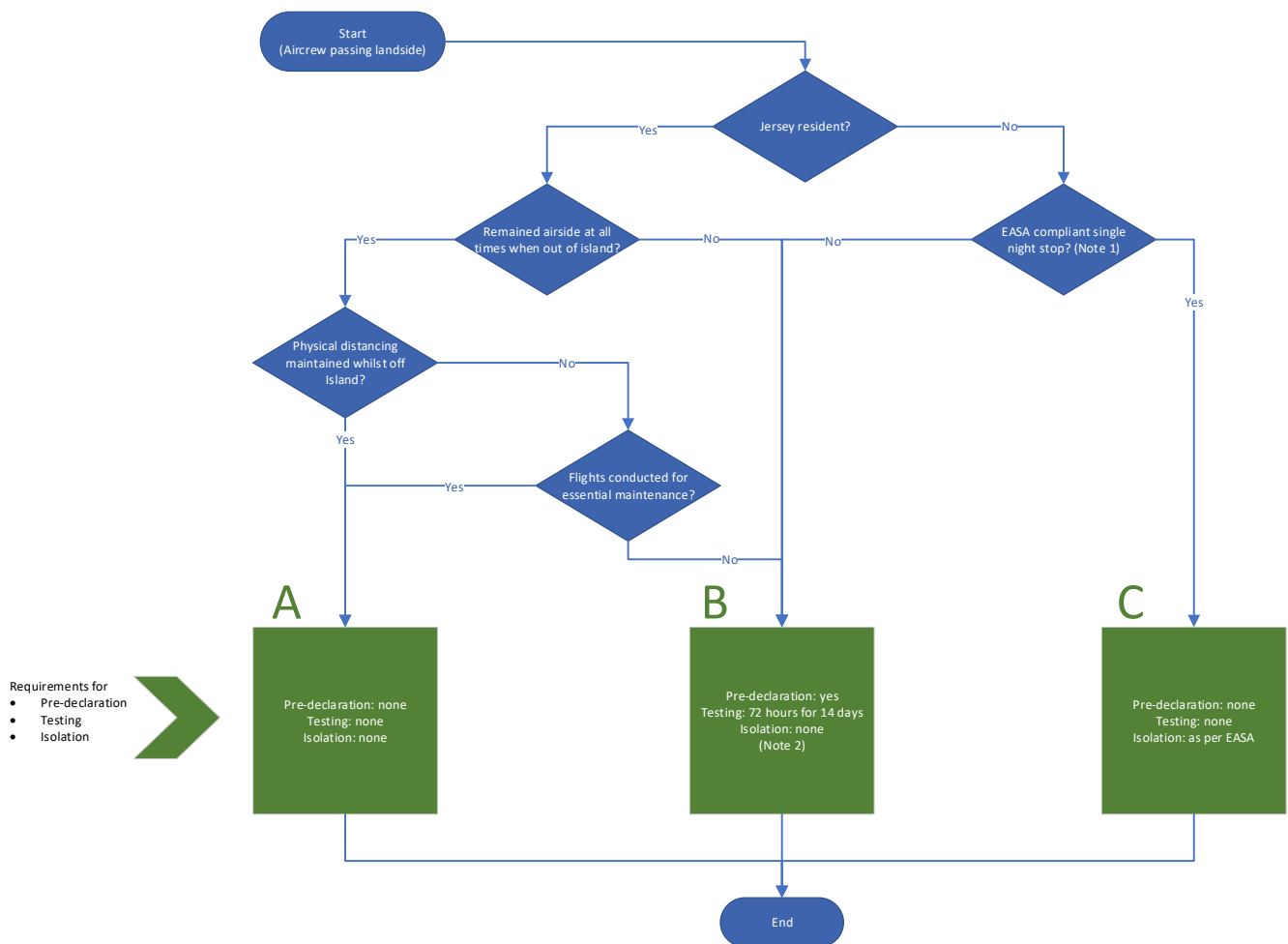


# Aircrew Policy v3.1

Scope: this policy is to apply to all aircrew arriving into Jersey. (For the avoidance of doubt, this includes General Aviation, Corporate and Commercial.) Unless there are explicitly defined exceptions, 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

Effective Date: this policy will replace the existing policy on 06/04/2021.



Note 1 - **Guidance on the management of crew members in relation to the COVID-19 pandemic** Issue 2 | 30.06.2020

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 then they will be required to self-isolate until such a negative result is obtained. For clarity, an approved PCR test will include, but is not limited to, an UKAS accredited test performed in the UK.

	Crew	Example Scenario	Regime	Information
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	Provided that the layover is compliant with EASA guidelines then no pre-declaration or testing required. Airlines will have details of crew if required. 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. 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).
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 recurring training course overseas	?	<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 guidelines and their company requirements when out of the island?</li> <li>• Has the crew member been out of the island solely for training or 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.