

Category V1		Location in Document V1
3.1	Management Systems	3.1.11
n/a		n/a
n/a		n/a
n/a		n/a
3.1	Management Systems	3.1.1
3.1	Management Systems	3.1.2
3.1	Management Systems	3.1.3
3.1	Management Systems	3.1.4
3.1	Management Systems	3.1.5
3.1	Management Systems	3.1.6
3.1	Management Systems	3.1.7
3.1	Management Systems	3.1.8
3.1	Management Systems	3.1.9
3.1	Management Systems	3.1.10
3.1	Management Systems	3.1.12
3.2	Human Performance	3.2.1
3.2	Human Performance	3.2.2
3.2	Human Performance	3.2.3
3.2	Human Performance	3.2.4
3.2	Human Performance	3.2.5
3.2	Human Performance	3.2.6
3.2	Human Performance	3.2.7
n/a		n/a
n/a		n/a
3.3	Training, Checking and Recency	3.3.1
3.3	Training, Checking and Recency	3.3.2
3.3	Training, Checking and Recency	3.3.3
3.3	Training, Checking and Recency	3.3.4
3.3	Training, Checking and Recency	3.3.5
3.3	Training, Checking and Recency	3.3.6
n/a		n/a
n/a		n/a
n/a		n/a
3.4	Outdated Information	3.4.1
3.4	Outdated Information	3.4.2
3.4	Outdated Information	3.4.3
4.5	Infrastructure and Equipment	4.5.1
4.5	Infrastructure and Equipment	4.5.2
4.5	Infrastructure and Equipment	4.5.3
4.5	Infrastructure and Equipment	4.5.4
4.5	Infrastructure and Equipment	4.5.5
4.5	Infrastructure and Equipment	4.5.6
4.5	Infrastructure and Equipment	4.5.7
4.5	Infrastructure and Equipment	4.5.8
4.5	Infrastructure and Equipment	4.5.9

4.5	Infrastructure and Equipment	4.5.10
4.5	Infrastructure and Equipment	4.5.11
4.5	Infrastructure and Equipment	4.5.12
4.5	Infrastructure and Equipment	4.5.13
n/a		n/a
4.6	Financial Impacts on Safety	4.6.1
4.6	Financial Impacts on Safety	4.6.2
4.6	Financial Impacts on Safety	4.6.3
4.6	Financial Impacts on Safety	4.6.4
n/a		n/a
n/a		n/a

Safety Issue Title V1

Risk assessment methodology for COVID-19 exemptions and temporary rules

n/a

n/a

n/a

Restarting operations risks spreading COVID-19

Reduced oversight by competent authorities due to lockdown

Reduced focus on, or prioritisation of safety

Risk assessments based on previous normal operations are no longer valid

Restarting a complex system is challenging

Degraded management systems and loss of experienced nominated persons due to furlough and redundancies

Application of COVID-19 health control measures may negatively affect operations

During reduced operations, new SOPs may be introduced that require risk assessment

Reduced availability of aviation medical examiners (AME)

Carriage of cargo in the passenger cabin

Prevention and treatment of unruly passengers in the context of COVID-19

Personnel may not feel safe and in control about returning to work

Decreased wellbeing of aviation professionals during shutdown

Aviation personnel fatigue

Flight crew fatigue due to unavailability of rest facilities at destination or extended duty period

Personnel no longer working collaboratively

Reduced adherence to procedures in the new working environment

Roster adaptations to reduce transmission of illness may create different team behaviours

n/a

n/a

Skills and knowledge degradation due to lack of recent practice

Backlog in training limiting available personnel

Increased periods between licence/ validation checks

Ground handling training programmes disruption

Long gap in flying following type-rating training

Increased use of real aircraft for training instead of simulators (Rotorcraft focus)

n/a

n/a

n/a

Documentation and database updates may not have been applied

Outdated or inconsistent information in aeronautical information and flight plans

Incorrect aircraft navigation due to outdated or inconsistent information

Increased presence of wildlife on aerodromes

Operational risks of aircraft storage at aerodromes

Construction / maintenance works on the Movement Area

The rapid storage and de-storage of aircraft may lead to technical failures

Postponement of emergency response plan exercises may lead to ineffective handling of emergencies

The impact of maintenance practices during fleet groundings due to COVID-19

Malfunction or failure of communication, navigation and surveillance (CNS) equipment

Hazards associated with aerodromes being closed or partially closed for long periods

Ground Service Equipment may malfunction due to long periods of disuse and a lack of maintenance

Technical issues relating to recommencing use of aircraft fuelling after a long break
Disinfection (biocides) effect on aircraft systems and structural components
Management of unpredictable air traffic evolution during the recovery phase
The impact of fewer aircraft observations on Meteorological modelling
n/a
n/a
n/a
n/a
Missing suppliers and difficulty liaising with suppliers
Reduced Available Financial Resources
Shortage of operational and technical staff
Technical issues related to an ageing fleet
n/a
n/a

Safety Issue Text V1	Category V2
The exemptions and temporary rules put in place to cope with t	6 Management Systems
n/a	6 Management Systems
n/a	6 Management Systems
n/a	6 Management Systems
Restarting operations not only brings passengers closer together	6 Management Systems
Competent Authority staff have had to adapt their oversight act	6 Management Systems
There are multiple factors that mean that organisations may no	6 Management Systems
Risk assessments performed by organisations and authorities ar	6 Management Systems
The aviation system is highly interconnected, sophisticated and	6 Management Systems
The reduced finances of many organisations means that safety	8 Financial Impact
COVID-19 control measures, such as PPE and physical distancing	6 Management Systems
The reduced air traffic should in theory be managed either thro	6 Management Systems
The reduced availability of AMEs implies either a reduction in a	6 Management Systems
Carrying cargo in the passenger cabin is not straightforward. It r	6 Management Systems
An increase in cases of unruly or disruptive passengers should b	6 Management Systems
Personnel will be returning to duty with a higher than normal p	n/a
The pandemic is a significant source of anxiety, stress and unce	7 Human Performance
With redundancy and furlough reducing the available number of	7 Human Performance
At certain destinations, crews are required to stay on board the	7 Human Performance
Significant gaps in working, or working from home, may have re	7 Human Performance
Reduced operations and underload may create a belief that the	7 Human Performance
To reduce the risk of virus transmission, some organisations hav	7 Human Performance
n/a	7 Human Performance
n/a	7 Human Performance
The 90% reduction in traffic means that most aviation professio	7 Human Performance
A reduction in the availability of training facilities will lead to a l	7 Human Performance
The lack of testing or checking means that it will be difficult to r	7 Human Performance
In addition to the problems faced by all personnel in not receivi	7 Human Performance
While it is not unheard of for type-rating training to be followe	7 Human Performance
The backlog of training checks may drive organisations to use re	7 Human Performance
n/a	7 Human Performance
n/a	7 Human Performance
n/a	7 Human Performance
Relevant updates of operational procedures and documentation	9 Outdated Information
Aeronautical Information Management (AIM) and data service	9 Outdated Information
Aircraft may deviate from their flight path, assigned flight levels	n/a
The reduced level of traffic at aerodromes has increased the pr	4 Infrastructure and Equipment
Parked aircraft on closed runways and taxiways are at risk from	4 Infrastructure and Equipment
The prolonged shutdown means that maintenance works may r	4 Infrastructure and Equipment
The number and rate of aircraft entering and then exiting stora	4 Infrastructure and Equipment
Full or partial emergency response plan exercises may have bee	4 Infrastructure and Equipment
The maintenance practices and requirements due to prolonged	n/a
The period of disuse and potential lack of proper maintenance	4 Infrastructure and Equipment
During closure or partial closure, maintenance of equipment, sy	4 Infrastructure and Equipment
Ground Service Equipment may have sat inactive for a consider	4 Infrastructure and Equipment

Water, sediment and microbiological growth may be present in	4	Infrastructure and Equipment
A high demand for biocide may cause organisations to use mate	4	Infrastructure and Equipment
The scale of the likely increase in air traffic levels may make the	4	Infrastructure and Equipment
Weather forecasts use data from aircraft (e.g. AMDAR and Mode-S) in the initialisation of numerical w		
n/a	4	Infrastructure and Equipment
n/a	4	Infrastructure and Equipment
n/a	4	Infrastructure and Equipment
n/a	4	Infrastructure and Equipment
The shutdown has already resulted in difficulties for organisatio	8	Financial Impact
A reduction in available financial resources may cause the loss d	8	Financial Impact
Organisations' limited finances may limit the number of personnel they employ and movement restrict		
A consideration still open for debate is whether a reduction in financial resources will generate an agei		
n/a	8	Financial Impact
n/a	8	Financial Impact

Location in Document V2	Safety Issue Title V2	Safety Issue Text V2	Same, changed or new
6.1	Extent and duration of CO	The exemptions and temp	changed
6.4	Rapid growth of cargo org	Not all organisations have	new
6.10	Carriage of hand sanitiser	Passengers are allowed to	new
6.9	Contamination and Risk of	Organisations will need to	new
6.12	Increasing passenger traffi	Restarting operations brin	changed
6.2	Reduced oversight by com	Competent authority staff	changed
6.9	Reduced focus on, or prior	There are multiple factors	changed
6.8	Risk assessments based on	Organisations' and author	changed
6.6	Shut-down, restart and gra	The aviation system is high	changed
8.1	Reduced available financia	A reduction in available fir	changed
6.5	Application of COVID-19 h	COVID-19 control measure	changed
6.14	During reduced operation	The limited traffic means t	changed
6.3	Reduced availability of avi	Although there have been	changed
6.13	Carriage of cargo in the pa	Carrying cargo in the passe	changed
6.7	Prevention and treatment	Managing disruptive passe	changed
n/a	n/a	n/a	changed
7.2	Decreased wellbeing of av	The pandemic is a significa	changed
7.5	Aviation personnel fatigue	With redundancy and furlo	changed
7.3	Flight crew fatigue due to	At certain destinations, cre	changed
7.4	Personnel no longer worki	Significant gaps in working	same
7.1	Reduced adherence to pro	In reduced operations, unc	changed
7.7	Roster adaptations to redu	To reduce the risk of virus	changed
7.6	Unusual approach profiles	During the past 12 months	new
7.8	Impact of the pandemic on	Ground handling organisa	new
5.1	Skills and knowledge degr	The significant reduction in	changed
5.7	Backlog in training limitin	A reduction in the availabi	changed
5.8	Increased periods between	The lack of testing or chec	changed
5.5	Ground handling staff and	Ground handling service p	changed
5.9	Long gap in flying followin	While it is not unheard of	changed
5.4	Increased use of real aircra	The backlog of training che	changed
5.2	Transfer of pilots from one	Many airlines have downs	new
5.6	Knowledge transfer misse	Many highly knowledgeable	new
5.3	Reduction in training effec	Necessary adaptations to	new
9.1	Documentation and datab	Relevant updates of opera	changed
9.2	Incorrect aircraft navigati	Aircraft may deviate from	changed
n/a	n/a	n/a	changed
4.3	Increased presence of wild	The reduced traffic at aerc	changed
4.5	Operational risks of aircra	Parked aircraft on closed r	changed
4.6	Construction / maintenanc	The prolonged shutdown r	changed
4.1	The scale of aircraft storag	An unprecedented numbe	changed
4.8	Postponement of emergenc	Full or partial emergency r	changed
n/a	n/a	n/a	changed
4.7	Malfunction or failure of c	The period of disuse and p	changed
4.9	Hazards associated with a	During closure or partial c	changed
4.13	Ground Service Equipmen	Ground Service Equipmen	changed

4.12	Technical issues relating to	Water, sediment and micro	same
4.10	Disinfection (biocides) effe	High demand for biocide r	changed
4.15	Management of air traffic	The scale of the likely incre	changed
eather prediction, and the large decrease in the number of observations available			changed
4.11	Air Navigation Service pro	Air Navigation Service pro	new
4.14	Flight simulator recurrent	Due to COVID-19 crisis, it	new
4.4	Maintenance of electrical	Staff constraints may have	new
4.2	Increase of cyber security	Organisations are operati	new
8.2	Missing suppliers and diffi	The lockdowns resulted in	changed
8.1	Reduced available financia	A reduction in available fir	changed
ions resulting from the pandemic may further hamper personnel in remaining ir			changed
ng fleet, with consequent technical issues. However, the reduction in aircraft in			changed
8.3	Reduction in contracted fe	In a section of industry alr	new
8.4	Decreased funding of avia	The dependence of many	new

Type of change		
Title changed	Text changed	Merged with another issue
yes		
yes		
yes		
yes		
	yes	
yes		
yes		
	yes	
yes		
yes		
	yes	
	yes	
yes		3.2.1 and 3.2.1 merged into 7.2
yes		3.2.1 and 3.2.1 merged into 7.2
	yes	
	yes	
	yes	
	yes	
yes		
yes		
	yes	
yes		
	yes	
yes		
yes		
yes		
yes		3.4.2 and 3.4.3 merged to create 9.2
	yes	
	yes	
	yes	
yes		4.5.4 and 4.5.6 merged to create 4.1
	yes	
yes		4.5.4 and 4.5.6 merged to create 4.1
	yes	
	yes	
yes		

	yes	
yes		
yes		
	yes	
yes		
yes		
yes		