

**1 CANADIAN AIR DIVISION ORDER  
VOLUME 6, 6-205  
ANNEX A**

**DISINSECTION - FLIGHT PLANNING ACTIONS**

1. WOPS will determine the country-specific requirement for aircraft disinsection during flight planning as is done for other entrance requirements.
2. When aircraft disinsection is required, the Wing Surg or Wing PMed should be contacted to arrange issue of the appropriate aircraft disinsection product(s). Table 1 and 2 outline which product and how many cans will be needed depending on the procedure mandated by the arrival country.
3. Country-specific guidelines will be consulted to establish which type of disinsection is mandated. Wing PMed can assist with this step as needed.
4. The disinsection products used by the RCAF are safe and recommended by the World Health Organization and International Health Regulations. No personal protective equipment is needed for the crew, passengers or crewmember carrying out the disinsection spraying.

Table 1 - Disinsection procedures and products used by the RCAF

<b>Disinsection Procedure</b>	<b>Product used (Callington-Haven manufacturer)</b>
Cabin	
- Top of Descent	"Top-of-Descent" (100g 2% D-phenothrin)
- On-arrival	"Top-of-Descent" (100g 2% D-phenothrin)
Aircraft Hold	"1-shot Cargo Hold Spray" (150 g 2% D-phenothrin + 2% permethrin)

Table 2 - Amount of disinsection spray RCAF Aircraft

<b>RCAF Aircraft</b>	<b>Cabin "Top-of Decent" Spray</b>	<b>Hold "1-Shot" Cargo Hold Spray</b>
CP140 Aurora	1 aerosol can	Spray cargo holds for 10 seconds via external hatch
CC-144 Challenger	15 second spray in cabin	N/A
CC177 Globemaster III	2 aerosol cans	N/A
CC-130 Hercules	1 aerosol can	N/A
CC150 Polaris	2 aerosol cans	1 aerosol can for each forward and rear hold

**Cabin – Top of Descent Method**

1. The Top of decent aircraft disinsection product to be used by RCAF aircrew is called "Top-of-Descent". The number of cans needed depends on aircraft type (see Table 2). It is applied immediately prior to the aircraft commencing descent to the arrival airport.

**1 CANADIAN AIR DIVISION ORDER**  
**VOLUME 6, 6-205**  
**ANNEX A**

2. Announce to passengers that the aircraft is about to be sprayed in order to meet health regulations of the arrival country and that the procedure and spray product is recommended by the World Health Organization and is safe for humans.
3. If any passenger believes he or she has a medical condition which may be affected by the spray, arrangements should be made to isolate the passenger by placing them in an already treated area of the aircraft (such as the lavatory) for the duration of the spray and the five minute settling period.
4. The aircraft's air-conditioning packs should be switched to normal flow (not high flow) and recirculation fans remain on for the procedure. Any overhead and sidewall lockers are to remain closed during the spraying.
5. Small areas inside the aircraft such as lavatories, galleys and coat lockers are to be treated first. These are to be sprayed for approximately 2-3 seconds each. All foodstuffs and utensils shall be covered and protected during spraying.
6. Spray in the passenger cabin is to be directed towards the walls and ceiling. The person conducting the disinsection procedure will walk slowly (one step or one row of seats per second) through the area being sprayed. The aerosol can(s) are to be held at arm's length with the nozzle directed up at a 45° angle, ensuring the spray is directed away from the body. Avoid directly breathing in mist and do not spray directly at crew or passengers.
7. The flight deck is not to be disinfected at Top of Decent.
8. The serial numbers of the disinsection aerosol can(s) will be entered on the Health portion of the Aircraft General Declaration Form and the RCAF Aircraft Disinsection Record (Annex B). The empty can(s) must be retained after use as evidence of disinsection. Copies of all disinsection records are to be forwarded to the Wing PMed department on return to Canada.

**Cabin – On arrival Method**

1. The procedure is the same as for top-of-decent except for the timing. The procedure is done after the aircraft has landed, but before the door(s) are opened. For some countries, on-arrival spraying will be done with direction from an officer/inspector.
2. All exterior doors and windows must remain closed until the spraying is complete.

**Hold - Pre-Flight Method**

1. The cargo hold disinsection product to be used by RCAF aircrew is called "One-Shot". The number of cans needed depends on aircraft type (see Table 2).

**1 CANADIAN AIR DIVISION ORDER**  
**VOLUME 6, 6-205**  
**ANNEX A**

2. Cargo hold disinsection is to be conducted prior to departing for a country where disinsection of cargo areas is mandatory. It is to be done at the last overseas airport after all cargo has been loaded and just prior to hold door closure.
3. Inform the crew that hold spraying is about to start.
4. The aerosol cans must be discharged into each hold. For an aircraft like the CC-150 the procedure is to leave the lower cargo door/s open only just enough to be able to place spray can(s) in a stable upright position and activate the spray lock down nozzle/s. When it is seen that the spray can is spraying, close the hold door completely. For the CC -140 spray cargo holds for 10 seconds each via external hatch.
5. When the cans are left discharging inside a sealed cargo hold, the exhausted cans should remain in the lower holds. They will be retrieved by the ground handlers at airport of destination.
6. The serial numbers of the disinsection aerosol can(s) will be entered on the Health portion of the Aircraft General Declaration Form and the RCAF Aircraft Disinsection Record (Annex B). The empty cans must be retained after use as evidence of disinsection. Copies of all disinsection records are to be forwarded to the Wing PMed department on return to Canada.