

COVID-19 Procedures

Den Helder Airport (EHKD)

On 31 December 2019, a cluster of pneumonia cases of unknown aetiology was reported in Wuhan, Hubei Province China. On 9 January 2020, China - Centers for Disease Control and Prevention (CDC) reported a novel coronavirus (2019-nCoV) as the causative agent of this outbreak, which is phylogenetically in the SARS-CoV clade.

As of 26 January 2020, a total of 2 026 laboratory -confirmed 2019-nCoV cases have been reported, 1 988 in China and 38 imported cases from other countries around the world. Fifty six deaths have been reported among the cases. Chinese health authorities have confirmed human-to -human transmission outside Hubei province and 16 healthcare workers are reported to have been infected.

Imported cases in Europe:

On 24 January 2020, the first imported cases (3) of 2019-nCoV were identified in France.

The rapid increase in the number of reported cases can be partly attributed to the ongoing improved testing protocols and epidemiological investigations of the Chinese authorities; however, since the original source remains unknown and human-to -human transmission has been documented; further cases and deaths are expected. Further cases are also expected among travelers from Hubei Province. Therefore, health authorities in Member States should remain vigilant and strengthen their capacity to respond to such an event.

There are considerable uncertainties in assessing the risk of this event, due to lack of detailed epidemiological analyses.

On the basis of the information currently available, European Centre for Disease Prevention and Control (ECDC) considers that:

- the potential impact of 2019-nCoV outbreaks is high;
- further global spread is likely ;
- there is currently a moderate likelihood of infection for EU/EEA citizens residing in or visiting Wuhan, Hubei province, China;
- there is a high likelihood of further case importation into countries with the greatest volume of people who have travelled from Wuhan, Hubei Province (i.e. countries in Asia);
- there is a moderate likelihood of further case importation into EU/EEA countries;
- adherence to appropriate infection prevention and control practices , particularly in healthcare settings in EU/EEA countries with direct links to Hubei, means that the likelihood of a case detected in the EU resulting in secondary cases within the EU/EEA is low;
- the impact of the late detection of an imported case in an EU/EEA country without the application of appropriate infection prevention and control measures would be high, therefore in such a scenario the risk of secondary transmission in the community setting is estimated to be very high.

To continue the vital offshore operation there are temporary procedures in place:

- **Normal operations to 'CLEAN' decks**
- **Operations to 'DIRTY' decks**

Normal operations to 'CLEAN' decks

The health and safety of our passengers and crews are the first priority for Bel Air, Heli Holland and CHC Helicopters. We also understand our continuation of helicopter operations is vital for the offshore industry and The Netherlands in general.

Consequently, we will take the following precautions in the present situation on Coronavirus /COVID-19 control:

- No passengers showing symptoms of illness can enter helicopters.
- For flight planning purposes, we no longer use alternate airfields in foreign countries, to prevent aircraft, crew and passengers ending up abroad and at risk for periods of quarantine, self-isolation, etc.
- We will all keep the front row clear of passengers to protect our pilots to continue offshore operations.
- Fresh air ventilation in the helicopters ensure that air is constantly renewed during the flights.
- Offshore shutdowns are not to be planned to protect crews and passengers.
- Manifests are not to be used offshore. Crew will have all data available in flight from Vantage. So 'enroute' changes are not accepted.
- Please keep a distance of minimum 1 meter to other passengers when entering and leaving the helicopter.
- Helicopters will be thoroughly cleaned between each flight, and the personal space (armrests, headrests, seatbelt buckles, etc.) are disinfected.
- We recommend that the life vests are being disinfected when coming back from a flight on Den Helder Airport (DHA).
- We recommend that incoming survival suits will be chemically cleaned in Den Helder Airport (DHA) before being used again.
- Turnaround time can take longer than normal due to the above measures.
- To continue offshore operations with high / increasing sickness rates we strongly advise to transfer from 'dual crew' (15 hour operations) to 'single crew' (11 hour operations). To minimize contact between crews we recommend to spread the takeoff times as much as possible.

Operations to 'DIRTY' decks

Passengers:

Passengers (pax) which are to be carried from a 'DIRTY' deck are categorized as follows:

- Category A pax: Healthy no prob. (normal ops).
- Category B pax: No symptoms but have been on a platform with people who have symptoms.
- Category C pax: Passengers with symptoms but not in critical state and capable of traveling alone.
- Category D pax: Critical ill passengers. Only SAR can transport.

To determine the category the backup doctor for the offshore installations will be involved. The flow diagram Annex A is used to determine the means of transportation.

Note: When during flight with either Cat A or Cat B 1 or more passengers become sick the flight will automatically become Cat C and the passengers and crew have to follow the Cat C procedure.

The procedures when arriving at Den Helder Airport are described below.

Category A pax:

- Normal operations

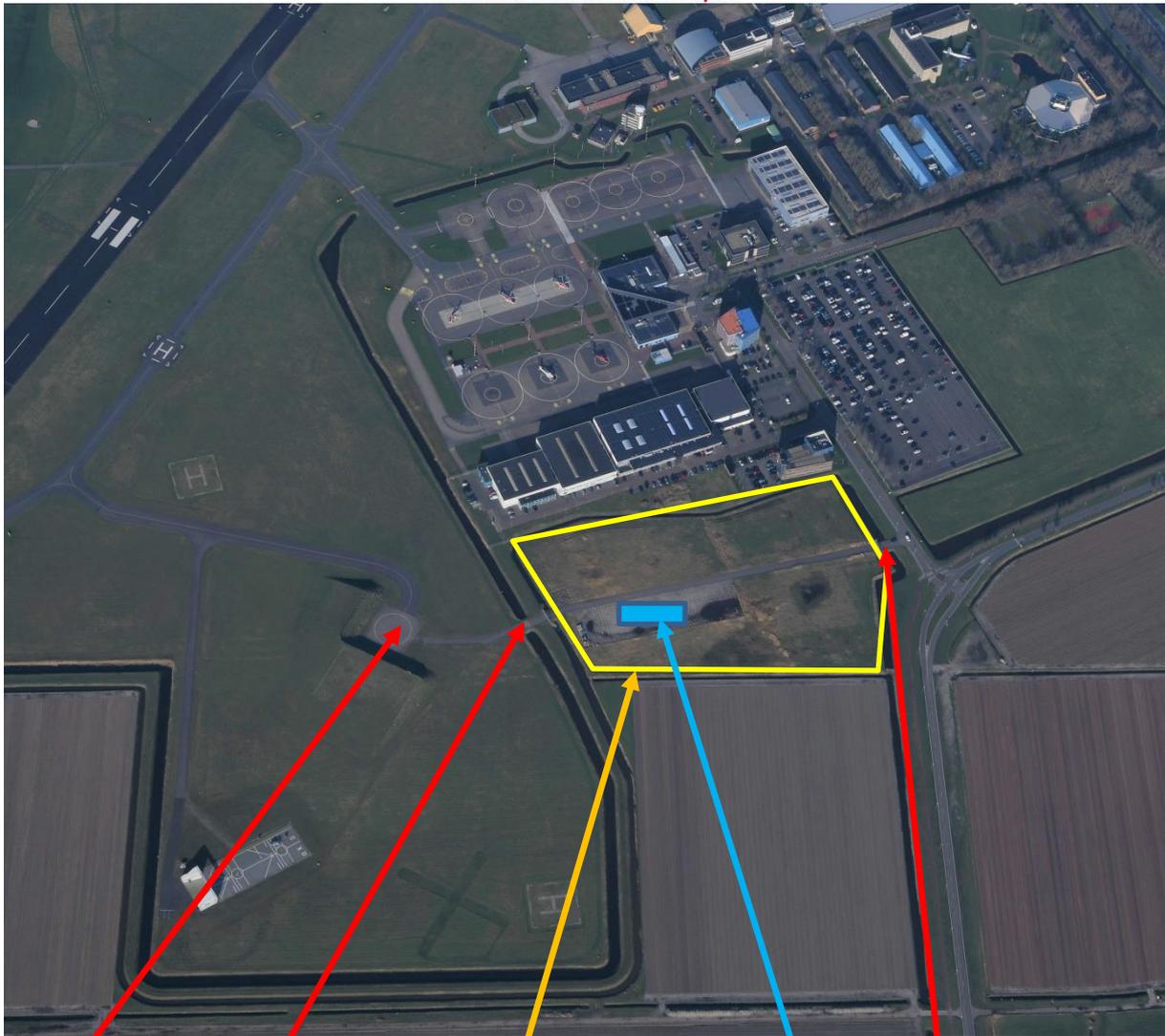
Category B pax:

- DHA stakeholders to be engaged for overview of handling flights.
- Dedicated parking spot number 10.
- Baggage compartment will be unloaded by ground crew on spot 10.
- The steward will signal the passengers to disembark the helicopter.
- Passengers grab their own baggage.
- No cargo accepted at these flights.
- Passengers can take their survival suits and life jackets off in Porto cabin in front of gate 4 and put them in the boxes which are marked
- Passengers leave Den Helder Airport at gate 4. KMAR will be informed
- Survival suits and life jackets will be handled by Biardo/Peterson when passengers have left
- Passengers have to leave the Den Helder Airport area as soon as possible.



Category C pax:

- DHA stakeholders to be engaged for overview of handling flights
- Flight has dedicated call sign and dedicated landing spot: 'Multi spot'
- No cargo accepted at these flights
- Passengers carry their own baggage from baggage compartment and relocate to gate A
- Passengers can take their survival suits and life jackets off in Porto cabin at gate A and drop survival suits and life jackets in marked boxes
- Passengers have to leave area via gate B
- Oil and gas / wind energy company will arrange pick up party (family or other means of transportation). For foreign passengers the pickup and travel has to be arranged as well!
- Suggestion to the pick up party to have necessary PPE available when receiving pax
- Survival suits and life jackets will be handled by Biardo/Peterson when passengers have left



Multispot

Gate A

KWS terrain

Porto cabin

Gate B

Note: In case of overload of the area this procedure will be adjusted.