

COVID-19 related activities

Lessons learned in Europe



15th CAPSCA AP meeting
15.12.2022

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EASA Medical Expert

Your health safety is our mission

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
- MEG

Crisis planning and management

- EACCC
- EC response to PHEs
- EU Healthy Gateways

Institutional relations

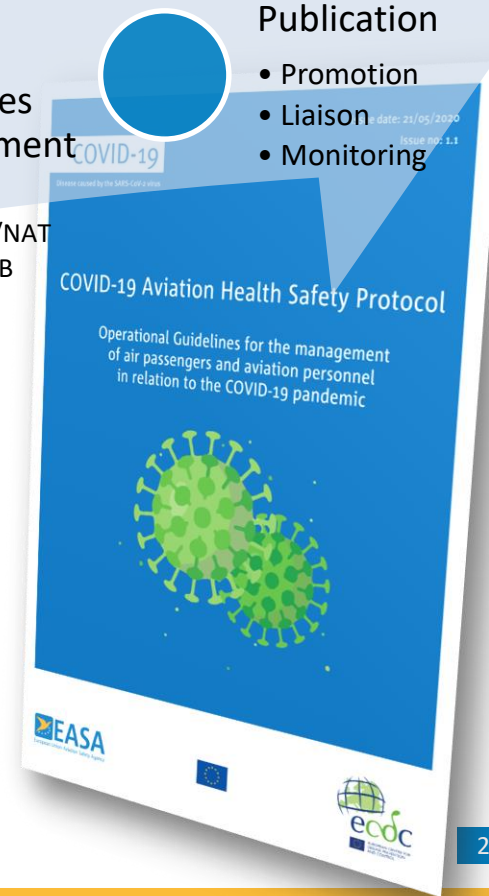
- EASA visit to DG SANTE
- DG SANTE visit to MAB
- Health Security Committee
- Integrated Political Crisis Response (IPCR)

Guidelines development

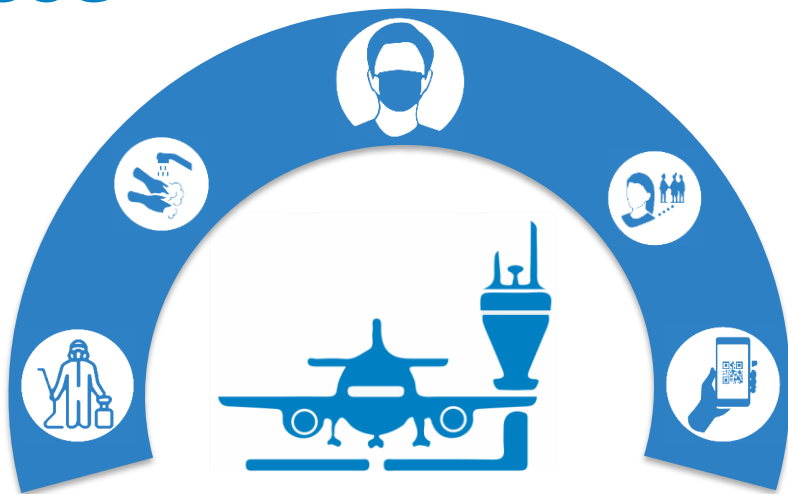
- ECDC
- ICAO EUR/NAT
- MAB & SAB
- MEG

Publication

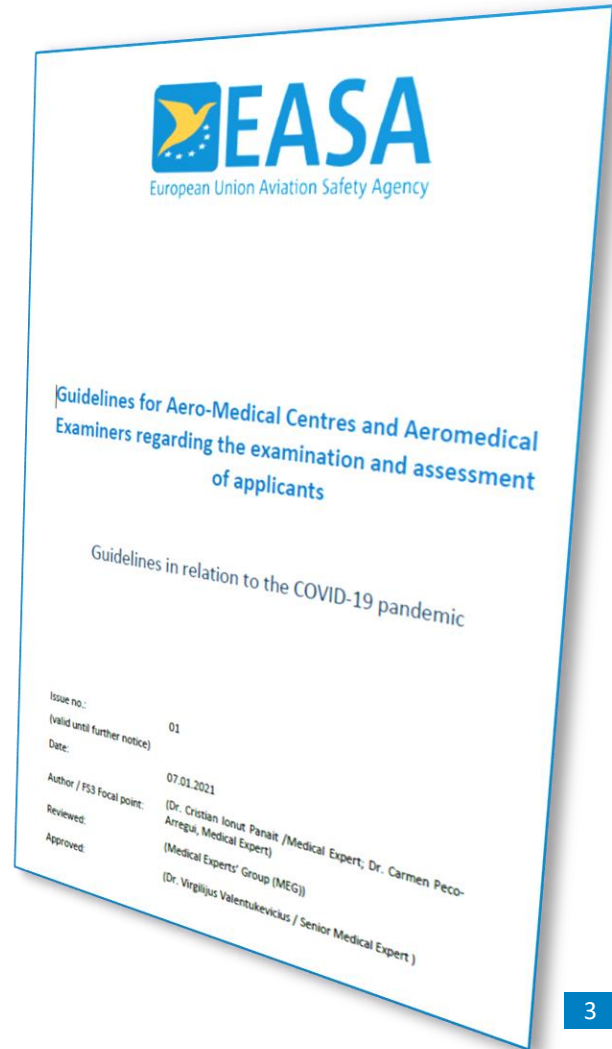
- Promotion
- Liaison
- Monitoring



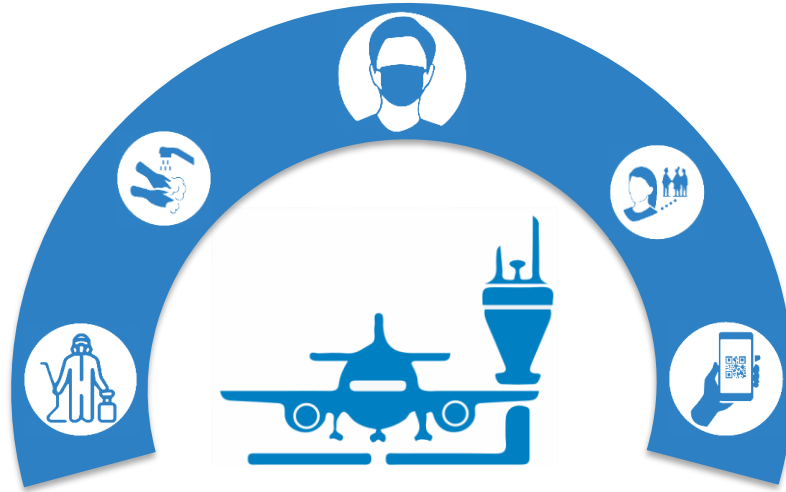
Purpose



- ➔ Need to ensure **safe and secure operations** and **restore public confidence**
- ➔ Need to ensure a **harmonised EU-wide approach** to reduce complexity for operators and travellers
- ➔ **Coordination, communication** and **planning** essential



Structure



At all times

Before the airport

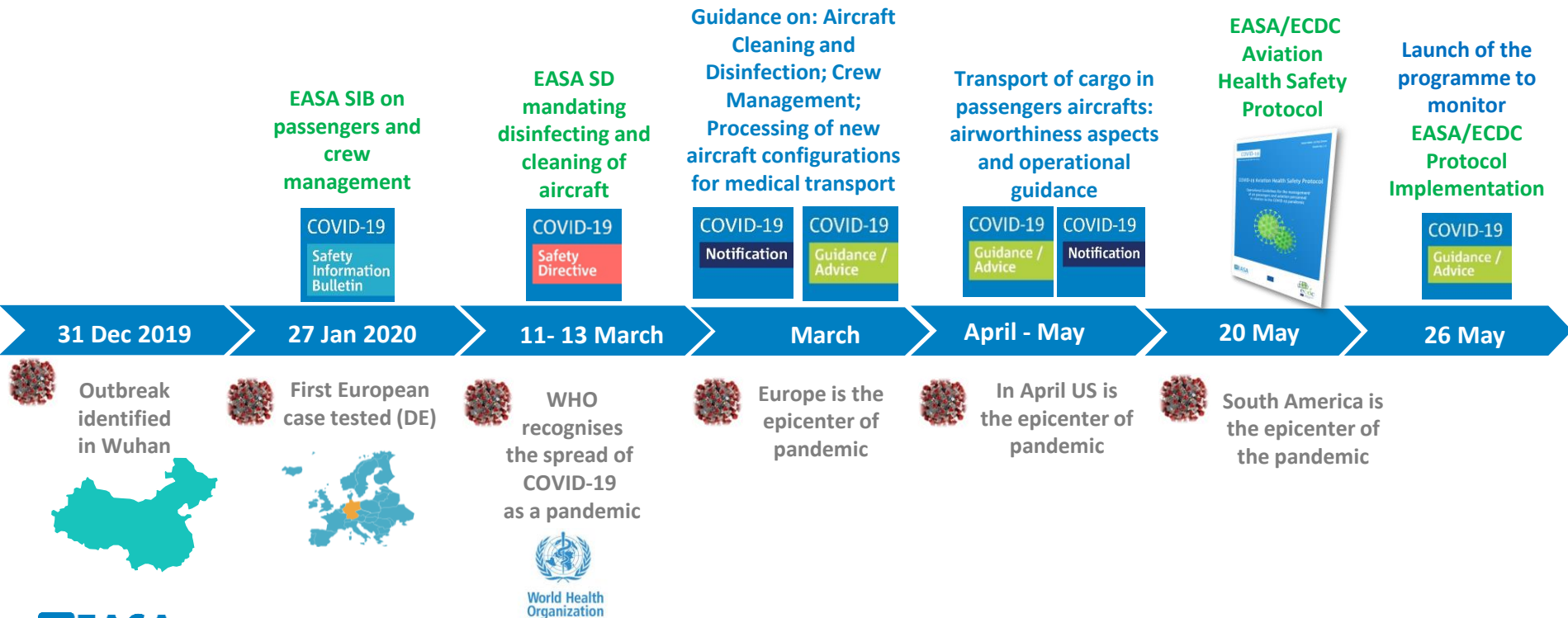
At the airport

On-board the aircraft

Arriving and transit

Entry measures in the country of destination

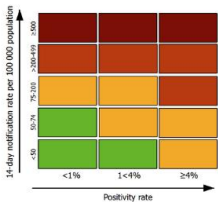
COVID-19: EASA response



ECDC monitoring and advice



14-day COVID-19 case notification rate per 100 000 population and test positivity, EU/EEA weeks 46 - 47



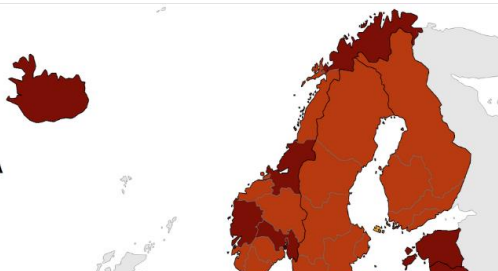
Testing rate < 300 per 100 000 population
 No data available
 Not included
 Regions not visible in the main map extent

Azores
 Canary Islands
 Guadeloupe and Saint Martin
 Guyane
 La Reunion
 Madeira
 Martinique
 Mayotte

Countries not visible in the main map extent

Malta
 Liechtenstein

Administrative boundaries: © EuroGeographics © UN-FAO © Turstat. The boundaries and names shown on this map do not imply official end



THREAT ASSESSMENT BRIEF

Implications of the further emergence and

of date



Joint ECDC-WHO Regional Office for Europe Weekly COVID-19 Surveillance Bulletin

[Weekly Summary](#)
[Regional Overview](#)
[Country/Area/Territory](#)
[About](#)
[Bulletin Archive](#)

Week 48/2022 (28 November - 04 December 2022)

Overview

- In the WHO European Region in **week 48/2022** there were **999 666** new confirmed cases of COVID-19 and **2 441** new deaths, this represents an **increase** of 4.4% in the number of new cases and a **decrease** of 21.1% in the number of deaths compared to **week 47/2022**. (This represents data reported through the IHR system from 04/12/2022, all subsequent data in this report is based on TESSy data).

← → ↺ ↻

ECDC monitoring and advice



European Centre for Disease Prevention and Control

COVID-19 Vaccine Tracker

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Open data Vaccine Tracker Weekly country overviews ECDC-WHO COVID-19 Explorer

Key Figures Vaccine Uptake Age Groups Doses by Product Country Profiles Notes on the data

Disclaimer: the information presented in the ECDC Vaccine Tracker is based on data reported by EU/EEA countries to the European Surveillance System (TESSy). EU/EEA countries are requested to report data every two weeks on Tuesdays. The data in the tracker are refreshed [Read more...](#)

Total doses distributed to EU/EEA countries

1,368,602,181

959,526,626

Total doses administered in EU/EEA countries

Indicator: Uptake primary course

Country: All EU/EEA countries

Adults 18+

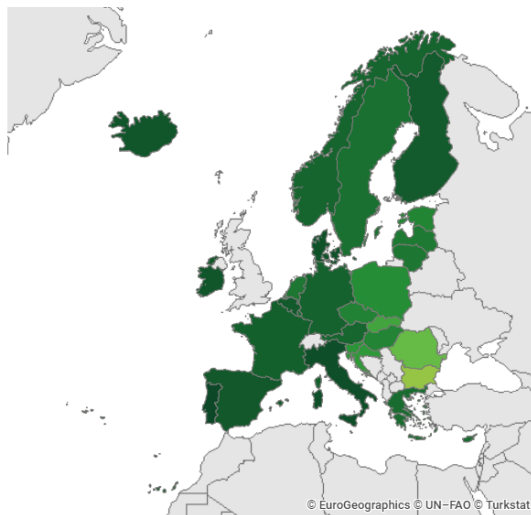
Adults 60+

Total Population

EU

EU/EEA

Cumulative uptake (%) of the primary course in the total population in EU/EEA countries as of 2022-12-02



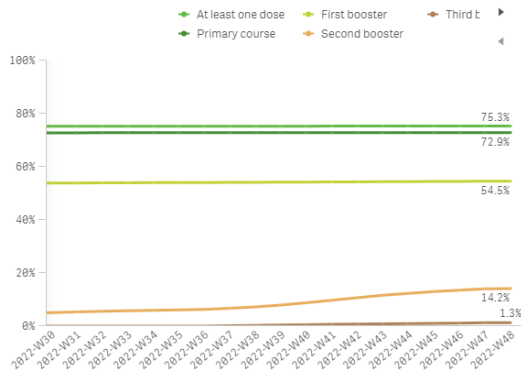
Uptake of the primary course...

Cumulative vaccine uptake (%) in the total population in EU/EEA countries

One dose	Primary course	First booster	Second booster	Third booster
75.3%	72.9%	54.4%	11.8%	0.9%

Cumulative vaccine uptake (%) in the total population in EU/EEA countries as of 2022-12-02

by reporting week (data for the current week are preliminary)

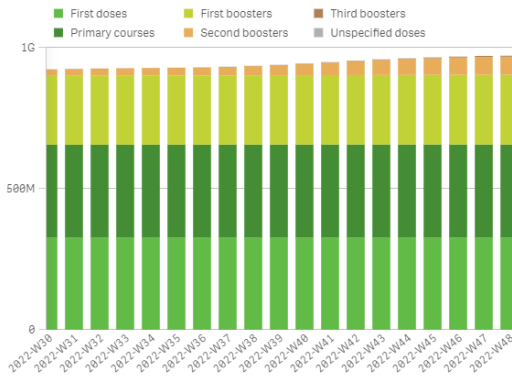


Number of people vaccinated in the total population in EU/EEA countries

One dose	Primary course	First booster	Second booster	Third booster
341,204,182	330,161,885	246,625,619	53,604,752	2,263,148

Cumulative number of vaccine doses administered to the total population in EU/EEA countries as of 2022-12-02

by reporting week (data for current week are preliminary)



ECDC monitoring and advice



European Centre for Disease Prevention and Control

An agency of the European Union

All sections ▾

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Data ▾

Analysis and guidance ▾

Training and tools ▾

About ECDC ▾

Home > About ECDC > Media centre > Risk of severe pressure on healthcare systems due to RSV, flu and COVID-19 co-circulation

< Media centre

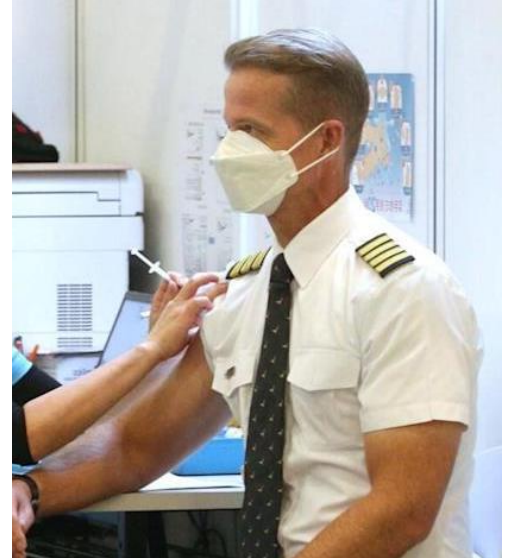
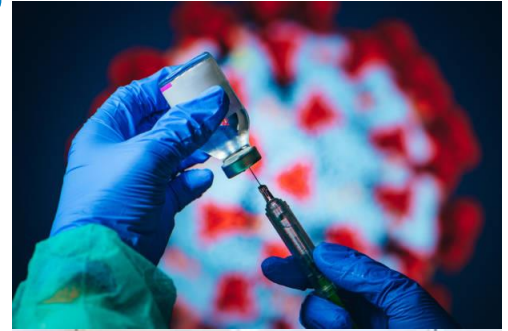
Risk of severe pressure on healthcare systems due to RSV, flu and COVID-19 co-circulation

Press release

12 Dec 2022

Vaccination of aircrew and ATCOs

- ➔ US CDC and Israel publications show similar level of adverse reactions for the booster as for the second dose of vaccine.
- ➔ AMEs to remind all applicants that their obligations regarding decrease of medical fitness are also applicable to side-effects of the vaccine.
- ➔ Monitoring and reporting to the CAA the adverse reactions identified in aviation personnel
- ➔ Proper booster policy is extremely important to maintain the risk of infection for aviation personnel at a low level



EASA charter programme

Monitoring implementation

- 53 airport operators (123 reporting airports) and 55 airlines have signed the Aviation Industry Charter, covering around 50% of European air traffic
- Briefing and [training modules](#) as well as [checklists](#) for Aviation Authorities inspectors on implementation monitoring have been published by EASA
- Any deficiencies are identified and signaled to the respective organisations and [corrective action](#) is requested
- The Charter as a pledge to implement the recommendations of EASA and ECDC AHSP remains in force. [But the reporting mechanism will stop.](#)



Return to Normal Operations project

from WS4 to Health Safety project



- ➔ Aviation activities have resumed through normal mechanisms – rulemaking, oversight, exemptions, safety promotion, etc.
- ➔ We continue to monitor health threats together with our partners

Current situation in Europe

What happened in 2022?

(1 Jan – 6 Dec 2022)

- The network recorded circa **25,569 daily flights** on average in 2022 (year-to-date), **83.1%** of 2019 levels.
- Network traffic (flights) has been in line with the **base EUROCONTROL Traffic Scenario during Summer**; and is now lying **between the low** and the **base scenarios** since the start of the **Winter schedules**.
- Ryanair** was the busiest aircraft operator with 2,566 flights per day on average (+9% vs 2019) accounting for 10% of European flights, followed by **easyJet** (1,347; -20%), **Turkish Airlines** (1,249; -7%), **Lufthansa** (1,067; -29%), **Air France** (952; -21%), **KLM** (709; -18%), and **Wizz Air** (667; +13%).
- The **United Kingdom** was the busiest State in the network with 4,728 flights per day on average (-20% vs 2019), followed by **Germany** (4,293; -25%), **Spain** (4,277; -9%), **France** (3,763; -14%) and **Italy** (3,201; -12%).
- Intra-European** traffic was **15% below** 2019 levels. **Inter-Continental** flights were **26% below** 2019 levels.
- iGA Istanbul*** (1,206; -5%), was the busiest airport within the network and is ranked 10th globally. **Amsterdam** (1,147; -21%) and **Paris Charles de Gaulle** (1,120; -20%) completed the top 3.
- Arrival punctuality** (within 15 min.) is ~72% while **departure punctuality** is ~66%, both below 2019 levels.
- The average **share of non-operated schedules** (~cancellations) for all **European operators** was just below **7%**.
- Jet fuel prices** averaged **337 cts/gallon** in 2022, an increase of 88% on 2021 prices.

Statistics in this edition are covering the 2022 period : 1 Jan 2022 to 6 Dec 2022 and are compared to the equivalent period in 2019, unless otherwise mentioned.

* Comprises combined figures for iGA Istanbul and Atatürk.

Traffic Situation
Avg daily flights (including overflights)
(1 Jan – 6 Dec 2022)

83.1%
vs 2019



Top 10 Aircraft Operators

from 1 Jan to 6 Dec 2022 (avg daily flights)



Top 10 States

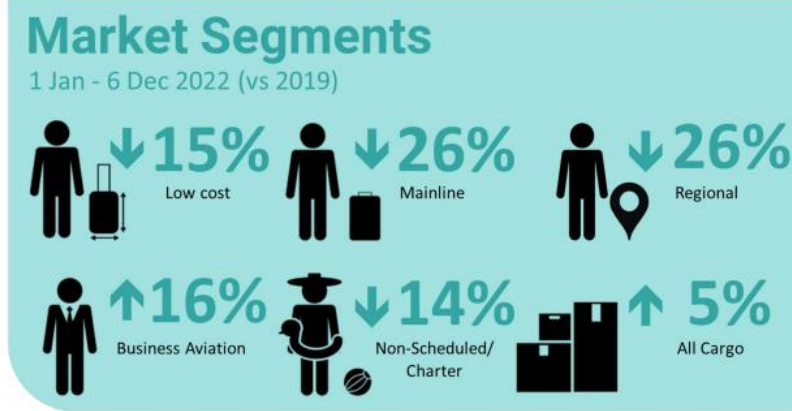
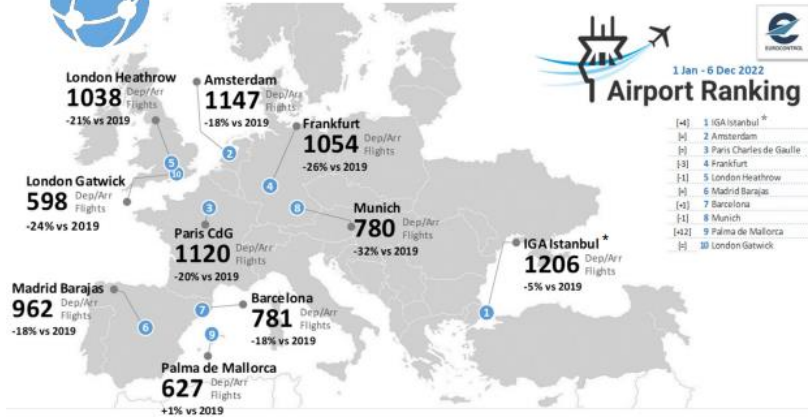
from 1 Jan to 6 Dec 2022 (avg daily dep/arr)



Current situation in Europe



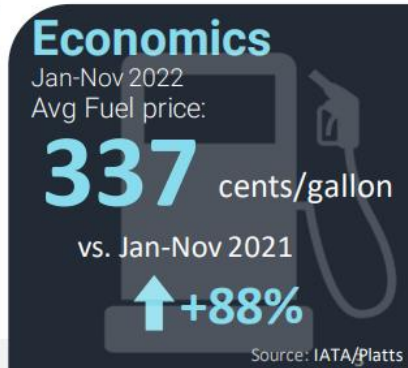
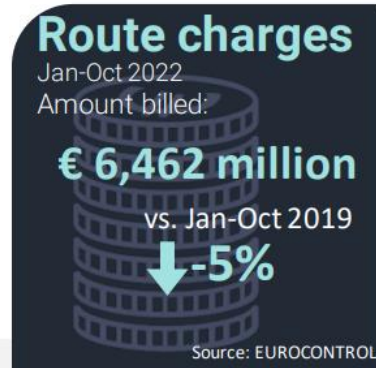
TOP 10 AIRPORTS, FLOWS AND MARKET SEGMENTS



Traffic Flow

Average daily flights for 2022 (year to date)

	Flights	vs 2019
Intra-European	20,306	-15%
Intercontinental	4,559	-26%



Current situation in Europe

Market segments in EUROCONTROL Network
(compared with equivalent days in 2019)
7-day moving average (Flights)



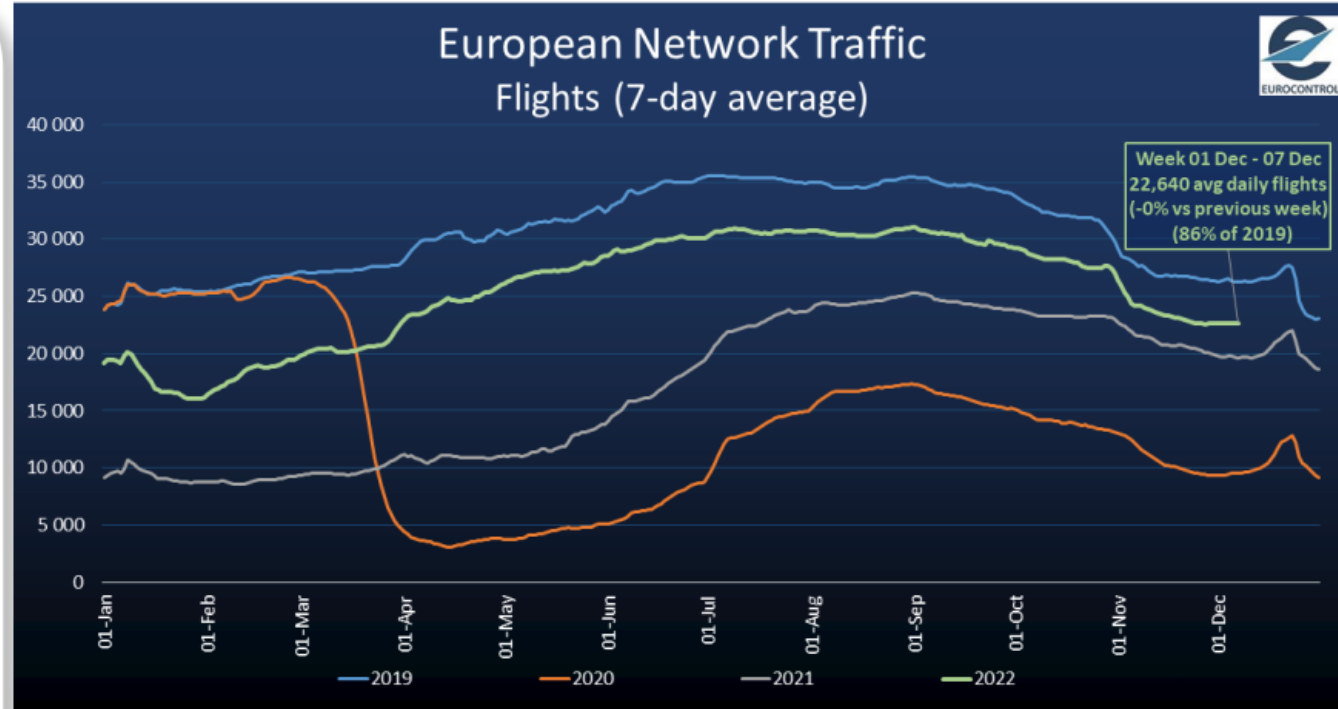
So far in **2022**, compared to **2019**:

- ✗ **Business Aviation (+16%)** and **All-cargo (+5%)** were the only two segments recording traffic constantly above 2019 levels (Cargo flights are currently slightly below 2019 levels).
- ✗ **Charter (-14%)** was recording more traffic than in 2019 at the start of the year but started to step back with the start of the war in Ukraine.
- ✗ **Low-Cost (-15%)** has been **recovering steadily** from 50% below 2019 levels in January to 11% below 2019 levels early December.
- ✗ **Mainline and Regional (-26%, each)** have been **recovering at a slower pace than low-cost**, from 40% below 2019 to around 20% (below 2019) nowadays.

Current situation in Europe

On a year-to-date basis in 2022 (1 Jan – 6 Dec):

- ✂ 25,569 average daily flights.
- ✂ 83.1% of 2019 traffic levels.
- ✂ At the early start of 2022, the network traffic was affected by the COVID-19 variant Omicron. Then, flight levels were quite strong during Summer, with average numbers above 30,000. Since the change to Winter schedules, traffic volumes (flights) are much lower (~22,000).



Current situation in the world

Week 1 December – 7 December 2022 vs equivalent week in 2019

USA (28 Nov – 4 Dec) 

Domestic	-15%
International	not available

Europe (30 Nov – 6 Dec) 

Intra-European	-14%
International	-16%

China (29 Nov – 5 Dec) 

Domestic	-72%
International	-69%

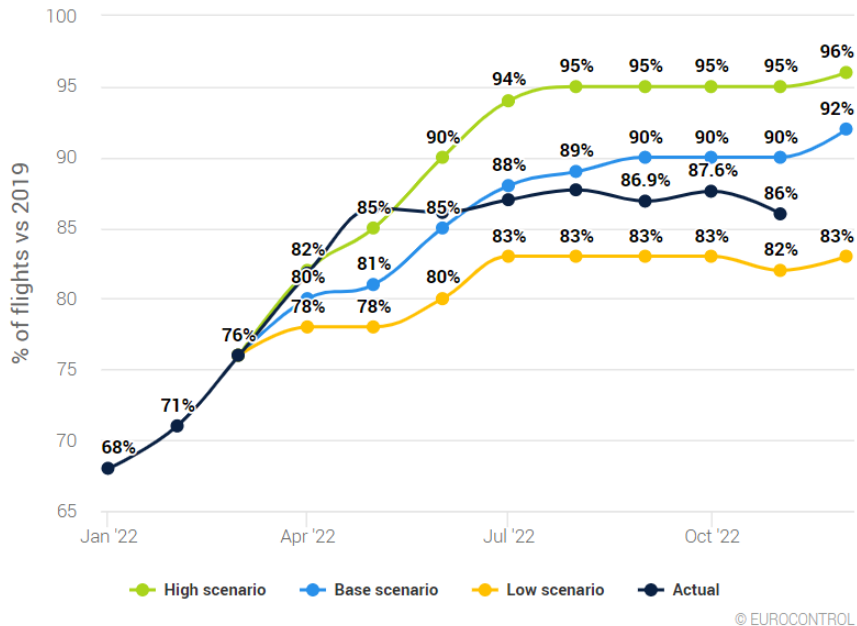
Middle East (29 Nov – 4-6 Dec) 

Domestic	+7%
International	-5%

Forecast for European traffic

EUROCONTROL Traffic Scenarios for *Europe 2022

Traffic as a % of 2019



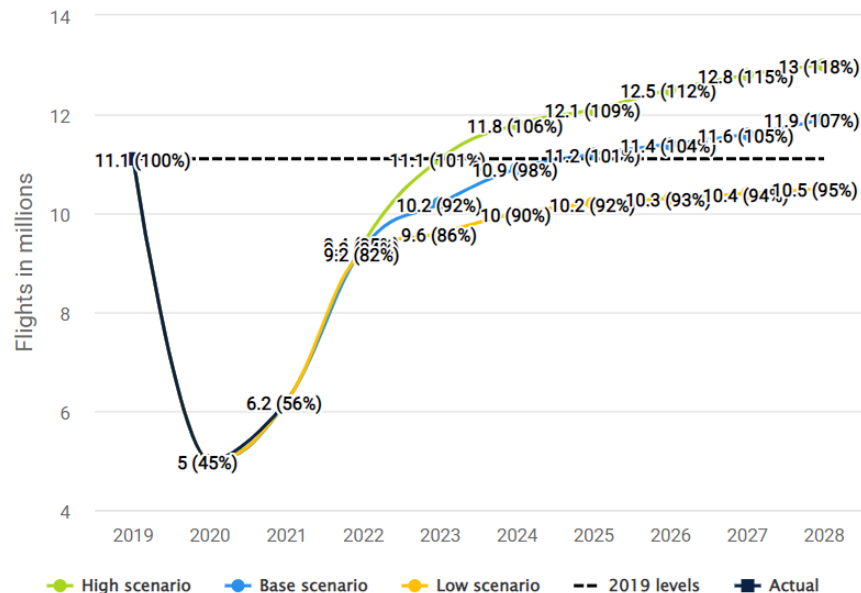
*Europe = ECAC 44 Member States

Date: November 2022



EUROCONTROL 7-year forecast for *Europe 2022-2028

Actual and future IFR movements, % traffic compared to 2019



* Europe = ECAC 44 Member States

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Prevention of international spread

- Closing borders – mathematical models as well as COVID and pre-COVID experience shows closing borders may, at most, delay the importation of pathogen agent (virus/bacteria) by one – maximum 2 – weeks, depending of course of the type of transmission and incubation period
- Post arrival quarantine – may be useful, however, quarantine of all incoming passengers is highly resource consuming and raises the risk of other medical conditions both physical and mental.
- Entry screening (screening upon-arrival) – very limited efficacy, especially with new pathogens. Highly depended on test methods and on presence of symptoms
- Exit screening (screening before leaving the country of origin) – limited efficacy, especially with new pathogens and when travellers are highly motivated to leave the endemic area. Efficacy may be improved by thorough contact tracing and monitoring in the country of origin
- Information to passengers – Operators together with public health authorities should provide information to all incoming passengers
- Access to passenger details – personal contact details + travel details
- Reducing the risk of contamination during travel
- Post arrival monitoring of passengers



Prevention of international spread(II)

- Once the testing and/or vaccination become available the use of an app similar to the **EU Digital COVID Certificate (EU DCC)** would reduce the risk of translocation of pathogens.
- The **EU DCC** contains a QR code to certify if a person was **vaccinated**, has **recovered** from COVID-19 in the past 180 or was **tested negative**.
- When the certificate is checked, the QR code is scanned and the signature verified.
- Each issuing body (e.g. a hospital, a test centre, a health authority) has its own digital signature key. All of these are stored in a secure database in each country.
- The **EU DCC** is based on **freeware technology** making it easily adoptable by other States
- More than 25 non-EU countries (and territories) joined the EU DCC system – e.g. Morocco, New Zealand, Singapore, Panama, Togo, Turkey, Ukraine, etc.

Harmonisation is the key

- Did everything worked out well?
- Preparedness planning & Facilitation
- Mutual recognition of measures
 - EASA/ECDC AHSP - means of compliance for ICAO CART in Europe
- Cross-domain and international harmonisation of measures
 - ICAO public health corridors
 - ICAO-WHO and EASA-ECDC agreements for exchange of information
- Avoid fraud and abuse in a coordinated manner
 - EU Digital COVID certificates – vaccination/testing/recovery
- Research & innovation



Health Safety project

- ➔ Preparedness planning & Facilitation
 - ➔ Gradual de-escalation strategies to mirror the risk level and to allow the industry to manage all risks
- ➔ Cultivating cross domain and international harmonisation of measures
 - ➔ EASA ECDC working agreement
 - ➔ Regular meetings between ICAO, EASA, ECDC & US-CDC
 - ➔ CAPSCA meetings



Health Safety project

- EASA ECDC working agreement
 - Facilitate future collaboration
- EASA to have access to **Epipulse** platform
 - Allowing monitoring of outbreaks with potential impact on aviation OPS
 - Embrace a preventive rather than reactive approach, similar to what is done for the conflict zones
- Management of SDs, SIBs, guidance material
 - Consider duration of vaccine-induced and natural immunity
 - Gradual de-escalation strategies to mirror the risk level
 - Medical Experts' Group – sounding board for technical medical topics



Thank you for your attention!



Questions

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

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

Your safety is our mission.

Your health is also our mission.

easa.europa.eu/connect

