

## Safety Information Bulletin

Aerodromes – Operations

**SIB No.: 2020-02R5**

**Issued: 30 June 2020**

**Subject: Coronavirus COVID-19 Pandemic — Operational recommendations**

**Revision:** This SIB revises EASA SIB 2020-02R4, dated 07 April 2020.

**Ref. Publications:**

**European Centre for Disease Prevention and Control (ECDC):**

<https://www.ecdc.europa.eu/en/covid-19-pandemic>

**World Health Organization (WHO):**

[Coronavirus disease \(COVID-19\) pandemic](#)

[Coronavirus disease \(COVID-19\) situation reports](#)

**Applicability:** National competent authorities (NCAs), aircraft operators, aerodrome operators (including ground handling service providers)

**Description:**

Following the evolution of the novel coronavirus (renamed ‘SARS-CoV-2’ — see Note 1 of this SIB) outbreak, and based on the reports published by the World Health Organization (WHO), the International Civil Aviation Organization (ICAO) and the European Centre for Disease Prevention and Control (ECDC), EASA has issued this updated SIB which provides recommendations to NCAs, aircraft operators and aerodrome operators in order to reduce the risk of the spread of COVID-19 (see Note 1 of this SIB).

*Note 1: On 12 February 2020, the novel coronavirus was renamed ‘severe acute respiratory syndrome coronavirus 2’ (SARS-CoV-2), while the disease associated with it is referred to as ‘COVID-19’.*

EASA is closely monitoring the evolution of the SARS-CoV-2 outbreak and is actively working together with the WHO, ICAO, and the European Commission (EC), in particular DG SANTE and DG MOVE. Therefore, the latest guidance and recommendations issued by EASA, the WHO, the ECDC and ICAO should be considered in the context of this SIB.

Ensuring business continuity at all levels is an essential part of crisis management. In the particular case of COVID-19, the continuity of health-related activities is directly linked with the availability of transport operations as they have a direct impact on the availability of required medication, protective equipment, medical experts and scientists. EASA wishes to emphasise the importance of a coordinated and harmonised approach to the management of the COVID-19 crisis at European Union level.

This SIB should be considered by NCAs, aircraft operators and aerodrome operators in synergy with the recommendations issued by the WHO, the ECDC and national public health authorities as regards the management of individuals that have come into direct or close contact with suspected and confirmed COVID-19 cases. The official decisions of the respective national public health authorities shall prevail over the recommendations made in this SIB.

It is foreseen that this SIB shall be applicable until the time when the WHO has assessed that the SARS-CoV-2 outbreak has ended.

On 11 March 2020, the WHO assessed the current SARS-CoV-2 outbreak as a pandemic. As a result of this decision and of the reports received from the Member States and industry, to address the severity of the situation and prevent the spread of Coronavirus `SARS-CoV-2` infection, EASA issued Safety Directives (SD) 2020-01 and 2020-02, addressed to EASA Member States NCA and Third Country Operators (TCOs), later superseded by EASA SD 2020-03 and 2020-04 respectively, the latest SDs recommending the NCA to require, and requiring that TCOs accomplish, the cleaning and disinfection of aircraft involved in the commercial air transport of passengers based on an operator risk assessment (but at least once in any 24 hours interval), before and after long haul flights and before the next flight following the identification of a COVID-19 suspect case on board.

On 27 May ICAO issued the ICAO CART Take-off guidelines providing advice for States and aviation stakeholders regarding the management of the COVID-19 pandemic in aviation. EASA has included changes in its updated guidance and the EASA-ECDC Aviation Health Safety Protocol in order to align with the ICAO CART. Due to specificities reflecting the evidence based and expert opinion of both aviation and health authorities as well as the order of publication, several differences exist between the ICAO CART documents and the first issue of the EASA-ECDC Aviation Health Safety Protocol. These differences have been further reduced following the issuance of version 2 of the EASA-ECDC Aviation Health Safety Protocol.

### Recommendation(s):

EASA draws the aviation community's attention to the information and guidelines provided by EASA, the WHO, the ECDC, ICAO (including the ICAO CART Take-off guidelines), the International Air Transport Association (IATA) and the Airports Council International (ACI) Group. Particular attention should be paid to the WHO and the ECDC recommendations for national public health authorities and the transport sector, including operational recommendations for the management of passengers that exhibit symptoms compatible with an acute respiratory infection.

Aircraft operators and aerodrome operators should implement the recommendations made in the following documents, as applicable, in their procedures:

- [EASA–ECDC COVID-19 Aviation Health Safety Protocol](#)
- [EASA guidance on aircraft cleaning and disinfection](#)
- [EASA Guidance on Management of Crew Members in relation to the SARS-CoV-2 pandemic](#)

When developing their procedures, aircraft operators and aerodrome operators should follow the additional/related guidelines provided by EASA partners, including the advice provided by EU Healthy Gateways. The links to the related guidelines and references can be found at: <https://www.easa.europa.eu/covid-19-references>.



NCA's should monitor how the above mentioned recommendations are implemented by the aircraft and aerodrome operators under their supervision. Harmonisation is essential to achieving a level playing field and a common standard across Europe. Member States could consider implementing the measures in their national requirements.

**Contact(s):**

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