

EASA response to the COVID-19 crisis

Getting safely back to business

*Virtual Meeting DG of NACC and SAM
22nd of July 2020*

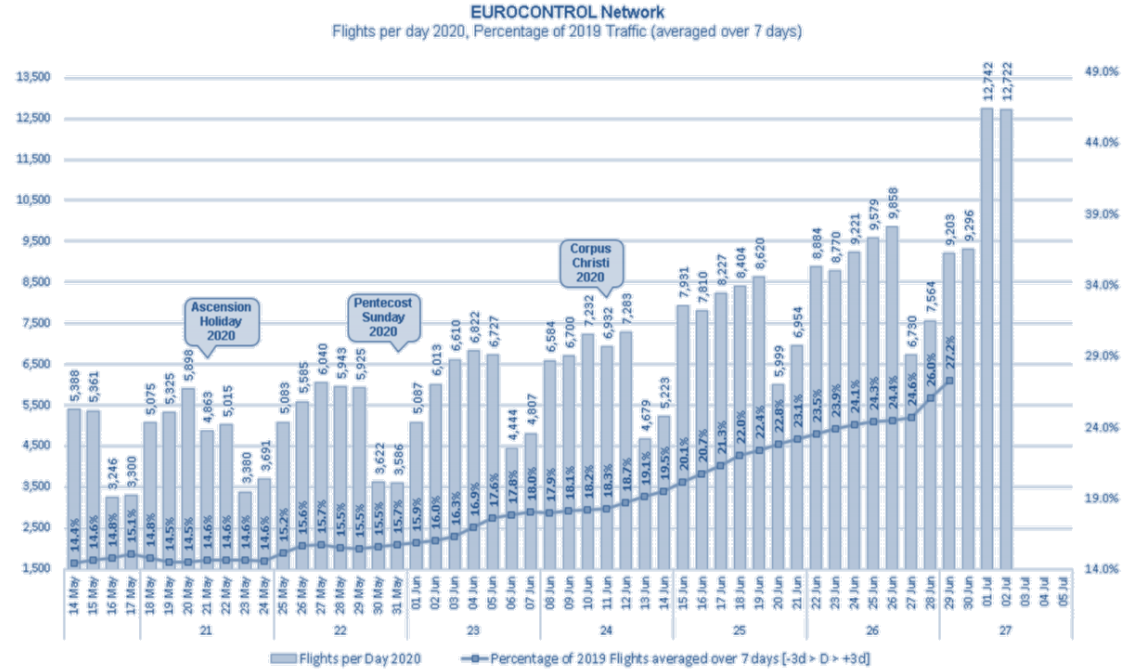
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"It is the long history of humankind (and animal kind too) that those who learned to collaborate and improvise most effectively have prevailed" - Charles Darwin

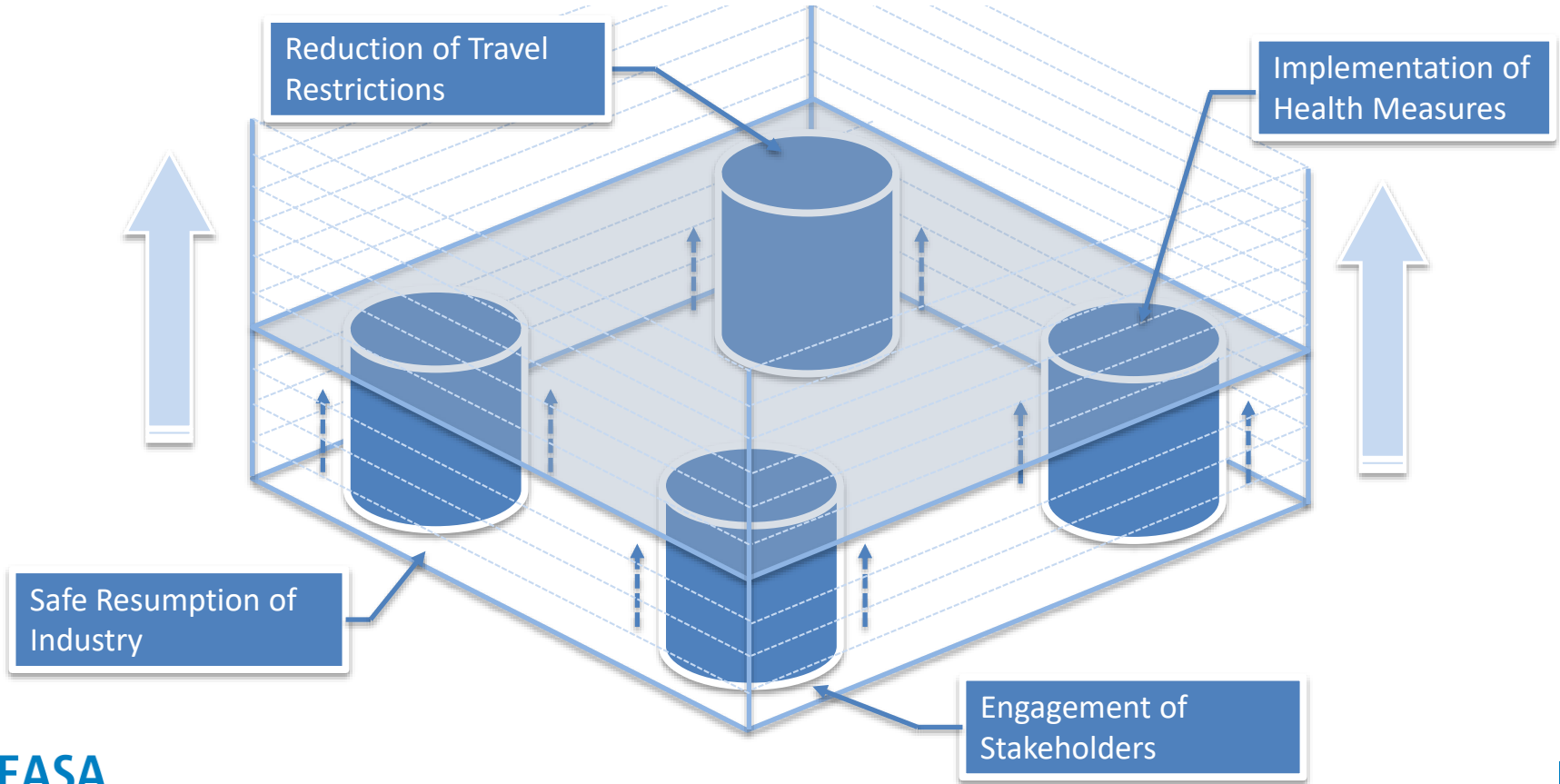
Latest Developments in Europe

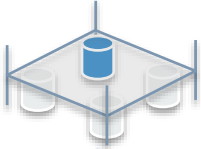
- 12,500+ flights on some days during 29.06 week (45% vs. 2019).
- Expected to reach up to 16,500 flights in the second part of July.
- Increasing weekly with potential up to 18,000 flights for August.
- Approx. 50% of 2019 traffic estimated for the beginning of August.



Source: Eurocontrol Network: Flights per day 2020, Percentage of 2019 traffic (averaged over 7 days) (from European Network Operations Plan | 2020 Recovery Plan, Edition 1.9, 03 July 2020)

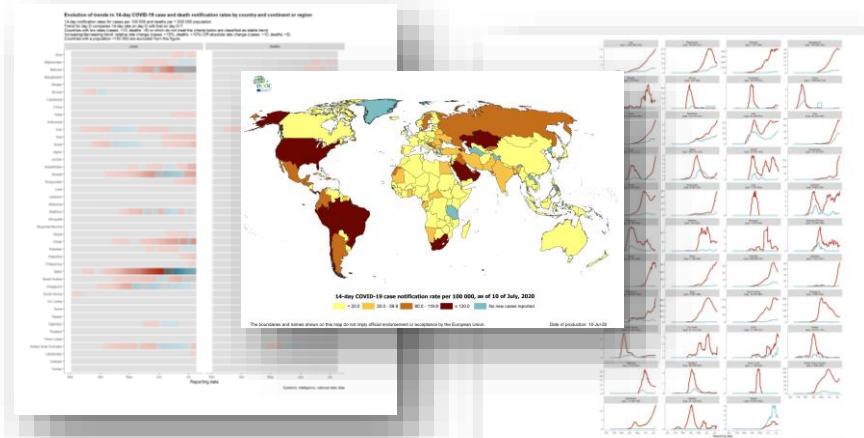
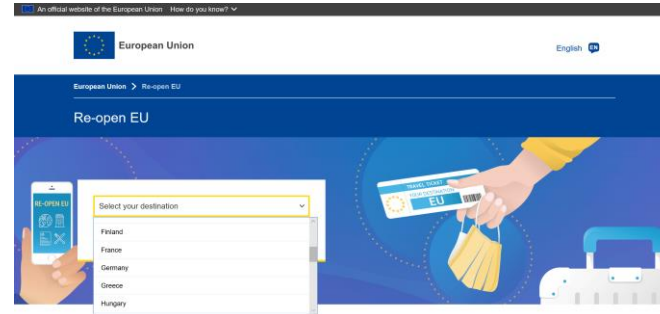
Four Levers Supporting the Recovery





Reduction of Travel Restrictions

- From 1st July member states started lifting travel restrictions at external borders for residents of several third countries:
<https://data.consilium.europa.eu/doc/document/ST-9208-2020-INIT/en/pdf>
- Information is updated regularly (every 2 weeks) on lifting travel restrictions into the EU:
<https://reopen.europa.eu/en>
<https://covid19-country-overviews.ecdc.europa.eu/>
- Information about travel advice, health screenings, border controls and others by sector:
https://ec.europa.eu/info/live-work-travel-eu/health/coronavirus-response/travel-andtransportation-during-coronavirus-pandemic_en





Safe Resumption of Industry



Review of Aviation Safety Issues Arising from the COVID-19 Pandemic

Review of Aviation Safety Issues
Arising from the COVID-19 Pandemic

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5. INFRASTRUCTURE AND EQUIPMENT

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4. OUTDATED INFORMATION

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3. TRAINING, CHECKING AND RECENCY

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2. HUMAN PERFORMANCE

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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

REVIEW OF AVIATION SAFETY ISSUES ARISING FROM THE CV19 PANDEMIC

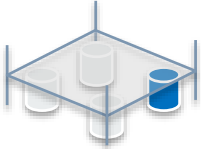
- EASA compiled the views of the industry and safety experts to identify the CV-19 Safety Issues and their prioritization;
- A 360 degree review of all domains (airports, Ground Handling, ATM, ANSP, OEM, Airlines, Pilots, NAA,...) was conducted via a survey.

Key Facts

- More than 130 replies submitted to EASA from the industry and member states;
- 48 Safety Issues emerged out of this study;
- Detailed fact-sheets have been produced for each of them;
- Assessment and evaluation ongoing;
- Mitigations being developed.

Communication Initiatives & International Exchanges





Implementation of Health Measures

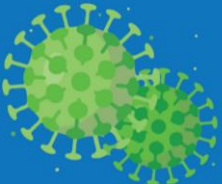
Issue date: 30/06/2020
Issue No.: 2

COVID-19

Disease caused by the SARS-CoV-2 virus


COVID-19 Aviation Health Safety Protocol

Operational Guidelines for the management of air passengers and aviation personnel in relation to the COVID-19 pandemic



EASA
European Union Aviation Safety Agency

ecdc
European Centre for Disease Prevention



REVISED SAFETY DIRECTIVES

EASA SD No.: 2020-03

EASA
European Union Aviation Safety Agency

Safety Directive
under Article 76 (6) [4] of Regulation (EU) No 2018/1139

SD No.: 2020-04
Issued: 25 June 2020

Subject: Operational Measures to Prevent the Spread of Coronavirus 'SARS-CoV-2' Infection

Effective Date: 26 June 2020
Supersedes: This SD supersedes EASA SD No. 2020-03.

Applicability: National Competent Authorities (NCAs) responsible for the supervision of commercial air transport operations in accordance with Article 76 (6) of Regulation (EU) No 2018/1139 to address an urgent safety problem. It is mandatory for organisations for which EASA has issued a licence.

Subject: Operational Measures to Prevent the Spread of Coronavirus 'SARS-CoV-2' Infection

Effective Date: 03 July 2020
Supersedes: This SD supersedes EASA SD 2020-02 dated 13 March 2020.

Applicability: Third Country Operators (TCOs) authorised by EASA pursuant to Commission Regulation (EU) No 452/2014 to perform commercial air transport of passengers into, within or out of the territory subject to the provisions of the Treaty on European Union.

Reasons: The outbreak of novel coronavirus disease (COVID-19), caused by SARS-CoV-2, has been qualified by World Health Organization (WHO) as a pandemic on 11 March 2020. Based on the reports published by the WHO, the International Civil Aviation Organization (ICAO) and the European Centre for Disease Prevention (ECDC), EASA issued Safety Information Bulletin (SIB) 2020-02 (later revised), now at Revision 4, providing recommendations to the national competent authorities (NCAs) and Aircraft and Aerodrome operators to reduce the risk of spreading of the SARS-CoV-2.

Following the issuance of that SIB, and in order to prevent the spread of the SARS-CoV-2 from potentially contaminated surfaces inside aircraft operated by operators authorised by EASA in accordance with Commission Regulation (EU) 452/2014, EASA issued SD 2020-02, requiring cleaning and disinfection of aircraft involved in commercial air transportation of passengers by TCOs, after each flight coming from an airports located in an affected area with high-risk of transmission of the COVID-19 infection.

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European Union Aviation Safety Agency

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UPDATED GUIDANCE MATERIAL

EASA
European Union Aviation Safety Agency

Guidance on the management of crew members in relation to the COVID-19 pandemic

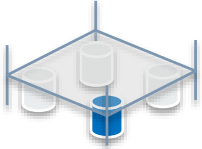
Issue No.: 2
Date: 30.06.2020
Author / FSJ Panel point: Christian Vogel-Pareid, Medical Experts FSJ 1

EASA
European Union Aviation Safety Agency

g and disinfection
19 pandemic

Expert (FSJ 1)

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Engagement of Stakeholders

AVIATION INDUSTRY CHARTER FOR COVID-19

To support the implementation and future evolution of the guidelines contained in the Aviation Health Safety Protocol, EASA has developed the [Aviation Industry Charter](#).

It allows the aviation community to 1) monitor the overall effectiveness of the guidelines, 2) report any issues they discover and 3) suggest opportunities for improvement.

MEMBER AIRLINES AND AIRPORTS SIGN INTO THE CHARTER PLEDGING TO

SIGNATORIES (50+ EU and international airlines and airports and growing)



Implement, as applicable, the recommendations provided.



Coordinate with the national authorities the actions taken.



Develop alternative means to mitigate risks in case of constraints.



Monitor the overall effectiveness of the measures.

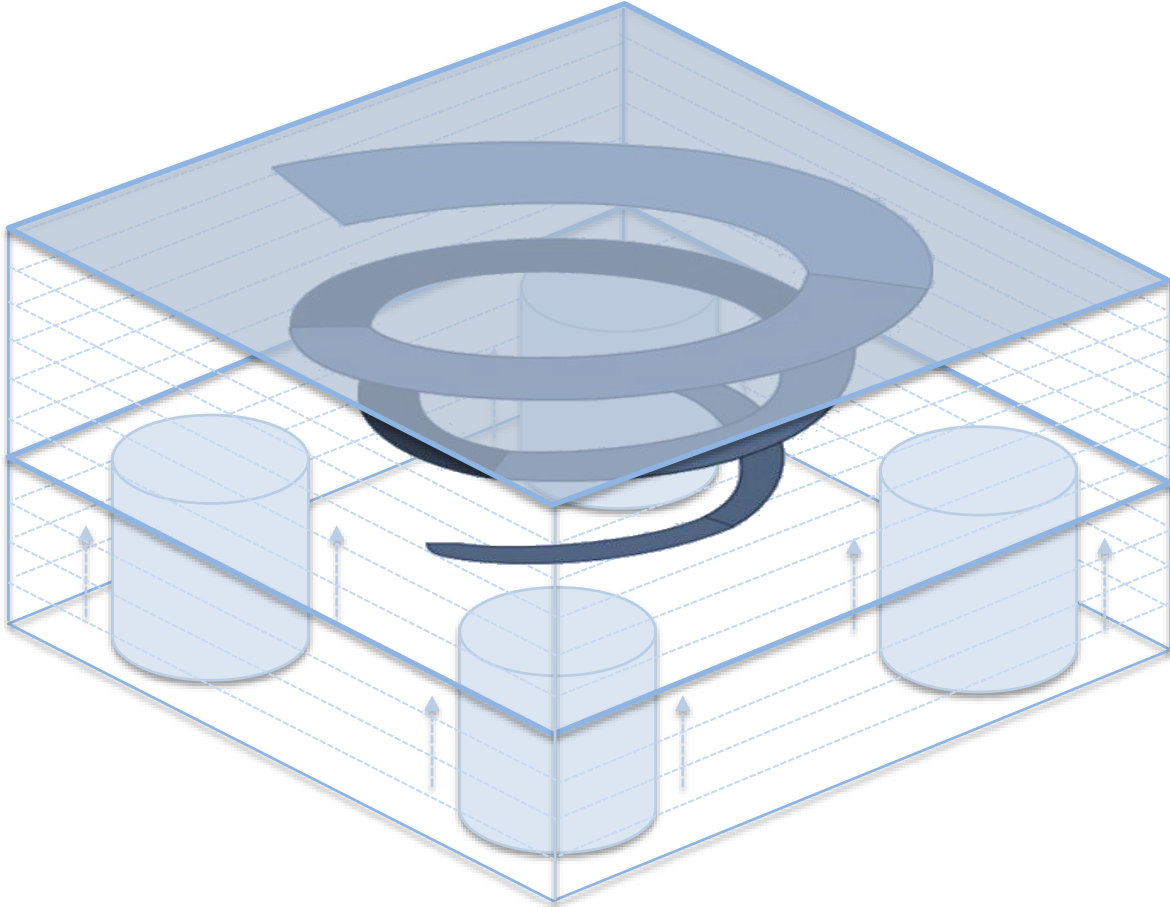


Collect data and provide them on a weekly basis.

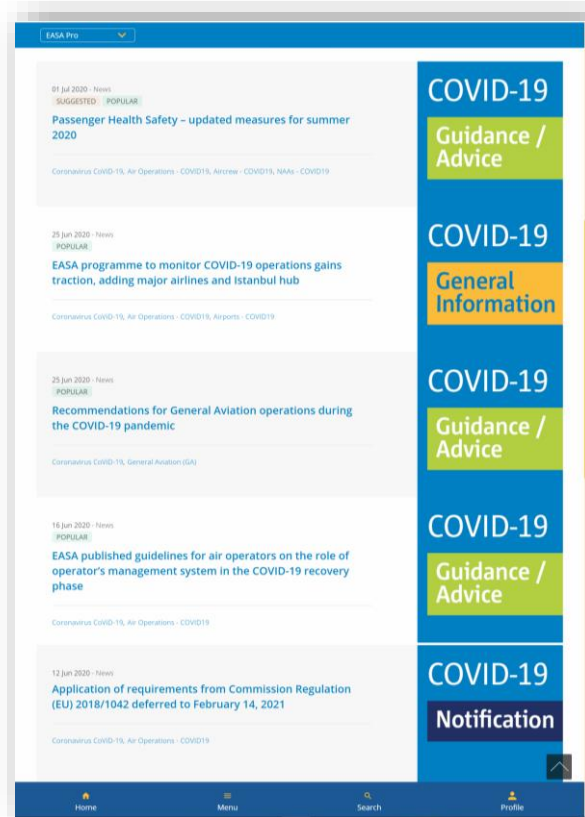
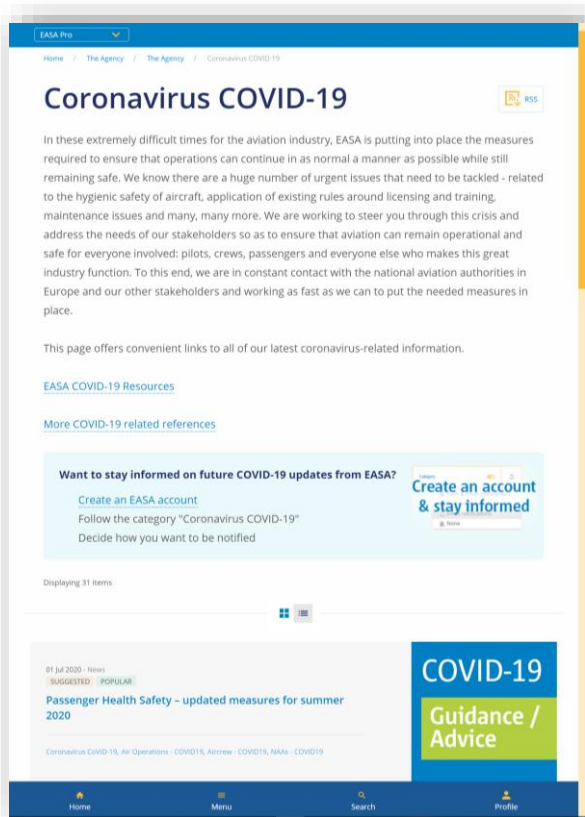
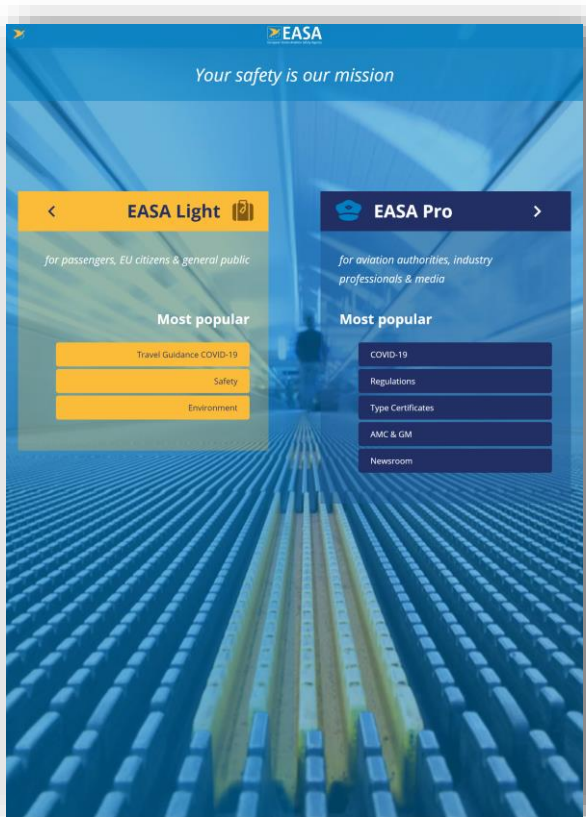


Provide feedback to on any identified “best practice”.

Summary and Conclusions



FOR MORE INFORMATION VISIT US



Your safety is our mission

easa.europa.eu/connect

