equipment and cargo, passengers and crew, and shall report the matter as soon as practicable to the person in charge of the airport, the MOH and an officer of Customs and Excise.'

If the HO receives a notice in writing from the MOH of a requirement for inspection of the aircraft, continuation of detention, or other measures, then the HO (if he/she is the first to visit the aircraft) *'shall deliver this to the commander of the aircraft, and take all reasonable steps to ensure compliance with it.'*

E. MEDICAL OFFICER OF HEALTH POWERS AND RESPONSIBILITIES

Medical Officer of Health should be contacted:

- if an inbound aircraft formally notifies the airport authority, **as per the Infectious Diseases (Aircraft) Regulations** – cf Schedule 1, p13 - that they have **a person or persons on board who they suspect has a serious infectious disease;**
- or
- if an inbound aircraft formally notifies the airport authority, **as per the International Health Regulations (2005)** – cf Annex 2, p43 - that there is an event/ illness **of serious and significant international public health concern** (biological, chemical or radiological) on board.

Once a suspected case of infectious disease is reported to the Airport Duty Manager, no person shall be allowed to disembark or board the aircraft unless cleared to do so by the MOH.

Under **SI No 390 of 1981 Infectious disease regulations 1981**⁸ upon receiving notification of a case or a suspected case of an infectious disease the MOH *'shall make such enquiries and take such steps as are necessary or desirable for investigating the nature and source of such infection, for preventing the spread of such infection and for removing conditions favourable to such infection.'*

Powers in relation to aircraft detention:

- The MOH may, where sufficient information has been provided to determine that a reported illness does not constitute a public health threat of international importance, *without personally attending the aircraft, issue verbal clearance to the aircraft.*
- The MOH *'may direct that an arriving aircraft shall be detained for medical examination and may deliver a notice in writing to this effect to a HO or Customs and Excise officer. The MOH is required to inform the person in charge of the airport of any directions given by him/her under this Regulation'*.

AIRCRAFT DETENTION as per **Infectious Diseases (Aircraft) Regulations 2009:**

Where an inbound aircraft formally notifies under the Infectious Diseases (Aircraft) Regulations, the MOH or a designated health officer may issue instructions preventing disembarkation of passengers or cargo until allowed to do so by the MOH.

If the aircraft is liable to be subjected to further measures under the Regulations the MOH *'shall give notice in writing to the commander that the aircraft is being detained for a further period'*

CESSATION OF DETENTION as per **Infectious Diseases (Aircraft) Regulations 2009:**

The detention of an aircraft by a designated officer under these Regulations shall cease as soon as the MOH indicates, in writing, that detention is no longer required. The detention will also cease if an inspection of the aircraft (crew and passengers) has not begun within three hours after the Health Officer gave direction for the detention of same, or if the MOH has given notice in writing to HO or Officer of Custom and Excise that he or she does not propose to inspect the aircraft.

On release of an aircraft from detention, the MOH shall

- Inform the appropriate HO or the Customs and Excise officer in writing of any measures taken, with reference to aircraft, stores, equipment, cargo, passengers or crew – unless the MOH had already given notice in writing of these measures.
- Give notice in writing to the HO and Customs and Excise officer, the commander and the person in charge of the aircraft that the aircraft is free to proceed at or after a date and time stated in the notice.

Powers in relation to aircraft inspection:

The MOH may inspect, or cause to be inspected (and shall inspect, if required by the Minister)

- i. Any aircraft where there is a case or suspected case of infectious disease on board
- ii. Any aircraft on which rodent plague has occurred, or been suspected during the voyage
- iii. Any aircraft coming from an affected area (i.e. a location of the world where the WHO has recommended health measures under IHR)

Powers in relation to examination of passengers:

The MOH may (and shall, if required by the Minister)

- i. **examine** or cause to be examined, any person where there are reasonable grounds for believing or suspecting that infectious disease is present on the aircraft, or that persons on board the aircraft have been exposed to infection from an infectious disease during the voyage or in the 3 weeks immediately prior to the aircraft arrival
- ii. **detain** for the purpose of examination any person who the MOH is empowered or required under the Regulations to examine
- iii. **isolate** or prohibit him or her from leaving the airport, save upon such specified conditions as appear to the MOH to be reasonably necessary to prevent the spread of infection
- iv. require the commander to take steps, or assist in taking steps which are necessary for preventing spread of infection, for destruction of insects, rodents or mice, and for removal of conditions on the aircraft likely to convey infection.

The MOH, if he/she suspects that a person arriving is suffering from **infectious TB**, may

- i. Send information to the MOH of the area where the person is travelling to.
- ii. Require the commander to take or assist in taking such precautions as are necessary to prevent spread of infection on the aircraft.

Powers in relation to persons planning to depart an aircraft

The MOH may:

- examine or cause to be examined at an airport any person whom he suspects is suffering from an infectious disease (that is diseases in schedule 1 of the Regulations)

And

- if potentially a significant threat to international public health, may prohibit embarkation or may notify the commander to place the person under surveillance on the journey.

PLEASE CONSULT THE REGULATIONS FOR THE LEGAL DETAIL

Available at <http://www.irishstatutebook.ie/2009/en/si/0411.html>

F. RESPONSIBILITIES AND DUTIES OF PASSENGERS

- A passenger, who is leaving the aircraft, is required to fill out a Passenger Declaration of Origin and Health Form (Schedule 2) if requested to do so by the MOH.
- The passenger is required to comply with all directions, requirements or conditions given, made or imposed by the MOH, HO or Customs and Excise Officer. He/she has to furnish information that is reasonably required, including name, address and destination.
- A passenger may be placed under surveillance. This means that *'the person is required to submit to medical examination and such enquiries as are necessary to ascertain his or her state of health and may include a requirement to report to a medical officer of health on arrival in his or her functional areas and periodically thereafter.'*
- A passenger who is placed under surveillance shall:
 - i. Facilitate any examination required by the MOH in the functional area where the person is located during the period of surveillance
 - ii. Furnish all such information as any MOH may reasonably require with a view to ascertaining his/her state of health
 - iii. As soon as practicable, provide information to the MOH on any change of address from that stated in the Declaration of Health Form
 - iv. If instructed by the MOH at the airport, report to the MOH of the functional area where he/she is during period of surveillance and continue to do so as required by the MOH.

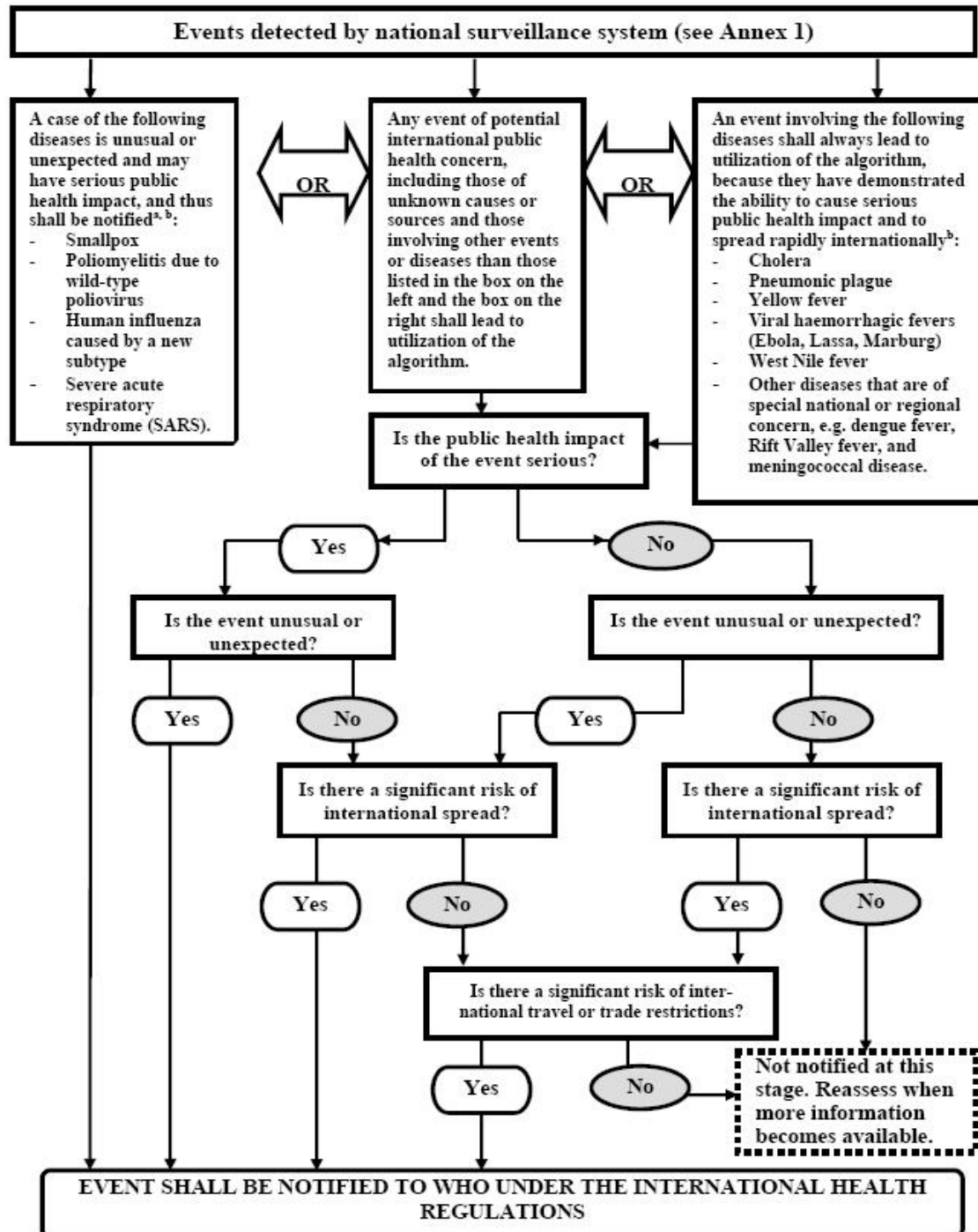
INTERNATIONAL HEALTH REGULATIONS (2005) 3rd EDITION WHO (REPRINTED 2016)²

The International Health Regulations (IHR) 2005 came into force on the 15th June 2007. The purpose and scope of these regulations are 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.

- Each country is required to establish a National IHR Focal Point and corresponding contact persons or officials. The Health Protection Surveillance Centre has been established as Ireland's National focal Point, and currently Dr Kevin Kelleher is the named contact point. (Appendix G)
- The responsibility for dealing with a serious infectious disease rests with the relevant MOH and the local Department of Public Health.
- Where there is (or a strong suspicion of) an event/ illness of serious and significant international public health concern (biological, chemical or radiological) covered by the International Health Regulations, then the National IHR Focal Point and corresponding contact persons should be notified immediately.
- Decision Instrument for the Assessment and Notification of Events that may constitute a Public Health Emergency of International Concern available below.

ANNEX 2

DECISION INSTRUMENT FOR THE ASSESSMENT AND NOTIFICATION OF EVENTS THAT MAY CONSTITUTE A PUBLIC HEALTH EMERGENCY OF INTERNATIONAL CONCERN

^a As per WHO case definitions.^b The disease list shall be used only for the purposes of these Regulations.

Source: World Health Organisation. *Fifty-Eight World Health assembly. Revisions of the International Health Regulations*

EXAMPLES FOR THE APPLICATION OF THE DECISION INSTRUMENT FOR THE ASSESSMENT AND NOTIFICATION OF EVENTS THAT MAY CONSTITUTE A PUBLIC HEALTH EMERGENCY OF INTERNATIONAL CONCERN

The examples appearing in this Annex are not binding and are for indicative guidance purposes to assist in the interpretation of the decision instrument criteria.


DOES THE EVENT MEET AT LEAST TWO OF THE FOLLOWING CRITERIA?

Is the public health impact of the event serious?	I. Is the public health impact of the event serious?
	1. <i>Is the number of cases and/or number of deaths for this type of event large for the given place, time or population?</i>
	2. <i>Has the event the potential to have a high public health impact?</i> THE FOLLOWING ARE EXAMPLES OF CIRCUMSTANCES THAT CONTRIBUTE TO HIGH PUBLIC HEALTH IMPACT: <ul style="list-style-type: none"> ✓ Event caused by a pathogen with high potential to cause epidemic (infectiousness of the agent, high case fatality, multiple transmission routes or healthy carrier). ✓ Indication of treatment failure (new or emerging antibiotic resistance, vaccine failure, antidote resistance or failure). ✓ Event represents a significant public health risk even if no or very few human cases have yet been identified. ✓ Cases reported among health staff. ✓ The population at risk is especially vulnerable (refugees, low level of immunization, children, elderly, low immunity, undernourished, etc.). ✓ Concomitant factors that may hinder or delay the public health response (natural catastrophes, armed conflicts, unfavourable weather conditions, multiple foci in the State Party). ✓ Event in an area with high population density. ✓ Spread of toxic, infectious or otherwise hazardous materials that may be occurring naturally or otherwise that has contaminated or has the potential to contaminate a population and/or a large geographical area.
	3. <i>Is external assistance needed to detect, investigate, respond and control the current event, or prevent new cases?</i> THE FOLLOWING ARE EXAMPLES OF WHEN ASSISTANCE MAY BE REQUIRED: <ul style="list-style-type: none"> ✓ Inadequate human, financial, material or technical resources – in particular: <ul style="list-style-type: none"> – Insufficient laboratory or epidemiological capacity to investigate the event (equipment, personnel, financial resources) – Insufficient antidotes, drugs and/or vaccine and/or protective equipment, decontamination equipment, or supportive equipment to cover estimated needs – Existing surveillance system is inadequate to detect new cases in a timely manner.
IS THE PUBLIC HEALTH IMPACT OF THE EVENT SERIOUS?	
Answer “yes” if you have answered “yes” to questions 1, 2 or 3 above.	

Is the event unusual or unexpected?	II. Is the event unusual or unexpected?
	<p>4. <i>Is the event unusual?</i></p> <p>THE FOLLOWING ARE EXAMPLES OF UNUSUAL EVENTS:</p> <ul style="list-style-type: none"> ✓ The event is caused by an unknown agent or the source, vehicle, route of transmission is unusual or unknown. ✓ Evolution of cases more severe than expected (including morbidity or case-fatality) or with unusual symptoms. ✓ Occurrence of the event itself unusual for the area, season or population.
	<p>5. <i>Is the event unexpected from a public health perspective?</i></p> <p>THE FOLLOWING ARE EXAMPLES OF UNEXPECTED EVENTS:</p> <ul style="list-style-type: none"> ✓ Event caused by a disease/agent that had already been eliminated or eradicated from the State Party or not previously reported.
	<p style="text-align: center;">IS THE EVENT UNUSUAL OR UNEXPECTED?</p> <p style="text-align: center;">Answer "yes" if you have answered "yes" to questions 4 or 5 above.</p>

Is there a significant risk of international spread?	III. Is there a significant risk of international spread?
	<p>6. <i>Is there evidence of an epidemiological link to similar events in other States?</i></p>
	<p>7. <i>Is there any factor that should alert us to the potential for cross border movement of the agent, vehicle or host?</i></p> <p>THE FOLLOWING ARE EXAMPLES OF CIRCUMSTANCES THAT MAY PREDISPOSE TO INTERNATIONAL SPREAD:</p> <ul style="list-style-type: none"> ✓ Where there is evidence of local spread, an index case (or other linked cases) with a history within the previous month of: <ul style="list-style-type: none"> – international travel (or time equivalent to the incubation period if the pathogen is known) – participation in an international gathering (pilgrimage, sports event, conference, etc.) – close contact with an international traveller or a highly mobile population. ✓ Event caused by an environmental contamination that has the potential to spread across international borders. ✓ Event in an area of intense international traffic with limited capacity for sanitary control or environmental detection or decontamination.
	<p style="text-align: center;">IS THERE A SIGNIFICANT RISK OF INTERNATIONAL SPREAD?</p> <p style="text-align: center;">Answer "yes" if you have answered "yes" to questions 6 or 7 above.</p>

APPENDIX B PUBLIC HEALTH INCIDENT RISK ASSESSMENT FORM

 <small>Féidhmeannacht na Seirbhíse Sláinte Health Service Executive</small>	Public Health Incident Risk Assessment Form (Airport) Aggregate Information to assist Medical Officer of Health (MOH) in initial Public Health Risk Assessment	
Date <input type="text"/>	Port <input type="text"/>	Time <input type="text"/>
Name and title of informant <input type="text"/>		Phone no. <input type="text"/>
Name of Duty Officer (if different to above) <input type="text"/>		Phone no. <input type="text"/>
AIRLINE <input type="text"/>	FLIGHT NUMBER <input type="text"/>	DATE OF JOURNEY <input type="text"/>
Airport of Origin <input type="text"/>	Nearest City/Town <input type="text"/>	Country <input type="text"/>
1st stop on route Airport <input type="text"/>	Nearest City/Town <input type="text"/>	Country <input type="text"/>
2nd stop on route Airport <input type="text"/>	Nearest City/Town <input type="text"/>	Country <input type="text"/>
3rd stop on route Airport <input type="text"/>	Nearest City/Town <input type="text"/>	Country <input type="text"/>
4th stop on route Airport <input type="text"/>	Nearest City/Town <input type="text"/>	Country <input type="text"/>
DETAILS OF SYMPTOMS OF ILL PASSENGERS - AGGREGATE INFORMATION		
Total number of crew on board <input type="text"/>	Total number of ill crew <input type="text"/>	
Total number of passengers on board <input type="text"/>	Total number of ill passengers <input type="text"/>	
Tick the symptoms associated with the illness		
Appearing obviously unwell <input type="checkbox"/> Headache <input type="checkbox"/> Runny nose <input type="checkbox"/> Jaundice <input type="checkbox"/> Confusion of recent onset <input type="checkbox"/> Loss of consciousness <input type="checkbox"/>	Diarrhoea <input type="checkbox"/> Neck stiffness <input type="checkbox"/> Cough <input type="checkbox"/> Sneezing <input type="checkbox"/> Unexplained bleeding <input type="checkbox"/> Unexplained bruising <input type="checkbox"/>	Bloody diarrhoea <input type="checkbox"/> *History of fever <input type="checkbox"/> Myalgia <input type="checkbox"/> Rash <input type="checkbox"/> Blistering Rash <input type="checkbox"/> *Temperature $\geq 38^{\circ}$ <input type="checkbox"/> Vomiting <input type="checkbox"/> Breathing difficulties <input type="checkbox"/> Dizziness <input type="checkbox"/>
Describe the rash <input type="text"/>		
Any other symptoms: <input type="text"/>		
Has any ill passenger travelled from an endemic area for VHF within the past 21 days? (see www.hpsc.ie for list of endemic areas) Yes <input type="checkbox"/> No <input type="checkbox"/>		
If yes, and has fever, use VHF algorithm "VHF risk assessment for use by ambulance service personnel at airports"		
When and where did the first person become ill <input type="text"/>		
Country/ies of origin of ill persons <input type="text"/>		
Location on plane of ill persons - cabin section and seat numbers <input type="text"/>		
Details of any relevant incident on plane <input type="text"/>		
Any exposure of one person to another individual's body fluids on the plane? <input type="text"/>		
Individual information can be recorded for each ill person on Patient Form: ILL PASSENGER DETAILS		



Public Health Incident Risk Assessment Form (Airport)
Aggregate Information to assist Medical Officer of Health (MOH)
in initial Public Health Risk Assessment

PUBLIC HEALTH RISK ASSESSMENT

Infectious	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
Serious Infectious Disease (as per Aircraft Regulations)	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>
Possible Public Health Emergency of International concern	Yes	<input type="checkbox"/>	No	<input type="checkbox"/>


Likely Diagnosis:

PUBLIC HEALTH ACTIONS

Signature _____

Date

APPENDIX C PUBLIC HEALTH PATIENT FORM

 <p style="font-size: 8px;">Feidhmeannacht na Seirbhíse Sláinte Health Service Executive</p>	<h3 style="margin: 0;">PUBLIC HEALTH PATIENT FORM (ONE FORM FOR EACH ILL PASSENGER)</h3>																																												
Date <input style="width: 50px;" type="text"/> <input style="width: 50px;" type="text"/> <input style="width: 50px;" type="text"/> <input style="width: 50px;" type="text"/> <input style="width: 50px;" type="text"/> <input style="width: 50px;" type="text"/> Name/title of informant <input style="width: 350px;" type="text"/>																																													
Phone no. of informant <input style="width: 150px;" type="text"/> Port <input style="width: 150px;" type="text"/> Duty Officer <input style="width: 100px;" type="text"/>																																													
Phone no of Duty Officer <input style="width: 150px;" type="text"/> Airline <input style="width: 150px;" type="text"/> Flight No <input style="width: 100px;" type="text"/>																																													
Date Flight <input style="width: 50px;" type="text"/> <input style="width: 50px;" type="text"/> <input style="width: 50px;" type="text"/> <input style="width: 50px;" type="text"/> <input style="width: 50px;" type="text"/> <input style="width: 50px;" type="text"/> Duration (include time on ground <input style="width: 30px;" type="text"/> <input style="width: 30px;" type="text"/> Hours <input style="width: 30px;" type="text"/> <input style="width: 30px;" type="text"/> Mins <i>Please fill in more flight details on Incident Form</i>																																													
PATIENT/ILL PASSENGER																																													
Information provided by ill passenger Yes <input type="checkbox"/> No <input type="checkbox"/> If No give name and title of source <input style="width: 150px;" type="text"/>																																													
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Expected Location/Contact details for next 14 days <input style="width: 350px;" type="text"/>																																													
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Any other symptoms	<input style="width: 550px;" type="text"/>																																												
History of contact with a person known to be ill (when and where, contact details if known) <div style="border: 1px solid black; height: 30px; width: 100%; margin-top: 5px;"></div>																																													
If yes to fever, and patient travelled to an endemic area for VHF within 21 days (see www.hpsc.ie for list of endemic areas) use VHF algorithm (Appendix D)																																													
Relevant incident on plane Yes <input type="checkbox"/> No <input type="checkbox"/> Details <input style="width: 250px;" type="text"/>																																													
History of exposure to body fluids from another individual (details) <input style="width: 250px;" type="text"/>																																													

APPENDIX D PASSENGER LOCATOR FORM

Public Health Passenger Locator Form: To protect your health, public health officers need you to complete this form whenever they suspect a communicable disease onboard a flight. Your information will help public health officers to contact you if you were exposed to a communicable disease. It is important to fill out this form completely and accurately. Your information is intended to be held in accordance with applicable laws and used only for public health purposes. *~Thank you for helping us to protect your health.*

One form should be completed by an adult member of each family. Print in capital (UPPERCASE) letters. Leave blank boxes for spaces.

FLIGHT INFORMATION:			
1. Airline name	2. Flight number	3. Seat number	4. Date of arrival (yyyy/mm/dd)
<input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text" value="20"/>
PERSONAL INFORMATION:			
5. Last (Family) Name	6. First (Given) Name	7. Middle Initial	8. Your sex
<input type="text"/>	<input type="text"/>	<input type="text"/>	Male <input type="checkbox"/> Female <input type="checkbox"/>
PHONE NUMBER(S) where you can be reached if needed. Include country code and city code.			
9. Mobile	10. Business	11. Home	
<input type="text"/>	<input type="text"/>	<input type="text"/>	
12. Other	<input type="text"/>		
13. Email address <input type="text"/>			
PERMANENT ADDRESS:			
14. Number and street (Separate number and street with blank box)			15. Apartment number
<input type="text"/>			<input type="text"/>
16. City		17. State/Province	
<input type="text"/>		<input type="text"/>	
18. Country		19. ZIP/Postal code	
<input type="text"/>		<input type="text"/>	
TEMPORARY ADDRESS: If you are a visitor, write only the first place where you will be staying.			
20. Hotel name (if any)	21. Number and street (Separate number and street with blank box)	22. Apartment number	
<input type="text"/>	<input type="text"/>	<input type="text"/>	
23. City	24. State/Province		25. Country
<input type="text"/>	<input type="text"/>		<input type="text"/>
26. ZIP/Postal code		<input type="text"/>	
EMERGENCY CONTACT INFORMATION of someone who can reach you during the next 30 days			
27. Last (Family) Name	28. First (Given) Name	29. City	
<input type="text"/>	<input type="text"/>	<input type="text"/>	
30. Country	31. Email		
<input type="text"/>	<input type="text"/>		
32. Mobile phone	33. Other phone		
<input type="text"/>	<input type="text"/>		
34. TRAVEL COMPANIONS – FAMILY: Only include age if younger than 18 years			
Last (Family) Name	First (Given) Name	Seat number	Age <18
(1) <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
(2) <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
(3) <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
(4) <input type="text"/>	<input type="text"/>	<input type="text"/>	<input type="text"/>
35. TRAVEL COMPANIONS – NON-FAMILY: Also include name of group (if any)			
Last (Family) Name	First (Given) Name	Group (tour, learn, business, other)	
(1) <input type="text"/>	<input type="text"/>	<input type="text"/>	
(2) <input type="text"/>	<input type="text"/>	<input type="text"/>	

Source: WHO at <http://www.who.int/ihr/PLC.pdf?ua=1>

APPENDIX E DECLARATION OF HEALTH FORM

GENERAL DECLARATION
(Outward/Inward)

Operator

Marks of Nationality and Registration Flight No. Date

Departure from (Place) Arrival at (Place)

FLIGHT ROUTING
(“Place” Column always to list origin, every en-route stop and destination)

PLACE	NAMES OF CREW*	NUMBER OF PASSENGERS ON THIS STAGE**
		<i>Departure Place:</i> Embarking
		Through on same flight
		<i>Arrival Place:</i> Disembarking
		Through on same flight

Declaration of Health:
Name and seat number or function of persons on board with illnesses other than airsickness or the effects of accidents, who may be suffering from a communicable disease (a fever — temperature 38 °C/100 °F or greater — associated with one or more of the following signs or symptoms, e.g. appearing obviously unwell; persistent coughing; impaired breathing; persistent diarrhoea; persistent vomiting; skin rash; bruising or bleeding without previous injury; or confusion of recent onset, increases the likelihood that the person is suffering a communicable disease) as well as such cases of illness disembarked during a previous stop

Details of each disinsecting or sanitary treatment (place, date, time, method) during the flight. If no disinsecting has been carried out during the flight, give details of most recent disinsecting

Signed, if required, with time and date _____
Crew member concerned

For official use only

I declare that all statements and particulars contained in this General Declaration, and in any supplementary forms required to be presented with this General Declaration, are complete, exact and true to the best of my knowledge and that all through passengers will continue/have continued on the flight.

SIGNATURE _____
Authorized Agent or Pilot-in-command

Size of document to be 210 mm × 297 mm (or 8 1/4 × 11 3/4 inches).
* To be completed when required by the State.
** Not to be completed when passenger manifests are presented and to be completed only when required by the State.



Feidhmeannacht na Seirbhíse Sláinte
Health Service Executive

Suspect Event warranting further investigation ie passenger transferred to hospital for investigations of infectious disease

Form Announcement 1: Pilot/crew to announce to all passengers and crew when requested by Health Service Executive

(Start of announcement:)

ANNOUNCEMENT FOR PASSENGERS ON BEHALF OF THE Health Service Executive

The airline authorities and Health Service Executive National Ambulance Service have assessed the situation and attended to passenger(s) who are unwell on this aircraft. Public health advice has been obtained from the Health Service Executive Health Services Executive Dept of Public Health.

- » You are advised to seek medical attention if you feel ill over the next 14 days.
- » Please contact your local Department of Public Health if you have any concerns about your health over the next 14 days.
- » Some of you will be now be given a Passenger Locator Form. Please fill in the card giving your details so that someone from Public Health can contact you in the coming days to let you know if you need to take any further action. Please ensure that you include the following information: your first name, last name, contact phone number, email, seat number and address while in Ireland.

(End of announcement.)

Footnote: Your contact details and other relevant information will be collected using a World Health Organisation (WHO) Passenger Locator Form for the HSE Dept of Public Health for contact tracing purposes under national legislation of S.I. No. 411/2009 — Infectious Diseases (Aircraft) Regulations 2009. They will be held as confidential information and not disclosed to any third party.

If you are seated far away from the ill passenger(s) then you may not be requested to fill in the card.



Feidhmeannacht na Seirbhíse Sláinte
Health Service Executive

No Risk: Incident stood down following Assessment by Health Service Executive

Form Announcement 2: Pilot/crew to announce to all passengers and crew when requested by Health Service Executive

(Start of announcement:)

ANNOUNCEMENT FOR PASSENGERS ON BEHALF OF THE Health Services Executive

The airline authorities, Health Service Executive National Ambulance Service and Public Health Doctors have reviewed the situation on this aircraft.

- » Based on this assessment there is no risk to any passengers or crew on this aircraft.
- » You are free to disembark and/or continue on your journey.

(End of announcement.)

APPENDIX G CONTACT DETAILS OF THE NATIONAL IHR FOCAL POINT

Named contact	National IHR Focal Point Address	IHR Mobile phone contact	Email address
Duty Specialist On Call	Health Protection Surveillance Centre(HPSC), 25-27 Middle Gardiner Street, Dublin 1. D01 A4A3.	+353 1 8765300 +353 86 7810393	healthprotectionhpsc@hpsc.ie

REFERENCES

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Available at <http://www.irishstatutebook.ie/eli/2009/si/411/made/en/pdf>
2. International Health Regulations (2005) 3rd Edition WHO (reprinted 2016)
Available at: <http://www.who.int/ihr/about/en>
3. Risk assessment guidelines for diseases transmitted on aircraft
Available at: <https://www.ecdc.europa.eu/sites/default/files/documents/infectious-diseases-transmitted-on-aircrafts-ragida-risk-assessment-guidelines.pdf>
4. Risk assessment guidelines for infectious diseases transmitted on aircraft. PART 2: Operational guidelines for assisting in the evaluation of risk for transmission by disease
Available at:
https://www.ecdc.europa.eu/sites/default/files/media/en/publications/Publications/1012_GUI_RAGIDA_2.pdf
5. Cleaning crew guidelines
Available at <https://www.iata.org/contentassets/f1163430bba94512a583eb6d6b24aa56/health-guidelines-cleaning-crew.pdf>
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https://www.healthygateways.eu/Portals/0/plcdocs/EU_HEALTHY_GATEWAYS_2019-nCoV_EUMS_4_2_2020_F.pdf?ver=2020-02-05-102217-867