



Miscellaneous

No: 1407

Regulation (EU) No. 2018/1139

Publication date: 30 July 2020

Regulation (EU) No. 748/2012

Regulation (EU) No. 965/2012

General Exemption E 5130

Installation of a Temporary Separation Barrier between the Flight Deck and Cabin Area of Aircraft used for Commercial Air Transport or Public Transport 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 pilot in command 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) This exemption applies to any unpressurised aircraft being operated for the purpose of commercial air transport or public transport during the COVID-19 pandemic, where recommended social distancing precautions are impractical (see Notes 1 and 3).
- 3) Change of design - Installation of a temporary separation barrier between the flight deck and cabin area.
- 4) This exemption is granted subject to the following conditions:
 - a. where the materials selected to construct and fix the barrier to the 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 to be 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) No. 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 shall implement measures or procedures to restrict recirculation of air between the cabin and the flight deck;

- e. the Operator shall establish that access and egress, under normal and emergency conditions, from the aircraft is not adversely affected by the installation of the barrier;
 - 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 Operator is to ensure that as part of the pilot's pre-flight checks the barrier is checked for security of attachment;
 - h. the Operator is to ensure that a reliable means of communication is established between the flight crew and the aircraft occupants;
 - i. the Operator shall report any safety occurrence relating to the installation of a barrier installed under this Exemption to the CAA without delay; and
 - j. use of this Exemption E5130 shall be recorded in the appropriate aircraft records.
- 5) This exemption supersedes Official Record Series 4 No. 1377, which is revoked.
 - 6) This exemption has effect from the date it is signed until 31 March 2021, both dates inclusive, unless previously revoked.

P Moule
for the Civil Aviation Authority

30 July 2020

Explanatory Notes:

1. This exemption is designed to facilitate protective measures reducing the possibility of COVID-19 transmission between flight crew and other personnel being carried in the cabin. It has been re-issued to enable these measures to remain in place for a longer period than was originally envisaged; and to enable operators who are considering such operation beyond the end of the extended exemption period, sufficient time to obtain full (EASA Part 21J) design approval, without disrupting operations.
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).
3. This Exemption does not alleviate the Operator from ensuring that passengers comply with the UK Government requirements for face coverings on public transport.