EASA
European Union Aviation Safety Agency

EASA response to the COVID-19 crisis

Aviation Health Safety Protocol

Virtual Meeting EUR/NAT DGCA
24 July 2020

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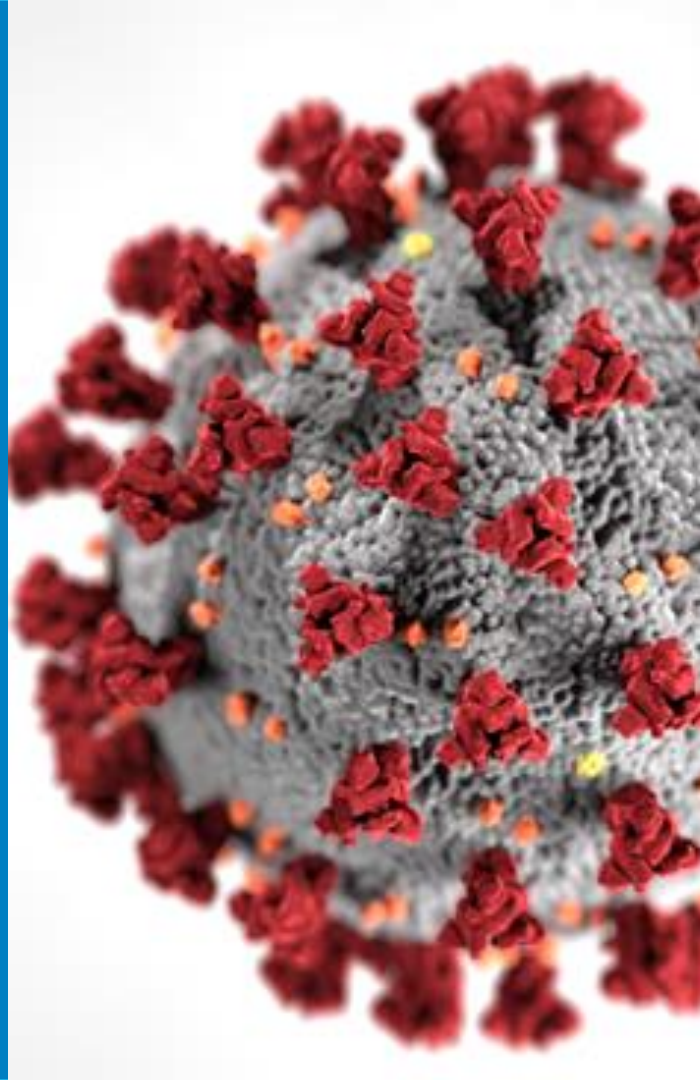
An Agency of the European Union



EASA's Contribution to preparedness and crisis management

EU Joint Roadmap on COVID-19

Guidelines on the progressive Restoration of transport services and connectivity

Coordination of EASA's response with partners and stakeholders

- DG SANTE
- HSC
- Specialised bodies
- EASA TEB medical group
- MOVE-SANTE / EASA-ECDC Steering Group
- Consultations MAB/SAB

- Promotional Material
- Consultations MAB/SAB

Monitoring:

- COVID-19 Aviation Health Safety Protocol
- Charter

Aviation Health Crisis
(NBR art 91)

EASA-ECDC
Commission mandate

Guidelines development

Article 91 – *"EASA shall, within its field of competence, contribute to a timely response to and mitigation of aviation crises, in coordination, with other appropriate stakeholders"*

Participation in specialised bodies

- ICAO CAPSCA
- EASA TEB medical group

Crisis planning and management

- EACCC
- EC response to Ebola
- EU Healthy Gateways

Institutional relations

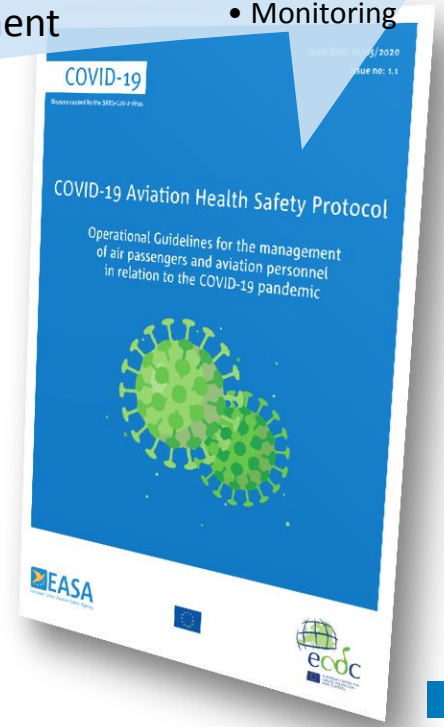
- EASA visit to DG SANTE
- DG SANTE visit to MAB
- Health Security Committee

Guidelines development

- ECDC
- MAB
- SAB

Publication

- Promotion
- Liaison
- Monitoring



Current situation – not good…

→ **Different degrees** of the implementation of the Guidelines in Member States

→ **Various regulatory approaches** but some fundamentally different aviation health safety requirements on State level (e.g. medical face masks)

→ **Differing health safety standards** among different aviation industry players

Need to reinforce monitoring of industry's adherence to the measures to ensure public confidence

Measures will perform only if implemented uniformly

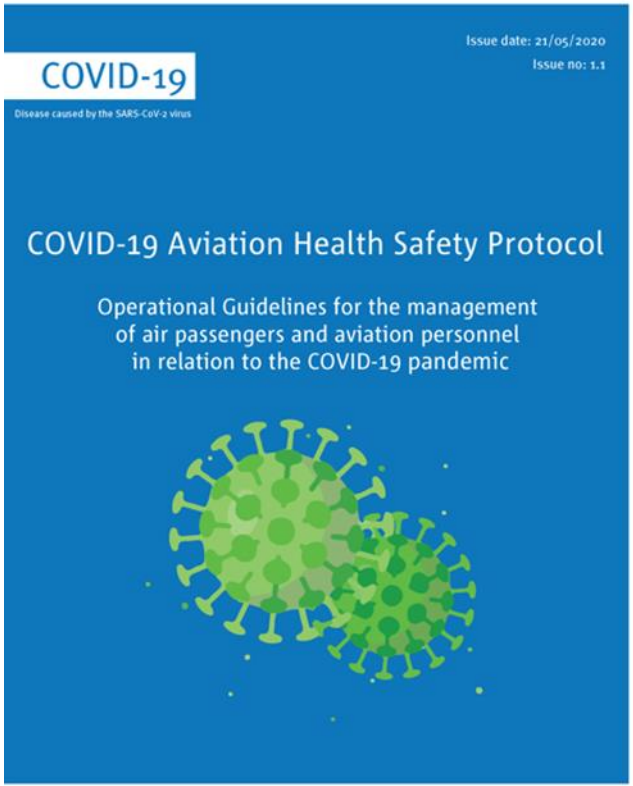
and by all stakeholders!

COVID- 19 Monitoring Group

Why a Regulators' Monitoring Group?

To facilitate - to the maximum extent possible - coordinated national implementation of the COVID-19 Aviation Health Safety Protocol (AHSP) by:

- → **exchanging information** on AHSP implementation in MS;
- → **supporting NCAs in monitoring** AHSP implementation, exchanging on "best practices" or on any implementation difficulties;
- → providing **updates on the trends** identified under EASA's Programme to monitor AHSP implementation;
- → **facilitating NCAs review and evaluation** of the actions taken by industry and promoting coordinated development of alternative means (if needed) to mitigate the risks to public health;
- → as needed, **identifying enhancements** for the Protocol.



EASA/ECDC Aviation Health Safety Protocol (AHSP): State of Play

→ Update - Issue 2 dated 30.06.2020

- → Replacing the Notification of Health Status with the Acknowledgement of COVID-19 policy to address the data protection concerns
- → Aligning with recent publications, evidence and epidemiological context
- → Aligning with other EASA publications – SDs, SIB, Guidance
- → Recommendation for the management of transfer passengers
- → Clarifications regarding for existing recommendations

→ Stable version to allow a safe transition to the opening of borders as of 1 July 2020

→ The need for further AHSP update to be assessed mid-August

EASA Program to monitor AHSP implementation: Context

- EASA launched on 26 May a **programme to monitor the implementation of AHSP:**
  - Focus: flights operated by airlines which are ready **to apply the guidelines between airports which equally apply them;**
  - Objective: **End-to-end passenger journey** that respects the guidelines from the moment of arriving in the departure airport to the time of exit from the destination terminal.

- The airlines and airports **sign a project Charter** pledging to:
  - Abide by the guidelines,
  - **Coordinate with national authorities** and design practical solutions when they encounter problems with the implementation of the guidelines,
  - **Monitor the overall effectiveness** of the guidelines and to **report any issues they discover to EASA, ECDC and national authorities**, together with weekly observed data, and any opportunities for improvement.

EASA Aviation Industry Charter for COVID-19: Update

- **Charter signatories**: 35 airport operators and 26 airlines doing business in 18 Member States, the UK, Norway, Turkey and other EU neighbouring states
  - Full list available at https://www.easa.europa.eu/aviation-industry-charter-covid-19
- New applications received on a daily basis
- Significant interest of non-EU stakeholders
- **On-going activities**:
  - Promotion of the Programme within the EU
  - Reporting: industry data/feedback collection and analysis
  - Establishing a framework of cooperation with industry associations
  - Consultations with selected international partners

Charter signatories

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and more…..

EASA Aviation Industry Charter for COVID-19: First feedback

- → Reporting under the Charter started on 6 July 2020
- → Weekly reports, providing quantitative input (KPIs) and qualitative feedback
- → First feedback (European stakeholders):
  - → Airlines: 16 airlines carrying 606 215 pax in the 1st reporting week
    - → in-flight symptomatic pax: 1
    - → pax handled on the ground: 33/26 pre-flight reports, 12 not allowed to travel;
    - → unruly pax (non-adherence to measures): 224
    - → Flight/cabin crew infected: 6/4
    - → Issues: enforcement of policy to wear medical face masks
  - → Aerodromes: 28 aerodromes hosting around 1,5 million pax in the 1st reporting week
    - → Pax triggering assessment at departure/arrival: 146/2506
    - → Pax denied access/boarding: 14/1
    - → Unruly pax (non-adherence to measures): 8
    - → Waiting times below 15min on average, with exceptions
    - → Issues: maintaining social distancing as traffic picks up

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Update on the implementation of the Protocol in EU MS

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Update on EASA Activities

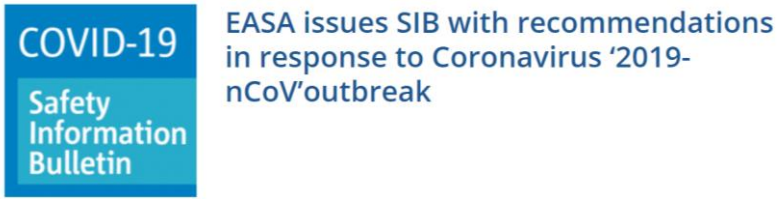
EASA SD 2020-03 & 2020-04

- **Incorporates feedback** from Member States and airlines regarding the misuse of Annex 1 to SDs 2020-01 &2020-02
- **Risk of transmission = level of exposure x duration of exposure**
- SD 2020-03 & 2020-04 **mitigate the risk of transmission from inanimate surfaces**:
  - Cleaning and disinfection once every 24 hours
  - Cleaning and disinfection before and after each flight longer than 6 hours

EASA issues safety directive to combat spread of COVID-19 via airline travel

EASA SIB 2020 02 R5

- The SIB draws attention to the **importance of harmonisation**
- **SIB restructured** to include the recommendation for the airline and aerodrome operators to implement the EASA-ECDC AHSP as well as the other guidance material from EASA.
- SIB recommends that **NAAs to monitor the implementation** of the SIB by the stakeholders under their oversight.



EASA Guidance on Aircraft Cleaning and Disinfection

- Clarification on the **potential harmful effects of residual disinfecting substances**
- Including details regarding the cleaning and disinfection of **various types of fabric**
- New section on **in-flight cleaning** and **disinfection of aircraft**
- Aircraft COVID-19 disinfection control sheet **aligned with ICAO**

EASA Guidance on Management of Crew Members

- → Aligning the l**ayovers** section with the **ICAO Public Health Corridor** (PHC)
- → Alignment/**cross reference to the EASA-ECDC AHSP**
- → Added the **crew COVID-19 status card template** in line with ICAO PHC

EASA-ECDC Aviation health safety protocol (AHSP)

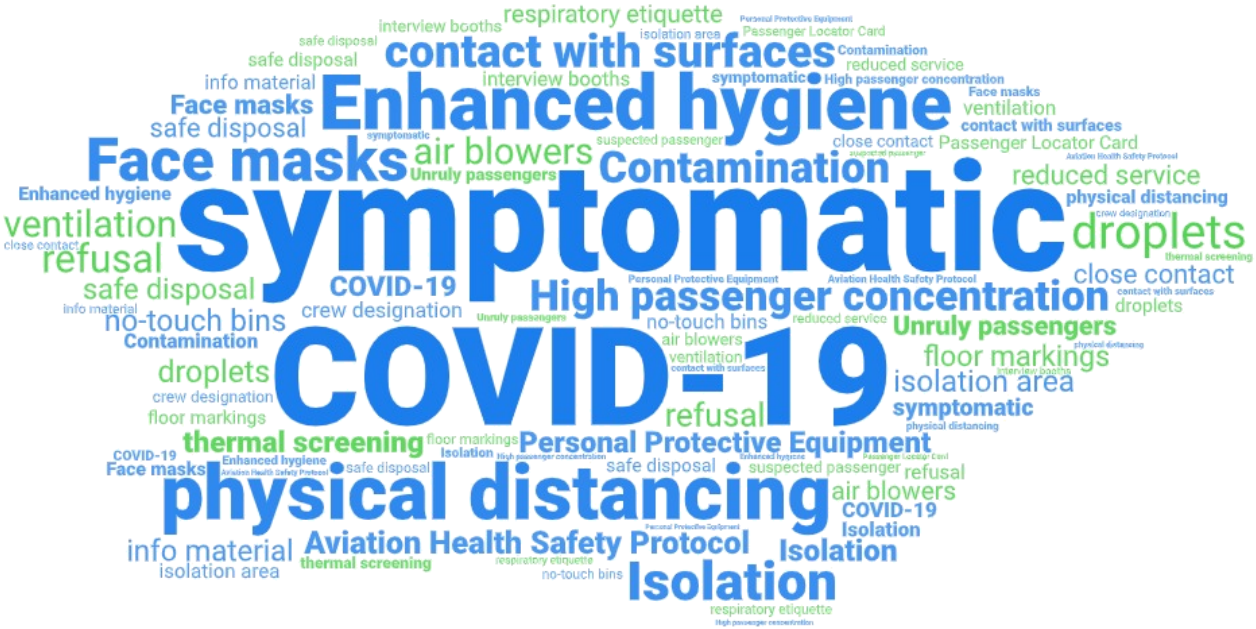
- The notification of health status was changed to the '**Acknowledgment of Airline's COVID-19 Policy**' in line with the data protection requirements
- New recommendation on **transfer passengers** recommending the use of **'one stop' health screening**
- Review and update of the recommendation regarding the **ventilation and air recirculation** setup on board aircraft in light of new evidence
- Clarification on the meaning of **essential services on board**
- Clarification on **how the medical face mask must be used** – the mask should cover the mouth and nose
- **Contactless** check-in and boarding procedures are recommended

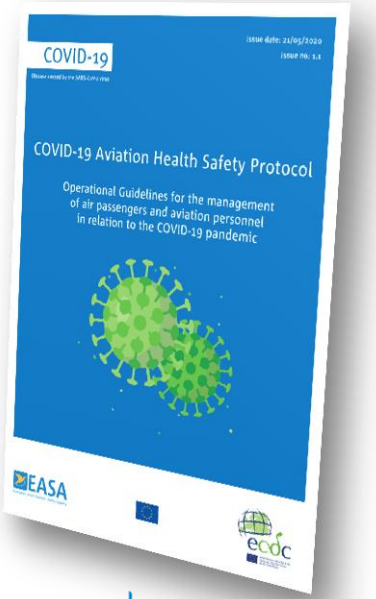
COVID-19

Guidance / Advice

AHSP Implementation Briefing and Checklists

We started here…

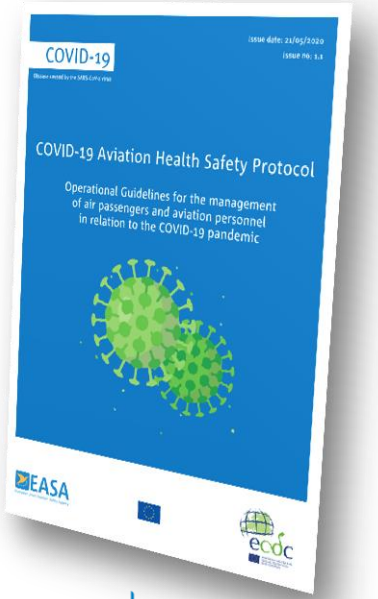




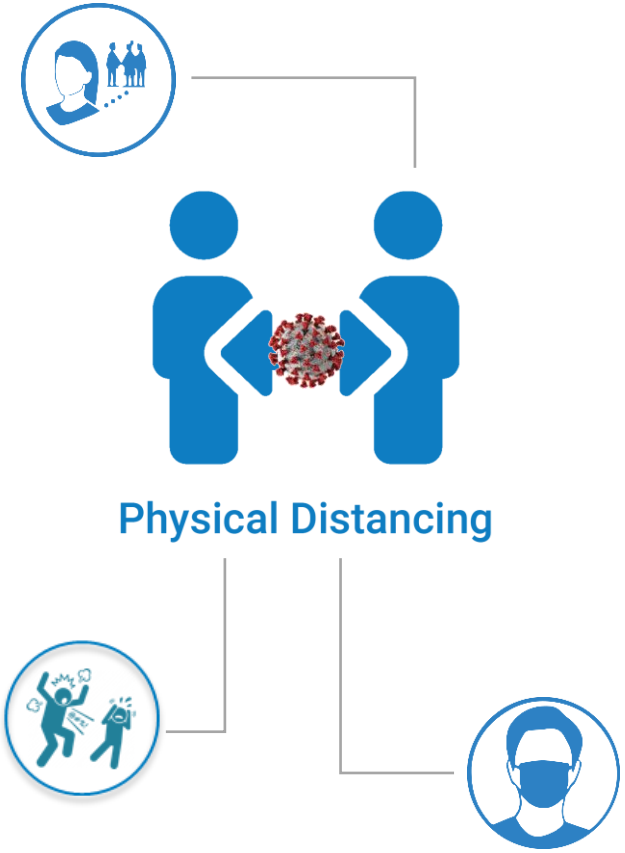
We sorted out the overarching principles…

As a strategy, emphasis should be placed at the following issues:

- → Access to airport terminals **to be limited to passengers** (exceptions Persons with Reduced Mobility, unaccompanied minors, etc.)
- → If symptomatic, **do not present yourself** to the airport for departure
- → Maintain **physical distancing** (1.5 metres between individuals)
- → **Enhanced hygiene** measures for people and for facility cleaning
- → Avoidance of queuing in **high passenger concentration** using floor markings
- → Minimise **contact with surfaces** using alternative processes (e.g. e-check in, non-contact boarding)
- → Health safety promotion materials in the **national language, English and other languages** widely available at the airport
- → Health safety promotion material should also be made available **in the flight cabin** through video and audio, or as leaflets in the pocket seats



… and adopted a step by step simple and logical approach



STEP 1

Identify relevant provisions in the Aviation Health Safety Protocol

STEP 2

Group them according to the different phases of a journey

STEP 3

Provide relevant operational and scientific indications on such provisions

STEP 4

Highlight cues on what to look for so to facilitate National Authorities tasks

STEP 5

Provide references of all relevant aspects on the Airport and Air Operators checklists

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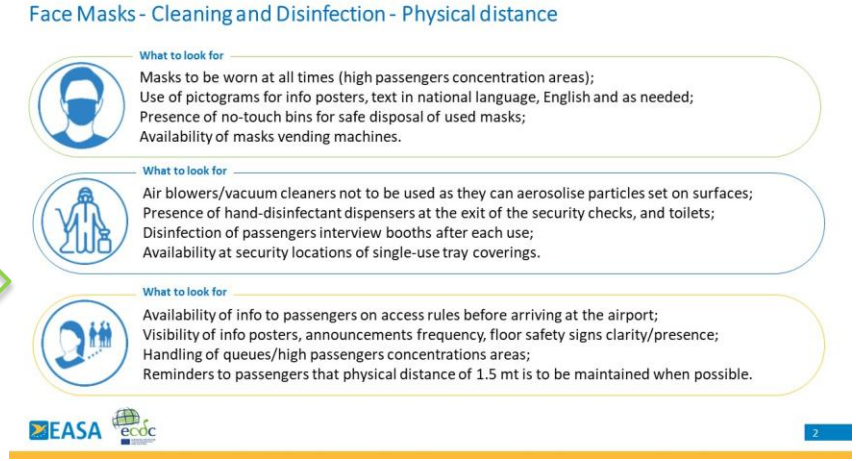
Then we tried to make it as light as possible…

Module No.1, No.2, No.3…

Three pages of dense medical jargon and operational provisions for Airport and Air Operators are represented in this slide, and referenced in the relevant checklists



EU/non-EU Hygiene Sanitary Measures Repository

- → Various measures implemented at the points of entry (PoE) rapidly changing
  - → Temperature screening
  - → Test within the last 48, 72 or 96 hours
  - → 14 days quarantine
  - → Restricted access
- → Passengers, crew members and airlines reported difficulties on in identifying what is expected
- → EASA to develop a web page providing links to existing public health resources to facilitate access to up to date information
- → Target audience
  - → Aircraft operators
  - → Crew members
  - → Passengers

COVID-19 Aviation Risk Monitoring

→ Bowtie model developed to systematically identify the required preventive measures

→ Mapped to the EASA/ECDC Health Safety Protocol

→ Three pillars for monitoring the risk:

1. Epidemiological criteria based on the ECDC monitoring framework
2. Monitoring the implementation of the preventative measures
3. Monitoring the scientific evidence of which mitigations are most effective

COVID-19 Aviation Risk Monitoring

→ Pillar 2 – Monitoring the implementation of the preventive measures

→ Results shared as anonymised dashboard

Charter Survey	Bowtie post flight Passenger Survey	Bowtie Airport & Airline Survey	EASA/ECDC HSP Implementation checklist
Weekly	Continuous	Monthly	NAA oversight
Infection data and waiting times	Cleanliness, Distancing, Face masks, Overall experience	HSP measures **excluding** infection data, waiting times and aircraft hardware	All HSP measures
Charter members	EASA website and (hopefully) IATA distribution	Charter members	EASA MS airports and airlines

Increasing detail

Air Ops Community Site – Information Hub

→ Air Operations Community Site – COVID-19 topics for

- → Airports
- → Airspace users

→ Gives information for NCAs aiding their COVID-19 related implementation work

- → COVID-19 Operational Guidance
- → Managing Safety Issues
- → Passenger Health
- → Staff Well-being and Protection

Air Ops Community Site – COVID 19 Information Hub

→ Flexible viewing options

→ As a guest

→ Register

→ Join individual topics

→ Receive posting alerts

→ Follow particular discussions

→ https://www.easa.europa.eu/community/content/air-operations

Passenger Forms

→ **Passenger Locator Cards (PLC)** – lack of harmonisation

- → Across EASA MS, many different forms exist
  - → Lack of harmonisation creates confusion – some cases were reported where the PLC completed on board was not acceptable to the PHA at destination, leading to passengers being required to fill additional forms after landing either in the aircraft or in the airport
  - → Increases work for operators – similar search/discovery work performed by all
- → EASA supporting EU Healthy Gateways in developing a harmonised electronic PLC acceptable to all EU public health authorities
- → But until that can be deployed…

Passenger Forms

→ **Passenger Locator Cards** – how to maximise the knowledge of existing forms

→ **Publish links to all forms centrally**

→ **NCAs requested to provide URL link to forms**

→ Provide updates to links as necessary

Concluding remarks

- → National implementation of the recommendations is prerequisite: NCAs have a key role to monitor how the recommendations are implemented by air operators, aerodromes, ground handlers etc.
- → Harmonisation is essential to achieve a level playing field and a common standard across Europe. EASA tools are available to support Member States to achieve harmonisation.
- → Sharing NCAs feedback to EASA – use covid.monitoring@easa.europa.eu
- → Next steps: 2nd Monitoring Group meeting in mid-August – feedback session from AHSP monitoring activities - EASA and NCAs – on operational trends to feed into the next potential AHSP review.

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Thank you for your attention!