

GOVERNMENT OF GUAM

DEPARTMENT OF PUBLIC HEALTH & SOCIAL SERVICES

ARRIVAL REQUIREMENTS AT AIRPORTS:

I. ARRIVAL REQUIREMENT AT AIRPORTS:

A. Disinsection of Aircraft:

1. The Director may require disinsection of any aircraft if it has arrived from or left an area that is infected with an insect-borne communicable disease and the aircraft is suspected of harboring insects of public health concern.
2. Disinsection shall be the responsibility of the air carrier or, in the case of aircraft not for hire, the pilot in command, and shall be subject to monitoring by the Director.
3. Disinsection Options:
 - a. Disinsection of the aircraft shall be accomplished using one of the following options which are stated in the order of preference. Prior written approval of the Department shall be obtained by the air carriers before implementing the selected option.

Option One: Residual Spraying (Most preferred option):

Procedure for disinsection of an aircraft by application of residual insecticide.

- i) Residual treatments with permethrin (25:75 cis:trans ratio) emulsifiable spray or any other acceptable insecticides approved by the department may be used for this purpose. The first application shall be made so that it results in 0.5 grams per m² of permethrin on carpets and 0.2 grams per m² on other interior surfaces. Aircraft which have been treated previously at this rate shall be treated subsequently at 0.2 grams per m² on carpets and 0.1 per m² on other surfaces. Care shall be taken to spray cupboards, closets, toilets and other enclosed compartments where resting insects may occur.
- ii) Spray material: The manufacturer's instructions (label) shall be followed for mixing the required amount of emulsifiable concentrate (EC) with water. Trials show that about approximately 25 liters (7 gal. U. S.) of 2% emulsion are required to treat passenger and cargo space of a Boeing 747D aircraft, about 14 liters (4 gal. U. S.) of 2% emulsion for a Douglas DC10 and about 7 liters (2 gal. U. S.) of 2 % emulsion for Boeing 737.

- iii) Equipment: Satisfactory results have been achieved using a pneumatically driven compression sprayer with a 1 liter (quart) cylinder and a universal F7 nozzle delivering about 300 liters (75 gal. U. S.) of air per minute at a pressure of 690 Kpa (100 p.s.i). Whichever equipment is used, it will need to be operated in such a way that it deposits the required amount of permethrin evenly over all surfaces of passenger, crew and cargo compartments.
- iv) Treating an Aircraft: Aircraft shall be prepared by opening and clearing all lockers, cupboards, storage units, etc., and curtains and window blinds shall be drawn.

All surfaces of passenger, crew and cargo compartments including ceilings, walls, lockers, curtains, carpets, etc., shall be sprayed. Toilets, galleys, and wall areas behind curtains, and both sides of doors and locker lids shall be sprayed. At end of spraying operations, carpets shall be resprayed. After spraying is completed, the air-conditioning shall be run for at least 1 hour to clear the air of the vapor components of the spray. Mirror and food preparation surfaces shall be cleaned of spray deposits. The treatment shall be repeated every four (4) weeks so as to replenish the insecticide residue.

- v) Personnel and Certification: Residual insecticide application shall be made by certified pesticide applicators. They shall certify in the format as shown in Appendix One (1) and a copy of the certification shall be submitted to the Department.

Option Two: Disinsection of aircraft after Deplaning (Second preference):

- i) Aircraft which use enclosed loading bridges:
 - (a) The flexible end of the loading bridge, normally referred to as a "boot", shall be placed firmly against the surface of the aircraft around the entrance/exit to be used to insure contact with the aircraft without any gaps through which mosquitoes may escape.
 - (b) Air curtains shall be installed in the loading bridge as close as possible to the boot to deter insects from deplaning with the passengers and crew. The air curtain shall be placed in operation prior to opening the door of the aircraft before deplaning and shall continue until spraying operations are completed.

(c) The cargo compartment shall be disinfected before the mail, baggage, and other cargo are discharged.

(d) The rest of the aircraft shall be disinfected after passengers and crew deplane. Hand operated aerosol dispensers shall be used. Spraying applications shall commence from the part of the aircraft farthest from the open exit and proceed towards the open exit connected to the loading bridge. Disinfection shall be completed as soon as possible after deplaning.

ii) Aircraft which do not use loading bridges:

(a) Air curtains must be installed in the area of the aircraft cabin door to deter insects deplaning with the passengers and crew.

(b) The cargo compartment shall be disinfected before the mail, baggage, and other cargo are discharged.

(c) The rest of the aircraft shall be disinfected after passengers and crew deplane. Hand operated aerosol dispensers shall be used. Spraying applications shall commence from the part of the aircraft farthest from the open exit and proceed towards the open exit connected to the loading bridge. Disinfection shall be completed as soon as possible after deplaning.

Option Three: Emergency Cases (Least preferred):

i) Disinfection shall be conducted when passengers and crew are on board, with an approved pesticide. Passengers and crew must be informed before they embark onto the aircraft and immediately prior to disinfection. Disinfection shall be conducted at least 30 minutes before landing.

ii) The cargo compartment shall be disinfected before the mail, baggage, and other cargo are discharged.

b. Disinfection shall be performed in accordance with the manufacturer's instructions, acceptable to the Department. The current list of pesticides may be obtained from the Insect Vector and Rodent Control Program, Division of Environmental Health, Department of Public Health and Social Services or the Guam Environmental Protection Agency.

- c. The type of insecticide dispensers used for disinsection shall be entered on the Health Part of the Aircraft General Declaration form (Appendix Two). The used or empty dispenser(s) on which the flight No. and dates are written, together with the entries on the Health Part of the Aircraft General Declaration, shall serve as evidence of disinsecting.
- d. The formulation of the aerosol dosage shall be discharged at the rate of 1.0 gram per second uniformly throughout the treated spaces at the rate of 10 grams (10 seconds) per 1000 cubic feet, or other formulation and dosage approved by the Department.

B. Aircraft Disinsection Declaration Form:

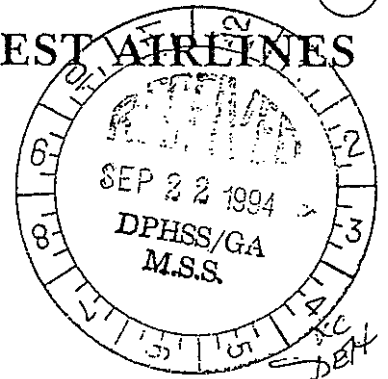
Aircraft Disinsection Declaration Forms (Appendix Two) must be filled out by the carriers and submitted to the Director or representative after landing on Guam.

C. Deratting of Aircraft:

The Director may cause the deratting of an aircraft to be done under the Director's supervision and control when the presence of rodents is suspected or found on board.

GUAM
458 South Marine Drive
Tamuning, Guam 96911, U.S.A.
Telephones: (671) 649-1665 to 67
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NORTHWEST AIRLINES



September 22, 1994

Dr. Leticia V. Espaldon, M.D.
Director
Department of Public Health & Social Services
Government of Guam
Post Office Box 2816
Agana, Guam 96910

Dear Dr. Espaldon,

This refers to the proposed rules on "Port of Entry Sanitation and Quarantine" (Aircraft Disinsection). Enclosed are the written comments of Northwest Airlines.

We very much appreciate having received the opportunity to comment on the proposal.

Sincerely,

A handwritten signature in black ink, appearing to read 'Raymond I. Duenas'.

Raymond I. Duenas
Manager Station Operations

RID/mkk
Enclosure

cc: Governor
Lt. Governor
22nd Guam Legislature
Environmental Protection Agency
Fred Mills

COMMENTS OF NORTHWEST AIRLINES

DEPARTMENT OF PUBLIC HEALTH AND SOCIAL SERVICES

PORT OF ENTRY SANITARY AND QUARANTINE REGULATIONS

Northwest Airlines ("Northwest") appreciates the opportunity to submit comments on the Government of Guam's draft Port of Entry Sanitary and Quarantine Regulations ("regulations"). The comments of Northwest address Section 6.00, Arrival Requirements at Airports.

Background

The Government of Guam currently requires aircraft disinsection (the "blocks away" procedure) for international flights arriving from locations served by Northwest (including Japan, Korea, Taiwan, and Thailand). The United States, including the State of Hawaii, has a longstanding policy of permitting flights to land without disinsection. Not only has the United States' policy not resulted in adverse effects, it reflects a concern for the health of arriving passengers and crew, both U.S. nationals and foreign nationals.

Alternatives

The regulations propose three alternatives for disinsection. Notwithstanding these three alternatives, Northwest first proposes that disinsection be completely discontinued, consistent with the policy of the United States. This policy would protect the health of Northwest's crew and passengers while, we believe, not resulting in detrimental effects.

Alternatively, we concur with the goal of offering carriers the option of selecting a less offensive disinsection program. In the regulations, carriers are offered three means of complying with the disinsection requirement. The first alternative is residual spraying. This allows carriers the option of disinsecting aircraft every four weeks with permethrin. While Northwest does not oppose residual spraying, it does not favor the use of permethrin. Permethrin has not been approved by the United States Environmental Protection Agency. Therefore, Northwest requests that residual spraying be permitted with effective chemicals others than permethrin. If a chemical is to be specified, it should be approved by the Environmental Protection Agency.

The second alternative is disinsection after deplaning. Northwest does not oppose this option; however, it feels that the installation of special devices such as air curtains is an

additional unnecessary expense. Disinsection can be accomplished without this burdensome requirement.

The third option is the current "blocks away" procedure. Northwest feels that spraying crew and passengers with insecticide is an unattractive option. Additionally, Aerosol, Inc. is altering the label on its spray and it no longer will be approved as an on-board disinsectant in the presence of crew and passengers. There is no other U.S. manufacturer of the disinsectant. Therefore, Northwest (and the other U.S. carriers) will no longer have a supply of this disinsectant. The current supply is estimated to last forty to sixty days.

Conclusion

Northwest believes that every consideration should be given to eliminating the disinsection process entirely. Additionally, consideration on the fact that Saipan Commonwealth Health Center had discontinued their requirements effective January 10, 1991. (see attached)

Northwest appreciates the opportunity to comment on the draft regulations.



COMMONWEALTH HEALTH CENTER

PRIMARY HEALTH CARE DIVISION

GOVERNMENT OF THE NORTHERN MARIANA ISLANDS
DEPARTMENT OF PUBLIC HEALTH-ENVIRONMENTAL SERVICES

January 10, 1991

Mr. Roman T. Tudela
Executive Director
Commonwealth Ports Authority
Post Office Box 1055
Saipan, MP 96950

Dear Mr. Tudela:

We are writing to follow up our letter of 17 December 1990 concerning spraying of aircraft as a preventive measure against insects carrying arborviral encephalitis into the Commonwealth.

The last case of arborviral encephalitis in the Commonwealth occurred in late October 1990. No further cases have been reported. We therefore wish to advise you that, until further notice, spraying incoming and outgoing aircraft will not be necessary.

We do wish to thank you for your rapid response to our original request. It is such cooperation that helps protect the health of our citizens.

Sincerely,

Jose L. Chong
Dr. Jose L. Chong, Director
Department of Public Health
and Environmental Services

cc: Mr. Pete Reyes, Customs Division, CNMI
Dr. Ignacio Dela Cruz, Animal Health Quarantine,
CNMI

(REPRODUCED AT GOVERNMENT OF GUAM EXPENSE)

Continental Micronesia



**TESTIMONY OF JAMES E. NELSON
BEFORE THE DEPARTMENT OF PUBLIC HEALTH & SOCIAL SERVICES
DIVISION OF ENVIRONMENTAL HEALTH**

Thursday, September 22, 1994

Good afternoon Ladies and Gentlemen, my name is James Nelson. I am the Director of Marketing & Government Affairs for Continental Micronesia. Thank you for the opportunity to testify this afternoon on a subject that is of utmost importance, and concern not only to the airline industry, but more importantly to the tourism industry. That subject is aircraft disinsection.

To date, there is no conclusive evidence that disinsection on board an aircraft actually works. As a matter of fact, the United States Environmental Protection Agency, thru its Director has recommended that spraying be discontinued because of its potential harm to humans. The Centers for Disease Control has deemed aircraft spraying ineffective. Dr. William J. Rea, Medical Director of the Environmental Health Center in Dallas said, "The practice is archaic and should be eliminated completely."

On August 10, 1994, at a meeting concerning this same subject, a Public Health official proposed a solution of spraying aircraft cabins after passengers and crew members have deplaned. If this could be accomplished safely, it would be ineffective as the the Director of Public Health stated, "Insects can be carried off aircraft in passenger luggage and on their persons." The Pacific Daily News article of August 20, 1994 states, "The intent of the spraying upon landing is to kill insects and prevent the spread of disease. But the United States banned spraying on domestic flights in 1979 after the Centers of Disease Control found it ineffective." The spray currently being used is a gas. It is not a solvent that penetrates luggage and bags.

We are aware that the spray is harmful to humans. The Department of Labor attests to this through its awarding of a \$15,000.00 claim to the first claimant, a crew member that has only flown a total of three flights. The administration of the spray does no take into account the breeding season and life cycle of the bugs. For example, the Japanese Encephalitis is a mosquito-borne viral encephalitis that occurs chiefly in the summer and autumn. They die off in the winter months but yet we are still required to expose our passengers and crew members.

It is evident that disinsection poses a health concern for the traveling public and is a potential negative impact to the islands tourism industry. We recommend that spraying aircraft cabins with pesticides, in any fashion, be suspended until the practice is deemed safe for humans.

Airlines support discontinued spraying

By ELIZABETH THOMPSON

Daily News Staff

Airlines doing business in Guam showed solidarity at the public hearing the Department of Public Health and Social Services held yesterday.

Representatives from Continental Micronesia, Nippon Airways, Northwest and Japan Airlines voiced their unanimous opinion: Eliminate aircraft disinfection.

"The United States Environmental Protection Agency has recommended that spraying be discontinued because of its potential harm to humans," James Nelson, director of marketing and government affairs for Continental Micronesia, said in his testimony.

The issue, he said, is the health and welfare of the passengers.

Not only is spraying potentially harm-

The United States Environmental Protection Agency has recommended that spraying be discontinued because of its potential harm to humans.'

— JAMES NELSON

director of marketing and government affairs for Continental Micronesia

ful to passengers and crew, but there is no proof it works.

"I understand the department's concern.

"They want to make every effort to prevent insects and insect-borne disease from entering Guam.

"But spraying is not effective," Nelson

said.

He said that, with the exception of flights from Honolulu, all Continental Micronesia flights to Guam are sprayed, including the cabin area, 30 minutes before landing.

"That insecticide stays in the system and everyone on the plane is exposed,"

Nelson said.

He pointed to an award of \$15,000 from the Department of Labor to a Continental crew member who claimed the spraying had been harmful after only three flights.

"The airline is compelled to spray because of government regulation, and then it assumes the liability for damage to the causes," Nelson said.

Alternate options to be discussed by the airlines and the Department of Public Health include spraying the cabin after disembarkment and residual treatment.

Residual treatment, where the aircraft is treated with insecticide once a month during regular maintenance, is the method preferred by the airlines.

"I will be meeting next week with Francis Taitano of Public Works to talk about some of these options," Nelson said.

Officers teach DARE lessons to fifth-graders

By BERNADETTE STERNE

Daily News Staff

Little 9-year-old Gerilyn Manibusan knows, at a very young age, the dangers of taking drugs.

"I learned that drugs can kill you," said Manibusan, a fifth-grader at Price Elementary School in Mangilao.

Manibusan was one of many students who listened to police officers from around the Pacific talk about the dangers of taking drugs.

The officers, in a training for the Drug Abuse Resistance Education program, spent yesterday speaking to the students for the first time.

Shirley Camacho, a police officer with the Commonwealth of the Northern Marianas Department of Public Safety, said

