



October 8, 2020

Hello,

Please find below the policy intent for amendments into the *Interim Order No. 11* for consultation with you.

Your comments would be greatly appreciated by Tuesday, October 13, EOD. Please send your comments to [TC.AviationSecurity-Sureteaerienne.TC@tc.gc.ca](mailto:TC.AviationSecurity-Sureteaerienne.TC@tc.gc.ca).

### **Policy intent for amendments to the *Interim Order No. 11***

#### **1. Reducing the burden on air carriers/ private operators with respect to health checks**

The intent is to remove the obligation on air carriers and private operators to ask additional health questions to every person boarding an aircraft and instead, build them into the notification that air carriers and private operators have to mention to every person boarding the aircraft. This way, instead of having to get an answer for each health question, air carriers/ private operators only need a confirmation from each person.

- Air carriers/ private operators will notify every person boarding the aircraft of what could prevent them from being permitted to board; and
- Each person will have to confirm that to the best of their knowledge, they don't have anything preventing them from boarding the aircraft.
- Should a person be found to have answered falsely or have misled the air carriers/ private operators or should they refuse to answer, they would be denied boarding and could be fined an administrative monetary penalty.

#### **2. Air carriers obligations when local authorities are performing the temperature screening overseas**

The intent to have the onus on the air carriers to ensure that all the obligations under the IO are met remained. However, instead of going through Alternative Compliance Exemption (ACE) for when air carriers cannot obtain information from the local authorities because of privacy concerns, the IO will state that the air carriers will

have to obtain an attestation signed by the local authorities that would state the following:

- They notify passengers that if they are found with high temperature, they cannot fly to Canada for 14 days, except if they have a medical certificate stating that their condition is not COVID-related;
- That they are using “this type” of equipment – that is expected to be demonstrated by the carrier in order to be recognized by TC for conformance to the Transport Canada Temperature Screening Standards;
- That the equipment used is maintain and calibrated appropriately;
- That the person(s) conducting temperature screening have been properly trained;
- That records are kept with respect to maintenance/calibration and training and records of number of persons who were not permitted to board the aircraft (elevated temperature), date and flight number and make and model of equipment used.

If such a signed attestation cannot be provided, air carriers will have to undertake temperature screening themselves, even if the local authorities are already conducting temperature verifications.

Thank you,

Aviation Security