



**Number: OD- 2019/02**

**Issue: 1**

**27 May 2019**

## **Arrangements in cases of suspected communicable diseases**

**This Operational Directive contains information that is intended for mandatory compliance.**

Recipients are asked to ensure that this Operational Directive is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

### **1. Reason and Explanation**

- 1.1 ICAO Annex 9 (Facilitation) Chapter 8, 8.15, requires that an ICAO Contracting State ensures that an operator has established a procedure for the crew to evaluate a traveller with a suspected communicable disease, based on the presence of a fever and certain other signs or symptoms. Additionally, procedures shall be established to inform ATS for suspected cases of communicable diseases.
- 1.2 EASA Air OPS does not specifically address the issue of communicable diseases.
- 1.3 The purpose of this Operational Directive is to set a requirement for the establishment of standards and guidance on the issue of communicable disease by operators conducting operations under Part CAT to ensure compliance to ICAO Annex 9 (Facilitation) Chapter 8, 8.15.
- 1.4 The contents and requirement of this Operational Directive was previously issued by Safety Directive SD 2018-02 issued 18<sup>th</sup> April 2018.

### **2. Operational Directive and Applicability**

- 2.1 The Authority, in exercise of its powers under regulation 85 of the Civil Aviation (Safety) Regulations 2017, directs the operator ('a specified operator') of any aircraft which is:
  - (a) registered in the Seychelles; and
  - (b) conducting Commercial Air Transport operations:to comply with the requirements set out in paragraphs 3 and 4 of this directive.

### **3. Requirement: Identification of suspected cases of communicable disease**

- 3.1 The pilot-in-command of an aircraft shall ensure that a suspected communicable disease is reported promptly to air traffic control, in order to facilitate provision for the presence of any special medical personnel and equipment necessary for the management of public health risks on arrival.

Note 1— A communicable disease could be suspected and require further evaluation if a person has a fever (temperature 38°C/100°F or greater) that is associated with certain signs or symptoms: e.g. appearing obviously unwell; persistent coughing; impaired breathing; persistent diarrhoea; persistent vomiting; skin rash; bruising or bleeding without previous injury; or, confusion of recent onset.

Note 2— In the event of a case of suspected communicable disease on board an aircraft, the pilot-in-command may need to follow his operator's protocols and procedures, in addition to health-related legal requirements of the countries of departure and/or destination. The latter would normally be found in the Aeronautical Information Publications (AIPs) of the States concerned.

#### **4. Reporting of suspected cases of communicable disease**

4.1 The operator shall establish a policy and procedure for the crew to promptly report to ATS suspected cases of communicable disease. The report shall include:

- 1) Aircraft identification;
- 2) Departure aerodrome;
- 3) Destination aerodrome;
- 4) Estimated time of arrival;
- 5) Number of persons on board;
- 6) Number of suspected case(s) on board; and
- 7) Nature of the public health risk, if known?

#### **5. General Declaration**

5.1 In compliance with the General Declaration procedures (where utilised by operators), the pilot in command shall ensure that the General Health Declaration is completed accordingly in relation to suspected cases of communicable diseases.

#### **6. Formalisation of policies and procedures**

6.1 Procedures may be initially formalised by a crew notice or by amendment to the Operations Manual.

#### **7. Queries**

7.1 Any queries as a result of this Operational Directive should be addressed to Head of Flight Operations and Flight Crew Licensing Inspectorate at the following e-mail address: [hfo@scaa.sc](mailto:hfo@scaa.sc)

#### **8. Revocation and Commencement**

8.1 This Operational Directive comes into force **27<sup>th</sup> May 2019** and will remain in force until revoked by the Authority.

Head Flight Operations and Flight Crew Licensing Inspectorate