

1 CANADIAN AIR DIVISION ORDER VOLUME 6, 6-205

AIRCRAFT DISINSECTION

- References:** A. D FHP Advisory #CDCP/2011/18: Interim approach to aircraft disinsection <http://cmp-cpm.forces.mil.ca/health-sante/pd/pol/word/DFHP-CDCP-2011-18a-eng.doc>
- B. Transport Canada Regulations – Disinsection Procedures On Board Aircraft. <http://www.tc.gc.ca/eng/civilaviation/standards/commerce-ohs-disinsection-menu-375.htm>
- C. International Health Regulations (2005) Second edition <http://www.who.int/ihr/publications/9789241596664/en/>
- D. WHO IPCS Aircraft Disinsection Insecticides <http://www.who.int/ipcs/publications/ehc/ehc243.pdf?ua=1>
- E. Canada Border Services Agency Forms page <http://www.cbsa-asfc.gc.ca/publications/fr-fd/ie-eng.html>

Purpose

1. This order directs and describes the procedure for disinsecting RCAF aircraft.
2. Disinsection is a required procedure for landing in approximately 20 countries, but many other countries reserve the right to impose disinsection. Canadian registered aircraft must follow the disinsection requirements of the host country. The RCAF does not perform routine disinsection (reference A), but rather undertakes this procedure to meet host country requirements.
3. Transport Canada does not routinely require the disinsection of aircraft arriving in or departing from Canada (reference B). However, RCAF aircraft may be directed to be disinsected in Canada by designated regulatory authorities, e.g., the Canadian Border Services Agency (CBSA), the Public Health Agency of Canada (PHAC), or the Canadian Forces Health Services Group.

Background

4. Disinsection is a procedure to control harmful insects in an aircraft and/or its cargo. This procedure is intended to prevent the spread of diseases such as malaria and yellow fever by insects, and spread of invasive insect species that may harm agriculture or forestry. Disinsection involves spraying an approved insecticide inside the aircraft, including the flight deck and the passenger cabin. Disinsection with an appropriate product is permitted under international law and is endorsed by the World Health Organization (WHO), International Health Regulations (reference C), NATO and the International Civil Aviation Organisation (ICAO). It is a mandatory public health requirement in about 20 countries (see list at reference A). Many other countries reserve the right to impose disinsection should there be a public health need to do so. Canadian registered aircraft must follow the disinsection requirements of other countries.

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5. There are two basic types of disinsection; the method to be used is dictated by the country or national authority requiring disinsection. Some countries require the crew of every in-bound flight to disinsect the aircraft while passengers are on board using hand-operated aerosol can(s) of insecticide. Some other countries allow application of a spray (aerosol or liquid) when passengers are not on board (referred to as residual spraying).

6. RCAF Aircraft entering a foreign country shall be disinsected in accordance with the requirements of that country. The procedure is straightforward and is typically done by flight attendants on civilian commercial aircraft. RCAF Aircrew may perform disinsection (instructions in Annex A).

7. Disinsection products used by the RCAF have been reviewed for safety (ref D) and are recommended for use by the WHO. Their use is supported by Health Canada. When applied as per the direction on the label and in Annex A, they are considered to have an excellent safety profile.

8. Other types of aircraft pest and insect hygiene procedures will be done by or under PMed supervision, usually when the aircraft is empty and parked.

Aircraft Disinsection Procedures Foreign Countries

9. RCAF aircraft must comply with the disinsection requirements of host countries. In some cases aircraft disinsection can be conducted on arrival by the host nation or NATO partner (usually this will incur a delay and fee for service charge), in other circumstances it must be done by the aircraft crew so a Flight Attendant, Loadmaster, or other crewmember may be called upon to use the handheld disinsection spray. Use of the disinsection spray is simple; detailed instructions are provided at Annex A. It is the responsibility of WOPS to determine the need for disinsection just as for other entrance, customs and diplomatic clearance requirements for RCAF aircraft landing in other countries. Contact the Wing PMed department for issue of the appropriate disinsection product when aircraft disinsection is to be conducted by aircrew. The Wing PMed can also assist with questions concerning the method (Annex A).

10. The crew will ensure that each time an aircraft is disinsected this is documented in the:

- a. Aircraft flight log;
- b. CBSA General Declaration AG1 (04) (reference E); and
- c. RCAF Aircraft Disinsection Pesticide Record to track CF applications (Annex B).

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Aircraft Disinsection Procedures Canada

11. Canada does not routinely require disinsection of aircraft arriving in or departing from Canada. The Aircraft Commander must notify the CBSA and the Wing Surgeon/Preventive Medicine Tech of any insects or other pests noted during flight on arrival in Canada. Designated regulatory authorities such as the Canadian Food Inspection Agency, PHAC and Agriculture Canada Plant and Animal Officials have the option and responsibility for inspecting aircraft passengers, baggage and cargo for pests which may pose a threat to the health of Canadians or to Canadian agriculture and forestry industries. Direction will be given by the authorities if and when disinsection is required in Canada.

[Annex A](#) – Disinsection – Flight Planning Actions

[Annex B](#) – RCAF Aircraft Disinsection Record

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