



Miscellaneous

No: 1377

Regulation (EU) No. 2018/1139

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Regulation (EU) No. 748/2012

Regulation (EU) No. 965/2012

General Exemption E 5054

Installation of a Temporary Separation Barrier between the Flight Deck and Cabin Area of Aircraft used to Transport Key Workers during the COVID-19 Pandemic

- 1) The Civil Aviation Authority ('the CAA'), on behalf of the United Kingdom and pursuant to article 71(1) of Regulation (EU) No 2018/1139 exempts, subject to paragraph 4, the operator and aircraft commander of any aircraft identified in paragraph 2 ("the aircraft") for which the CAA is the competent authority, from any provision in that Regulation or any Implementing Rule made thereunder which provides that the aircraft shall not fly unless the change of design identified in paragraph 3 has been approved in accordance with Part 21, the Annex to Commission Regulation (EU) No. 748/2012.
- 2) **Applicability.** This exemption applies to any unpressurised aircraft being operated as commercial air transport or public transport by the Operator and used to transport key workers during the COVID-19 pandemic where recommended social distancing precautions are impractical (see Note 1).
- 3) **Change of Design.** Installation of a temporary separation barrier between the flight deck and cabin area.
- 4) **Conditions of Exemption.** This exemption is granted subject to the following conditions:
 - a. where the materials selected to construct and fix the barrier to aircraft are not made from materials that meet the applicable airworthiness requirements then they should meet a recognised fire-retardant standard (see Note 2);
 - b. the barrier is installed and secured in such a way that it does not present a hazard to the aircraft or degrade the operation of any other certified equipment or system. Careful consideration must be given to ensure that the barrier and its retention means are sufficiently strong to remain in place during all envisaged flight and ground operations, especially when doors or windows are opened, and rotors are turning, or engines are running;
 - c. the Operator shall complete a risk assessment in accordance with Commission Regulation (EU) 965/2012, ORO.GEN 200 and implement associated changes within the Operations Manual, procedures and training of staff in accordance with ORO.GEN.110 and with the agreement of the CAA.
 - d. the operator implements measures or procedures to restrict recirculation of air between the cabin and the flight deck;

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- e. the operator establishes that access and egress, under normal and emergency conditions, from the aircraft is not adversely affected by the installation of the barrier, and;
 - f. the Operator shall ensure that a description of specific duties and responsibilities for controlling the operation of the aircraft under this exemption is established and promulgated to the flight crew;
 - g. the barrier is checked to ensure that it remains securely attached as part of the pilot's pre-flight checks, and;
 - h. a reliable means of communication is established between the flight crew and the aircraft occupants, and;
 - i. the operator shall report any safety occurrence relating to the installation of a barrier installed under this Exemption to the CAA without delay.
- 5) In this Exemption, "key workers" means any personnel nominated as such by Her Majesty's Government in the interests of addressing situations arising from the Covid-19 pandemic.
- 6) This exemption supersedes Official Record Series 4 No. 1371, which is revoked.
- 7) This exemption has effect from the date it is signed until 31 July 2020, both dates inclusive, unless previously revoked.

N Williams

for the Civil Aviation Authority

09 April 2020

Explanatory Notes:

1. This exemption provides some protection for flight crew from the possibility of contracting the COVID-19 virus when transporting asymptomatic key workers by air in small aircraft during the pandemic.
2. Note: these need not be normal aviation grade materials specified in the applicable Certification Specification (for example, EN 13501-1 "Fire test to building material", that comply with European fire-retardant standards).