

DOCUMENT CHANGE PROPOSAL/BRIEFING SHEET

FINAL DISPOSITION

ORDER/PUBLICATION: 7210.3W

CHANGE: 3

EFFECTIVE DATE: August 25, 2011

TRACKING #: 33- 2-1-29

SPECIALIST/ROUTING: John Kehler AJR-53 (202) 267-9304

1. PARAGRAPH NUMBER AND TITLE:

2-1-29. REPORTING DEATH, ILLNESS, OR OTHER PUBLIC HEALTH RISK ON BOARD AIRCRAFT

2. BACKGROUND: The International Civil Aviation Organization (ICAO) standard calls for pilots in command to ensure reporting of in-flight cases of suspected communicable disease to air traffic control (ATC). ATC is then expected to relay this notification to the appropriate public health or other competent authority. The Centers for Disease Control and Prevention (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 or other public health risks by air travel, while enabling ATC to better mitigate impacts caused by actions necessary to facilitate public health intervention (e.g., diversion of the affected flight) on the safety and efficiency of the aviation system.

3. EXPLANATION OF CHANGE: This change will align this directive with international procedures regarding in-flight notification, specifically including those in the ICAO PANS-ATM and Annex 9. These documents specifically call for the pilot-in-command (PIC) or designee to notify ATC of any suspected communicable disease or other public health risk. This change cancels and incorporates N JO 7210.763, Reporting Death, Illness, or Other Public Health Risk on Board Aircraft, effective February 1, 2011.

4. CHANGE:

OLD

Add

Add

Add

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NEW

2-1-29. REPORTING DEATH, ILLNESS, OR OTHER PUBLIC HEALTH RISK ON BOARD AIRCRAFT

a. When an air traffic control facility is advised of a death, illness, and/or other public health risk, the following information must be forwarded to the DEN:

1. Call sign.

2. Number of suspected cases of illness on board.

3. Nature of the illness 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).

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.

Add

2. Except in extraordinary circumstances, such as a situation requiring ATC intervention, follow-on coordination regarding the incident will not involve ATC frequencies.

Add

3. The initial report to a U.S. ATC facility may be passed from a prior ATC facility along the route of flight.

Add

b. Once notification of an in-flight death, illness, and/or other public health risk is provided by an ATC facility, the DEN Air Traffic Security Coordinator must ensure the Centers for Disease Control and Prevention (CDC) Emergency Operations Center (EOC) receives the following information:

Add

1. Call sign.

Add

2. Number of suspected cases of illness on board.

Add

3. Nature of the illness or other public health risk, if known.

Add

Add

4. Number of persons on board.

Add

5. Number of deaths, if applicable.

Add

6. Departure airport.

Add

7. Arrival airport.

Add

8. Estimated time of arrival.

Add

9. Pilot's intent (for example, continue to destination or divert).

10. Any request for assistance (for example, a need for emergency medical services to meet aircraft at arrival).

REFERENCE:

FAAO JO 7110.65, Para 10-2-19, REPORTING DEATH, ILLNESS, OR OTHER PUBLIC HEALTH RISK ON BOARD AIRCRAFT

No further changes to paragraph.

5. **INDEX CHANGES:** None

6. **GRAPHICS:** None

7. **GENOT/NOTICE:** N JO 7210.763, Reporting Death, Illness, or Other Public Health Risk on Board Aircraft, effective February 1, 2011

8. **FORMATTING & PLAIN LANGUAGE REVIEW:** ☒ HM 12/16/2010

9. **SAFETY RISK MANAGEMENT:** (Check appropriate box).

☐ **SRMD.** Proposed change meets full SMS requirements for safety risk assessment.

☒ **SRMDM.** Proposed change is not safety related.

10. **ICAO DIFFERENCES:** YES ☐ NO ☒



F.D. Hatfield
Director, System Operations Security

Date:
12/30/2010