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ASSEMBLY — 37TH SESSION

REPORT OF THE TECHNICAL COMMISSION ON AGENDA ITEMS 42 AND 43

(Presented by the Chairman of the Technical Commission)

The attached report on Agenda Items 42 and 43 has been approved by the Technical Commission. Resolutions 42/1 and 43/1 are recommended for adoption by the Plenary.

Note.— After removal of this covering sheet, this paper should be inserted in the appropriate place in the report folder.

(6 pages)

Agenda Item 42: Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA)

42.1 The Commission considered A37-WP/58, presented by the Council, on the Cooperative Arrangement for the Prevention of Spread of Communicable disease through Air Travel (CAPSCA) project, concerning improved management of communicable disease in the aviation sector through multi-sector collaboration.

42.2 The Commission was informed that the outbreaks of Severe Acute Respiratory Syndrome (SARS), avian influenza and, in 2009, the Influenza A (H1N1) pandemic highlighted the need for coordinated action by the global community to help prevent and manage the risk of spread, through air travel, of communicable disease of serious public health concern. Experience of the Secretariat in evaluating public health preparedness plans at international airports in many States has underscored the need for further action to improve preparedness planning in the aviation sector.

42.3 The Commission noted that ICAO has worked in close cooperation with other international organizations and associations, especially the World Health Organization, the International Air Transport Association and Airports Council International, to develop guidelines and amend relevant Annex provisions.

42.4 Support was voiced for the CAPSCA project and for Resolution 42/1. The involvement of a wide variety of partners with ICAO was particularly appreciated and the merit of establishing the project in all regions, including Europe (currently the only region where the project is not operating) was noted.

42.5 An information paper (A37-WP/314, Revision No. 1) was provided by Airports Council International (ACI).

42.6 In light of the discussion, the Commission agreed to submit, for adoption by the Plenary, the following resolution:

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

Whereas Article 14 of the Convention on International Civil Aviation states that ‘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, 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’;

Whereas Article 14(1) of the World Health Organization International Health Regulations (2005) states that ‘WHO shall cooperate and coordinate its activities, as appropriate, with other competent intergovernmental organizations or international bodies in the implementation of these Regulations, including through the conclusion of agreements and other similar arrangements’;

Whereas ICAO Resolution A35-12 states that ‘the protection of the health of passengers and crews on international flights is an integral element of safe air travel and that conditions should be in place to ensure its preservation in a timely and cost-effective manner’;

Whereas Article 44 of the Convention on International Civil Aviation states that ‘The aims and objectives of the Organization are to develop the principles and techniques of international air navigation and to foster the planning and development of international air transport so as to ...[m]eet the needs of the peoples of the world for safe, regular, efficient and economical air transport’;

Whereas Annex 6 – *Operation of Aircraft*, Annex 9 – *Facilitation*, Annex 11 – *Air Traffic Services*, Annex 14 – *Aerodromes*, Volume I — *Aerodrome Design and Operations* to the Convention on International Civil Aviation and the *Procedures for Air Navigation Service – Air Traffic Management* (Doc 4444) contain several Standards and Recommended Practices and Procedures relating to health measures that should be taken by Contracting States to manage public health emergencies of international concern and to prevent the spread of communicable disease by air travel;

Whereas the ICAO Cooperative Arrangement for the Prevention of Spread of Communicable Disease through Air Travel (CAPSCA) project is an appropriate measure to improve and harmonize preparedness plans;

The Assembly:

1. *Urges* Contracting States and 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.

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Agenda Item 43: Non-chemical disinsection of the aircraft cabin and flight deck for international flights

43.1 The Commission considered A37-WP/59, presented by the Council, concerning the prevention of spread of communicable disease through non-chemical methods and also a paper presented by the United States (A36-WP/79) concerning progress in non-chemical approaches to aircraft disinsection.

43.2 The Commission was informed that methods of aircraft disinsection are recommended by the World Health Organization (WHO) in order to reduce the risk of spread of vector-borne disease from one country to another and that, at present, such methods involve the use of chemical insecticides.

43.3 Assembly Resolution A36-24 - Non-chemical disinsection of the aircraft cabin and flight deck for international flights had requested the Council of ICAO to urge WHO to hold a consultation on disinsection of the cabin and flight deck and encourage the exploration of non-chemical approaches to aircraft disinsection. Subsequent to this request two meetings had been held and the WHO had established two task forces that were addressing the safety and efficiency of disinsection methods.

43.4 Working paper A36-WP/79, by the United States, referred to continuing concern about the safety of pesticides and indicated that non-chemical disinsection methods showed promise as an alternative. They proposed an extension of draft Resolution 43/1 that reflected that view.

43.5 New Zealand attached much importance to aircraft disinsection, and felt that A37-WP/59 did not adequately satisfy its concerns. In particular, New Zealand wished to help protect the bio-security of its territory by means of effective disinsection procedures and, before approving non-chemical methods of disinsection, would need to be satisfied that non-chemical methods were at least as effective as chemical methods.

43.6 The concern of New Zealand was supported by another island State which felt it was unlikely that a medical emergency could result from exposure to chemical disinsectant products (as suggested in A36-WP/79), citing the WHO's view in its support. The State did not feel it accurate to describe non-chemical methods of disinsection as 'efficacious' as was indicated in both working papers. However, it may be able to support non-chemical methods when they had been properly reviewed and tested. It could not support trials of non-chemical disinsection methods.

43.7 Support was voiced for optimization of a balance between chemical and non-chemical disinsection methods, and it was pointed out that non-chemical methods were eco-friendly and would likely have fewer adverse effects on humans.

43.8 Since there were similarities between the resolutions proposed in the two working papers considered under this agenda item, it was agreed that they would be consolidated and presented to the Commission for approval.

43.9 In light of the discussion, the Commission agreed to submit, for adoption by the Plenary, the following resolution:

Resolution 43/1: Non-chemical disinsection of the aircraft cabin and flight deck for international flights

Whereas ICAO Assemblies have demonstrated a concern for the quality of life and the environment in which human beings work and live, including matters related to engine emissions, the ozone layer, aircraft noise, smoking and invasive alien species;

Whereas the 35th session of the Assembly declared that “the protection of the health of passengers and crews on international flights is an integral element of safe air travel and that conditions should be in place to ensure its preservation in a timely and cost-effective manner”;

Whereas the 2005 revisions to the International Health Regulations, which strengthen public health security in travel and transportation and minimize public health risk, expanded the definition of disinsection to include the control as well as the killing of insect vectors;

Whereas concern has been expressed that the current practice by some States of requiring the use of insecticides to disinsect aircraft can result in discomfort and adverse health effects to aircraft crews and passengers, which may potentially result in a medical emergency; and

Whereas there are conflicting reports concerning the efficacy of insecticides used for disinsection and the effectiveness of existing insecticide-based disinsection protocols;

Whereas recent outbreaks of vector borne diseases highlight the need to control the transportation of insect vectors by air; and

Whereas some recently conducted research has shown non-chemical methods of disinsection to be efficacious in preventing mosquitoes and other flying insects from entering an aircraft;

The Assembly:

1. *Requests* that the Council urge the World Health Organization to continue to explore methods of disinsection of the cabin and flight deck in which:
 - a) information on advances of both chemical and non-chemical disinsection is reviewed;
 - b) the efficacy and safety of non-chemical disinsection are compared with the efficacy and safety of pesticide based disinsection; and
 - c) recommendations are made on acceptable disinsection practices;
2. *Requests* the Council to encourage the exploration of non-chemical approaches to aircraft disinsection of the cabin and flight deck;
3. *Encourages* Contracting States to allow the evaluation of non-chemical aircraft disinsection technology on flights over their territories, without prejudice to existing disinsection requirements;

4. *Encourages* Contracting States, in collaboration with the World Health Organization, to develop and adopt performance based criteria for disinsection requirements;

5. *Urges* Contracting States to ensure that aircraft operators are made aware of requirements for aircraft disinsection. Information provided should include whether or not the State requires disinsection, for which routes, and which methods of disinsection are acceptable;

6. *Requests* the Council to report on the implementation of this Resolution at the next ordinary session of the Assembly; and

7. *Declares* that this Resolution supersedes Resolution A36-24.

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