



Mark Zee
21 May, 2020

Trip planning Checklists for Covid-19




Checklist: Trip planning for Covid-19

Item	Considerations	Notes	Action
Airport			
Check for each airport planned to. Some of these are routine and not Covid-specific, but they are included as a reminder.			
Airport	Check availability, status, restrictions, local Covid-19 issues. Read news media from that country to get a feel for current situation. Review Notices.		
Opening Hours	Daylight hours only? Runway lights? Any restrictions for GAT? Any Covid-19 changes to hours?		
Customs	International flight requires customs - is it an Airport of Entry? In rare cases, customs can be postponed at domestic airports. Month considering? Check customs hours changes for Covid-19.		
Visas	Do crew need a visa for tech stop? Destination? Pre-visit?		
Health	Any Covid quarantine rules on arrival?		
ATC	Check ATC hours of availability, availability of instrument approaches, any procedure changes.		
Runway Length	Consider that some runways may be unavailable due to being used for aircraft storage. Check aircraft performance vs. length and.		
Fuel Price	Compare harder to contract fuel prices.		
Fuel Availability	Any recent supply issues?		
Runway/Apron Strength	PCN vs. ACN. Can usually be exceeded with Airport permission but not by much.		
Suitability	Is this the right airport for the city? Domestic only, not military. Is there a GA dedicated airport? How busy is it?		
Weather	Any local factors eg. Wind shear fog. Winter ops.		
Handling	Is there a reliable ground handler? For BA, is there an FBO? Is handling mandatory?		
Maintenance	Availability if aircraft goes down.		



Checklist: Aircraft supplies (Covid-19)

Item	Considerations	Notes	Action
Passenger processing	Customs desks wait for larger aircraft? Check to desks wait? Passenger terminal? VFR terminal?		
Noise restrictions	Curfew hours, APU start procedures, aircraft types banned?		
Security	Any risk? Crime, political instability, terrorism, kidnapping.		
Fire and Rescue	Compare RFF category to your requirements. Check Notams for any Covid-19 diversions.		
GH Equipment	Any need for antiviral, UCL, cargo offload, belt conveyor, SFO required? Check availability.		
Prior reports	Check company reports, OPSGROUP Airport Day (before being accepted). Any comments that may cause concern?		
Regulatory requirements	Can we land here? (eg. USA Border overflight rules, Mexico, Customs? Specialize for etc.)		
Enroute			
Check for each FIR enroute			
Airspace	Entry requirements HA/North Atlantic, RVSM, etc.		
Comms	HF, CPDLC, VHF & D3, Datalink.		
Navigation	WPT, RNAV requirements.		
Surveillance	ADS-B, ADS-C, Mode S.		
Permits	Complexity, lead time, any Covid-19 additional documents required?		
Risk	Shutdown risk? Check SafeAirspace.net		
Closures	Any specific recent or potential airspace closures due to Covid-19?		
Engine failure	Consider whether we want to be in this airspace in an emergency situation requiring a divert - engine fail, medical, deprioritisation.		
Nav fees	Expensive? Better route close by?		
Aircraft type registration	Some countries will not allow to land, not manufactured or registered aircraft to enter the FIR or land. Before registered aircraft banned from many FIRs globally.		



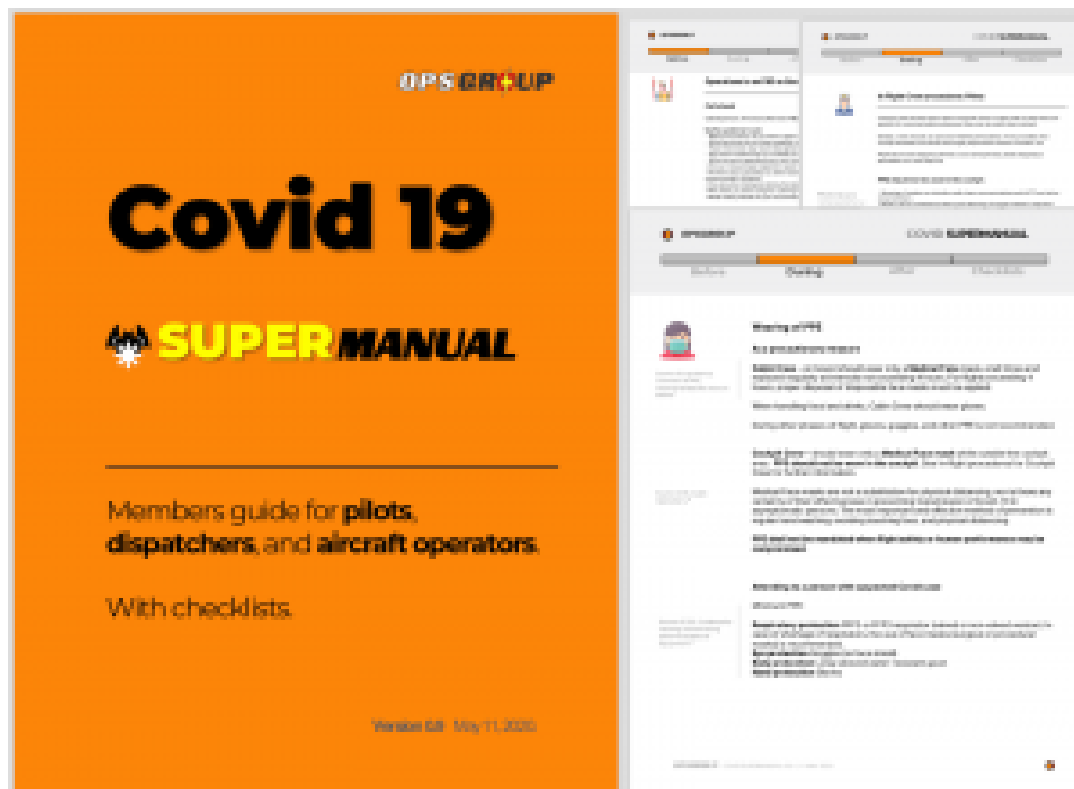
Checklist: Aircraft supplies (Covid-19)

Item	Notes	Quantity	Checked
On board - additional Covid-19 stock items			
Surgical Masks	For crew For passengers		
Gloves	For crew For passengers		
Goggles	UPK has some, if more required, load separately.		
Capes	UPK has some, if more required, load separately.		
Hand Sanitizing Gel			
Disinfecting Wet Tissues	Eg. Sani-Com		
Approved Aircraft Disinfecting Spray	Eg. Sani-Com		
Infrared Thermometer (contactless)			
Universal Precaution Kit (UPK)			
Biohazard Bags	Additional to those in the UPK for disposal of masks, gloves.		
Passenger Locator Cards			
Overnight PPE Kits	For crew down route, containing: Each pack to contain: Masks (2), gloves (2), disinfecting spray (1), spray (1).		
Crew cleaning kits	For rental vehicles, if planned to be used as crew transport down route.		

At the back of the group Covid-19 Supermanual we have 5 pages of checklists, which you can download [here](#).

- **Airport**
- **Enroute**
- **Permits**
- **Regulatory and Documents**
- **Aircraft Supplies**

What else is in the manual?



We've divided the manual into four areas around phases of flight: Before, During, After ... and a Checklists section.

Before we go flying

About Covid, Precautions, Off duty crew and staff
 Going to work, Health Check, Illness at work, Dispatchers
 Flight Crew – Fit to fly, License, medical and recency, keeping aircraft and crew current
 Wellbeing and Mental Health: How to find calm, Be Kind
 Planning a flight, Crew pairings and planning
 Aircraft cleaning and preparation, Risks: Hand Sanitizers, Dangerous Good regulations
 Catering and Food preparation, Operations to an FBO or Executive Terminal, Passengers
 Arriving at work, Briefings

During our flight

In-flight considerations
 Aircraft Setup, Boarding, Temperature Checks, Baggage, Seating
 Wearing of PPE (Personal Protective Equipment)
 Additional Aircraft Equipment
 In flight Crew procedures: Pilots, Flight Attendants, In-flight Service
 Illness in Flight – Crew actions, Dispatch actions, Cleaning procedure

After - back home (or downroute)

Disembarking
 Tech Stops and Turnarounds, Interim Cleaning, Walkaround
 Arrival at Destination, Waste Disposal, Cleaning at outstation
 Overnights/Layovers, Hotel guidance, Crew PPE kits
 Crew Illness away from Home base
 AOG/Unplanned overnight
 Arrival at Home base,

Aircraft Cleaning, Cockpit cleaning
Crew exposure, Contact tracing

Checklists

Checklist: Trip planning in Covid-19

Checklist: Aircraft supplies

Passenger Health Screening form example

For more about the Covid-19 Supermanual contents, and to download a copy, use this link.

Hand sanitizers on board: Fire risks

Mark Zee

21 May, 2020



This is an extract from the OPSGROUP Covid-19 Supermanual, version 0.9 – May 11, 2020

Hand Sanitizers - fire risk

In a documented case in May 2020, an individual suffered first and second degree burns when they made contact with a metal surface and a static discharge ignited the still wet hand sanitizer. Hand sanitizer gels contain large concentrations of alcohol. Once the hand sanitizer is applied, individuals must make sure the gel has suitable time to dry. Alcohol vapors can ignite if exposed to an ignition source, such as light switches or cigarette lighters. Crews should be made aware of this risk, especially in the aircraft operating environment. *Original source here.*

Dangerous Goods exemption requirements

Alcohol-based hand sanitizers are classified as dangerous goods and are not specifically permitted by the IATA Dangerous Goods Regulations and ICAO Technical Instructions for the Safe Transport of Dangerous goods by Air (DGR 2.5, ICAO Technical Instructions Part 1;2.2) .

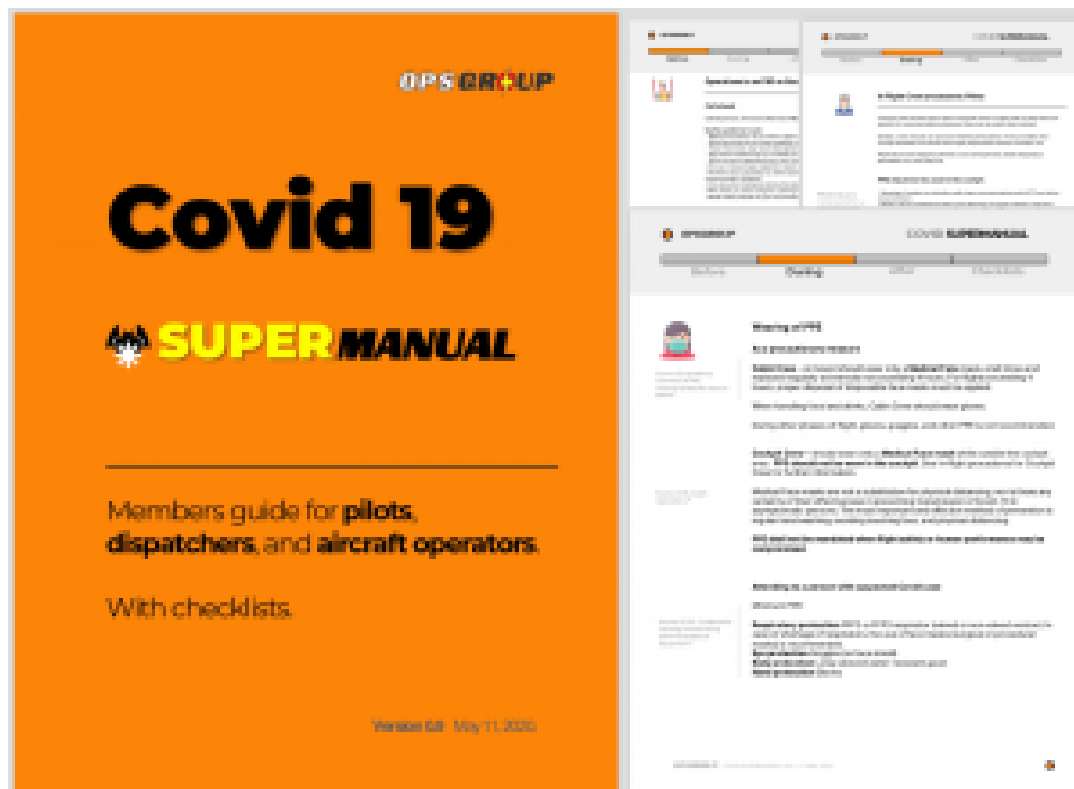
Operators that wish to add alcohol-based hand sanitizer to the items carried in galleys or installed in lavatories will need to request authorization from their civil aviation authority (State of the Operator) in accordance with the provision that is set out in Part 1;2.2.1 a) of the ICAO Technical Instructions.

IATA recommends that the request for authorization addresses the following:

- The classification and UN number of the hand sanitizer. For example, UN 1987, Alcohols, n.o.s. (ethyl alcohol mixture), UN 1170, Ethanol solution. However, the safety data sheet from the manufacturer of the hand sanitizer should be checked for the classification;
- The quantity of hand sanitizer in each container and the number of containers to be carried on the aircraft;
- What steps will be taken to ensure that the hand sanitizer is kept away from sources of heat or ignition;
- Provision of information to crew members on the carriage of the hand sanitizer. For example, that crew members will be advised on the procedures through a bulletin or other appropriate method.

Crews can take hand sanitizers as carry on, each bottle max 0.5L, under the IATA Dangerous Goods regulations, total for toiletries is 2L.

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