

TECHNICAL DATA SHEET

TOP OF DESCENT

Code 4502

Aerosol Aircraft Insecticide for Pre-departure, On-arrival Cabin Spraying & Treatment of ULD/Aircans.

DESCRIPTION

Callington Top of Descent Aircraft Insecticide is a non-flammable aircraft approved aerosol insecticide for use inside the cabin of aircraft, after passenger embarkation but before the aircraft is pushed back for departure and on-arrival at destination airports, and for use to disinsect ULD's or Aircans from the cargo hold. This product is used to prevent the spread of vector-borne diseases, such as Dengue Fever, Yellow Fever, Malaria, Chikungunya and Zika. It is also effective against a range of agricultural pests, which present a biosecurity risk.

APPROVALS

Callington Top of Descent Aircraft Insecticide complies with the **World Health Organisation** specifications for aircraft insecticides and has the following approvals.

- Boeing D6-7127 and AMS 1450A
- Referenced on Airbus Consumable Material List: CML 11ABB2.
- NATO Stock Number: 6840-66-097-6309
- CAGE Code: Z5104
- In compliance with IATA Medical manual & ICAO Annex 9.
- Complies with Ministries of Health & Agriculture, globally.
- Callington is an ISO 9001:2015 quality accredited company.



For a complete video guide on how to apply Callington Top of Descent, please visit our website on <http://www.callingtonhaven.com/videos>

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ORDERING INFORMATION

Code	Size	Units per carton	Weight /carton (kg)	Carton Dimensions (cm)	Pallet Configurations				
					Cartons per layer	No. of layers	Dimensions (cm)	Height (cm)	Weight (kg)
4502/100	100g	12	1.9kg	22 x 17 x 15	25	6	90 x 110	10	360

ADDITIONAL INFORMATION

Aircraft approved Top of Descent effectively kills mosquitoes and other flying or crawling insects. It is used for either "Pre-departure" or "On-arrival" spraying methods in accordance with respective national Quarantine regulations. The Top of Descent aerosol is also used for the disinsection 'on-arrival' for the ULD's or Aircans.

Callington Top of Descent Aircraft Insecticide contains a non-flammable propellant and the **World Health Organisation** recommended active substance of 2% w/w d-phenothrin.

APPLICATION

The Top of Descent spraying method is to be carried out with passengers on board, after passenger embarkation but before the overhead lockers are closed and the aircraft is pushed back for departure or on-arrival for aircrafts that were not disinfected before arrival or not disinfected correctly or as required as an additional treatment. The Top of Descent aerosol is also used for the disinsection 'on-arrival' for the ULD's or Aircans.

TREATMENT PROCEDURE PRE-DEPARTURE

- The treatment is done after passengers have boarded and are seated and all service doors are closed.
- Before commencing treatment, all overhead and sidewall lockers must be **opened**.
- During disinsection and for 5 min after completion of spraying, the aircraft's air-conditioning must be switched off or set to normal flow (not high flow) and the recirculation fans must be on.
- Hold one can of Top of Descent, start spraying from the back of the aircraft moving forward, keeping a steady walking pace at a rate of not more than one step or one row of seats per second.
- Can(s) should be kept at arm's length and directed away from passengers and towards the ceiling and opened overhead lockers.
- When one side of the aircraft is complete, switch aisles, spraying all the way until you reach the rear of the aircraft.
- Spray all galleys, including those on lower levels, and the lift access. Spray all toilets and coat lockers for 2s each. Ensure that the toilet seats and baby changing tables are up and are not sprayed. Spray all crew rest areas, avoiding the bedding, and the flight deck and cockpit for 3s each. Direct the spray away from aircraft equipment, officers and crew.
- Do NOT spray directly on exposed food, food preparation areas or food utensils.
- Spraying of cabins shall be carried out at a standard spray rate of 1g per second and based on a required coverage rate of 35g/100m³.

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TREATMENT PROCEDURE ON-ARRIVAL

- Cabin crew should prepare the cabin for disinsection by opening all overhead lockers and requesting all passengers to remain seated.
- During disinsection and for 5 min after completion of spraying, the aircraft's air-conditioning must be switched off. Recirculation fans may be left on if they are essential for operation of the aircraft but should be set at the lowest flow rate.
- Follow the same procedure as Pre-departure spraying.
- For 'On-Arrival' disinsection of Aircans or ULD's, apply a full aerosol can per ULD/Aircan, spraying evenly and constantly into the space as soon as the Aircan is opened.

REQUIREMENTS

For further information on quantities of aerosol cans per model of aircraft, please contact your nearest Callington Sales Manager.

VERIFICATION

The applicator is responsible for ensuring that a certificate detailing the treatment is completed. For compliance purposes, the applicator must record the product serial number, located on the underside of the can. The certificate for top of descent cabin disinsection and the exhausted or partly exhausted cans must be carried onboard the aircraft and made available to an officer/inspector on request upon arrival.

SPECIFICATIONS

Active Ingredient:	d-phenothrin
Discharge Rate:	1.0 ± 0.2 g/s
Application Rate:	35g/100m ³

WARRANTY – All statements, information and data presented herein are believed to be accurate and reliable but are not to be taken as a guarantee, expressed or implied, for which seller assumes legal responsibility and they are offered solely for your consideration, investigation, and verification. Statements or suggestions concerning possible use of this product are made without representation or warranty that any such use is free of patent infringement and are not recommendations to infringe on any patent. Created 02 April 2019 Date Printed 2/05/2024 9:29 AM