

EASA response to the COVID-19 crisis

Getting safely back to business

**ICAO APAC DGCA Information
Sharing Session**

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EASA Representative

An Agency of the European Union 



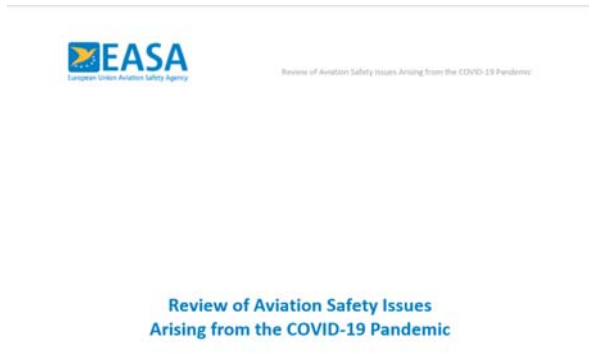
"It is the long history of humankind (and animal kind too) that those who learned to collaborate and improvise most effectively have prevailed" - Charles Darwin

EASA response to COVID-19: updates

- Launch of the digital Passenger Locator Form (ePLF) project: harmonization at EU level of data for **contact-tracing** and to support the management of outbreaks
- Managing COVID-19 impact on aviation safety: EASA is identifying and monitoring risks related to a **slow traffic recovery**
- Updating the EASA/ECDC Aviation Health Safety Protocol and other EASA publications: reflect latest developments and reduce burden on Industry; **fostering the Protocol implementation** on the ground and in the air
- Harmonised travel rules across Europe: EASA and ECDC working on **guidelines for COVID-19 testing and quarantine of air travellers**

EASA COVID-19 Risk Portfolio & Mitigation

- ➔ EASA is identifying and monitoring risks related to a slow traffic recovery;
- ➔ A 360 degree review of all domains (airports, Ground Handling, ATM, ANSP, OEM, Airlines, Pilots, NAA,...) was conducted via a survey.

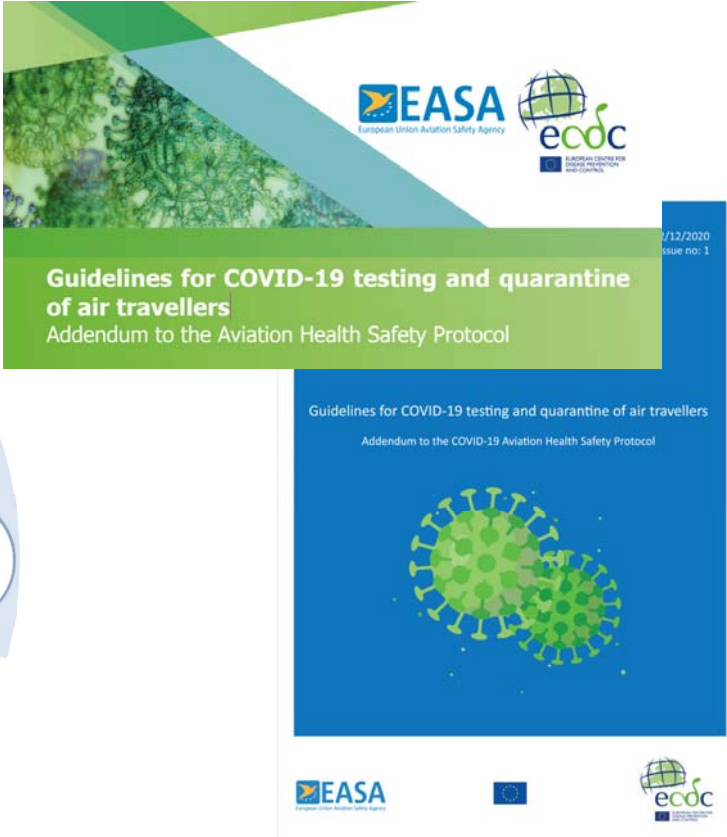
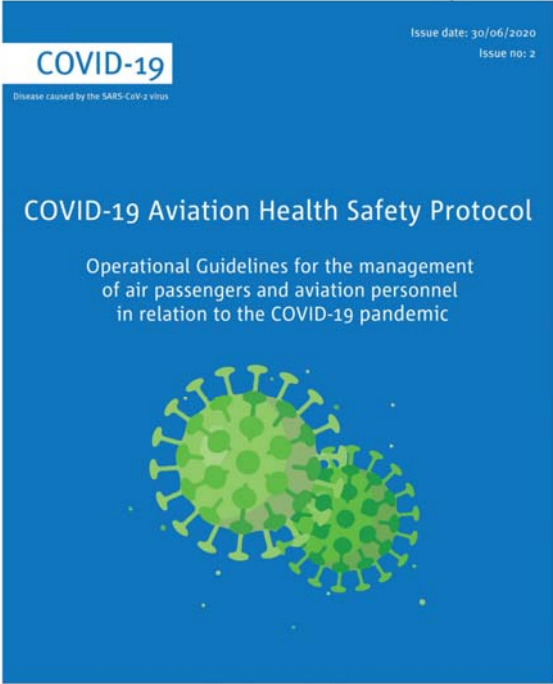


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1. MANAGEMENT SYSTEMS	
1.1. Restarting Operations Risks Spreading COVID19	...
1.2. Reduced Oversight by competent authorities due to lockdown	...
1.3. Reduced focus on, or prioritization of safety	...
1.4. Risk assessments based on previous normal operations are no longer valid	...
1.5. Restarting a complex system is challenging	...

Focus Areas

- ➔ Personnel competency: skill/competency erosion; staff well-being
- ➔ Unstabilised approaches, aircraft airworthiness, infrastructure safety and readiness
- ➔ Airworthiness of aircraft: a/c storage and de-storage
- ➔ Robustness and resilience of management systems
- ➔ Lack of adequate oversight

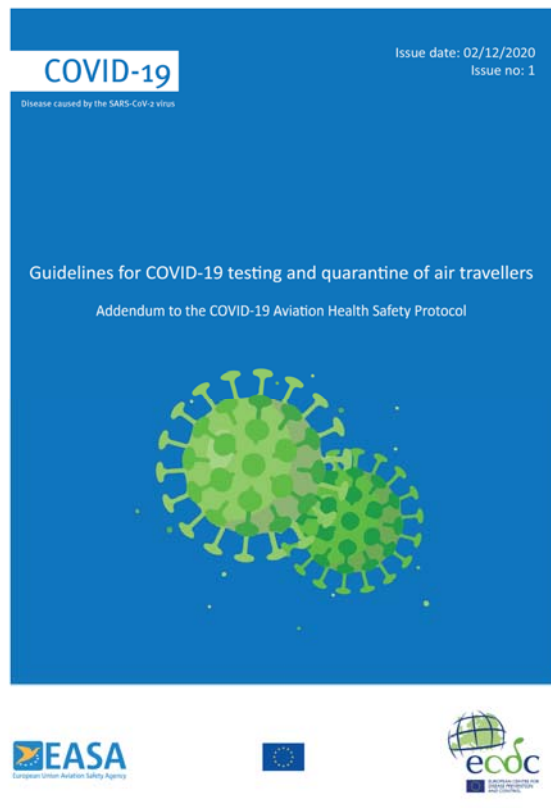
EASA/ECDC Aviation Health Safety Protocol



EASA/ECDC Aviation Health Safety Protocol

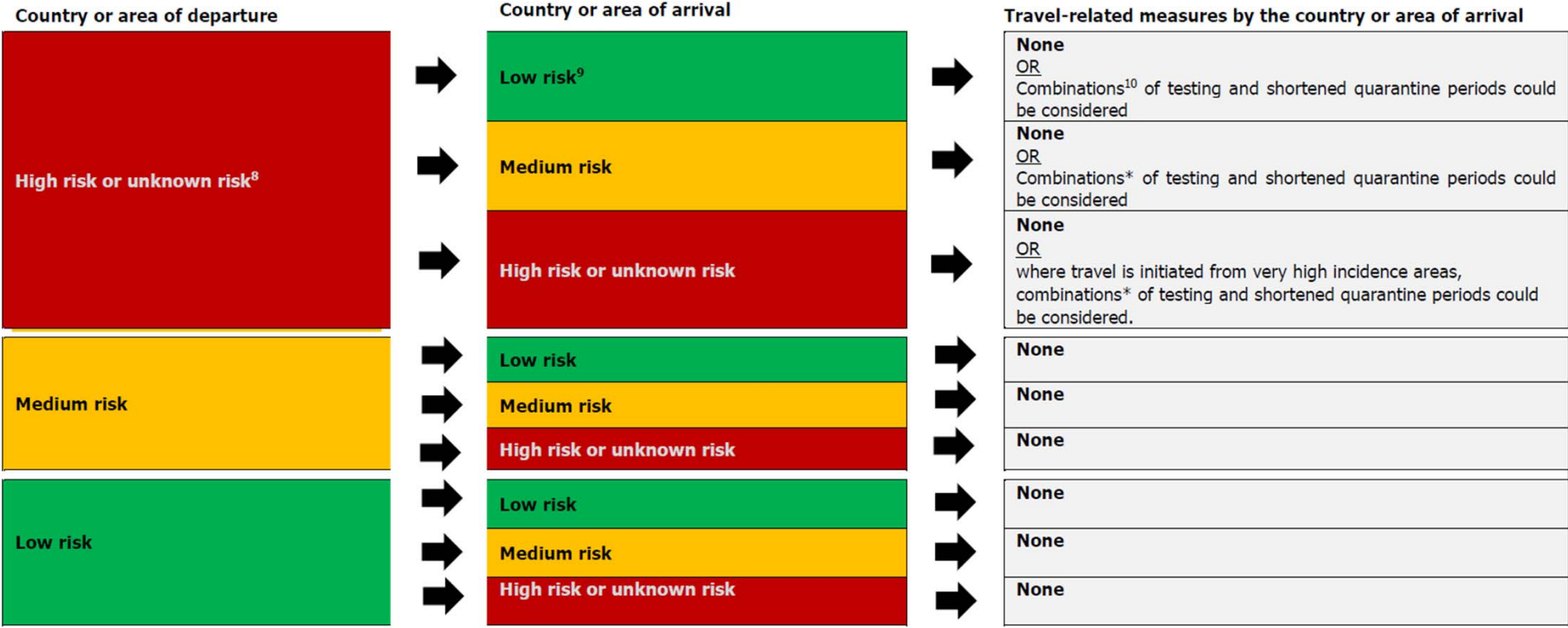
- **Update** of EASA/ECDC Aviation Health Safety Protocol to:
 - Aligning the recommendations on testing with the **testing protocol** and explicitly refer to the addendum
 - Defining the **exemption from wearing a mask**
 - **Updating the thermal screening** to existing evidence
- **Fostering the implementation of EASA/ECDC Protocol** on the ground and on the air to increase passengers' confidence and thus support traffic recovery
- **Review existing COVID-19 SIB, SD and guidance material** (crew management as first; publication of guidance to AME) and align to the updated EASA/ECDC Aviation Health Safety Protocol

Guidance for COVID-19 Testing & Quarantine



- Travellers should not be considered as a high-risk population, unless they had been in contact with a confirmed positive case;
- The prevalence of SARS-CoV-2 in travellers is estimated to be lower than the prevalence in general population;
- Travellers should be treated in the same way as local residents and be subject to the same regulations or recommendations;
- In the current epidemiological situation in the EU/EEA countries and the UK, imported cases account for a very small proportion of all detected ;
- Member States should always admit their own nationals and Union citizens and their family members resident in their territory, and facilitate swift transit through their territories

Overview of Options for Air Travel Measures



⁷ Based on the classification of the countries of departure and arrival, according to the criteria in Council Recommendation 2020/1475

⁸ 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

⁹ 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.

¹⁰ 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.

* see footnote 5 above (p.12).

New Focus Areas

- ➔ **Vaccine transportation** – putting into place measures to support Industry getting ready for the “mission of the century”:
 - ➔ Cargo tracking devices
 - ➔ Dangerous goods



For more information visit:

<https://www.easa.europa.eu/the-agency/coronavirus-covid-19>



easa.europa.eu/connect



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