



# Aircrew Testing and Isolation Policy <sup>v4.1</sup>

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## Changes

This update is mainly a change to the supporting narrative. The policy, in essence, remains unchanged. One particular point to note is that the intention of the Aircrew policy is not to be more restrictive than the Safer Travel policy. This is likely to be more relevant with the introduction of COVID certification and the Green Light RAG status. As such, the Safer Travel policy testing and isolation can be selected in lieu of the Aircrew policy.

## Introduction

Following the update to the aircrew testing and isolation policy rollout on 06/04/2021 there have been questions raised by operators to ensure that they can comply with both the policy and industry regulations. This document should provide clarity on some areas and act as a more general 'user guide' for submitting the pre-declaration forms.

## Scope of policy

This policy applies to all aircrew arriving into Jersey. (For the avoidance of doubt, this includes General Aviation, Corporate and Commercial.) Unless there are explicitly defined exceptions below, this policy cannot be used for aircrew arriving into Jersey if:

- they are not operating or supernumerary crew on the arriving flight OR
- they have been off island for anything other than work purposes

## Key points

- Testing will be automatically booked upon submission of the pre-declaration.
- No requirements for a test if the crew member is on a rostered day off.
- Provisions to pass landside to complete essential duties.
- This policy **ONLY** applies to crew carrying out work related duties.

## Completing the pre-declaration

The online pre-declaration should be completed within the preceding 48 hours of arriving into Jersey. When this pre-declaration is submitted, the day 0 test will be booked and a QR code emailed

to the crew member. This is the code to be scanned when passing landside on the final flight of the duty.

On day 1 all further required tests will be automatically booked and these QR codes will then be sent to the crew member. These tests will be every 72 hours for 14 days or until the departure date from Jersey, whichever is the earlier. It is therefore important that the correct departure date is entered into the pre-declaration form.

There may be different options to comply with the requirements. Below are two examples that assume all flights end up in bucket B of the testing regime, so the requirement for testing every 72 hours applies.

#### Example roster 1

14/04/2021	15/04/2021	16/04/2021	17/04/2021	18/04/2021	19/04/2021
JER-SOU SOU-JER JER-SOU SOU-JER	JER-LGW LGW-JER	DO	DO	DO	JER-SOU SOU-JER

Then a pre-declaration will be submitted for 14<sup>th</sup> with a departure date of the 15<sup>th</sup>. This will result in a single day 0 test being booked.

A pre-declaration will then be required for the 15<sup>th</sup> with a departure date of the 19<sup>th</sup>. This will result in a day 0 and day 3 test being booked. However, provided the day 3 test is cancelled then there is no need to attend this because it falls on a rostered day off.

In the above example it would also be acceptable to cancel the test on the 14<sup>th</sup> provided that the requirement to be tested every 72 hours is still met (for example, the crew member may have also been tested on the 13<sup>th</sup>).

#### Example roster 2

14/04/2021	15/04/2021	16/04/2021	17/04/2021	18/04/2021	19/04/2021
JER-HAW HAW-JER	STBY	STBY	DO	DO	JER-INV INV-JER

20/04/2021	21/04/2021	22/04/2021	23/04/2021	24/04/2021	25/04/2021
JER-NCE NCE-NCL NCL-JER	STBY	STBY	DO	DO	JER-MME MME-JER

Here, a pre-declaration will be submitted for 14<sup>th</sup> with a departure date of the 19<sup>th</sup>. This will result in a day 0 and day 3 test being booked. There is no requirement to attend this day 3 test because it falls on a rostered day off, so it can be cancelled.

A pre-declaration will then be required for the 19<sup>th</sup> with a departure date of the 20<sup>th</sup>. This will result in a single day 0 test being booked. The crew member has a couple of options here.

1. If the day 3 test was taken on the 17<sup>th</sup> then the day 0 test on the 19<sup>th</sup> can be cancelled.
2. If the day 3 test was cancelled on the 17<sup>th</sup> then the day 0 test on the 19<sup>th</sup> is required.

### Cancelling a test

Please note that it is important to cancel a test and give a reason for cancellation to ensure the Monitoring & Enforcement team do not chase for a Did Not Attend. A test can be cancelled by emailing [CovidPCR@gov.ie](mailto:CovidPCR@gov.ie), providing the test date, time and reason for cancellation.

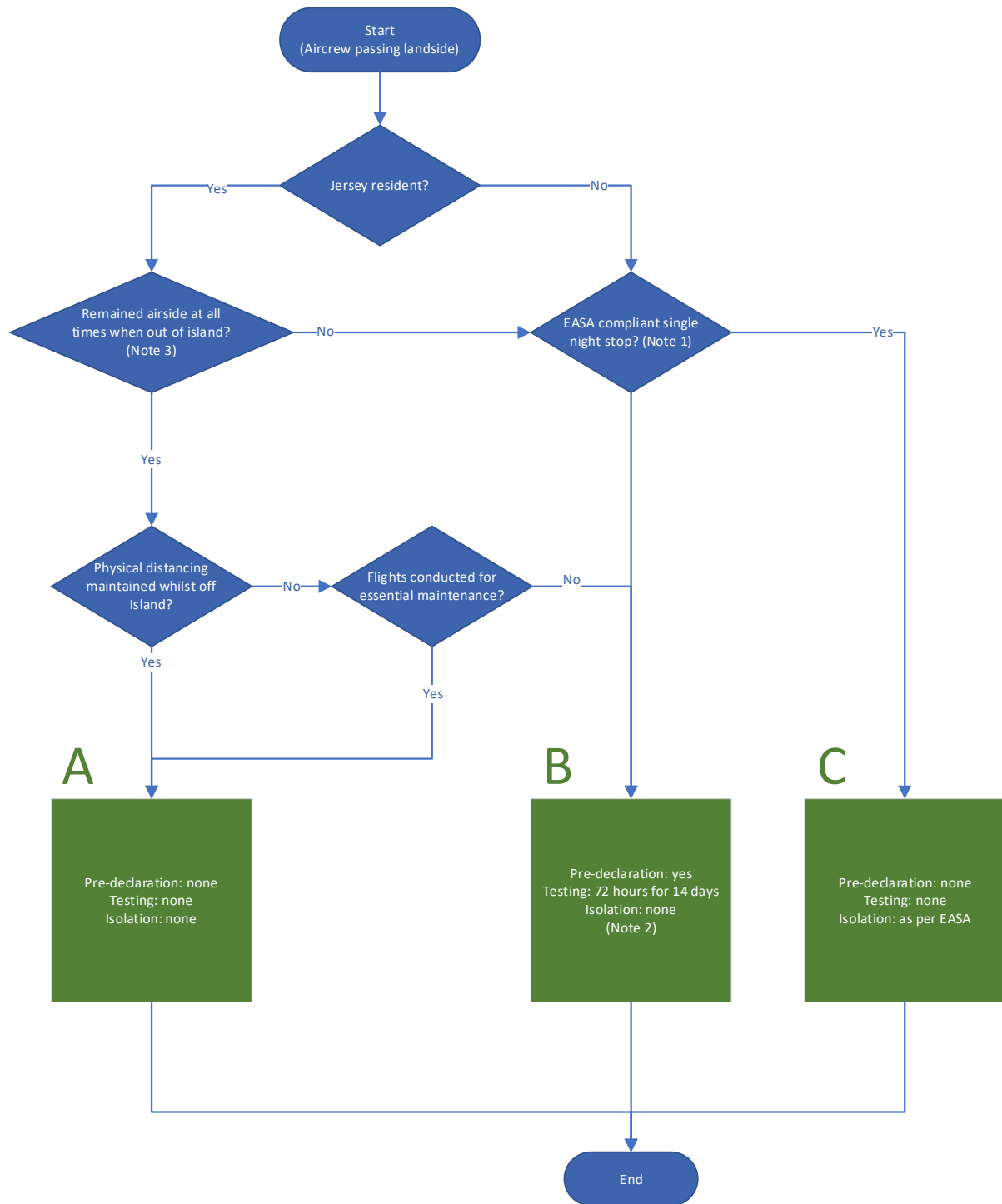
## CAA / DfT SIREN message, “BESPOKE TESTING REGIME FOR AIRCRAFT CREW AND PILOTS”

This guidance document has been discussed with DfT and they have confirmed that the territorial extent is wholly England. The guidance states: “To help protect the country from coronavirus (COVID-19), there are restrictions on travel to and from the UK. These do not apply if you’re travelling from Ireland, the Channel Islands or the Isle of Man. You must have spent the last 10 days in one of these places, or the UK.”

For further information, the UK Government webpage is here:

<https://www.gov.uk/government/publications/coronavirus-covid-19-travellers-exempt-from-uk-border-rules/coronavirus-covid-19-travellers-exempt-from-uk-border-rules>

# Policy flow diagram



Note: As the Safer Travel policy is updated there may be occasions where it is less restrictive in testing and isolation than the Aircrew policy. If this is the case then the Safer Travel policy may be used in lieu of the Aircrew policy.

Note 1

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2.1.3 When long stopovers or layovers cannot be avoided due to operational restrictions, mitigating measures should be put in place in coordination with the airport operators and local authorities to ensure that the risk of exposure through the contact of crew members with the local population is considerably reduced. Such measures may include but are not limited to the following:

- (1) The aircraft operators should provide crew members with Additional Station Information outlining Special consideration/Curfews/Operational Restrictions based on national or local requirements at the destination;
- (2) In agreement with the airport and local authorities, crew members should be transferred, as much as practically possible, with a minimum separation of one seat between crew members.
- (3) Crew members should not be transferred to and from the resting facilities (hotel) through the public areas of the airport terminals.
- (4) Once they reach their resting facilities (hotel), crew members should:
  - (a) At all times comply with local public health regulations and policies;
  - (b) Avoid unnecessary contact with the public and other crew members, observe good personal hygiene, respiratory hygiene and physical distancing measures and wear a medical facemask when required to leave the room;
  - (c) Remain in the room as much as practical except to seek medical attention, for emergency situations or for essential activities, while respecting physical distancing requirements;
  - (d) Not use the common facilities of the accommodation unless physical distancing measures are in place;
  - (e) Consider dining in-room, getting take-outs or dining in a restaurant preferably within the accommodation facility, maintaining physical distancing; and
  - (f) Regularly monitor for COVID-19 relevant symptoms including fever.
- (5) The aircraft operator should ensure that each crew member has their own room (single occupancy) and should agree with the hotel that the rooms to be used by crew members should be disinfected before use.

Note 2

The 72 hours would 'reset' to zero upon every entry into the Island. An entry being defined in this context as passing from airside to landside after operating a flight. If a test is not possible upon arrival and the crew member does not have an approved negative PCR test result within the previous 72 hours, they will be required to take a PCR test as soon as possible. For clarity, an approved PCR test will include, but is not limited to, an UKAS accredited test performed in the UK. If a test falls on a crew members rostered day off then the crew member will have the option to cancel the test. This will not affect the isolation requirements.

Note 3

If essential duties require passing landside for brief periods then "Yes" can be answered to this question. Examples of essential duties would be to pay landing fees, meet passengers, collect a flight briefing pack.

## Example scenarios

	Crew	Example Scenario	Regime	Notes
1	Jersey resident aircrew who remains airside and always maintains physical distancing during duty.	Corporate/private aircrew maintaining physical distancing from passengers and other crew members.	A	An example could be pilots in single crew aircraft, or cabin crew on empty flights. The physical distancing requirement is for the whole duty and not just the last flight arriving into Jersey.
2	Resident or non-resident aircrew arriving in Jersey for a turnaround only.	Any aircrew who always remains airside during the turnaround before leaving the island.	A	Strictly speaking this scenario falls outside the aircrew policy as the crew member never enters Jersey. It is included here for the avoidance of doubt.
3	Flights for essential maintenance	Private pilot flies to UK airfield for essential maintenance, stays airside and does not interact with others and returns to Jersey without collecting any passengers.	A	An accepted derogation to this scenario would be if the pilot received a lift in another private aircraft to either deliver or collect the aircraft undergoing maintenance. The pilot providing the lift would also be covered under this derogation. It is understood that physical distancing may not be possible in most GA aircraft but precautions should be taken to avoid the spread of Corona Virus commensurate with flight safety.

4	Jersey resident aircrew operating routes that involve night stopping when away from Jersey	Jersey resident aircrew who flies to the USA out of Heathrow and returns to Jersey once a week.	B	This will apply to most long haul and some short haul aircrew. The testing regime will assist in maintaining the requirement for a negative test within 72 hours before subsequent duties off-island.
5	Jersey resident aircrew who remains airside but cannot maintain physical distancing during duty.	Jersey resident Blue Islands aircrew operating a multi sector day beginning and ending in Jersey and remaining airside at all times.	B	This would apply to most short haul aircrew from Jersey.
6	Non-resident aircrew operating into Jersey with overnight stay	Easyjet/BA crew arriving on last flight into Jersey, departing the following day (EASA guidance)	C	<p>Provided that the layover is compliant with EASA guidelines then no pre-declaration or testing required. Airlines will have details of crew if required.</p> <p>If subsequent night stops are required for operational reasons (i.e. tech aircraft or wx) then this regime will remain extant if EASA rules are continued to be followed.</p> <p>Note: If there is a symptomatic passenger or crew member on board then testing should be considered (the airline should advise GoJ if this is the case).</p>
7	Private aviation – goes landside	Private pilot flies to UK airfield, clears customs and visits relative before returning.	N/A	Falls outside of aircrew policy. Standard passenger pre-declaration required.
8	Jersey resident crew attending off-island training	Pilot attends initial or recurrent training course overseas	See notes	<p>If the answer to BOTH the following questions is YES then the crew member can select, “Operating aircrew on the inbound aircraft” and regime B will apply:</p> <ul style="list-style-type: none"> <li>• Has the crew member complied with EASA isolation guidelines and their company requirements when out of the island?</li> <li>• Has the crew member been out of the island <b>solely</b> for training <b>OR</b> work purposes related to their job as aircrew?</li> </ul>
9	Training flight (not landing away from Jersey)	Aero Club lessons	N/A	Outside the scope of this policy.
10	Off island layover with no isolation	Jersey resident aircrew that has a layover but does not comply with EASA regulations during the layover	N/A	Outside the scope of this policy. Crew member must complete the pre-declaration and follow the extant testing/isolation requirements for travellers. There is an option to apply for a work exemption (on gov.je) to allow for a case by case assessment by the Monitoring & Enforcement team.