

## Safety Directive

under Article 76 (6) (b) of Regulation (EU) No 2018/1139

**SD No.:** 2020-03

**Issued:** 25 June 2020

Note: This safety directive (SD) is issued by the Agency in accordance with Art. 76 (6) (b) of Regulation (EU) No 2018/1139, reacting to an urgent safety problem.

### **Subject: Operational Measures to Prevent the Spread of Coronavirus `SARS-CoV-2` Infection**

**Effective Date:** 26 June 2020

**Supersedure:** This SD supersedes EASA SD 2020-01 dated 13 March 2020.

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#### **Applicability:**

National Competent Authorities (NCAs) responsible for the certification and oversight of aircraft operators involved in commercial air transport of passengers in accordance with Commission Regulation (EU) 965/2012.

#### **Definitions:**

**Long haul flight:** Any flight, or series of flights where passengers and their luggage are not fully disembarked, involving commercial air transport of passengers and lasting 6 hours or more, measured from the time the aircraft is scheduled to move from its parking position at the beginning of a (series of) flight, to the time the aircraft is scheduled to reach its parking position at the end of a (series of) flight.

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

#### **Reason:**

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 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, EASA issued SD 2020-01, determining the safety objectives to be achieved by the NCAs in respect of operators certified in accordance with Commission Regulation (EU) 965/2012, and recommending, as corrective actions to be taken to achieve that objective, cleaning and disinfection of aircraft involved in commercial air

transportation of passengers after each flight coming from an airports located in an affected area with high risk of transmission of the COVID-19 infection.

EASA issued concurrently, in accordance with Article 76 (6) (a) of Regulation (EU) No 2018/1139, the equivalent SD 2020-02 addressed to TCOs.

Since those SDs were issued, the situation concerning COVID-19 across Europe has evolved, after reaching the peak values, towards a lower number of cases. In some other areas of the world the spread of SARS-CoV-2 is still on an increasing curve and it is estimated that the peak values have not yet been reached.

For the reason described above, this SD supersedes SD 2020-01, and introduces a new safety objective to be achieved by NCA, as well as related recommended corrective actions.

The SD 2020-04, addressed to TCOs, is issued concurrently with this SD, superseding EASA SD 2020-02.

#### **Safety Objective(s) to be achieved:**

To minimise the risks of transmission of the COVID-19 infection to aircraft passengers, aircrew and other aviation personnel from potentially contaminated aircraft surfaces.

#### **Recommended Corrective Action(s) to be taken:**

- (1) NCAs should ensure, by taking the appropriate national measures, that aircraft operators under their oversight and involved in commercial air transport of passengers in accordance with Commission Regulation (EU) 965/2012 will clean and fully disinfect the aircraft using substances suitable for aviation use (see Note 1 of this SD):
  - (a) based on an operator risk assessment which takes into account the operational circumstances, including their routes, and the duration of the disinfecting effects of the substance used, but at least once in any 24 hours interval, unless the aircraft has not been used for passenger transport since the previous cleaning and disinfection;
  - (b) prior to each long haul flight, as defined in this SD;
  - (c) before next flight which takes place after a long haul flight, as defined in this SD;

Note 1: Appropriate substances are, e.g., those recommended by the [ECDC](#) or the national public health authorities. Suitability of the substance(s) should be checked against the aircraft manufacturers' documentation. More details regarding the cleaning and disinfection principles can be found in the [EASA-ECDC Aviation Health Safety Protocol](#) and [EASA guidance on aircraft cleaning and disinfection](#).

- (2) NCAs should ensure, by taking the appropriate national measures, that any aircraft, operated by aircraft operators under their oversight and involved in commercial air transport of passengers in accordance with Commission Regulation (EU) 965/2012, on which a COVID-19 suspect case has been identified on board, shall not be operated for commercial air transport of



passengers unless, after that identification, the aircraft is cleaned and disinfected using substances suitable for aviation use (see Note 1 of this SD).

**Information on the actions taken:**

- (3) NCAs shall take measures to achieve the determined safety objective within 5 days from the effective date of this Safety Directive and inform EASA of those measures. This can be accomplished by reporting to [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

**Ref. Publications:**

EASA SD 2020-04 dated 25 June 2020.

**Remarks:**

Enquiries regarding this SD and the information on the actions taken to implement it should be referred to the EASA Programming and Continued Airworthiness Information Section, E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

