

PROVISIONAL EDITION  
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# RESOLUTIONS

ADOPTED BY THE ASSEMBLY



ASSEMBLY – 37th SESSION  
Montréal, 28 September—8 October 2010

INTERNATIONAL CIVIL AVIATION ORGANIZATION

*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.

**A37-14:**

**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;

*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.

**A37-15: Consolidated statement of continuing ICAO policies and associated practices related specifically to air navigation**

*Whereas* in Resolution A15-9 the Assembly resolved to adopt in each session for which a Technical Commission is established a consolidated statement of continuing policies related specifically to air navigation up to date as at the end of that session;

*Whereas* a statement of continuing policies and associated practices related specifically to air navigation as they existed at the end of the 36th Session of the Assembly was adopted by the Assembly in Resolution A36-13<sup>1</sup>, Appendices A to W inclusive;

*Whereas* the Assembly has reviewed proposals by the Council for the amendment of the statement of continuing policies and associated practices in Resolution A36-13, Appendices A to W inclusive, and has amended the statement to reflect the decisions taken during the 37th Session; and

*Whereas* the statement of continuing policies in Resolution A36-13 is hereby superseded:

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<sup>1</sup> The full text of Resolution A36-13 and its appendices appears on pages II-2 to II-24 of Assembly Resolutions in Force (as of 28 September 2007) (Doc 9902).