



Movement of Passengers during COVID-19 Pandemic

Technical Note

Issue 07
September 2020

Acknowledgments

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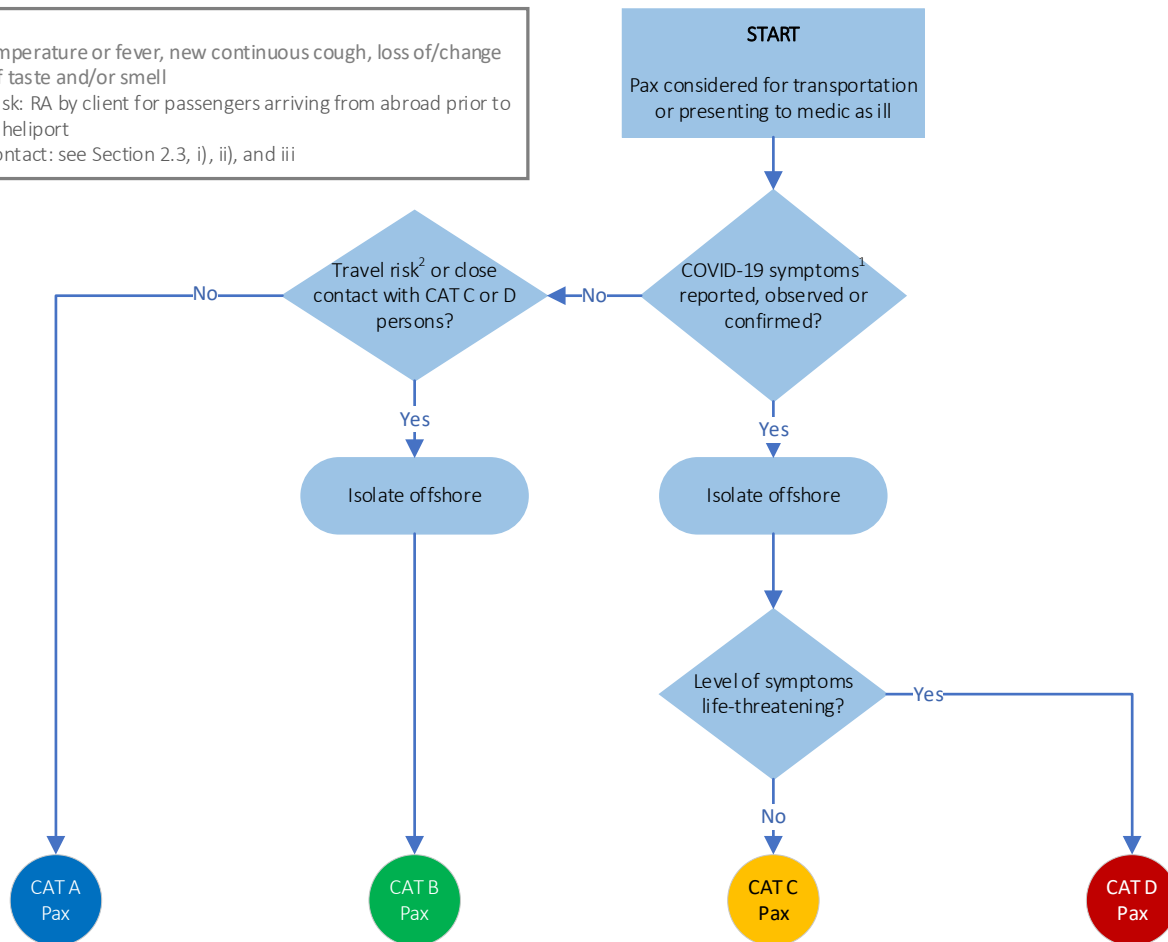
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1 Passenger Flowchart

Notes:
 1 -High temperature or fever, new continuous cough, loss of/change in sense of taste and/or smell
 2 -Travel risk: RA by client for passengers arriving from abroad prior to arriving at heliport
 3 -Close contact: see Section 2.3, i), ii), and iii



Heli Operator Considerations

- Snood must be worn
- Normal O&G aircraft/crew

- Snoods must be worn
- Cleaning of aircraft and survival equipment per operator’s Cat-B protocols
- To ensure adequate pax distancing a maximum of 8 Cat B passengers per aircraft to be carried

- PPE required for patient and escort (patient face covering should be FRSFM not FFP2/3 or equivalent)
- Decontamination of aircraft and survival equipment required
- CMED / Medevac / SAR aircraft/ crew with limited numbers (1-4 pax) ensuring min 2m clearance distance from crew /escorts
- Completion of Heli Operator Medevac form

- PPE required for patient and escort
- Decontamination of aircraft and survival equipment required
- SAR aircraft/crew required

Client Considerations

- Provision of snood
- No decontamination required
- No onward transport plan required

- Provision of snood
- Decontamination of survival equipment as per provider instructions
- Specific onward transport plans to be provided prior to flight

- Provision of PPE for patient and any client-provided escort (face covering should be FRSFM not FFP2/3 or equivalent)
- Evidence of medical RA to be provided to helicopter operator
- Specific onward transport plans to be provided prior to flight

- Provision of PPE for patient
- Evidence of medical RA
- Specific onward transport plans to be provided prior to flight

2 Explanatory notes

2.1 Flowchart notes

- Passengers of different categories are not to be mixed on any flight (*see section 2.4.1 note A*).
- All inbound flight manifests are to be annotated and signed indicating whether or not any passenger(s) on board the aircraft are being transported for COVID-19 infection considerations i.e. CAT B & C (*see section 2.4.2 note B*).
- Following identification of a suspected COVID-19 case on any offshore installation, normal crew change flights can resume provided:
 - all Category B/C/D cases have been appropriately isolated, and
 - all pax for inbound travel on crew change aircraft are established as 'CAT A'.

2.2 Understanding and implementing the 'Movement of Passengers' Flowchart

2.2.1 Situation 1: Offshore installation has NO case(s) of COVID-19

- Normal flying

2.2.2 Situation 2: Offshore installation has one or more cases of COVID-19/ Installation is notified of case requiring 'contact tracing'

- Diagnosis will be made by installation medic, Topside doctor and Installation Operator Company Medical Advisor.
- Patient/case/person with symptoms ('symptomatic') will automatically be either 'CAT C' or 'CAT D' passengers.
- Preference for medevac of patient/case/person with symptoms at stage of 'CAT C' passenger, before possible deterioration to 'CAT D'.
- Most likely destination for 'CAT C' passengers on arrival ashore will be home, for self-care and isolation there.
- 'CAT C' passengers will be returned ashore on a medevac flight with infection control measures and an escort.

2.2.3 For movement of personnel without symptoms (asymptomatic passengers):

- Installation operator, in consultation with its medical advisor, to categorise remaining personnel (who are not 'symptomatic' they do not have symptoms) as either 'Cat A' or 'Cat B'
- Cat B status is based on government advice to persons 'in the same household' as a case that they should self-isolate at home too (*see: [https://www.nhsinform.scot/illnesses and conditions/infections and poisoning/coronavirus covid 19/coronavirus covid 19 general advice](https://www.nhsinform.scot/illnesses-and-conditions/infections-and-poisoning/coronavirus-covid-19/coronavirus-covid-19-general-advice)*). However, being on an offshore installation is not the same as being in the same household as

someone. Offshore installations are recognised by public health authorities as being a ‘halfway house’ a place of work, but also a place where people live.

- It is not appropriate for all personnel on the installation other than a case to ‘self-isolate’ there, but some will have been sufficiently close to the patient/case/person with symptoms to count as equivalent to having been ‘in the same household’.
- A ‘CAT A’ passenger is a normal passenger, in the same way as an outbound passenger at the heliport is a normal passenger.
- A ‘CAT B’ person is someone who had they been at home would be self-isolating because someone else at home was unwell (‘symptomatic’). The objective is to enable normal passengers to travel normally, and ‘CAT B’ passengers to return ashore to self-isolate at home there.
- Deciding ‘CAT B’ status is predicated on the concept of ‘contact’. With the implementation of the national ‘test and trace’ strategy in June 2020, the definition of ‘contact’ has changed, and is now:

2.3 Definition of ‘contact’

- i. Having, in the past 14 days, provided direct care for patient(s) with COVID-19 disease without using proper personal protective equipment, i.e. an unprotected medic. ***NB Protected medic is NOT contact***

- ii. Having travelled in a small vehicle (e.g. car or van) with...
 Having travelled in a large vehicle near (that is, having less than 1 m separation from) (***NB further away than 1 metre is NOT contact***) ...
 Having, on a flight, sat, sat within two seats in every direction (i.e. the 2 seats either side, and the 2 rows in front and behind these seats) of...

- iii. Having shared a cabin with...
 Having had unprotected physical (skin to skin) contact with...
 Having been in proximity (with face to face contact - includes being coughed on, or face to face conversation) within 1 metre for any length of time, of...
 Having been in proximity (without face-to-face contact) within 1 metre for 1 minute or longer, of...
 been in proximity between 1 and 2 metres for more than 15 minutes (the duration of contact should be considered cumulatively), of...

 ...a case (i.e. someone who has tested positive for COVID-19), from 48 hours prior to symptom onset in the case, to 10 days from the date of symptom onset in the case (if the case has been symptomatic);
 or, if the case is an asymptomatic positive PCR test, from 48 hours before the positive PCR test to 10 days from the date of positive PCR test.

2.4 Notes on management of passengers

- Contact of type (i) above should be rare: medics will use PPE when dealing with workers with possible COVID-19.
- Contact of type (ii) or (iii) may be apparent either because of a case on the installation or as a result of an onshore case within a few days of workers travelling on or offshore resulting in health protection teams notifying companies of the need for contact tracing related to the 48-hour period prior to symptom onset in the case.
- It will be good practice for companies to take steps to ensure that passenger seat location can be identified at a later date if necessary.
- Installation operators are asked to classify passengers for flights ashore from an installation where a case of COVID-19 has occurred into either
 - ‘CAT A’ (those with no contact, as described above, with the patient) or
 - ‘CAT B’ (where they have had contact as defined above).
- Once ‘CAT B’ and ‘CAT C’ cases have been isolated, ‘CAT A’ passengers will return ashore with no specific measures needed; helicopter companies will then implement measures which provide confidence for aircrews that ‘CAT B’ passengers can be flown ashore with no significant risk of transmission of infection to aircrew.
- Mixtures of ‘CAT A’ and ‘CAT B’ passengers will not be carried on the same flight.
- Accurate categorisation of ‘CAT A’ and ‘CAT B’ will allow the helicopter operators to take the necessary precautions to ensure the safe transportation of the passengers back to shore, as well as ensuring the sustainability of helicopter operations through protecting the crews as appropriate.

2.4.1 Note A

- On a case by case basis and following discussion with the helicopter operator, providing passengers from a single client are involved, it may be possible to mix ‘CAT B’ and ‘CAT C’ passengers on the same flight from the same location, however, the flight will be classed as ‘CAT C’.
- ‘CAT B’ passengers must be asked and agree to sharing the flight with ‘CAT C’ passengers by signing the “notes box” on the Medevac form.

2.4.2 Note B

- Heli admin staff shall ensure that the aircraft manifest for inbound flights has a written note in the “additional notes” box clarifying the “worst case” category on board.
- This applies to **all flight categories A, B & C.**

Appendices

A Revision Tracker

Issue	Previous issue	Change
Issue 2 30.03.20	Requirement for medevac form in heli-operator's considerations for CAT B flights	Removed
	-	Notes added to Movement of Passengers Flowchart box on Page 1
	-	Clarification notes A & B added to Page 3
Issue 3 31.03.20	-	Document title changed to be consistent with content "Movement of Passengers Flowchart"
	-	Revision tracker page added
	Movement of Passengers Flowchart text box missing a line	Movement of Passengers Flowchart box on Page 2 extended so all text can be read
	Page 3 Note A - typo	Page 4 Note A reworded
Issue 4 27.04.20	-	Addition of snood comments in CAT A & CAT B in Helicopter and Client Considerations
	-	Clarification on acceptability of FRSM as PPE in place of FPP2/3 or equivalent in CAT B & CAT C helicopter and client considerations
Issue 5 01.05.20	Typo corrections and minor formatting amendments	Format and content of notes box and CAT A pax considerations boxes
Issue 6 06.07.20	-	Additional information due contact tracing guidance for classification of CAT B pax commencing P3
Issue 7 14.09.20	-	Text change to "Information Box" on P4 to "Symptoms" and "Travel Risk"
	Requirement for escort on CAT B flights	Deleted
	Requirement for C-Med aircraft for CAT B passengers	Removed.
	CAT C Heli Operators Considerations	Cat C pax limit changed from 1-3 to 1-4 depending on a/c size.
	-	P6: change from 7 days to 10 days
	P7 Para 4: reference to CAT B passengers may require an escort	Deleted
	-	P5: Reword of "Situation 2" paragraph



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