

# NOTICE

**U.S. DEPARTMENT OF TRANSPORTATION**  
**FEDERAL AVIATION ADMINISTRATION**  
Air Traffic Organization Policy

**N JO 7110.546**

**Effective Date:**  
February 1, 2011

**Cancellation Date:**  
August 25, 2011

**SUBJ:** Reporting Death, Illness, or Other Public Health Risk On Board Aircraft

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- 1. Purpose of This Notice.** This notice aligns Federal Aviation Administration (FAA) procedures with the international procedures regarding in-flight notification, specifically including those in the International Civil Aviation Organization (ICAO) PANS-ATM and Annex 9. These documents specifically call for the pilot-in-command (PIC) or designee to notify air traffic control (ATC) of any suspected communicable disease or other public health risk.
- 2. Audience.** This notice applies to the following Air Traffic Organization (ATO) service organizations: En Route and Oceanic, Terminal, System Operations, and Mission Support; and all associated air traffic control facilities.
- 3. Where Can I Find This Notice?** The notice is available on the MyFAA employee Web site at [https://employees.faa.gov/tools\\_resources/orders\\_notices/](https://employees.faa.gov/tools_resources/orders_notices/) and on the air traffic publications Web site at [http://www.faa.gov/air\\_traffic/publications](http://www.faa.gov/air_traffic/publications).
- 4. Cancellation.** This notice cancels N JO 7110.545, Reporting Death, Illness, or Other Public Health Risk On Board Aircraft, effective February 1, 2011.
- 5. Procedures.** Add paragraph 10-2-19 to FAA Order JO 7110.65 to read as follows:

**10-2-19. REPORTING DEATH, ILLNESS, OR OTHER PUBLIC HEALTH RISK ON BOARD AIRCRAFT**

**a.** If an air traffic controller receives a report of the death of a person, an illness, and/or other public health risk, obtain the following information and notify the operations manager-in-charge (OMIC)/front line manager (FLM)/controller-in-charge (CIC) as soon as possible.

1. Call sign.
2. Number of suspected cases of illness on board.
3. Nature of the illnesses or other public health risk, if known.
4. Number of persons on board.
5. Number of deaths, if applicable.
6. Pilot's intent (for example, continue to destination or divert).
7. Any request for assistance (for example, needing emergency medical services to meet the aircraft at arrival).

b. The OMIC/FLM/CIC must relay the information to the Domestic Events Network (DEN) as soon as possible.

**NOTE-**

1. *If the ATC facility is not actively monitoring the DEN or does not have a dedicated line to the DEN, they must call into the DEN directly via (202) 493-4170.*
2. *Except in extraordinary circumstances, such as a situation requiring ATC intervention, follow-on coordination regarding the incident will not involve ATC frequencies.*
3. *The initial report to a U.S. ATC facility may be passed from a prior ATC facility along the route of flight.*

**REFERENCE-**

**FAAO JO 7210.3, Para 2-1-29, REPORTING DEATH, ILLNESS, OR OTHER PUBLIC HEALTH RISK ON BOARD AIRCRAFT**

**6. Distribution.** This notice is distributed to the following ATO service units: En Route and Oceanic, Terminal, System Operations, and Mission Support; the ATO Office of Safety; the Air Traffic Safety Oversight Service; the William J. Hughes Technical Center; and the Mike Monroney Aeronautical Center.

**7. Background.** The ICAO standard calls for pilots in command to ensure reporting of in-flight cases of suspected communicable disease to ATC. ATC is then expected to relay this notification to the appropriate public health or other competent authority. The CDC has requested FAA assistance in implementing this notification protocol, which will also be used for deaths and other public health risks on board aircraft. The new emphasis on this notification routing through ATC is intended to expedite alerting and better support shared situational awareness among the key stakeholders, reinforcing efforts to slow the spread of dangerous diseases and other public health risks by air travel, while enabling ATC to better mitigate impacts caused by actions necessary to facilitate public health intervention (for example, diversion of the affected flight) on the safety and efficiency of the aviation system.



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12-30-2010

Date Signed