

**FACILITATION (FAL) DIVISION — TWELFTH SESSION****Cairo, Egypt, 22 March to 2 April 2004****Agenda Item 6: International Health Regulations (IHRs)****DISINSECTION OF AIRCRAFT**

(Presented by the Secretariat)

1. INTRODUCTION

1.1 This paper presents a brief report of the changes made to Annex 9 Standards and Recommended Practices (SARPs) on aircraft disinsection since the Eleventh Session of the Facilitation Division in 1995 (FAL/11).

1.2 FAL/11 had requested the World Health Organization (WHO), through ICAO, to undertake a complete review of its regulations *vis-à-vis* the role of aircraft disinsection in insect vector and disease control, the efficacy of the insecticides to be used, methods of insecticide application and any harmful effects of disinsection on human health. The WHO, after an informal consultation with a wide range of experts, concluded that disinsection did not pose a health risk to humans, provided that the methods of disinsection carried out were in accordance with its recommendations.

1.3 In 1997, the Facilitation Panel proposed a number of amendments to the SARPs of Annex 9. However, these were not forwarded to the Council for adoption. The WHO was, at that time, still in the process of revising its International Health Regulations (IHR). Policy changes or the advent of new aircraft disinsection methods could possibly result. The Air Transport Committee thus decided to refer the subject back to the Panel for further consideration.

1.4 In 1999, the second Panel meeting agreed to a proposal by WHO that joint IATA/ICAO/WHO collaborative studies on aircraft disinsection practices be undertaken to address concerns raised by national health and regulatory agencies as well as by the industry, with respect to the justification for carrying out aircraft disinsection procedures, the comparative efficacy of the recommended methods, and the composition of the list of approved insecticides. A contemporary study of the WHO justified the continuation of disinsection *vis-à-vis* aircraft coming from airports in tropical disease endemic areas to prevent the spread of so-called “airport malaria”.¹

¹ “Why aircraft disinsection?” in the Bulletin of the World Health Organization 2000, vol. 78 (8).

2. ICAO SURVEY

2.1 In furtherance of the WHO's proposal, and in order to provide input to the IHR revision process, ICAO undertook, in 2000, a worldwide survey on aircraft disinsection practices and procedures.

2.2 Sixty-four States responded. Of these, 37 indicated that they required disinsection of aircraft arriving from other States. However, no uniform practice or procedures on the method(s) of disinsection to be followed was discerned from the responses, with States indicating that they approved of a variety of insecticides for use in disinsection. Information obtained from other sources (reports and Web sites) revealed that 23 States that had not responded to the ICAO survey also required aircraft arriving from other States to be disinfected.

3. REVISION OF ANNEX 9 DISINSECTION SARPs

3.1 In 2001, the third meeting of the Panel agreed to press ahead with the revision of Annex 9 aircraft disinsection provisions, as part of the comprehensive revision of Annex 9 that was then well underway. The Panel felt that delaying the inevitable revision of this part of the Annex, while waiting for the IHR to be revised, might not serve the needs of ICAO's membership. The Panel decided to retain the "core" SARPs, which would address the facilitation aspects of disinsection. The existing "technical" requirements — and the new guidelines expected from the IHR review — would be placed in guidance material, along the lines of the ICAO policy with regard to all the Annexes of the Chicago Convention.

3.2 As a result of the Panel's recommendations several amendments were made, including the following:

- a) upgrading to a Standard the Recommended Practice that limited the routine requirement of disinsecting aircraft cabins and flight decks with an aerosol while passengers and crews were on board. This was in response to the many concerns expressed on the effect, on human health, of the insecticides used for aircraft disinsection;
- b) deleting the existing SARPs that spelled out the specific procedures for disinsecting aircraft, and replacing these with new Standards requiring States's periodic review of their disinsection requirements and their acceptance of WHO-approved methods and insecticides, in case disinsection was required. The idea behind these provisions was to introduce a measure of stability to the central disinsection provisions of Annex 9, with the potentially mutable methods of application, and insecticides recommended, forming part of the easily amendable FAL Manual; and
- c) upgrading to a Standard the requirement to provide information to air crew and passengers in order to explain pertinent national regulations and the reasons for, and safety of, the disinsection procedure.

3.3 These amendments were subsequently adopted by the Council and incorporated into the 11th Edition of Annex 9 (2002).

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