



CAR-CDMP

COMMUNICABLE DISEASE MANAGEMENT PROGRAMME



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SUBPART A – GENERAL REQUIREMENTS

CDMP.A.001 - SCOPE

Without prejudice to other federal or local laws, regulations, or policies, this regulation sets the requirements and obligations of Passengers, Vulnerable Personnel and Organisations employing, contracting or using their service, in the implementation of a Communicable Disease Management Programme for preventing the spread of communicable diseases through air travel.

CDMP.A.005 - APPLICABILITY

This regulation applies to:

- a) UAE Air Carriers conducting cargo or passenger international flights and their associated or contracted Vulnerable Personnel who are in direct support to passengers and aircraft operations;
- b) International Airport Operators and their associated or contracted Vulnerable Personnel who are in direct support to passengers and aircraft operations; and
- c) Passengers.

CDMP.A.010 - DEFINITION AND ABBREVIATIONS

The following definitions and abbreviations apply to this regulation only:

- a) A communicable disease is a spread from one person to another through a variety of ways that include: contact with blood and bodily fluids; breathing in an airborne virus; or by being bitten by an insect (e.g. COVID-19).
 - b) The term “Vulnerable Personnel” refers to an Organisation’s own staff or staff of service providers/contractors having direct physical contact with passengers or aircraft such as flight crew, cabin crew, immigration staff, airport staff, security staff, ground staff supporting aircraft operations such as engineers, load masters, catering staff, cleaners, etc...When crew is mentioned then it refers to any person required for the flight, generally Cabin Crew and/or Flight Crew and/or Maintenance Engineer.
 - c) The term “Organisation” refers to “UAE Air Carrier” and “Airport Operator”.
 - d) Appropriate Health Authorities means Federal or Local UAE Health Authorities or Health Authority of a foreign State where Vulnerable Personnel are exercising their duty.
 - e) Thermal screening is satisfactory as per MOH Guidelines.
 - f) Confirmed case: a person with confirmed positive by an approved laboratory.
 - g) Suspected case is a person:
 - 1) present with upper or lower respiratory symptoms “With or Without Fever” AND any of the following:
 - 2) A history of international travel during the 14 days prior to symptom onset.
 - 3) Close contact with an individual known as confirmed case within 14 days.
 - 4) Residing or from a community setting where cases were detected including health care setting.
 - 5) Influenza-Like Illness (ILI) cases (fever and Cough) without history of travel or known possible exposure.
- OR
- i) All Severe acute respiratory infections (SARI) admissions regardless of exposure history.
- OR



- ii) present with symptoms or other indications of a Communicable Disease, as the Appropriate Health Authorities may announce.
OR
- iii) have known exposure to persons with a Communicable Disease.
OR
- iv) Meeting the definition of “suspected case” from the Appropriate Health Authority.



SUBPART B – REQUIREMENTS FOR AN ORGANISATION

CDMP.B.001 - ACCOUNTABILITIES OF AN ORGANISATION

- a) An Organisation shall develop and establish a Communicable Disease Management Programme (CDMP) to prevent Vulnerable Personnel from a direct public health hazard due to the spread of a Communicable Disease.
- b) The CDMP shall be acceptable to the GCAA.
- c) An Organisation shall, in case of immediate reaction to a public health safety concern, implement:
 - 1) appropriate measures required to ensure that the intent of this CAR is achieved; and
 - 2) other measures mandated by the GCAA.
- d) An Organisation shall collaborate with Appropriate Health Authorities for contact tracing, when required so.

CDMP.B.005 - REPORTING TO THE APPROPRIATE HEALTH AUTHORITIES

Without prejudice to other regulations related to reporting of public health safety, an Organisation shall report to the Appropriate Health Authorities any suspected or confirmed positive case. This includes cases reported by a foreign State (such as a crew suspected positive at an outstation).

CDMP.B.010 - COMMUNICABLE DISEASE MANAGEMENT PROGRAMME

- a) The CDMP shall include:
 - 1) Clearly defined lines of responsibility and accountability throughout the Organisation, including a direct accountability of the accountable manager;
 - 2) A description of the overall philosophies and principles of the Organisation with regard to prevention of spread of a Communicable Disease through air travel;
 - 3) The identification of hazards to Vulnerable Personnel while on duty, their evaluation and the management of associated risks, including taking actions to mitigate the risk of importation and transmission and verify their effectiveness;
 - 4) Means to maintain personnel involved in the CDMP trained and competent to exercise their duties;
 - 5) Means to facilitate self-referral by a Vulnerable Personnel or passenger having symptoms;
 - 6) Means to facilitate reporting by a Vulnerable Personnel or passenger any public health safety concern that require action;
 - 7) Means to ensure compliance with Appropriate Health Authorities;
 - 8) Means to ensure that equipment or devices used to implemented required public health measures are maintained and calibrated as per manufacturer's instructions;
 - 9) Periodic reporting to the GCAA of any data and information to demonstrate effective implementation and maintenance of the CDMP as per Attachment 1 to this Subpart;
 - 10) Documentation of all CDMP key processes in their existing Manual or separate Manual, including a process for:



- i) Maintaining an education and training programme for Vulnerable Personnel, and personnel involved in the CDMP including the means in which such programme is delivered as per Attachment 2 to this Subpart;
- ii) Maintaining an awareness programme for passengers to ensure they are aware of the public health measures in place along their journey;
- iii) Ensuring Vulnerable Personnel are provided with a sufficient quantity and appropriate PPE and hand sanitiser for the duration of their duty (including lay-over time for crew);
- iv) Allowing the return to duty of a Vulnerable Personnel who has been suspected or confirmed with a Communicable Disease. The return to duty shall not be processed before the medical clearance by the Appropriate Health Authority;
- v) Ensuring Vulnerable Personnel and passengers are aware of the rules and procedures and they comply with their applicable subpart;
- vi) Determining if a Vulnerable Personnel or passenger has committed a violation and deciding the action to be taken when a violation is committed;
- vii) Reporting system as per CDMP.B.005;
- viii) Amending, authorising and communicating to any concerned personnel their manual and its amendment; and
- ix) Any other means required to comply with this CAR.

11) A function to monitor compliance of the Organisation with this CAR. Compliance monitoring shall include a feedback system of findings to the accountable manager to ensure effective implementation of corrective actions as necessary; and

b) The CDMP shall facilitate self-referral by a Vulnerable Personnel or Passenger having symptoms.

CDMP.B.015 - CDMP PERSONNEL REQUIREMENTS

- a) The accountable manager appointed by the Organisation under the applicable specific operating regulation shall be ultimately responsible for establishing and maintaining an effective CDMP.
- b) A CDMP Coordinator shall be appointed by the accountable manager, with the responsibility of ensuring that the Organisation remains in compliance with the applicable requirements, including preventive public health requirements. Such person shall be ultimately responsible to the accountable manager and shall ensure the uniform application of preventive measures throughout their system.
- c) The CDMP Coordinator shall be the person responsible for coordinating with other stakeholders such as Appropriate Health Authority, Airport Operators and Aircraft Operators (as applicable).
- d) The Organisation shall have sufficient qualified personnel for the planned tasks and activities to be performed in accordance with this CAR.
- e) The Organisation shall maintain appropriate experience, qualification and training records to show compliance with requirements of paragraph (d).



- f) The Organisation shall ensure that all personnel engaged in the CDMP are aware of the rules and procedures relevant to the exercise of their duties.

CDMP.B.020 - PREVENTATIVE PUBLIC HEALTH MEASURES

- a) An Organisation shall establish means to:
- 1) minimise to the greatest extent possible transmission of a Communicable Disease to Passengers and Vulnerable Personnel during their duty,
 - 2) provide them with relevant and timely information in a readily accessible format,
 - 3) comply with Attachment 3 to this Subpart, and
 - 4) ensure that enhanced cleanliness and disinfection precautions are taken within their airport's premises and enhanced waste management measures in particular while disposing PPE collected on the airport's premises or on-board aircraft.
- b) An Organisation shall prevent Vulnerable Personnel from continuing or starting their duty when:
- 1) They have been tested positive during a screening test for a Communicable Disease and the result of the confirmatory test has not been determined yet;
 - 2) They are confirmed positive; and
 - 3) They are suspected having the symptoms compatible with a Communicable Disease.
- c) An Organisation shall ensure that Vulnerable Personnel falling in one of the above 3 categories of point b) above:
- 1) comply with Appropriate Health Authority's guidelines; and
 - 2) do not return to duty a Vulnerable Personnel unless released by the Appropriate Health Authority.
- d) Notwithstanding (b) above, Vulnerable Personnel may be allowed to continue their duty if their absence may compromise aviation safety or security provided additional precautions measures are in place to protect other persons (not limited to Vulnerable Personnel).

CDMP.B.025 - MANAGEMENT OF AIRCRAFT

Aircraft Operators shall re-assess and adapt their aircraft operations (i.e. before, during and after the flight takes place) to the context of a Communicable Disease outbreak in particular compliance with Attachment 4 to this Subpart shall be assured.

CDMP.B.030 - UNRULY OR DISRUPTIVE PASSENGERS

In the context of new public health measures, an Organisation shall provide Vulnerable Personnel with necessary means to mitigate the risk of unruly or disruptive passenger.

CDMP.B.035 - CONTRACTED ACTIVITIES

When an Organisation uses the service of third party to conduct any of its activity required by this CAR, the third party shall comply with the requirements in this CAR and the Organisation will remain accountable of any activity conducted by third party. Third party shall give the GCAA personnel access to all records pertaining to the compliance with this CAR.



CDMP.B.040 - FACILITY REQUIREMENTS

The Organisation shall have facilities allowing the performance and management of all planned tasks and activities in accordance with this CAR.

CDMP.B.045 - RECORD-KEEPING

- a) The Organisation shall establish a system of record-keeping that allows adequate storage and reliable traceability of all activities carried out, covering in particular all the elements indicated in CDMP.B.010.
- b) The format of the records shall be specified in the Organisation's procedures.
- c) Records shall be stored in a manner that ensures protection from damage, alteration and theft for a minimum of 6 months.
- d) All test results, and other aviation personnel health records shall be handled in a manner that respects the privacy and confidentiality requirement imposed by the Appropriate Health Authority.



ATTACHMENT 1: DATA TO BE REPORTED TO THE GCAA

The data below shall be provided to SafetyManagement@gcaa.gov.ae.

No.	Reportable Item	Applicability
1.	Number of total flight(s) conducted	UAE Air Carrier & Airport Operator
2.	Number of total passenger(s) handled	UAE Air Carrier & Airport Operator
3.	New destination(s) versus previous monitoring cycle on weekly basis or as agreed with authority	UAE Air Carrier & Airport Operator
4.	Number of suspected passenger(s) (inbound flight or outbound flight)	UAE Air Carrier & Airport Operator
5.	Average load factor during current monitoring cycle on weekly basis or as agreed with authority	UAE Air Carrier

No.	Reportable Item	Applicability
1.	Number of Cabin Crew <i>scheduled</i>	UAE Air Carrier
2.	Cabin Crew with positive PCR test (regardless if with symptoms or not)	UAE Air Carrier
3.	Number of Cabin Crew who made a layover	UAE Air Carrier

No.	Reportable Item	Applicability
1.	Number of Flight Crew <i>scheduled</i>	UAE Air Carrier
2.	Flight Crew with positive PCR test (regardless if with symptoms or not)	UAE Air Carrier
3.	Number of Flight Crew who made a layover	UAE Air Carrier

No.	Reportable Item	Applicability
1.	Number of Ground Staff <i>scheduled</i>	Airport Operator
2.	Ground Staff with positive PCR test (regardless if with symptoms or not)	Airport Operator



ATTACHMENT 2: COOMUNICABLE DISEASE TRAINING

1. All Vulnerable Personnel should receive an awareness training. The following training may be used <https://learn.mbru.ac.ae/courses/covid19>.
2. Vulnerable Personnel should be instructed to:
 - a) When they are not sure whether their hands are clean, they should avoid touching their noses, mouths and eyes with their hands.
 - b) When sneezing or coughing, they should try to lower the head or turn away from any person nearby, and cover their mouth and nose with tissue or flexed elbow.
 - c) After touching or disposing wastes or commonly used surfaces, hands should be cleaned with soap or hand sanitizer under running water followed by hand cleaning and disinfection.
3. UAE Air Carriers, irrespective of the area of aircraft operation, should advise their crew members to avoid the use of their own disinfectants in the aircraft environment. Disinfection of aircraft surfaces with self-provided products performed by the crew members may lead to chemical reactions with the residues of the chemicals used for general aircraft disinfection which can have negative effects (corrosive) on the aircraft or for the health of the passengers and crew (fumes). In this context and in order to discourage the crew members from making use of their own disinfectants, UAE Air Carriers should, to the practicable extent, provide appropriate and sufficient disinfectants (e.g. disinfectant-wipes) for all crew members, and establish appropriate procedures/guidance on their use, making sure that all possible touch points and transmission-capable surfaces are appropriately treated. This should occur before flight crew compartment and cabin preparation, with emphasis on ensuring all aircraft systems are correctly set before use.
4. Vulnerable Personnel should also, as appropriate to their roles, be trained for Infection control which should be focused on preventing the spread to staff, minimizing the risk of contamination and how to deal with it, identifying and managing sick passenger (refer to <https://stacks.cdc.gov/view/cdc/40236>), and providing First Aid assistance in the context of a Communicable Disease.
5. Vulnerable Personnel should be trained to correctly don, doff, use, dispose and replace PPEs.



ATTACHMENT 3: OPERATIONS IN UAE AIRPORTS (BELOW PROCEDURE WAS PROMULGATED BY UAE MINISTRY OF HEALTH)

REFER TO SAFETY DECISION 2020-20



ATTACHMENT 4: PROCEDURE FOR MANAGEMENT OF AIRCRAFT

1. Aircraft Maintenance:

- a) The UAE Air Carrier should adapt / reassess its routine aircraft maintenance (i.e. before, during and after the maintenance activity takes place) to the context of a Communicable Disease to avoid transmission of the virus to maintenance staff.
- b) Wherever and whenever possible, number of staff required during the maintenance should be limited to key staff to perform the required activity. Maintenance practices should consider physical distancing principles, as much as practical.
- c) Access to the area dedicated for maintenance should be controlled and temperature measurement check points should be established.
- d) Maintenance staff, to reduce the risk of exposure, should refrain from walking around the cabin and interacting with other person unless it is for the interest of their safety or flight safety.
- e) High Efficiency Particulate Air (HEPA) filter replacement:
 - 1) High Efficiency Particulate Air (HEPA) filters must be replaced in accordance with standards specified in aircraft manufacturer Maintenance Planning Document (MPD), in strict compliance with the prevention and protection requirements of the Aircraft Maintenance Manual, and based on the personal prevention and protection program for aircraft maintenance personnel. The frequency of HEPA replacement may be required to be increased based on the efficiency and reliability of the filter and the cabin contamination – in particular if PMA parts are used.
 - 2) Used HEPA must be treated as medical waste.
 - 3) After the task is completed, the maintenance staff shall disinfect their hands and remove their protective equipment in the specified order before disinfecting their hands again thoroughly.
- f) Other maintenance activities may require additional preventative measures before they can be performed such as vacuum waste tank where it is recommended to use a technique that exhausts the air outside the hangar or handling of bird strike. Personal hygiene (in particular hand) should be considered before and each maintenance activity.

2. Ground operations:

- a) Access to the ramp and aircraft should be controlled and temperature measurement check points should be established.



- b) Wherever and whenever possible, number of staff required during the ground operations should be limited to strict minimum to perform the required activity.
- c) Ground staff, to reduce the risk of exposure, should refrain from walking around the cabin and interacting with other person unless it is for the interest of their safety or flight safety.

3. Aircraft readiness for the intended flight:

- d) The aircraft should be ready for the flight, including cleaning and disinfection (when required), prior to crew boarding and only crew required for the flight can enter the aircraft after cleaning and disinfection unless additional protective measures are in place (i.e. maintenance engineer wears protective equipment before he can enter).
- e) All lavatories should be serviceable with sufficient water to complete the flight and with due consideration of new hygiene measures on-board.
- f) Aircraft shall be equipped with one or more UPKs. Such kits may be used to protect crew members who are assisting potentially infectious suspected cases and in cleaning up and correctly discarding any potentially infectious contents.

4. Utilisation of HEPA:

- g) High Efficiency Particulate Air (HEPA) filters have demonstrated good performance with particles of approximately 70-120 nm.
- h) The UAE Air Carrier employing recirculation of cabin air, shall either (i) install and employ HEPA filters, according to the manufacturer specifications, or (ii) avoid the use of cabin air recirculation completely provided it is confirmed they do not contribute to any safety critical functions (e.g. avionics cooling, etc.). In this regard, the operator shall review procedures addressing utilisation of recirculation fans in air conditioning system based on information provided by the aircraft manufacturer or, if not available, to seek advice from them. Furthermore, when HEPA filters are installed, recirculation fans shall not be stopped, but increased fresh air flow shall be promoted by selecting high PACK FLOW, whenever possible. The operator shall confirm with the aircraft manufacturers the practice of selecting the configuration high PACK FLOW and follow their instructions for continuous use.



5. Aircraft routine cleaning and preventative disinfection:

- a) Cleaning and disinfection personnel should only perform their duty if properly qualified or professionally trained.
- b) Cleaning and Preventative disinfection methods should be documented and communicated.
- c) Preventative disinfection should be done on a regular basis and should be commensurate with the risk, at least:
 - 1) Cabin disinfection after each return to base. If returning to base with person(s) other than crew, additional precaution measures should be in place to avoid transmission to those persons and crew;
 - 2) Cabin disinfection after carrying passengers with suspicious symptoms and before next flight. For the stop-over flight, their sitting areas should be disinfected during the stop-over and not used for the return flight, and after return to base, a disinfection should be conducted covering the whole cabin;
 - 3) Cabin disinfection when the aircraft is contaminated with blood, respiratory secretions, vomit, excretions and other liquid contaminants. For the stop-over flight, surface contaminated should be disinfected during the stop-over, and after return to base, a disinfection should be conducted covering the whole cabin.
 - 4) Cargo hold disinfection when animal remains or suspicious contaminants of a contagious nature are found in the cargo hold. The contaminated area in which the animal remains or the contaminants were should be disinfected and cleaned as the first step, followed by a thorough disinfection of the remaining areas of the cargo hold.



SUBPART C – REQUIREMENTS FOR VULNERABLE PERSONNEL

CDMP.C.001 - ACCOUNTABILITIES OF VULNERABLE PERSONNEL

- a) Vulnerable Personnel shall:
- 1) Be aware of any public health measures imposed by Appropriate Health Authority, Airport Operators and UAE Air Carriers;
 - 2) Ensure that they comply at all times with any measures, including any requirement mandated by this CAR, imposed to assure public health safety;
 - 3) Start their duty asymptomatic;
 - 4) Start their duty carrying their own travel hygiene pack that contains hand sanitiser and masks in number sufficient to complete their duty, unless provided by their Organisation;
 - 5) Report any symptoms compatible with a Communicable Disease and accordingly isolate themselves whilst keeping their masks ON and safe physical distance with others;
 - 6) Report to their Organisation any work method/procedure incompatible with public health preventative measures and which can facilitate the transmission of a Communicable Disease; and
 - 7) Report any public health measures put in place by their Organisations or local health authorities that could compromise flight safety or flight security;
- b) Vulnerable Personnel found in non-compliance with CDMP.C.001(a)(2) to CDMP.C.001(a)(7) shall be deemed as in violation of this CAR.



SUBPART D – REQUIREMENTS FOR PASSENGERS

CDMP.D.001 - ACCOUNTABILITIES OF PASSENGERS

- a) Passengers shall:
- 1) Be aware of any public health measures, including border control restrictions, imposed by Appropriate Health Authority, Airport Operators and UAE Air Carriers;
 - 2) Ensure that they comply at all times with any measures, including any requirement mandated by this CAR and instructions issued by Vulnerable Personnel, imposed to assure public health safety;
 - 3) Start their journey asymptomatic;
 - 4) Start their journey carrying their own travel hygiene pack that contains hand sanitiser and masks in number sufficient to complete their duty, unless provided by UAE Air Carrier or Airport Operator; and
 - 5) Report any new symptoms compatible with a Communicable Disease and accordingly isolate themselves whilst keeping their masks ON and safe physical distance with others.
- b) A passenger found in non-compliance with CDMP.D.001(a)(2) and CDMP.D.001(a)(5) shall be deemed as in violation of this CAR.



SUBPART E – REQUIREMENTS FOR GCAA

CDMP.E.001 - REQUIREMENTS FOR THE GCAA

- a) The GCAA shall be responsible for:
 - 1) The oversight of the CDMP, with full access to data, records, facilities and equipment including those to service providers;
 - 2) Taking any immediate action to any safety concern identified during any oversight activities;
- b) The GCAA shall not be responsible for any deficiency, error, mistake, violation committed by Organisations, their service providers, or their personnel and for any wrong, incomplete, or false information or declaration provided by Vulnerable Personnel.
- c) Evidence provided by the Organisation shall be considered as acceptable instrument for the GCAA to apply deterrent action as mentioned in CDMP.E.005, unless the GCAA has reasons to believe otherwise.

CDMP.E.005 - DETERRENT ACTIONS THAT COULD BE UNDERTAKEN BY THE GCAA

- a) In cases where a Vulnerable Personnel committed a violation, the GCAA shall have the right to, as applicable:
 - 1) Suspend temporary any licence issued by the GCAA;
 - 2) Revoke any aviation document licence by the GCAA; or
 - 3) Prosecute in front of any UAE court of justice in addition to any action already taken under paragraph a)1) to a)2).
- b) Passengers having committed a violation to this regulation shall be refer to the concerned UAE authorities.