

Safety Directive

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

SD No.: 2020-04

Issued: 25 June 2020

Note: This safety directive is issued by the Agency in accordance with Art. 76 (6) of Regulation (EU) No 2018/1139 to address an urgent safety problem. It is mandatory for organisations for which EASA is the competent authority.

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

Effective Date: 01 July 2020

Supersedure: 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.

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.

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 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.

EASA issued concurrently, in accordance with Article 76 (6) (b) of Regulation (EU) No 2018/1139, the equivalent SD 2020-01 addressed to NCAs responsible for the certification and oversight of aircraft operators in commercial air transport in accordance with Commission Regulation (EU) 965/2012.

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 2020-02, and requires cleaning and disinfection of the aircraft at different compliance time, as well as implementation of the [EASA-ECDC Aviation Health Safety Protocol](#).

The SD 2020-03, addressed to NCAs responsible for the certification and oversight of aircraft operators in commercial air transport in accordance with Commission Regulation (EU) 965/2012, is issued concurrently with this SD, superseding EASA SD 2020-01.

Required Action(s) and Compliance Time(s):

- (1) From the effective date of this SD TCO shall ensure that any aircraft operated for commercial air transport of passengers to/from/within the territory subject to the provisions of the Treaty on European Union EU is cleaned and disinfected 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) From the effective date of this SD TCO shall take measures to ensure that the health risk onboard any aircraft operated for commercial air transport of passengers to/from/within the territory subject to the provisions of the Treaty on European Union is adequately mitigated. This can be achieved by implementing the applicable guidelines provided by [EASA-ECDC Aviation Health Safety Protocol](#), or comparable measures developed based on international guidance (e.g. ICAO CART).



- (3) From the effective date of this SD, an aircraft on which a COVID-19 suspect case has been identified on board shall not be operated for commercial air transport of passengers to/from/within the territory subject to the provisions of the Treaty on European Union EU unless, after that identification, the aircraft is cleaned and disinfected using substances suitable for aviation use (see Note 1 of this SD).

Ref. Publications:

EASA SD 2020-03 dated 25 June 2020.

[EASA-ECDC Aviation Health Safety Protocol](#)

Remarks:

1. Enquiries regarding this SD should be referred to the EASA Programming and Continued Airworthiness Information Section, E-mail: ADs@easa.europa.eu.

