	<b>Safety Recommendations COVID-19</b>	Doc. No Issue Rev Date	AA/SAF/G001 01 6 01 Oct 2021
---	--	---------------------------------	---------------------------------------

### 3.0 Dynamic Risk Assessment

The risk of COVID-19 infections in a geographic area are dynamic and complex to ascertain as the number of reported infections are a lagging indicator. This is due to the virus incubation period of between 2 and 14 days.

Nevertheless, the number of reported cases are currently one of the reliable indicators of infection risk and will be a key metric used to assess all levels of risk and mitigation required in our operations. Respective stakeholders are recommended to employ the risk scoring criteria developed by the CAAC (Civil Aviation Authority China) or IATA's Guidance for Cabin Operations During and Post Pandemic.

Daily local COVID-19 cases and reports are made available from the respective countries' official website for COVID-19.

Daily worldwide COVID-19 cases and reports are made available from various official sources, mainly from the World Health Organization (WHO) and respective official COVID-19 website in each country.

Flight risk level should be prepared by the Network Management Centre (NMC) or Operations Control Center (OCC) and communicated to all stakeholders on a daily basis.

### 4.0 Recommended Risk Scoring for Domestic/International Flights


Risk scoring of Domestic/International flights are based on the Total Scoring of Prevalence rate at the Point of Origin, Passenger Load Factor and the Flight Duration.

Prevalence rate at the point of origin is the number of **active confirmed cases** per million people. The number of active confirmed cases at the point of origin can be sourced from respective countries' official website for COVID-19.

Total active cases are determined by subtracting the number of **Recovered Cases** and **Deaths** from the **Total Confirmed Cases**.

In identifying the risk level of a flight with transit, the higher score of the flight sector shall be used. The flight duration should be that of the whole journey.

The following table is used to determine total scoring for Prevalence Rate, Load Factor and Flight Duration.

	<b>Safety Recommendations COVID-19</b>	Doc. No    AA/SAF/G001 Issue       01 Rev          6 Date        01 Oct 2021
---	--	---

Factors \ Scores	1	2	3	4	5	6
Prevalence rate at the point of origin (per million)	0-50	51-100	101-200	201-500	501-1000	> 1000
Passenger load factor (%)	≤50	51-74	≥75	—	—	—
Flight Duration (in hours)	< 4	4-8	> 8	—	—	—

#### Example:

[Prevalence rate at Point of Origin] + (Load Factor score) + (Flight Duration score) = Total score.

The Risk is then determined based on this score as:

Green (Low Risk) Flights:                    3 - 6  
Amber (Medium Risk) Flights:                7 - 9  
Red (High Risk) Flights:                      10 - 12

Updated load factor, flight duration, and risk level information can be obtained from NMC/OCC through the [COVID-19 Risk Measurement](#) table/link.

For all flights to/from China, if the total positive case is more than 5, in a period of 3 weeks on the same flight by the same operator, the flight is upgraded to high risk. AOC operating into China can review the cases via the [Positive Cases Status](#)

Ref: CAAC Guidelines for Airlines -Prevention of Covid-19 Edition 8 - Table 1

#### 4.1 Restriction on Passenger Load Factors and Quarantine Area (China Flights)


Based on the epidemic situation at points of origin, flights will be subject to restriction on passenger load factors. For such flights, the planned passenger load factors will be used in the flight risk level rating.

Prevalence Rate Score at the Point of Origin	1	2	3	4	5	6
Preset Passenger Load Factor	Not specified				75%	
Quarantine Area	The last three rows on the right side		The last three rows			

Flights should reserve seats as a quarantine area for handling possible in-flight emergencies. Reserved seats in the quarantine area onboard should be used only by persons under quarantine.

If conditions allow, passengers should be arranged to sit in dispersion to avoid higher density of passengers in certain areas onboard.

Ref: CAAC Guidelines for Airlines -Prevention of Covid-19 Edition 8 - Table 2

	<b>Safety Recommendations COVID-19</b>	Doc. No    AA/SAF/G001 Issue       01 Rev          6 Date        01 Oct 2021
---	--	---

## 5.0 Recommended Risk Scoring for Cargo Flights

Risk scoring of Cargo flights are based on the scoring of Prevalence rate at the Point of Origin.

Prevalence rate at the Point of Origin is the number of **active confirmed cases** per million people. The number of active confirmed cases at the point of origin can be sourced from respective countries' official website for COVID-19.

In identifying the risk level of a flight with transit, the higher score of the flight sector shall be used. The flight duration should be that of the whole journey.

Refer to the following table for more details.

**Recommended Risk Levels and Scores for International/Regional Cargo Flights**

Factors \ Scores	1	2	3	4
<b>Prevalence rate at the point of origin (per million)</b>	0-100	101-500	501-1000	>1000
<b>Temperature at the point of origin (°C)</b>	≥15	<15	—	—
<b>Temperature at destination (°C)</b>	≥25	<25	—	—

Temperature at the point of origin is according to the average temperature of the day in the city where the airport of origin is located. The temperature of the day in the destination is according to the average temperature in the city where the airport of destination is located.

[Prevalence rate at Point of Origin] + [Temperature at Point of Origin] + [Temperature at Destination] = Total score.

The Risk is then determined based on this score as:

**Green** (Low Risk) Flights: 3 - 4

**Amber** (Medium Risk) Flights: 5 - 6

**Red** (High Risk) Flights: 7 - 8

Cargo flights transporting **imported cold chain goods** are considered a **High Risk** flight irrespective of the Total Score.

*Ref: CAAC Guidelines for Airlines -Prevention of Covid-19 Edition 8 - table 3*