



EXCERPT RELEVANT TO  
AIRCRAFT DISINSECTION

A39-WP/528  
P/57  
4/10/16

**ASSEMBLY — 39TH SESSION**

**REPORT OF THE EXECUTIVE COMMITTEE  
ON  
AGENDA ITEM 31**

(Presented by the Chairman of the Executive Committee)

The attached report on Agenda Item 31 has been approved by the Executive Committee. Resolutions 31/1, 31/2, 31/3 and 31/4 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.*

(10 pages)

*Noting* that family members of victims of a civil aviation accident, irrespective of where the accident occurs or the national origin of the victims, express certain fundamental human needs and emotions;

*Recognizing* that public attention will continue to focus on States' investigative actions, as well as the human interest aspects of a civil aviation accident;

*Recalling* the issuance of ICAO *Guidance on Assistance to Aircraft Accident Victims and their Families* (Circ 285) in 2001 as well as the inclusion, in 2005, of provisions in Annex 9 to enable expeditious entry into the State in which an accident occurs for family members of victims of aircraft accidents; and

*Acknowledging* the approval by the Council of the ICAO *Policy on Assistance to Aircraft Accident Victims and their Families* (Doc 9998) in March 2013 and the issuance of the *Manual on Assistance to Aircraft Accident Victims and their Families* (Doc 9973) in December 2013; and

*Noting* the inclusion, in 2015, of a provision in Annex 9 for States to establish legislation, regulations and/or policies in support of assistance to aircraft accident victims and their families;

*The Assembly:*

1. *Calls on* Member States to reaffirm their commitment to support victims of civil aviation accidents and their family members;
2. *Urges* Member States to establish legislation, regulations and/or policies to support victims of civil aviation accidents and their family members, in consideration of the ICAO Policy in Doc 9998 and of Annex 9, and pursuant to Article 28 of the Montréal Convention of 28 May 1999 and Resolution No. 2 adopted by the Montréal Conference;
3. *Encourages* States that have legislation, regulations and/or policies to support civil aviation accident victims and their families to review these documents, as necessary, in consideration of the ICAO Policy in Doc 9998 and of the guidance material in Doc 9973;
4. *Urges* Member States to inform ICAO, through the compliance checklist (CC) in the Electronic Filing of Differences (EFOD), of the level of implementation of the provisions in Annex 9 associated with family assistance plans;
5. *Directs* the Council, when considering the extent of the level of implementation of family assistance plans obtained through the CC, to give further consideration to the development of Standards and Recommended Practices to support victims of civil aviation accidents and their family members; and
6. *Declares* that this resolution supersedes Resolution A38-1.

#### ***Infectious diseases and aircraft disinsection***

31.8 The Committee reviewed A39-WP/84, presented by the United States, which outlined the need for ICAO, working with the World Health Organization (WHO), to develop guidance on a three-pronged approach to controlling the spread of disease-bearing vectors through international aviation. The three-pronged approach included a proposal that ICAO engage with WHO on the development of

performance-based criteria for non-chemical as well as chemical disinsection and specific guidance on the components of a scientifically based risk assessment model for States to use in determining whether to require aircraft disinsection, as well as the provision of an effective means for information sharing regarding vector control and disinsection measures and status at international airports. The Committee noted that the Secretariat had already advanced work related to performance criteria and testing of non-chemical disinsection, developed an initial draft of a risk assessment model for State use to determine whether aircraft disinsection should be required, and established an airport vector control register on the ICAO website to facilitate the sharing of this information. The benefits of this work and the need for close collaboration with WHO, as well as engagement by the Collaborative Arrangement for the Prevention and Management of Public Health Events in Civil Aviation (CAPSCAs), were recognized by the Committee.

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

**Resolution 31/2: Performance-based criteria and guidance material on aircraft disinsection and vector control measures**

*Whereas* the most recent outbreaks of vector-borne diseases have resulted in Contracting States imposing chemical disinsection requirements;

*Whereas* the World Health Organization has not issued recommendations regarding non-chemical disinsection methods;

*Whereas* there is strong evidence that chemicals are becoming increasingly ineffective in combatting vector-borne diseases as insect resistance to chemicals increases;

*Whereas* the lack of World Health Organization-recommended non-chemical disinsection methods leads to Contracting States continuing to require only chemical disinsection methods;

*Whereas* despite past Assemblies having encouraged development of performance-based criteria for disinsection requirements, in collaboration with the World Health Organization, insufficient progress has been made in this regard;

*The Assembly:*

1. *Directs* that the Council engage with the World Health Organization to develop:

- a) performance-based criteria to evaluate all disinsection methods, including non-chemical means of disinsection;
- b) recommendations regarding non-chemical disinsection methods; and
- c) guidance on the components of a scientifically-based risk assessment model for Contracting States to use in determining whether to employ vector control measures that include but are not limited to aircraft disinsection.

2. *Urges* Contracting States to require pest management control programmes around airports and related facilities, which would mitigate the need to impose aircraft disinsection requirements;
3. *Urges* Contracting States to encourage airport reporting to the ICAO Airport Vector Control Registry and to keep the information current;
4. *Requests* the Council to report on the implementation of this Resolution at the next Assembly; and
5. *Declares* that this Resolution supersedes Resolution A37-14.

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*Next Generation of Aviation Professionals*

31.10 The Committee reviewed and approved A39-WP/33 presented by the Secretariat which provided an update on the Next Generation of Aviation Professionals (NGAP) Programme and highlighted the work of ICAO with States, international organizations, industry and academia to create greater awareness of the impending shortages of personnel, promote gender equality in aviation and assist the global aviation community in attracting, educating and retaining the next generation of aviation professionals. The Committee recognized the importance of this initiative and encouraged States, international organizations, industry, and academia to participate and support ICAO by providing resources (human, financial and data) as the NGAP Programme was not included in the ICAO Regular Programme Budget for the next Triennium

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

**Resolution 31/3: Next Generation of Aviation Professionals**

*Recognizing* that aviation is a growing industry that is critical for promoting global connectivity while supporting economic development and growth around the world;

*Recognizing* that in order to support growing aviation needs and ensure the safe and efficient operation of the air transportation system, qualified and competent aviation professionals, as well as a diverse aviation workforce, are required;

*Considering* that, to meet current and future human resources needs, it is important for States and industry to engage the next generation of aviation professionals;

*Noting* that partnerships between government, regional organizations, industry and educational organizations are important to attracting, educating and retaining the next generation of aviation professionals, considering gender equality;