

Briefing

Review of air border control measures relating to New Zealand-domiciled aircrew

Date due to MO:	24 May 2021	Action required by:	1 June 2021
Security level:	IN CONFIDENCE	Health Report number:	20211057
To:	Hon Chris Hipkins, Minister for COVID-19 Response		
Copy to:	Hon Andrew Little, Minister of Health Hon Michael Wood, Minister of Transport		

Contact for telephone discussion

Name	Position	Telephone
Dr Ashley Bloomfield	Director-General of Health	s 9(2)(a)
Maree Roberts	Deputy Director-General, System Strategy and Policy	s 9(2)(a)

Minister's office to complete:

- | | | |
|---|------------------------------------|--|
| <input type="checkbox"/> Approved | <input type="checkbox"/> Decline | <input type="checkbox"/> Noted |
| <input type="checkbox"/> Needs change | <input type="checkbox"/> Seen | <input type="checkbox"/> Overtaken by events |
| <input type="checkbox"/> See Minister's Notes | <input type="checkbox"/> Withdrawn | |

Comment:

Review of air border control measures relating to New Zealand-domiciled aircrew

Security level: IN CONFIDENCE **Date:** 26 May 2021

To: Hon Chris Hipkins, Minister for COVID-19 Response

Purpose of report

1. This health report recommends changes to:
 - a. obligations currently imposed on Air Zealand's (AirNZ's) New Zealand-domiciled aircrew who fly higher-risk routes
 - b. provisions in the COVID-19 Public Health Response (Air Border) Order (No 2) 2020 (the Air Border Order) so they work better to address the public health risks associated with long haul international flights.

Summary

Removing the HRR obligations for AirNZ New Zealand-domiciled aircrew only

2. High Risk Route (HRR) obligations apply to New Zealand-domiciled aircrew only. AirNZ are currently the only airline operating long-haul (over six hours) international routes with such aircrew. This is not expected to change any time soon.
3. When a route is designated as high risk, New Zealand-domiciled aircrew have specific self-isolation and testing requirements that are designed to mitigate the risk of their travel on that route and their return to New Zealand. The requirements are imposed on aircrew on regularly-scheduled international air services, charter and private flights.
4. If a route is not deemed high risk, New Zealand-domiciled aircrew are exempt from isolation and quarantine requirements. They undergo a health-check upon arrival to enable an appropriate public health response to any COVID-19 concerns.
5. Currently, two routes have been designated high risk. These are Los Angeles and San Francisco. These designations were put in place due to a concern about AirNZ's ability to comply fully with the Key Safety Standards (the Standards) on these routes. The Standards are designed to ensure that aircrew are protected from the risk of contracting COVID-19 while overseas and transmitting it into the New Zealand community on return.
6. AirNZ has addressed the issues that caused Los Angeles and San Francisco to be designated HRR. While the routes themselves still present with risk of importing COVID-19 into New Zealand, the AirNZ aircrew who fly those routes are no longer considered to be high risk because of their compliance with the Standards. This means that there is no longer a public health need for those aircrew to undertake the isolation and testing requirements associated with higher-risk routes and should be treated like other aircrew.
7. If you agree, from a New Zealand Bill of Rights Act (NZBORA) perspective, the affected aircrew should be exempt from them and that exemption should be progressed

expeditiously. Accordingly, an exemption notice for your signature is attached at Appendix One.

Providing more flexibility to manage risk in the Air Border Order

8. In undertaking our review of AirNZ's compliance with the Standards, we have identified that there is an opportunity to further refine the operation of the Air Border Order. The order provides that a route is either higher-risk or not. It does not allow a public health risk assessment that takes account of both the risks associated with the route and aircrew returning from the route, including considering their compliance (or otherwise) with the Standards.
9. We want to be confident that all airlines have route-specific arrangements in place to support their New Zealand-domiciled aircrew to meet the Standards. For this reason, we recommend that several changes are made to HRR route provisions in the Air Border Order, including that:
 - a. they be renamed to be clear that both the route and the airlines' and their aircrews' compliance with the Key Safety Standards is what is assessed
 - b. the Director-General of Health can continue to designate routes as requiring a risk assessment (as it remains necessary to do so)
 - c. the Director-General can exempt specific airlines from the self-isolation and testing obligations if an airline can demonstrate compliance with the Standards
 - d. airlines must consult with the Ministry of Health (the Ministry) on any proposals to change safety protocols for their routes and advise us when changes are made.
10. We also recommend the Director-General designate all long-haul (over six hours) international routes as routes requiring assessment. This will clarify that all New Zealand-domiciled aircrew who fly routes requiring assessment will remain subject to the usual isolation and testing requirements until the airlines with which they fly have demonstrated that they are complying with the Standards. This includes charter and private flight operators. We have consulted with the airline sector on this proposal. Key stakeholders understand the risk we are seeking to address.
11. Officials will also work on a repeatable process that will enable AirNZ and all other airlines to have their compliance with the Standards assessed on a regular basis, some that we can do with our quarterly reviews of the Air Border Order. Where found to be compliant, the Director-General may then exempt them from the isolation and quarantine requirements associated. Of note, we will ensure that QFT Carrier flights are not disrupted by the recommendations which will only apply to long-haul international routes.

Recommendations

Officials recommend that you:

- a) **Note** to make an informed decision about the risk of returning New Zealand-domicile aircrew our public health risk assessment needs to consider both the:
 - i. risk associated with the route an airline is flying

Note

- ii. risk management approach of airlines and their ability to demonstrate compliance with the Key Safety Standards
- b) **Agree** to amend the COVID-19 Public Health Response (Air Border) Order (No 2) 2020 so that: **Yes/No**
- i. the higher-route provisions are renamed to be clear that both the route and the airlines' and their aircrews' compliance with the Key Safety Standards is what is assessed
 - ii. the Director-General of Health can continue to designate routes as requiring a risk assessment (as it remains necessary to do so)
 - iii. the Director-General can exempt specific airlines from the self-isolation and testing obligations if an airline can demonstrate compliance with the Key Safety Standards
 - iv. airlines must consult with the Ministry of Health (the Ministry) on any proposals to change safety protocols for their routes, and advise us when changes are made
- c) **Note** that the changes recommended above will enable a repeatable public health risk assessment to be undertaken of any airline with New Zealand-domiciled crew starting a new long-haul international route **Note**
- d) **Note** that we need to be able to undertake risk assessment of any charter or private flight carriers, and new commercial carriers who may seek to operate a long-haul international route **Note**
- e) **Agree** that, to enable risk assessments to be undertaken, the Director-General of Health should designate all long-haul (over six hours) international routes as routes that require an assessment **Yes/No**
- f) **Note** that we have already assessed that Air New Zealand is compliant with the Key Safety Standards for all their long-haul international routes **Noted**
- h) **Agree** to exempt New Zealand-domiciled aircrew on Air New Zealand's regularly-scheduled international air services from isolation and testing obligations associated with higher-risk routes and **sign** the exemption notice at Appendix One **Yes/No**
- i) **Note** Air New Zealand's exemption is based on the ongoing ability of their aircrew to meet the Key Safety Standards and this will continue to be assessed regularly **Note**
- j) **Agree** to the Ministry of Health issuing drafting instructions to the Parliamentary Counsel Office to make the recommended amendments, including any associated consequential, minor and technical amendments, to the COVID-19 Public Health Response Act (Air Border) Order (No 2) **Yes/No**
- h) **Note** officials have consulted with key government agencies, along with Air New Zealand, Qantas, Jetstar, the Board of Airline Representatives **Note**

New Zealand and New Zealand Airports, and feedback has been incorporated into the paper as appropriate

- i) **Note** that, subject to your agreement, you will be provided with a further Health Report in July 2021 accompanying all the draft amendments to the COVID-19 Public Health Response Act (Air Border) Order (No 2), for consultation with relevant Ministers.

Note



Dr Ashley Bloomfield

Director-General of Health

Date: 23/05/2021

Hon Chris Hipkins

Minister for COVID-19 Response

Date:

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Review of air border control measures relating to New Zealand-domiciled aircrew

Background and context

12. The COVID-19 Public Health Response (Air Border) Order (No 2) 2020 (Air Border Order) enables the Director-General to designate a route as a HRR. When a route is designated as a HRR, New Zealand-domiciled aircrew members returning to New Zealand must:
 - a. self-isolate for 48 hours
 - b. undergo a test for COVID-19
 - c. continue to self-isolate until a negative test is returned.
13. AirNZ is currently the only airline with New Zealand-domiciled crew flying to and from New Zealand. This is expected to remain the case for some time. This means they are the only airline subject to the HRR obligations. Non-domiciled aircrew on AirNZ and other airlines are subject to managed isolation and quarantine obligations.
14. If a route is not a HRR, New Zealand-domiciled aircrew members are subject to a health check on return to New Zealand before they can enter the country. This means a public health intervention can still occur if there is cause for concern about them having contracted COVID-19 and transmitting it into the community.
15. Currently, two routes have been designated as HRR. These are Los Angeles and San Francisco. These designations were put in place considering the:
 - a. prevalence of COVID-19 cases in the United States at the time they were designated
 - b. risk of AirNZ aircrew being exposed to COVID-19 during flights and layovers.
16. When you were briefed on the HRR designations on 19 February 2021 [HR 20210342 refers], in summary, you:
 - a. were provided with a risk framework to assess risk of COVID-19 transmission into the community posed by New Zealand-domiciled aircrew returning to New Zealand
 - b. directed officials to work with AirNZ and the Ministry of Transport (Transport) to further refine the proposed framework and consider its impacts
 - c. directed officials to work with AirNZ and Transport to ascertain whether any of the risks associated with AirNZ's New Zealand-domiciled aircrew could be addressed
 - d. indicated that you expected all routes to be HRR unless specifically exempted and that the designations would be reviewed on a regular basis.
17. This report responds to your February 2021 direction to work with AirNZ and Transport on the HRR framework, and to assess the risks of AirNZ New Zealand-domiciled aircrew returning from Los Angeles and San Francisco. We have undertaken work this in the context of a complex and constantly changing environment.

Providing more flexibility to manage risk in the Air Border Order

18. In undertaking the work you directed, we have identified that the provisions in the Air Border Order could benefit from a further refinement. A route is either deemed higher-risk or not under the current Order. The provision does not allow an explicit public health risk assessment that considers both the risks associated with the *route*, along with the risk management approach and safety protocols of the *airline*.
19. In the constantly-changing environment at our air border, we want to be confident that all airlines have route-specific arrangements in place to support their aircrew to meet the Standards. Compliance with the Standards while overseas mitigates the risk of New Zealand domiciled-aircrew contracting and transmitting COVID-19, meaning that the isolation and testing obligations on return are no longer necessary.
20. The risk framework you agreed in February 2021, considers both the route along with airlines' risk management approach. We would like to amend the Air Border Order to reflect this framework, and to avoid confusion between these provisions and the 'very high risk country' provisions. As such, we recommend refining the framework by amending the Air Border Order so that:
 - a. the higher-route provisions are renamed to be clear that both the route and the airlines' and their aircrews' compliance with the Standards is what is assessed¹
 - b. the Director-General of Health can continue to designate routes as requiring a risk assessment (as it remains necessary to do so)
 - c. the Director-General can exempt specific airlines from the self-isolation and testing obligations if an airline can demonstrate compliance with the Standards
 - d. airlines must consult with the Ministry of Health (the Ministry) on any proposals to change safety protocols for their routes, and advise us when changes are made.
21. Our recommendations will enable the Director-General to designate routes for which airline's compliance with the Standards must be assessed, and to exempt airlines and aircrew from the isolation and testing obligations where they can demonstrate compliance. If we are advised of changes that may affect compliance, we may make changes to any exemption granted.
22. The recommendations will mean we only impose obligations on New Zealand-domiciled aircrew where it is justified and necessary to address the public health risk (of them contracting COVID-19 and transmitting it into the community). Although AirNZ is the only airline to which the recommendations would currently apply, the Air Border Order would be worded in such a way as to apply the obligations, and provide for exemptions from them, to other airlines in due course.
23. If agreed, we will make the amendments to the Air Border Order along with the amendments proposed in our paper to you of 11 May 2021 [HR 20210235 refers]. These are scheduled for delivery in late July/early August 2021.

¹ We will work with the Parliamentary Counsel Office on the appropriate term for the provisions.

Addressing the risk of charter, private and long-haul flights

24. We have also identified an existing risk associated with New Zealand-domiciled aircrew returning on charter and private flights. These aircrew are currently exempt from isolation and quarantine unless they are returning from a HRR. They are currently treated in the same way as aircrew on regularly-scheduled international air services. Our 11 May report identified the need to clarify the definition of New Zealand-domiciled crew to help address this risk [HR 20210235 refers].
25. Before charter and private flight New Zealand-domiciled aircrew are exempted from self-isolation and testing requirements we want to be able to assess their compliance with the Standards. We also want to assess any new route started by AirNZ or another airline with New Zealand-domiciled aircrew.
26. To enable this to happen, we recommend the Director-General designate all long-haul (over six hours) international routes as routes requiring assessment. In the short term, they will be called higher-risk routes. Once changes to the Air Border Order are made, their title will change. Of note, we will ensure that QFT Carrier flights are not disrupted by this proposal.

Removing the HRR obligations for AirNZ only

27. We have already undertaken a detailed public health review of AirNZ's compliance with the Standards and they have demonstrated compliance across all their long-haul international routes. They have implemented the Standards and mitigated the risk of their New Zealand-domiciled aircrew contracting and transmitting COVID-19.
28. For this reason, we recommend exempting New Zealand-domiciled aircrew on AirNZ's regularly-scheduled international air services from the isolation and testing obligations. This is discussed in detail below and an exemption for your signature is attached at [Appendix One](#).
29. Ministerial exemptions from the obligations will be required until the Air Border Order is amended (providing the recommended new powers to the Director-General). However, as AirNZ is the only airline with New Zealand-domiciled aircrew we expect that this will be the only time such an exemption is necessary.
30. We recommend the exemption is made expeditiously since, from a NZBORA perspective, the isolation and quarantine requirements currently impose obligations on the affected aircrew that are no longer necessary from a public health perspective. Los Angeles and San Francisco were designated as HRR as both AirNZ and Ministry officials were concerned about aircrew contracting COVID-19 and were not reassured that AirNZ could meet the Standards. At the time the designation was made, the accommodation at these two layovers was unsatisfactory.
31. AirNZ has made changes to accommodation arrangements in Los Angeles and San Francisco. It has also purchased dedicated crew lanes and enhanced personal protective equipment (PPE) PPE requirements for transit through the airport terminals.

AirNZ's risk management approach to all long-haul routes

32. AirNZ has advised Ministry officials that they take a risk management-based approach to minimise the risk to New Zealand and to the health, safety and wellbeing of aircrew

operating all long-haul routes. Each route has a risk assessment and risk treatment framework. These frameworks are controlled by the airline's Airline Pandemic Action Group (APAG).

33. The APAG meets fortnightly to regularly review and update the existing risk assessments, considering any feedback and information received from aircrew, along with contracted intelligence and procurement companies. In updating the risk assessments, APAG considers the entire aircrew journey; from departure, in-flight, during layover and return to New Zealand.

AirNZ's risk treatment framework for all long-haul routes

34. AirNZ has provided the Ministry with the risk treatment framework which is in place for all its long-haul routes (summarised at Appendix Two). Its risk mitigations cover the crew's in-flight protocols and practices, and those during layover including travel through airport terminals, and to and from aircrew accommodation. Mitigations cover protocols at aircrew accommodation in the following destinations:
- a. San Francisco
 - b. Los Angeles
 - c. Narita
 - d. Seoul
 - e. Hong Kong
 - f. Guangzhou
 - g. Shanghai.
35. For all flights, both aircrew and passengers wear masks. Crew wear gloves when serving food and drinks and physical distancing is practiced. Crew and passengers use different toilets when practicable and hygiene protocols are followed.
36. There are different layover protocols for each route which are influenced, in some cases, by controls imposed by the relevant authorities in-country. For example, in China aircrew are escorted to a hotel room and are prohibited from leaving. Although they differ by route, officials are assured that the layover risk is mitigated for all routes.

AirNZ's vaccination rates

37. AirNZ have advised that most of its aircrew have been vaccinated. As at 19 April 2021, it advised that 84% of long-haul pilots and 79% of long-haul cabin crew had at least one dose, and have consented to share their data with AirNZ. The number of aircrew who have received two doses were 77% and 74% respectively. AirNZ notes that they expect, as of this date, the rates will be even higher.
38. All AirNZ New Zealand-domiciled crew are required to have regular COVID-19 surveillance testing which under the COVID-19 Public Health Response (Required Testing) Order (the Testing Order) must occur, at a minimum, every seven days. AirNZ is considering a simplified testing regime which it may introduce, in consultation with staff and with the Minister. This will attempt to ensure testing obligations are met for all staff are subject to different provisions in the Testing Order.

39. We note that only three returning New Zealand-based aircrew have tested positive for COVID-19. All were picked up by surveillance testing. None resulted in community transmission. This speaks to the success of AirNZ's risk management approach. AirNZ's approach, and our work with them, sets a solid foundation for decision-making if new routes are established by AirNZ or another airline.

Implications for self-isolation and the AirNZ self-isolation hotel

40. The Ministry of Business, Innovation and Employment (MBIE) has recently briefed you on funding arrangements for the AirNZ self-isolation hotel. It will be government-funded until 30 June 2021. After this date, AirNZ will assume responsibility for the costs of the hotel or any other self-isolation arrangements. Self-isolation arrangements generally are not part of MBIE's managed isolation and quarantine regime.
41. If the recommendations in this paper are agreed, it may be that the AirNZ hotel is not needed after 30 June 2021. The need for New Zealand-domiciled crew to self-isolate or be quarantined is expected to rare and will be managed on a case-by-case basis using existing powers in the Air Border Order. However, our 11 May paper includes a proposal that the Director-General can designate a place of self-isolation and direct aircrew to self-isolate in that place which will provide flexibility for the future if this changes. The airline that was subject to any such arrangements would be responsible for their costs.

Mechanism for making the proposed amendments

42. If our recommendations are agreed, amendments will be made to the Air Border Order issued under the COVID-19 Public Health Response Act 2020 (the Act). Drafting instructions will be issued to Parliamentary Counsel Office to give effect to the recommendations, including any associated consequential, minor and technical amendments.
43. The Director-General will designate the routes, and these will be notified in the New Zealand Gazette. Officials will work on a repeatable process that will enable AirNZ and other airlines to have their compliance with the Standards assessed. Where found to be compliant, the Director-General may then exempt them from the isolation and quarantine requirement.
44. Under section 15(4) of the Act, to make an amendment to an Order, you must:
- a. have had regard to advice from the Director-General of Health about the risks of the outbreak or spread of COVID-19, and the nature and extent of measures that are appropriate to address those risks
 - b. have had regard to any decision by the Government on the level of public health measures appropriate to respond to those risks and avoid, mitigate or remedy the effect of the outbreak or spread of COVID-19
 - c. be satisfied that the amendment does not limit, or is a justified limit on, the rights and freedoms in the New Zealand Bill of Rights Act 1990 (NZBORA)
 - d. have consulted the Prime Minister, the Minister of Justice and the Minister of Health, and any other Minister thought fit
 - e. be satisfied that the amendment is appropriate to achieve the purpose of the Act.

Justification for making the proposed amendments

Public health justifications

45. COVID-19 is a highly infectious disease which may be spread by people who are not showing symptoms. The risk presented by the virus provides the justification for taking significant measures to identify potential cases of COVID-19 and reduce the risk of any transmission in New Zealand and overseas.
46. You are receiving ongoing advice about the risks associated with COVID-19. In accordance with section 9(2) of the Act, you may have regard to that advice without it being repeated in this briefing. However, any specific and relevant public health justification(s) for the proposed amendments are set out in this briefing.

Consistency with the New Zealand Bill of Rights Act 1990

47. The power to make an amendment to an Order under sections 9 and 11 of the Act must be exercised consistently with NZBORA. Officials have had regard to this obligation and our advice on the proposals that engage NZBORA rights is set out below.
48. In undertaking our NZBORA assessment, we have considered what the Air Border Order and the proposed recommendations are trying to achieve – their objective. The order, HRR and the controls on airlines and aircrew are part of a bespoke legal framework for managing the public health risks posed by COVID-19. They support the Government's Elimination Strategy and have the purpose of preventing COVID-19 reaching and being transmitted in our community. We have also considered the affected individual or individuals. The Air Border Order and associated controls reduce the risk that New Zealand-domiciled aircrew will catch COVID-19 themselves.
49. The NZBORA rights that are engaged in the obligations resulting from HRR designations are associated with the requirement to self-isolate and undergo testing. They include:
 - a. the right to refuse medical treatment
 - b. freedom of expression
 - c. freedom of peaceful assembly
 - d. freedom of association
 - e. freedom of movement
 - f. liberty of the person (against arbitrary detention)
 - g. respect and dignity in detention.
50. The recommendations to remove the HRR designations for AirNZ will lessen the impact on the rights of affected New Zealand-domiciled aircrew. In this regard, the proposals will have a positive impact.
51. The recommendations will extend the HRR obligations to charter and private, and non-AirNZ New Zealand-domiciled aircrew. This is because we cannot not have certainty that these aircrew are observing the same safety standards as aircrew on AirNZ flights which are scheduled international air services, or on QFT fights. For this reason, officials consider there are no alternatives to this recommendation, and the obligations and restrictions on individual rights remain justified for public health reasons.

Consultation with Ministers

52. Prior to making an Order under section 11 and 15 of the Act, you are required to consult with the Prime Minister, the Minister of Justice and the Minister of Health, and any other Ministers you see fit. Subject to your agreement, officials will further consult with key government agencies on the draft amendments, and then provide you with a briefing detailing the Air Border Order amendments for Ministerial consultation. This will be done in combination with the proposals to amend the Air Border Order in our health report of 11 May 2021 [HR 20210235 refers].

Consultation and engagement on these proposals

53. Officials have consulted with the Department of Prime Minister and Cabinet, Treasury, the Ministries of Foreign Affairs and Trade, Justice and Transport, MBIE, the New Zealand Customs Service and Civil Aviation Authority (CAA) on these proposals. There is broad support for the proposals.
54. Officials have also engaged with AirNZ, Qantas, Jetstar, the Board of Airline Representatives New Zealand (BARNZ) and New Zealand Airports. Feedback has been incorporated into the paper as appropriate.
55. AirNZ would like the change to the routes to occur as soon as is possible as it will have a positive impact for the organisation and for the affected aircrew. We acknowledge this and it is reflected in our advice. AirNZ noted the toll of the isolation and testing requirements on aircrew including psychological wellbeing, physical isolation and lack of exercise opportunity, and time away from family). A similar point was made by the CAA.
56. Transport and AirNZ engaged with Etū Union and we have provided feedback to them via Transport. We note that a proposal in our 11 May paper will reinforce the obligations on airlines to support their staff to comply with the Standards. This was a key point made by the Union. BARNZ sought assurance that a robust and repeatable process was in place for all airlines (which will be the case). It also noted that using the term higher-risk route may lead to a general concern about the risk associated with these long-haul routes along with confusion with the very high risk country provisions.

Implementation

57. The Ministry will continue to work with government agencies, AirNZ, Qantas and other relevant stakeholders to ensure that any agreed recommendations are implemented, and Air Border Order obligations are continuing to be complied with.

Next steps

58. Officials will continue to work with key stakeholders to identify improvements to the Air Border Order to ensure consistency with our Elimination Strategy. The improvement process is constant. It will result in further advice on the order and routes being consulted on, and provided to you, in the future.

ENDS.

Appendix One: Exemption for AirNZ New Zealand-domiciled aircrew

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Exemption of specified aircrew members from clause 22 of the COVID-19 Public Health Response (Air Border) Order (No 2)

2020

Pursuant to clause 26 of the COVID-19 Public Health Response (Air Border) Order (No 2) 2020 (“Order”), I, Hon Chris Hipkins, Minister for COVID-19 Response, having taken into account the advice of the Director-General of Health, declare that the following class of persons are exempt from the application of clause 22 and (to the extent it refers to that clause) clause 21(2)(b) of the Order:

Any specified crew member who—

- (a) arrives in New Zealand on an aircraft undertaking a flight operated by Air New Zealand Limited as part of a scheduled international air service (within the meaning of section 87A of the Civil Aviation Act 1990); and
- (b) has travelled on a higher-risk route within the 7 days immediately before arriving in New Zealand, but only on an aircraft undertaking a flight operated by Air New Zealand Limited as part of a scheduled international air service.

This exemption is subject to the condition that a suitably qualified health practitioner responsible for the medical examination and testing of the aircrew member under clause 8(2) is satisfied that the member is at a low risk of having or transmitting COVID-19.

This exemption does not apply—

- (a) if the aircrew member arrives in New Zealand on an aircraft undertaking a QFT flight; or
- (b) in the circumstances set out in clauses 23 to 25.

The exemption will begin at 11.59pm on _____ 2021.

Dated at Wellington this ____th day of _____ 2021.

HON CHRIS HIPKINS, Minister for COVID-19 Response.

Appendix Two: Risk mitigations – Air New Zealand routes

Route:	Risk mitigations		
	Airport	Transport to and from hotel	Hotel
<p>Los Angeles, United States</p> <p>Duration of layover: 1 to 3 nights</p>	<ul style="list-style-type: none"> Personal protective equipment (PPE) – surgical mask, gloves, eye protection (goggles or visor) Dedicated private arrival / departure track through terminal (no public contact) Aircrew maintain physical distancing Aircrew manage their own luggage 	<ul style="list-style-type: none"> Separate, private transport Drivers wearing PPE Contract with transport provider detailing cleaning specifications 	<ul style="list-style-type: none"> Air New Zealand contracted hotel Separate check-in area not accessed by other hotel patrons, with contactless key pick-up Contract with provider details cleaning specifications Isolate in room Room service or contactless food drop off. Only allowed to exercise within the hotel complex and where there are no other people Not allowed to use gyms, swimming pools or shared exercise equipment Socialisation only in a crew room, not in any common or public area

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Route:	Risk mitigations		
	Airport	Transport to and from hotel	Hotel
San Francisco, United States Duration of layover: 1 to 3 nights	<ul style="list-style-type: none"> • PPE – surgical mask, gloves, eye protection (goggles or visor) • Dedicated crew channel and as this is a cargo flight, there is interaction with low numbers of people and low foot traffic volume in airport • Aircrew maintain physical distancing • Aircrew manage their own luggage 	<ul style="list-style-type: none"> • Separate, private transport • Drivers wearing PPE • Contract with transport provider detailing cleaning specifications 	<ul style="list-style-type: none"> • Air New Zealand contracted hotel • Separate check-in area • Contract with provider details cleaning • Isolate in room • Room service or contactless food drop off. • Only allowed to exercise within the hotel complex and where there are no other people • Not allowed to use gyms, swimming pools or shared exercise equipment • Socialisation only in a crew room, not in any common or public area
Narita, Japan Duration of layover: One night	<ul style="list-style-type: none"> • PPE – surgical mask and gloves • Use standard corridor through airport – however, no other flights arriving or leaving at same time – so very quiet at airport • Aircrew maintain physical distancing • Aircrew manage their own luggage 	<ul style="list-style-type: none"> • Separate, private transport • Drivers wearing PPE • Contract with transport provider detailing cleaning specifications 	<ul style="list-style-type: none"> • Air New Zealand contracted hotel • Separate check-in area not used by the public • Contract with provider details cleaning • Isolate in room • Room service or contactless food drop off. • Allowed to exercise within the hotel complex and in the park area surrounding the hotel where there are no other people • Socialisation-dedicated crew only area in hotel which cannot be used if other crews are there

Route:	Risk mitigations		
	Airport	Transport to and from hotel	Hotel
Shanghai, China Duration of layover: One night	<ul style="list-style-type: none"> • PPE – surgical mask and gloves • Escorted through the terminal by country officials • Aircrew are tested on arrival • Aircrew maintain physical distancing • Aircrew manage their own luggage 	<ul style="list-style-type: none"> • Government controlled separate transport - escorted • Drivers wearing full PPE 	<ul style="list-style-type: none"> • Govt controlled hotel • Escorted to rooms – no key – unable to leave room once in • Controlled food supply in room
Guangzhou, China Duration of layover: up to five days	<ul style="list-style-type: none"> • PPE – surgical mask and gloves • Escorted through the terminal by country officials • Aircrew are tested on arrival • Aircrew maintain physical distancing • Aircrew manage their own luggage 	<ul style="list-style-type: none"> • Government controlled separate transport – escorted • Drivers wearing full PPE 	<ul style="list-style-type: none"> • Govt controlled hotel • Escorted to rooms – no key – unable to leave room once in • Controlled food supply in room
Hong Kong, China Duration of layover: 1 to 3 nights	<ul style="list-style-type: none"> • PPE – surgical mask and gloves • Use standard corridor through airport – however, very few other flights arriving or leaving at same time – so very quiet at airport • Escorted through the terminal by country officials • Aircrew are tested on arrival • Aircrew maintain physical distancing • Aircrew manage their own luggage 	<ul style="list-style-type: none"> • Government controlled transport to testing centre and back – separate from other airlines to testing but may share transport with other airlines on way back (but all test negative on return) • Private crew transport to hotel • Drivers wearing PPE • Transport cleaning specifications 	<ul style="list-style-type: none"> • Govt controlled hotel • Escorted to rooms – no key – unable to leave room once in • Controlled food supply in room

Route:	Risk mitigations		
	Airport	Transport to and from hotel	Hotel
Incheon, Korea Duration of layover: 1 night	<ul style="list-style-type: none"> • PPE – surgical mask, gloves, eye protection (goggles or visor) • Separate crew lane through airport • Aircrew are tested on arrival • Aircrew maintain physical distancing • Aircrew manage their own luggage 	<ul style="list-style-type: none"> • Separate, private transport • Drivers wearing PPE • Contract with transport provider detailing cleaning specifications 	<ul style="list-style-type: none"> • Govt controlled hotel • Unable to leave room • Room service

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