



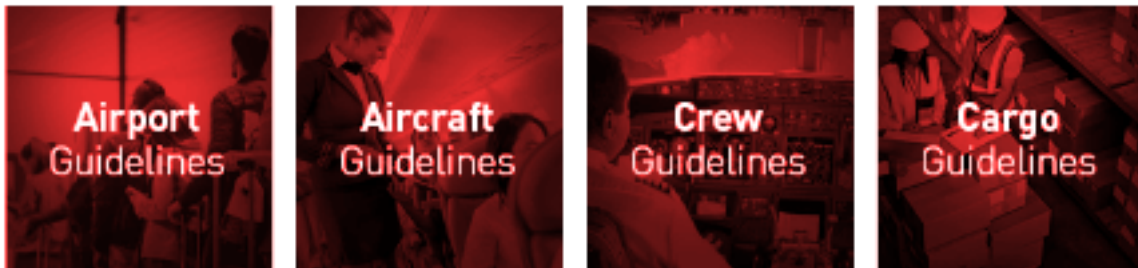
## SAFE TRAVELS

Haugesund & Lund, 20 Aug. 2020

### **Take-off: Guidance for Air Travel through the COVID-19 Public Health Crisis**

*Yards, Rigs and Vessels owners operate in an international environment faced with complex logistic problems. These challenges have intensified due to the closure of national borders, airports, harbors and flight routes during the ongoing Covid-19 pandemic. The outcome is a fragile global supply chain and an estimated number of 250,000 seamen worldwide unable to return to base in a timely, safe and comfortable manner. Some have been stuck at sea for over 12 months.*

*Subsea to Air was formed to facilitate safe travels. First of all, we believe in offering crew and staff members a chartered, private flight to ensure timely movement of people and avoid the risk of canceled flights and health risks as well as economic effects associated with cancellations and last minute changes. Secondly, we have developed a protocol to ensure that travelers are experiencing a safe and comfortable journey.*



The European Union Aviation Safety Agency (EASA) and the European Centre for Disease Prevention and Control (ECDC) have developed operational guidelines. Subsea to Air is making sure that every aircraft operator that we commission is adhering to COVID-19 Aviation Health Safety Protocol Operational guidelines for the management of air passengers and aviation personnel in relation to the COVID-19 pandemic Issue No: 02 — Issue date: 30/06/2020

To further streamline operations and make operations- and HR departments able to make informed decisions, the Subsea to Air service includes online and offline tools for access to facts about area lockdowns, quarantine measures, flight restrictions as well as VISA and required document check related to travelers nationality, origin, destination and countries visited.

## Mitigations to reduce health risk to air passengers and aviation workers

In the aftermath of the COVID-19 outbreak, government regulators, airports, airlines, and aircraft manufacturers among other stakeholders of the aviation ecosystem developed, in coordination with public health authorities, a set of measures aimed at reducing health risks to air travellers, aviation workers, and the general public.

Subsea to Air has developed measures based on ICAOs guidelines and our years of experience in the aviation industry, applicable to airport operators, airlines, and others in the air transport industry, and they are designed to enable a consistent and predictable travel experience. Our aim is to contribute to the efficient, safe, secure, and sustainable transport by air and will minimise the risk of COVID-19 transmission between and among these groups and the general public.

### **Aircraft**

The aircraft module of the international recommendations contains specific guidance addressing boarding processes, seat assignment processes, baggage, interaction on board, environmental control systems, food and beverage service, lavatory access, crew protection, management of sick passengers or crew members, and cleaning and disinfection of the flight deck, cabin, and cargo compartment.

### **Crew**

Crew regulations contain specific guidance addressing the contact of a crew member with a suspected or positive COVID-19 case, reporting for duty, dedicated end-to-end crew layover best practices, crew members experiencing COVID-19 symptoms during layover, and positioning of crew.

### **Physical Distancing**

To the extent feasible, people should be able to maintain social distancing consistent with the World Health Organization (WHO) or applicable State health guidelines. Where this distancing is not feasible (for example in aircraft cabins), adequate risk-based measures should be used.

### **Ventilation**

Aircraft operators and airport operators should collaborate to ensure that our passengers are not kept on board an aircraft without proper ventilation for longer than 30 minutes.

### **Face Covering and Mask**

Although passengers should have already been reminded to have a sufficient supply of face masks for the entire duration of their journey, aircraft operators should have a sufficient number of face masks on board to provide to passengers, especially for long-haul flights where the need to replace them may be advised by national public health authorities.

Face coverings should be worn, consistent with applicable public health guidelines. The type of face covering (non-medical or medical) should be selected based on the level of risk and the availability of masks while taking into consideration the potential risks and disadvantages of using masks. In all instances, best practices should be followed about when and how to wear, remove, replace, and dispose of them, as well as hand hygiene after removal. Passengers should be reminded that, typically, face masks should be replaced after being worn for 4 hours, if not advised otherwise by the face mask manufacturer, or when they become wet or soiled, and that they should ensure a sufficient supply of face masks for the entire duration of their journey.

The use of face masks should be considered only as a complementary measure to physical distancing and, in addition, passengers should be required to observe the following measures at all times unless otherwise advised by airport staff or aircrew members: — Hand hygiene by meticulously washing their hands with soap and water or, where this is not available, using

alcohol-based hand-sanitising solution. — Respiratory etiquette by covering the mouth and nose with a paper towel cover or a flexed elbow when sneezing or coughing, even when wearing a face mask. — Limiting direct contact (touch) of any surfaces at the airport and in the aircraft to only when absolutely necessary

Staff members who interact with passengers directly (e.g. security check agents, assistants for passengers with reduced mobility, cleaning staff, etc.) should wear a face mask, disposable gloves and their uniforms; uniforms should be changed daily, and where uniforms cannot be changed daily, a protection suit should be used as an alternative.

Aircraft operators should have on board one or more Universal Precaution Kits (UPKs). Such kits should be used by crew members who are assisting possible COVID-19 case<sup>13</sup> and in cleaning up and correctly discarding any potentially infectious contents.

### **Adjusted boarding process**

To the extent possible consistent with weight and balance requirements, board and disembark passengers in ways that reduce the likelihood of passengers passing in close proximity to each other.

### **Seat Assignment Processes**

Where required, assign seats for adequate physical distancing between passengers. Airlines should allow for separated seating arrangements when occupancy allows it.

Limit interaction on board. Encourage passengers to travel as lightly as possible with check-in of all luggage except small hand luggage that fits under the seat. Remove newspapers and magazines. The size and quantity of duty-free sales may also be temporarily limited.

Encourage passengers to stay in the assigned seat as much as possible.

### **In-flight service**

Limit or discontinue food and beverage service on short-haul flights or require dispensing in sealed, pre-packaged containers.

Restrict lavatory access. When possible, one lavatory should be designated for crew use only, provided sufficient lavatories remain available for passenger use without fostering congregation by passengers waiting to use a lavatory. Also, to the extent practicable depending on the aircraft, require passengers to use a designated lavatory based on seat assignment to limit passenger movement in flight, which reduces exposure to other passengers.

### **Crew protection measures**

Prohibit sharing of safety equipment used for safety demonstrations. Instruct crew members to provide service only to specific sections of the cabin. In their cabin safety demonstration, aircraft operators should include that, in case of emergency, passengers should remove their face masks before using the cabin oxygen masks. Furthermore, aircraft operators should instruct their aircrew to remove their protective face masks in case of emergency, in order to facilitate the communication of instructions to passengers. provided there is a sufficient number of lavatories in the cabin, the aircraft operators should reserve a lavatory, preferably the closest one to the flight crew compartment, for aircrew use only.

### **Routine Sanitation**

All areas with potential for human contact and transmission should be cleaned and disinfected as prescribed by public health authorities with frequency based on operational risk assessment. Passengers should be also instructed on the procedures for the safe and hygienic disposal of used face masks: waste bags should be available on board and during disembarkation. Waste materials that were in direct contact with passengers, airport staff or aircrew members, including partially consumed meals, beverages and disposable items such as used paper towels, tissues and PPE produced while treating or supporting passengers or aircrew members,

should be treated in accordance with the applicable international guidance

### **Health Screening**

States act differently and in accordance with the protocols of the local health authorities. Screening could include pre-flight and post-flight self-declarations, temperature measurement and visual observation conducted by health professionals. Such a screening could identify potentially high-risk persons that may require additional examination prior to working or flying. This screening may be conducted upon entry and/or exit. If a person shows signs and symptoms suggestive of COVID-19 or indicates exposure to COVID-19 appropriate follow up would be necessary, including a focused health assessment performed by healthcare personnel either in a dedicated interview space at an airport, or in an offsite pre-identified health care facility.

### **Contact Tracing**

Subsea to Air and international recommendations state that methods for the collection of passenger and employee contact information should be in place, to support public health authorities in contact tracing. This should be in line with applicable data privacy protection rules.

### **Health Declarations**

Subsea to Air, the charterer and the aircraft operators, in coordination with airport operators, should inform future passengers via health safety promotion activities of the travel restrictions for any passenger who may have COVID-19-compatible symptoms before arriving at the departure airport. Where feasible and justified, health declaration forms for COVID-19 should be used for all passengers, in line with the recommendations of relevant health authorities. Self declarations prior to airport arrival should also be encouraged.

### **Testing**

At the time of publication, rapid tests cannot be a precondition for travel due to their unreliability or impracticability. Rapid testing of all passengers prior to departure would not be operationally viable unless more real-time, rapid and reliable testing becomes available.

### **Airports' mitigation programs**

The airport module of EASA's Aviation Health Safety Protocol Operational guidelines contains specific guidance addressing elements for: Airport terminal building, cleaning, disinfecting, and hygiene, physical distancing, staff protection, access, check-in area, security screening, airside areas, gate installations, passenger transfer, disembarking, baggage claim and arrivals areas. Thermal screening at the departure airport If thermal screening (skin temperature check) is recommended due to national response regulations.

In order to reduce the number of people in the terminals, and consequently facilitate physical distancing, airport operators, in coordination with aircraft operators, should inform passengers prior to their arrival at the airport that access to terminals is restricted to passengers only.

### **Cargo**

Cargo flight crews should apply the same health and safety considerations as passenger flight crews and are collectively included in the crew section of all documents. Whilst air cargo consignments do not come into contact with the travelling public, the cargo acceptance and hand over process does include interaction with non-airport employees. The Cargo Module addresses aviation public health including physical distancing, personal sanitation, protective barriers point of transfer to the ramp and the loading and unloading, and other mitigation procedures.

<b>Type of measure</b>	Airport operators	Aircraft operators	Airport staff	Service providers	Aircrew members	Passengers
Acknowledgment of Covid-19 policy		Yes				
Physical distancing	Wherever possible	Wherever possible	Wherever possible	Wherever possible	Wherever possible	Wherever possible
Face masks	Yes	Yes	Yes	Yes	Yes	Yes
Health safety promotion material		Yes			Yes, should adhere to recommendations	Yes, should read and adhere to recommendations
Cleaning and disinfection		Yes				
Passenger interaction		Essential in-flight services only. Avoid lavatory queuing. Designate lavatory for aircrew use only.				Limiting their requests to the cabin crew members to the essential.
Thermal screening	Yes, where required by the national authorities	Not applicable				
Reduced aircrew		Yes				

Examples of available documents

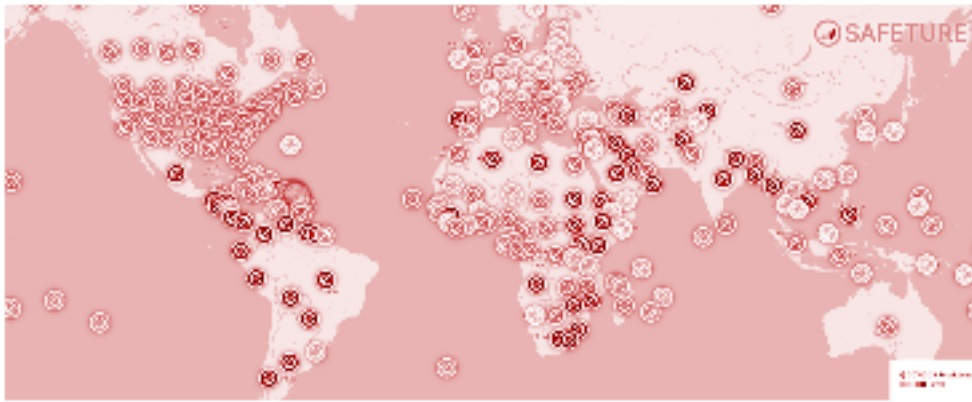


CREW COVID-19 STATUS CARD	
<b>Purpose of this card:</b> Information to be recorded by crew prior to departure to confirm their COVID-19 health status and to facilitate processing by State's Public Health Authorities.  Notwithstanding completion of this card, a crew member might still be subjected to additional screening by Public Health Authorities as part of a multi-layer prevention approach e.g. when recorded temperature is 38°C or greater.	
<b>1. During the past 14 days, have you had close contact (face-to-face contact within 1 meter and for more than 15 minutes or direct physical contact) with someone who had symptoms suggestive of COVID-19?</b>	
	Yes    No
<b>2. Have you had any of the following symptoms during the past 14 days:</b>	
Fever	Yes    No
Coughing	Yes    No
Breathing difficulties	Yes    No
<b>3. Temperature at duty start:</b>	
Temperature not recorded due to individual not feeling/ appearing feverish	
Temperature in degrees C° / F° : _____	
Date: _____ Time: _____	
Recording method: Forehead    Ear    Other _____	
<b>4. Have you had a positive PCR COVID-19 test during the past 14 days?</b>	
Attach report if available    Yes    No	
<b>Crew member Identification:</b> Name: _____ Airline/ aircraft operator: _____ Nationality and Passport No: _____ Signature: _____ Date: _____	

Public health corridor (PHC) Form 1

AIRCRAFT COVID-19 DISINFECTION CONTROL SHEET					
Aircraft Registration: _____					
Aircraft disinfection was made in accordance with the recommendation of the World Health Organization, at a frequency determined by the National Public Health Authority and in accordance with approved products and application instructions of the aircraft manufacturer.					
J	Time (24hr-UTC)	Airport (ICAO code)	Remarks	Disinfectant name	
Aircraft areas treated		Disinfectant material	Comments	Disinfectant signature	
Flight deck <input type="checkbox"/>					
Passenger cabin <input type="checkbox"/>					
Cargo compartment(s) <input type="checkbox"/>					
Other: _____					
J	Time (24hr-UTC)	Airport (ICAO code)	Remarks	Disinfectant name	
Aircraft areas treated		Disinfectant material	Comments	Disinfectant signature	
Flight deck <input type="checkbox"/>					
Passenger cabin <input type="checkbox"/>					
Cargo compartment(s) <input type="checkbox"/>					
Other: _____					
J	Time (24hr-UTC)	Airport (ICAO code)	Remarks	Disinfectant name	
Aircraft areas treated		Disinfectant material	Comments	Disinfectant signature	
Flight deck <input type="checkbox"/>					
Passenger cabin <input type="checkbox"/>					
Cargo compartment(s) <input type="checkbox"/>					
Other: _____					

Public health corridor (PHC) Form 3



## Contacts

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