

*ICAO EUR/NAT-DGCA 2021*

**COVID-19**

# Return to Normal Operation

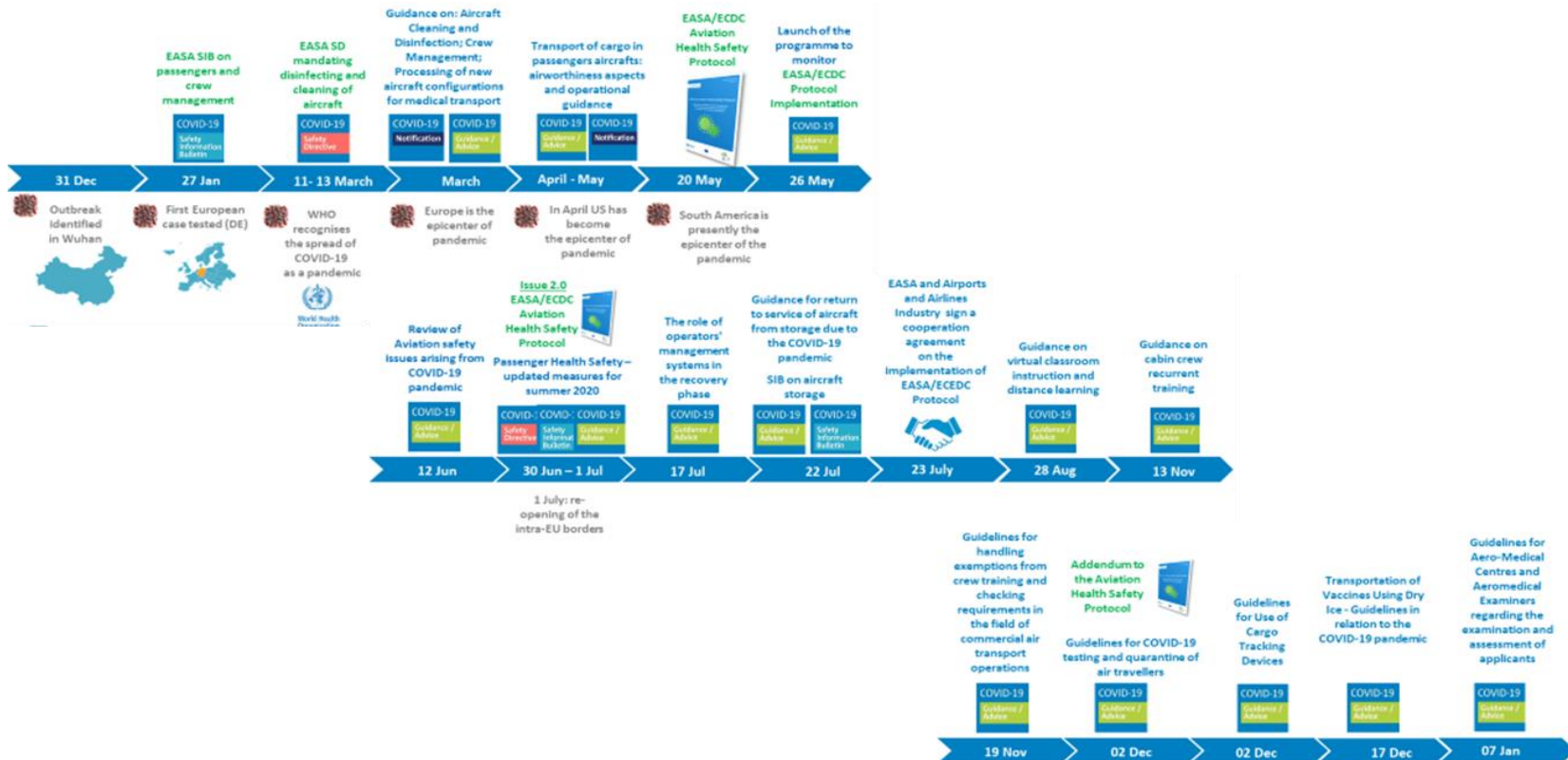
**19 May 2021**

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**HoD International Cooperation**

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# Project RNO – Update



# Business continuity – targeted flexibility

- **Blanket exemptions** no longer sustainable given the safety exposure
- **Flexibility** still needed due to disruptions in the sector
- Focus on **targeted exemptions**, when needed and properly mitigated
- Work with **ICAO** to develop the concept of “Targeted exemptions”

recommendations of the CART Report in June 2020 and the three additional recommendations presented in the High-Level Cover Document in November 2020.

## Recommendation 12 (Revised)

Member States should plan to put in place the necessary measures to mitigate risks associated with prolonged regulatory alleviations, and to avoid extending alleviations (both core and extended COVID-19 Contingency Related Differences (CCRDs)) beyond 31 March 2021. States that are in need of alternative actions to enable service providers and personnel to maintain the validity of their certificates, licenses, and other approvals during the COVID-19 pandemic should use the Targeted Exemptions (TE) system from 1 April 2021. In addition, States are encouraged to facilitate cross-border access to medical and training facilities, including flight simulation training devices used for flight crew (national and foreign) and Air Traffic Controllers (ATCOs) to maintain their certifications, recency of experience, and proficiency.

## Recommendation 14 (Revised)

States considering the formation of a Public Health Corridor (PHC) should actively share information with each other to implement PHCs in a harmonized manner. To facilitate the implementation, the ICAO Implementation Package (iPack) on establishing a PHC is available to States, in addition to PHC-specific tools published on the ICAO website and the App providing a template PHC arrangement between States.

## Recommendation 15

Member States are urged to implement Addenda Nos. 1 and 2 to the Technical Instructions for the Safe Transport of Dangerous Goods by Air (Doc 9284) without delay in order to facilitate the transport of COVID-19 vaccines and to permit certain dangerous goods to be carried on board aircraft to provide for a safe, sanitary operating environment for passengers and crew. If any State wishes to be more restrictive, they are reminded of their obligation to file a State variation to the Technical Instructions.

## Recommendation 16

Member States are encouraged to consider the temporary lifting of restrictions to air cargo operations, including but not limited to granting extra-bilateral rights, in particular for all-cargo services, to foreign airlines to facilitate the transportation of essential goods, supplies and COVID-19 vaccines.

## Recommendation 17

Member States should implement testing certificates based on the protocol, minimum dataset and

# Vaccine Transportation

## Guidelines - [Use of cargo tracking devices](#) - issue 1 (02/12/2020)

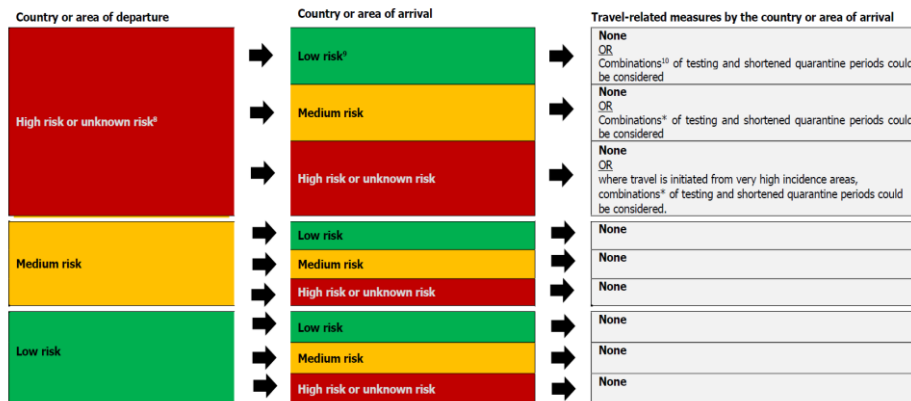
- Provides guidance and recommendations for **evaluation** of cargo tracking devices
- Technical considerations for **authorising the use of these devices**
- Technical considerations cover **electromagnetic interferences (EMI) and (Li) batteries**

## Guidelines - [Transportation of COVID-19 vaccines using dry ice](#) – issue 1 (17/12/2020)

- EASA Guidelines — structured per risk assessment elements of transporting dry ice in large quantities
  - Technical considerations – **safety of flight** (Ventilation and pressurisation system, oxygen system, CO2 detectors, Cargo locations (lower and main deck cargo compartments, passenger compartments), Occupants on board (roles, location, equipment) and interaction with other cargo)
  - Technical considerations – **ground handling**, such as: Loading, unloading, Proper ventilation before entering cargo compartment CO2 detectors
  - **Operational considerations**, such as DG approval, specific training and procedures
  - **No issues have been identified so far**

# A risk based approach to entry restrictions

## Addendum to the Aviation Health Safety Protocol (02/12/2021)



<sup>8</sup> Pre-departure testing for travellers from very high incidence regions/countries could be considered mostly to further reduce the possibility of having a positive case on board

<sup>9</sup> Where a country or an area has achieved consistent sustained control of the virus having a 14-day rolling incidence close to zero, all incoming travellers should be tested and follow 14-day quarantine.

<sup>10</sup> Based on modelling studies, the combination of quarantine and a single test once at around day 7 after arrival appears to offer a reasonable alternative, although it requires sufficient testing capacity.

- Analytical risk based model hardly implemented to date
- COVID waves 2 and 3 with new virus variants/mutations called for conservative national approaches
- Aviation Health Safety Protocol V2 aligning with latest developments

# Aviation personnel Vaccination

SIB 2021-06 published 25/03/2021

- Aircrew to be seen as a priority for vaccination (WHO recommendation)
- 48 hours buffer period between inoculation and flying duties (other duties possible)
- Consult with AMEs and observe the obligation to not report if unfit for duty

Specific Guidance on **ATCO vaccination** (jointly with Eurocontrol)

# Project RNO – EASA Measures since Nov 2020

- 13 Nov 2020: [Cabin crew recurrent training guidelines](#)
- 19 Nov 2020: [Guidelines for Air Operations and Aircrew](#)
- 20 Nov 2020: [Updated guidelines for de-storage of aircraft](#)
- 02 Dec 2020: [Guidelines for Use of Cargo Tracking Devices](#)
- 02 Dec 2020: [Guidelines for Testing and Quarantine of Air Travellers](#)
- 17 Dec 2020: [Guidance on use of dry ice in vaccine transportation](#)
- 21 Dec 2020: [Issue 5 of Guidelines for Transport of Cargo in Pax Compartments](#)
- 07 Jan 2021: [Guidelines for Aeromedical Centers and Examiners](#)
- 27 Jan 2021: [SIB 2020-07R2 Preparation of aerodromes to resume operations](#)
- 25 Mar 2021: [SIB 2021-06 Vaccination of Aircrew - Operational Recommendations](#)
- 29 Mar 2021: [Updated guidelines for Aircrew and OPS on extended exemptions](#)
- 30 Apr 2021: [Updated Review of Aviation Safety Issues Arising from COVID-19](#)

# Monitoring of Aviation Health Safety Protocol

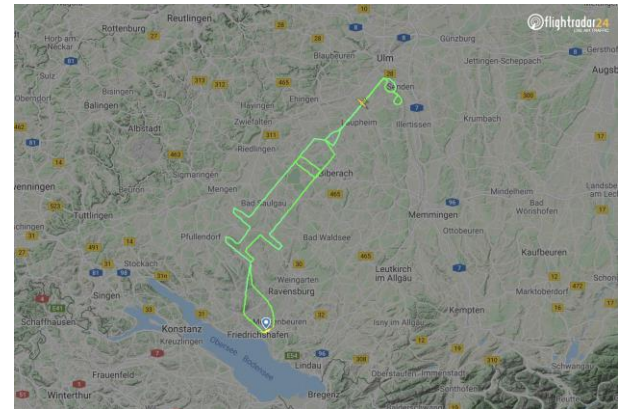
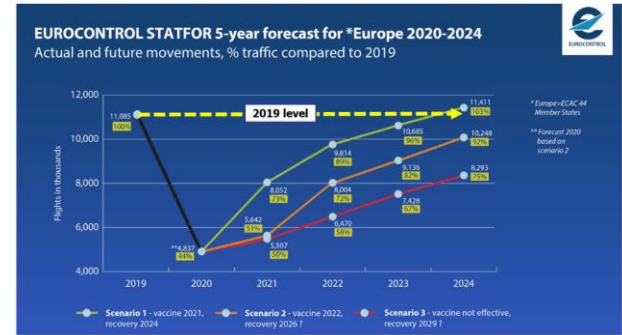
- 52 airport operators (122 reporting airports) and 55 airlines have signed the Aviation Industry Charter, representing almost 50% of European air traffic
- On average, ca 90% of Charter signatories submit data every week
- Weekly traffic analysed: In the peak weeks in 2020, 6 million passengers were served by participating airports and 3 million passengers were served by participating airlines





# Project RNO – Summary

- The road back to recovery will be a marathon, not a sprint.
- **Safety** remains paramount and maintaining it will be more challenging than ever
- Review of Aviation Safety Issues Arising from the COVID-19 Pandemic



**Thank you for your attention**

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