



Aktenzeichen: BAZL / 022.4-00037/00002/00008/00010

Operational Directive

OD 2020-01

Measures to Prevent the Spread of Coronavirus SARS-CoV-2

Legislative Basis:

Basic Regulation (EU) 2018/1139
Commission Regulation (EU) No 965/2012
EASA SD 2020-01

Edition/Version:

Published: 24 March 2020
Enactment present Version: 24 March 2020
Present Version: Edition 1 Version 0
Enactment first Edition: 24 March 2020

Editor

FOCA SBOC / SBHE / SBFF

Approved by, date

SB AFS, 24.03.2020

1 Applicability

Aircraft operators willing to operate into airports located in affected areas with high-risk of transmission of the CoViD-19 infection according Annex 1 of the EASA Safety Directive SD-2020-01.

2 Introduction

Based on the EASA Safety Directive SD2020-01 for EASA Member States, NAAs have to 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 from an airport located in an affected area with high-risk of transmission of the CoViD-19 infection, clean and fully disinfect the aircraft using substances suitable for aviation use after each flight coming from an airport located in an affected area with high risk of transmission of the CoViD-19 infection.

3 Operational Directive

With immediate effect, Swiss operators performing commercial air transport of passengers into, within or out of the territory subject to the provisions of the Treaty on the European Union including Switzerland have to implement procedures ensuring thorough disinfection of aircraft after each flight arriving from a high-risk area in order to protect the passengers against secondary contamination. Exceptions can only be granted, when disinfectants with a longer-lasting effect are used, in which case a thorough disinfection is mandated not later than 24 hours after departure from a high-risk airport.

In line with the EASA SD 2020-01 and its objectives, the Interim Guidance on Aircraft Cleaning and Disinfection in relation to the SARS-CoV-2 pandemics, Issue 01, dated 20/03/2020 provided by EASA, delivers applicable instructions on disinfections methods.

4 Disinfection Procedures

Disinfection treatment for specific cabin and cockpit installations, as applicable, should cover at least but is not limited to:

- Passenger seat arm rests
- Passenger and crew seat belts and buckles
- Overhead bin locks and external part of bin doors
- Overhead hand rails
- Aisle seat head rests
- Seat pocket content such as safety instruction cards (magazines and flyers may have to be removed)
- Passenger cabinet door latches
- Toilet door locks
- Galley locks for trolleys
- Headsets

5 Disinfection Substances and Transport on Aircraft

For cleaning purposes, EASA recommends the use of substances containing 62%-71% ethanol alcohol, 0.5% hydrogen peroxide, or 0.1% sodium hypochlorite. Suitability of the substances must be checked against the aircraft manufacturers' documentation and shall be released by the respective CAMO before use. These type of products are in most cases classified as dangerous goods and therefore fall under the provisions of Regulation (EU) No 965/2012 and ICAO Annex 18. However, in this particular situation, their transport inside the cabin is also allowed to operators without approval for the carriage of dangerous goods according to Part SPA.DG.105. Operators must ensure that disinfectants containing dangerous goods are properly stowed and secured in suitable compartments to prevent accidental spillage, damage or risk of fire. Special care must be taken and all personnel must be instructed commensurate with their responsibilities. Whereas the quantity of each receptacle should not exceed 0.5 Litres, the total quantity on board should not exceed 5 Litres. Operators should assess the additional potential risks posed by the carriage of these substances and inform the crew of any necessary change in the emergency procedures.

6 Training of Personnel and Protective Equipment

The cleaning personnel or crew, as applicable, shall be adequately trained so they understand and respect the procedures that will ensure effectiveness of the cleaning and disinfecting agents, use the proper personal protective equipment, prevent contamination of other areas and minimize occupational health and safety risks to personnel, including ensuring adequate ventilation in confined areas such as lavatories.

All aircraft shall be equipped with one or more Universal Precaution Kits. Such kits shall be used to protect crewmembers who are assisting potentially infectious cases of suspected CoViD-19 and in cleaning up and correctly discarding any potentially infectious contents.

7 Recording of Disinfection Procedures and Reporting

The operator should record in the Technical Log or equivalent documentation system when a cabin or cockpit disinfection procedure has been performed. The operator may implement different disinfection frequencies based on a risk assessment, which should take into account the operational circumstances and the duration of the disinfecting effects of the substances used. In such a case, the operator shall ensure that the aircraft is fully cleaned and disinfected not later than 24 hours after the departure from an airport located in an affected area with high risk of transmission of the CoViD-19 infection.

Aircraft operators operating into airports located in affected areas with high risk of transmission of the CoViD-19 infection shall forward the aircraft disinfection reports containing a brief description of implemented procedures and a summary of the Technical Log or equivalent documentation entries within 7 days to FOCA.

8 High-Risk Geographical Areas / Airports

The definition of high-risk geographical areas is based on all available information, taking into account World Health Organisation (WHO) situation report assessments, guidance issued by the European Centre for Disease Prevention and Control (ECDC) and regional public health assessments. EASA is regularly updating Annex 1 - the list of airports located in affected areas with high-risk of transmission of the CoViD-19 infection - as stipulated under point 10 References of this directive.

9 Helicopter Operations: CAT (in particular HEMS / Air-Ambulance) and National Medical Flights

Helicopters, while their operation tends to be local, should also be subject to regular disinfection when operating in high-risk areas according EASA SD 2020-01, Annex 1. The operator may implement disinfection frequencies, which take into account the operational circumstances and the duration of the disinfecting effects of the substance used.

Disinfection products should be applied, using pre-impregnated wipes to keep the materials localized. Disinfectants can be use on:

- Covers
- Floor
- Panelling
- Windows
- Internal and external handles
- Seat belt buckles (Do not apply to Seat belt webbing)
- Seats and seat covers
- Medical interior
- Medical retainers
- Stretcher platform and stretcher (handles and surfaces)

10 References

- EASA issues safety directive to combat spread of COVID-19 via airline travel
<https://www.easa.europa.eu/newsroom-and-events/press-releases/easa-issues-safety-directive-combat-spread-covid-19-airline>
- Annex 1 - List of airports located in affected areas with high risk of transmission of the CoViD-19 infection
<https://www.easa.europa.eu/SD-2020-01/Airports>
- Interim Guidance on Aircraft Cleaning and Disinfection
<https://www.easa.europa.eu/document-library/general-publications/interim-guidance-aircraft-cleaning-and-disinfection>
- BAZL CoViD-19 Informationen für Fachleute
https://www.bazl.admin.ch/bazl/de/home/fachleute/corona_update.html
- BAG
<https://www.bag.admin.ch/bag/de/home.html>
- WHO
<https://www.who.int/emergencies/diseases/novel-coronavirus-2019/situation-reports/>