

28 March 2022

**DIRECTIVE NO. 3 OF 2022 (COVID-19 – MEASURES FOR SINGAPORE AIR OPERATORS)**

Pursuant to section 22(1)(a) of the Air Navigation Act 1966, the Chief Executive of the Civil Aviation Authority of Singapore (also known by the designation “Director-General of Civil Aviation”), acting under power delegated to him by the Authority, considers it necessary to issue Directive No. 3/2022 as attached in the interests of protecting public health because of the global COVID-19 situation.

2 Directive No. 3/2022 takes effect from 1559 hrs GMT 31 March 2022, and revokes Directive No. 9/2020. Any Directive, Circular or Letter that refers to the revoked Directive shall, as far as may be necessary for preserving its effect, be construed as referring or as including a reference to the corresponding provision in this Directive No. 3/2022.

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**AIR NAVIGATION ACT 1966  
(Section 22(1)(a))**

**DIRECTIVE NO. 3/2022  
(COVID-19 – MEASURES FOR SINGAPORE AIR OPERATORS)**

**Part 1**

**Citation and Commencement**

1. This Directive is Directive No. 3/2022 and takes effect from 1559 hrs GMT 31 March 2022.

**Part 2**

**Measures**

2. Unless otherwise specified, this Directive applies to every holder of an air operator certificate<sup>1</sup>, who operates an aircraft into or out of Singapore (called in this Directive a Singapore air operator).
3. In the interests of protecting public health, a Singapore air operator must take all practicable steps to implement the measures contained in this Directive.

**Pre-flight measures**

4. A Singapore air operator must relieve a crew member from flight duty on a flight from Singapore if the crew member:
  - (a) has any of the COVID-19 symptoms when reporting for duty for a flight; or
  - (b) is required to comply with any protocol established by the Ministry of Health for testing and isolation, and has not been discharged or remains under isolation, or has not received a negative result from an Antigen Rapid Test or Polymerase Chain Reaction Test, as the case may be, in accordance with the applicable protocol.

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<sup>1</sup> An air operator certificate is an aviation safety instrument granted under Regulation 6 of the Air Navigation (119 – Air Operator Certification) Regulations 2018.

5.-(1) A Singapore air operator must relieve a crew member from flight duty on a flight to Singapore if the crew member:

- (a) has any of the COVID-19 symptoms when reporting for duty for a flight;
- (b) being a crew member who is fully vaccinated and who tested positive for COVID-19 less than 7 days before reporting for duty, unless that crew member has a negative result of a COVID-19 test taken at least 72 hours after the first positive COVID-19 test; or
- (c) left the crew accommodation on any day after the third day<sup>2</sup> of a layover at an overseas destination, unless that crew member has a negative result of a COVID-19 test taken within 2 days prior to reporting for flight duty.

(2) Sub-paragraph (1)(c) does not apply to:

- (a) a crew member who is reporting for flight duty on a cargo flight;
- (b) a fully vaccinated crew member who can provide a proof of recovery.

#### In-flight measures

6. A Singapore air operator must ensure that the following measures are taken on board an aircraft during a flight of the aircraft:

- (a) that every passenger on board wears a mask, unless he or she —
  - (i) is less than 6 years old;
  - (ii) has breathing difficulties;
  - (iii) is unconscious;
  - (iv) is unable to remove a mask without assistance;
  - (v) is eating, drinking or taking oral medication; or
  - (vi) is removing the mask under a crew member's direction;
- (b) that each crew member in the aircraft cabin wears a mask at all times except where the use of a mask impedes the crew member's ability to discharge safety responsibilities.

#### Measures for managing unwell individual

7.-(1) A Singapore air operator must require its cabin crew to monitor passengers in order to identify any passenger who appears to be showing any COVID-19 symptom

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<sup>2</sup> The day of arrival at the destination is considered the first day of a layover.

during the flight, including taking the passenger's temperature during flight, if necessary, to check for fever.

(2) If a crew member or passenger becomes unwell and shows any COVID-19 symptom during a flight, the Singapore air operator must arrange for the unwell crew member or passenger to receive medical attention upon landing.

### Post-flight measures

8. A Singapore air operator must ensure that any positioning crew member who disembarks at an overseas destination adheres to the crew layover requirements described in paragraph 10.

### Aircraft cleaning and disinfection

9.-(1) Where there was an unwell person showing any COVID-19 symptoms on board the aircraft on a flight into or out of Singapore, the Singapore air operator must clean and disinfect the section of the cabin where the unwell person was seated, as soon as possible after passengers have disembarked from the aircraft.

(2) A Singapore air operator must ensure that the cleaning and disinfecting agents used are known to be effective against COVID-19 and suitable for aircraft use and have been recommended by the aircraft manufacturer.

(3) A Singapore air operator must ensure that a cabin crew member who carries out inflight cleaning and disinfecting of lavatories or who manages unwell individuals wears personal protective equipment comprising a surgical mask, goggles or face shield, and gloves.

### Crew layover measures

10.-(1) A Singapore air operator must ensure that every crew member on a layover at an overseas destination complies with –

- (a) Singapore's prevailing safe management measures and the regulations in force at the overseas destination;
- (b) such other arrangements, measures or requirements, as the DGCA may specify, that the Singapore air operator must implement or comply with for the layover of crew at an overseas destination.

(2) A Singapore air operator must not, for a period of at least 14 days, assign to duty for a flight, any crew member whom the Singapore air operator knows or has reason to believe has failed to comply with any arrangement, measure or requirement

applicable to that crew member that the Singapore air operator has implemented in accordance with sub-paragraph (1)(b).

#### COVID-19 Test Regime for crew

11.-(1) A Singapore air operator must require its crew to undergo a COVID-19 test of such type and at such times as the DGCA may require, and ensure that every crew member who is required to undergo such a test does so at the stipulated time or period.

(2) A Singapore air operator must not, for a period of at least 14 days, assign to duty on a flight, any crew member whom the Singapore air operator knows or has reason to believe has failed to comply with this paragraph, unless the crew member provides a reasonable explanation.

#### Measures relating to specified country or region

12.-(1) The DGCA may, in respect of a country or region having an increased risk of COVID-19 transmission specified by him, and for such period if necessary:

- (a) prohibit a Singapore air operator from laying over its crew at that country or region;
- (b) require a Singapore air operator to take measures for flights to or from that country or region, including pre-flight, in-flight or post-flight measures, or measures relating to aircraft cleaning and disinfection, layover of crew at that country or region, or crew operating a turnaround flight to or from that country or region.

(2) Any requirement imposed by the DGCA under this paragraph may be in addition to or supersede, the requirements in this Directive.

#### Reporting

13. A Singapore air operator must without delay report to the DGCA on becoming aware of —

- (a) any crew member who has failed to comply with any arrangement, measure or requirement applicable to that crew member that the Singapore air operator has implemented in accordance with paragraph 10;
- (b) any crew member who fails to undergo a required COVID-19 test;

- (c) any person who fails to comply with any measure applicable to that person as required by the DGCA under paragraph 12.

## Definitions

14. For the purpose of this Directive —

“COVID-19” means the infectious disease known as Coronavirus Disease 2019;

“COVID-19 test” means a test, of a type as specified by the DGCA, carried out on a crew member, the purpose of which is to test for the presence of COVID-19 in that crew member;

“COVID-19 symptoms” include fever, cough, runny nose, sore throat, anosmia and breathlessness;

“crew” means the flight crew and cabin crew, and includes positioning crew;

“face shield” means any film made from plastic or other transparent material designed or made to be worn like a visor, covering from the wearer’s forehead to below the chin area and wrapping around the sides of the wearer’s face, to provide the wearer protection against smoke, dust or liquid spatter;

“fever” means an increase in body temperature due to an illness, normally manifested by a body temperature of 37.5 degree Celsius or higher;

“fully vaccinated” means vaccinated against a COVID-19 infection in accordance with the criteria specified in [www.safetravel.ica.gov.sg/health/vtsg#acceptedvaccines](http://www.safetravel.ica.gov.sg/health/vtsg#acceptedvaccines);

“mask” means any paper, plastic or textile covering solely designed or made to be worn over the nose and mouth to provide the wearer protection against infections or air pollution, but excludes a face shield;

“proof of recovery” means a documentary evidence of a past COVID-19 infection as specified by the DGCA;

“wear”, in relation to any provision in this Directive requiring a mask to be worn, means to wear a mask over and covering the wearer’s nose and mouth, with the mask touching the wearer’s nose, cheeks and chin.

## Part 3

### Compliance and Revocation

15.-(1) Every Singapore air operator to which this Directive applies is required by regulation 9A of the Air Navigation (119 – Air Operator Certification) Regulations 2018 (“ANR-119”) to comply with this Directive.

(2) A Singapore air operator who contravenes regulation 9A may be directed by the Authority under regulation 37 of ANR-119 to pay a financial penalty not exceeding the higher of:

- (a) \$500,000; or
- (b) 5% of the Singapore air operator’s annual revenue derived from the regulated activity.

(3) The DGCA may require any Singapore air operator to which this Directive applies to demonstrate compliance with the arrangements, measures and requirements set out in this Directive.

(4) Nothing in this Directive limits a Singapore air operator from, based on its assessment of risks of COVID-19 transmission at an overseas destination, or as advised by the Government, implementing additional measures to mitigate the risks to its passengers, crew or any other persons.

16. The DGCA considers that, due to the need for swift measures to prevent the spread of the COVID-19, it is not practicable to give a notice under section 22(5) of the Air Navigation Act 1966.

17. The Directive No. 9/2020 issued on 12 October 2020 is revoked.

Issued on 28 March 2022

HAN KOK JUAN  
*Director-General of Civil Aviation*  
*Civil Aviation Authority of Singapore*