

**COVID-19 RESPONSE: SCENARIOS WHERE THE WEARING OF THE DF BARRIER
FACEMASKS SHOULD CONTINUE UNTIL FURTHER NOTICE**

(SCENARIO-BASED EXAMPLES)

Scenario 1 (Travelling in a DF Vehicle Alone). There is no necessity to wear a barrier facemask if a member of the DF is travelling alone in a vehicle.

Scenario 2 (Traveling in a DF Vehicle With More Than One Person). Where more than one person is travelling in a DF vehicle, barrier facemasks will be worn by **ALL personnel** in the vehicle. These will be donned and doffed before entering and after exiting the vehicle, as per **Annex A**. The I/C of the vehicle will ensure that air is NOT recirculated in the car.

Scenario 3 (Routine, Training and Operational DF Activities Outdoors/Indoors). Where social distancing of more than 2 meters cannot be observed safely indoors or outdoors, if there is a possibility the 2 meter distance may be comprised, if the location has a high volume of through traffic or where ventilation is deemed to be poor the barrier facemask will be worn by **ALL** DF personnel involved in that activity.

The IC of the activity will ensure that all personnel are informed and supervised accordingly prior to the commencement of any activity. For example, during a tentage detail where personnel may come into proximity of less than two metres of each other, barrier facemasks will be worn by the entire work party.

Scenario 4 (Guard Room Duties). At all times the Guard Commander will ensure appropriate ventilation is present through windows / doors and local ventilation systems, where present. If social distancing cannot be observed or if ventilation is deemed insufficient by the Guard Commander, the barrier facemask will be worn while on duty.

Scenario 6 (Lecture Rooms/ Conference Rooms). When in use, the I/C of these facilities will ensure appropriate ventilation is present through windows/doors and local ventilation systems, where present. It is recommended that UFN the barrier face mask is worn in these environments **WHERE PROXIMITY OF 2 METERS CAN NOT BE MAINTAINED**. At a minimum a five minute break will be provided every hour or as alerted by the CO2 monitor in location.

Scenario 8 (Flying in DF Aircraft). GOC AC will decide on the necessity and appropriateness of wearing barrier facemasks for both pilots, aircrew and passengers in line with local risk assessments and international best practice. Both H&S and Medical SMEs may be consulted in this process.

Scenario 9 (On board NS vessels). FOCNS will decide on the necessity and appropriateness of wearing barrier facemasks on board NS vessels. Again, a specific risk assessment may be necessary due to the confined spaces involved. Again, both H&S and Medical SMEs may be consulted in this process.