

Tp. Hồ Chí Minh, ngày 09 tháng 01 năm 2023  
Số: 08/TB-DVKTB

## THÔNG BÁO

### V/v CẬP NHẬT QUY ĐỊNH LIÊN QUAN ĐẾN COVID KHI NHẬP CẢNH ANH

Kính gửi Quý Đại lý/Công ty,

Vietnam Airlines trân trọng thông báo cập nhật quy định liên quan Covid đối với hành khách nhập cảnh Anh như sau:

- Tất cả hành khách từ 12 tuổi trở lên nhập cảnh Anh từ Trung Quốc (không bao gồm Hongkong, Macau) phải có Chứng nhận xét nghiệm âm tính với Covid-19 trong vòng 2 ngày trước khi khởi hành.
- Thông tin đầy đủ tham khảo tại file đính kèm và website:  
<https://www.gov.uk/guidance/travel-to-england-from-another-country-during-coronavirus-covid-19>
- Hiệu lực: từ 01/01/2023.

Quý đại lý/Công ty vui lòng cập nhật và thông tin tới khách hàng./.

Trân trọng cảm ơn.

**Vietnam Airlines – Chi nhánh Việt Nam**



# COVID-19 mainland China border measures - transport industry operational guidance

CTA

Applies to England

This guidance applies from 04:00 UTC on 05 January 2023

CTA

## Summary of border health measures

The following requirements apply to all persons arriving in [England] from mainland China.

	Pre-departure test	Passenger Locator Form	Post-arrival test	Self-isolation
All arrivals	✓	x	Voluntary sample	x

## Key exemptions / exceptions

### Pre-Departure Testing

- Children aged 11 or under are exempt from the requirement to complete a Pre-Departure test.

### Job-related exemptions

Passengers who are travelling for work may be eligible for an exemption. Operators are obliged to check passengers have suitable evidence if they are claiming to be exempt from the requirement to do a pre-departure test (PDT).

## Legislation

The relevant regulations are:

## Provision of information to passengers

There are no obligations to provide information to passengers about these measures but airlines are advised to notify passengers that are booked to travel to England from mainland China of the requirement to obtain a PDT and the requirements around test type and notification to minimise issues on departure.

## Health documentation checks

### 1. Pre-Departure Test check

Airlines are required to ensure that all passengers arriving in England regardless of vaccination status possess a valid notification of a negative COVID-19 test taken within 2 days of their departure from mainland China that meets the following requirements.

See further information here: <https://www.gov.uk/guidance/travel-to-england-from-another-country-during-coronavirus-covid-19>

The pre-departure COVID-19 test must meet performance standards of at least 97% specificity and at least 80% sensitivity with a limit detection of viral load of less than or equal to 100,000 SARS-CoV-2 copies per millilitre. This could include tests such as a nucleic acid test, including a Polymerase Chain Reaction (PCR) or derivative technologies, including Loop-mediated isothermal amplification (LAMP); or an antigen test, such as a lateral flow device (LFD).

Pre-departure COVID-19 tests are not valid if they are provided or administered by the UK National Health Service.

The airline may carry out the check of passenger PDTs at any suitable point prior to departure from mainland China. The airline should check the validity of the COVID-19 notification by ensuring that:

- The certificate is an original copy shown either on paper or digitally;
- It is in English, French or Spanish;

and that the following information is present:

- The name of the person from whom the sample was taken (and that this is written as per the passenger's travel document);
- The date of birth or age of the person from whom the sample was taken (and that this matches the passenger's travel document);
- The result of the test;
- The date the test sample was collected or received by the test provider (which must be no more than 2 days prior to departure);
- The name of the test provider and their contact details (noting that there is no approved list of providers); and
- The name of the test device or the type of test used.

Airlines are not required to check the test meets the minimum standards for sensitivity, specificity and viral load.

If the result is positive or the notification does not meet requirements, then the passenger should be denied boarding.

### **Reasons a passenger may not have a valid Pre-Departure Test**

In the following cases, the Government considers that a passenger will have a reasonable excuse for not carrying a negative PDT and that an airline should not be considered to commit an offence or be liable for a penalty for conveying such passengers without a PDT.

**Medical grounds:** If the passenger has a medical condition or a disability which means they cannot take a test, this should be considered a reasonable excuse. Passengers wishing to make the case that a medical condition is a reasonable excuse should present supporting evidence, such as a note from a medical practitioner to confirm this. If the original medical note is not in English, then a certified English translation should be provided by the passenger. For urgent 'medevac' cases, the person travelling for urgent medical treatment and the person accompanying them can utilise the reasonable excuse provision where it is not reasonably practicable to obtain a negative COVID-19 test in the two days before departure.

**Disability:** Passengers unable to provide a sample due to a disability are not required to provide a PDT.

**Age:** Passengers aged 11 or under are not required to provide a PDT.

**Work related exemptions:** Some people are exempt from the requirement to provide a PDT because of their job. See section 2 for details.

**Extradition:** Extradited persons are usually escorted to the departure gate by the local authorities. In this scenario passengers may not be in possession of a PDT. Operators are not liable for conveying passengers who are being extradited without a PDT.

### **Indirect flights**

Passengers are subject to the PDT requirement for both direct and indirect flights from mainland China to England. An indirect flight is a flight that is booked as one ticket with one or more sectors. It may involve one or more operators, and will involve passengers being checked through to their final destination. The requirement applies where passengers' final destination is in England or where transiting through England.

Indirect flights via any third country or territory, Hong Kong or Macau are included.

It is not expected that operators check PDTs in transit hubs in third countries. The PDT should be checked on the first sector before departing mainland China.

If the journey to England is single-ticketed and operated by two or more operators, for example in a code share arrangement or similar, the operator operating into England will

be responsible for working with partners to ensure PDT requirements have been met. That operator should have appropriate systems and processes in place (such as contracts or agreements in place with the airline operating the flight that departs China) to ensure PDTs for relevant passengers are checked before departure from China.

There is no obligation or liability on operators to check, at intermediate points, passengers who travel on split-ticketed journeys which use more than one operator or passengers who transit landside through intermediate points.

## **Flight delays**

If the flight departing mainland China is delayed, passengers must obtain a new PDT if the PDT sample has no longer been provided within 2 days of departure.

In the case of indirect flights, the PDT must be taken and checked within 2 days of departure of the first flight that departs mainland China. Delays to subsequent sectors do not trigger the need for passengers to undertake a new PDT.

## **2. Exemptions evidence**

Travellers who are exempt from the requirement must show evidence of their exemption.

Airlines must ensure that passengers conveyed to England have suitable evidence to demonstrate their exemption.

Work-related exemptions are:

- Aircraft crew
- Civil Aviation Authority (CAA) inspectors
- Crown Civil servants on diplomatic duty or carrying out essential government work
- Defence workers
- Essential or emergency workers
- Persons travelling to the UK to conduct official business
- A person who has travelled to the United Kingdom for the purpose of transporting material which is to be used for the provision of healthcare by a healthcare provider

### **Aircraft crew**

A member of aircraft crew where they have travelled to the United Kingdom in the course of their work or are otherwise required to travel to the United Kingdom for work purposes is not required to possess notification of a negative result from a PDT.

A "member of aircraft crew" means a person who:

- acts as a pilot, flight navigator, flight engineer or flight radiotelephony operator of an aircraft,
- is carried on the flight deck and is appointed by the operator of the aircraft to give or to supervise the training, experience, practice and periodical tests required for the flight crew under article 114(2) of the Air Navigation Order 2016 or under Annex III or Annex VI of the Air Operations Regulation, or
- is carried on the flight for the purpose of performing duties to be assigned by the operator or the pilot in command of the aircraft in the interests of the safety of passengers or of the aircraft.

Travel for work purposes includes, in particular:

- where the member of aircraft crew resides outside the United Kingdom, travelling to the United Kingdom to work on an aircraft departing from the United Kingdom,
- travelling to attend work-related training in the United Kingdom,
- returning to the United Kingdom following work-related training outside the United Kingdom, or
- returning to the United Kingdom following work as a member of aircraft crew outside of the United Kingdom.

### **CAA inspectors**

A civil aviation inspector, as defined in Annex 9 to the Convention on International Civil Aviation signed at Chicago on 7th December 1944, where they have travelled to the United Kingdom when engaged on inspection duties is not required to possess notification of a negative result from a PDT.

### **Crown Civil servants on diplomatic duty or carrying out essential government work; Essential or Emergency Workers; and Persons travelling to the UK to conduct official business**

Any person in respect of whom the relevant Department has certified the following is not required to possess notification of a negative result from a PDT:

- a Crown servant or government contractor who is required to undertake essential government work or essential policing whilst in the United Kingdom or is returning from conducting such work outside of the United Kingdom,
- a person who is required to undertake essential state business in the United Kingdom or is returning from conducting such business outside of the United Kingdom, or
- a person who is returning to the United Kingdom where this is necessary to facilitate essential government operations and includes, in particular, the functioning of a diplomatic mission or consular post of His Majesty or of a military or other official posting on behalf of His Majesty.

## Defence workers

A person who is a Crown servant, a government contractor, or a member of a visiting force, who is required to undertake work necessary to the delivery of essential defence activities is not required to possess notification of a negative result from a PDT.

## A person who has travelled to the United Kingdom for the purpose of transporting material which is to be used for the provision of healthcare by a healthcare provider

A person who has travelled to the United Kingdom for the purpose of transporting material which consists of, or includes, human cells or blood and which is to be used for the provision of healthcare by a healthcare provider is not required to possess notification of a negative result from a PDT.

Airlines should:

- Check that the passenger is in possession of suitable evidence that they qualify for the exemption;
- Check the passenger's travel document (e.g. name) corresponds to the details provided in their evidence.

Checking for suitable evidence means ensuring the passenger has some evidence to demonstrate their exemption. The airline or their agent may make a reasonable judgement about whether exemption evidence is valid, but the airline is not obliged to validate, and is not liable for, the validity of the evidence the passenger possesses. The airline is not obliged to record the evidence the passenger possesses.

## Enforcement

### Health documentation checks

#### Systems Requirement

Airlines are required to implement and maintain systems, processes, procedures, governance and assurance mechanisms to ensure that the passenger check requirements are being carried out. This may include guidance, processes and checklists for ground handling agents, internal monitoring, governance and audit processes, guidance on counter-fraud measures and other methods to provide assurance. Penalties apply for failing to have adequate systems in place to ensure all passengers conveyed are compliant with the respective requirements on arrival.

Where a passenger is conveyed from mainland China to England with multiple operators as part of one booking, the requirement applies to the operator that arrives in England. As part of the systems requirement, that operator should be able to demonstrate the systems and processes, agreements or contracts, they have in place to ensure the operator that departs from mainland China checks for a PDT for such passengers that are bound for England.