

# **EASA/ECDC Aviation Safety Health Protocol**

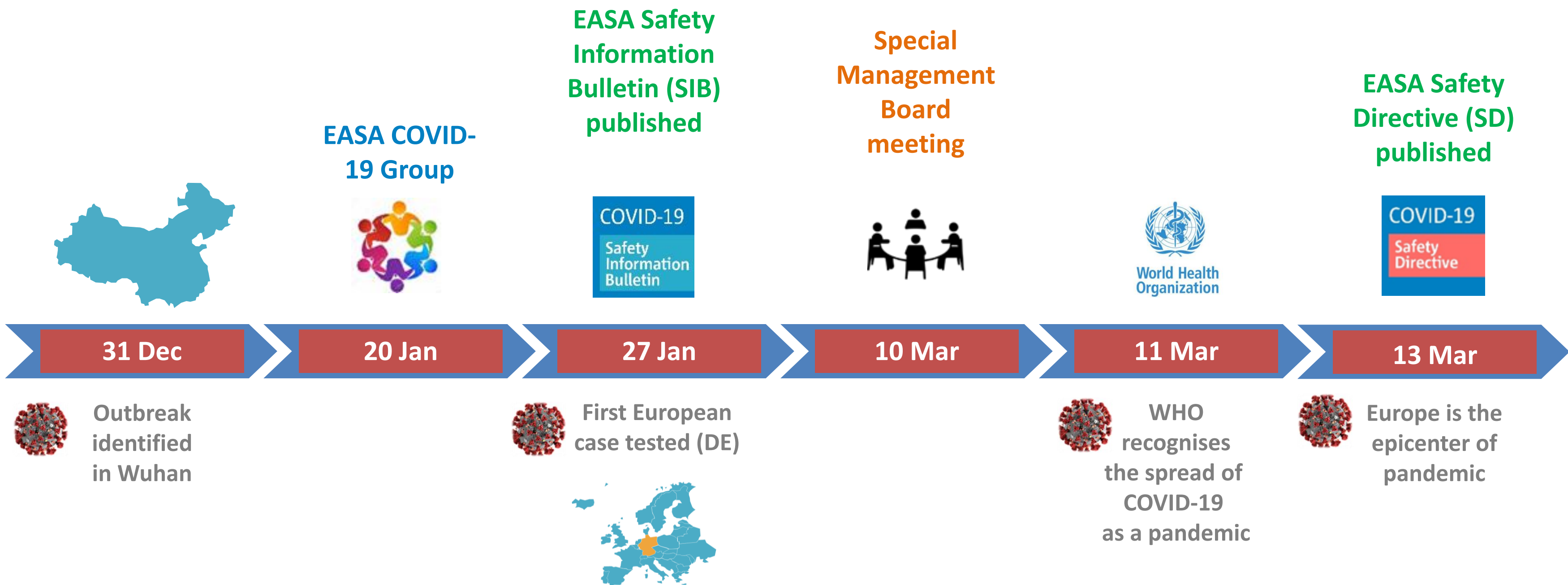
## **The result of Health and Aviation Authorities Partnership**

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Senior Medical Expert

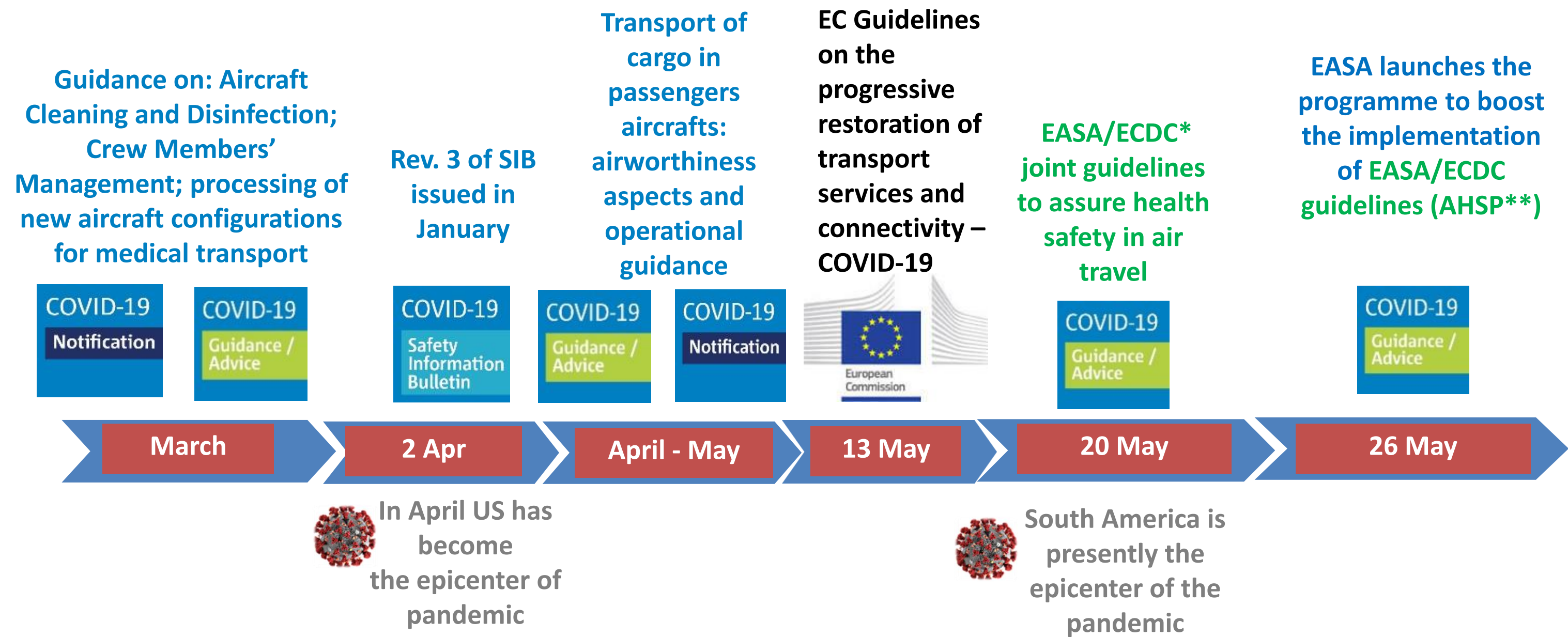
**Your health protection is our mission.**

An Agency of the European Union 

# COVID-19: Sequence of Events and EASA Response

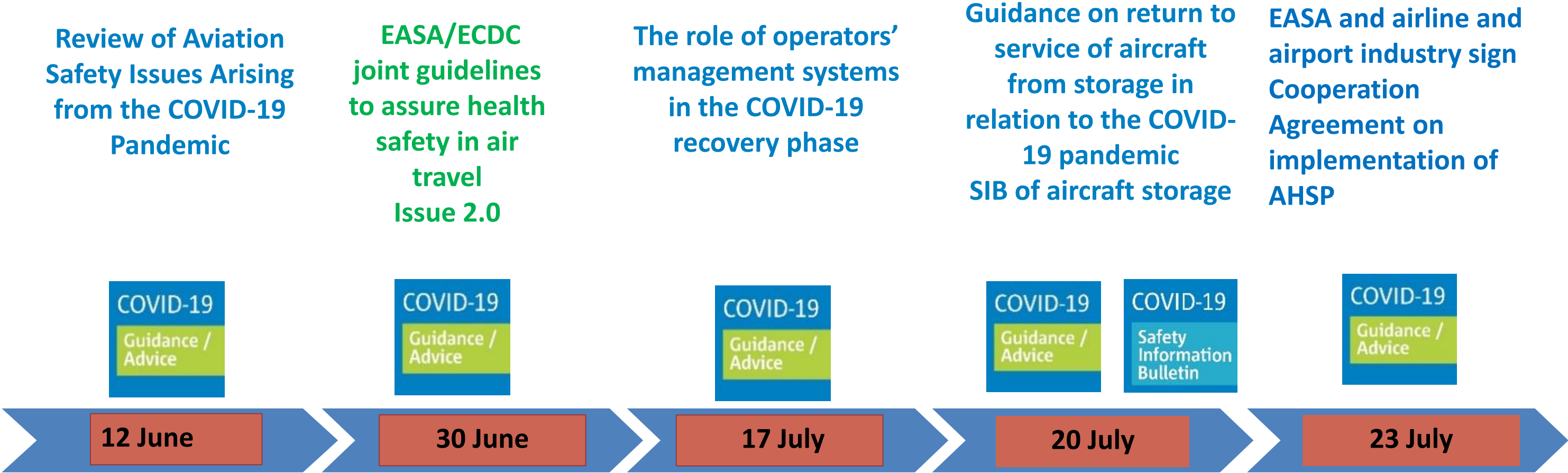


# COVID-19: Sequence of Events and EASA Response



\*ECDC - European Centre for Disease Prevention and Control  
\*\*AHSP – COVID19 Aviation Health Safety Protocol

# COVID-19: Sequence of Events and EASA Response



EASA COVID19 resources: <https://www.easa.europa.eu/easa-covid-19-resources>



# EASA's Role in COVID-19 Crisis

Support the recovery and ensure continued safety of the European aviation system  
**EASA Return to Normal Operation (RNO) Project**

Addressing urgent safety problems

Assistance to MS and industry

Aviation crisis management

COVID-19

Safety  
Directive

COVID-19

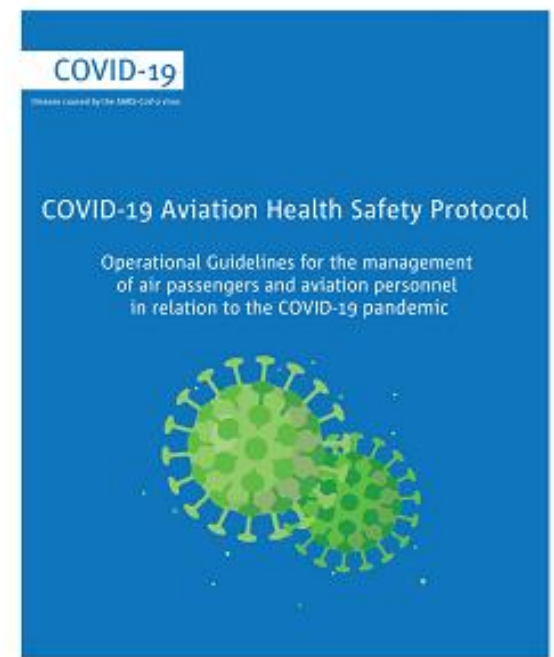
Safety  
Information  
Bulletin

COVID-19

Notification

COVID-19

Guidance /  
Advice





# EASA/ECDC Aviation Health Safety Protocol (AHSP)

- Latest update: Issue 2 dated 30 June 2020
  - Replacing the Notification of Health Status with the Acknowledgement of COVID-19 policy to address the data protection concerns
  - Aligning with recent publications, evidence and epidemiological context
  - Aligning with other EASA publications – SDs, SIB, Guidance
  - Recommendation for the management of transfer passengers
  - Clarifications regarding existing recommendations
- A stable version to allow a safe transition to the opening of borders as of 1 July 2020
- Update expected in September to take into account the latest developments (e.g. testing)

# EASA's Program to Monitor AHSP Implementation

- Launched on 26 May 2020
- Focus: flights operated by airlines which are ready **to apply the guidelines between airports which equally apply them;**
- Objective: **End-to-end passenger journey** that respects the guidelines from the moment of arriving in the departure airport to the time of exit from the destination terminal.
- The airlines and airports **sign EASA COVID-19 Aviation Industry Charter** pledging to:
  - **Implement AHSP guidelines,**
  - **Coordinate with national authorities** and design practical solutions when they encounter problems with the implementation of the guidelines
  - **Monitor the overall effectiveness** of the guidelines and to **report any issues they discover** to EASA, ECDC and national authorities, **together with weekly observed data**, and any opportunities for improvement.

# Implementation AHSP - Charter Signatories

- By end of August the Charter had grown to encompass more than 40% of European traffic
  - 45 airport operators (around 150 airports)
  - 43 airlines
- Lufthansa Group latest to join the Charter
- Signatories provide a range of data on a weekly basis to assist with monitoring of practical implementation and to identify improvements needed
- Further monitoring is planned through:
  - A passenger survey supported by airports (ACI) and airlines (IATA)
  - Bowtie feedback survey among Charter signatories to support risk modelling





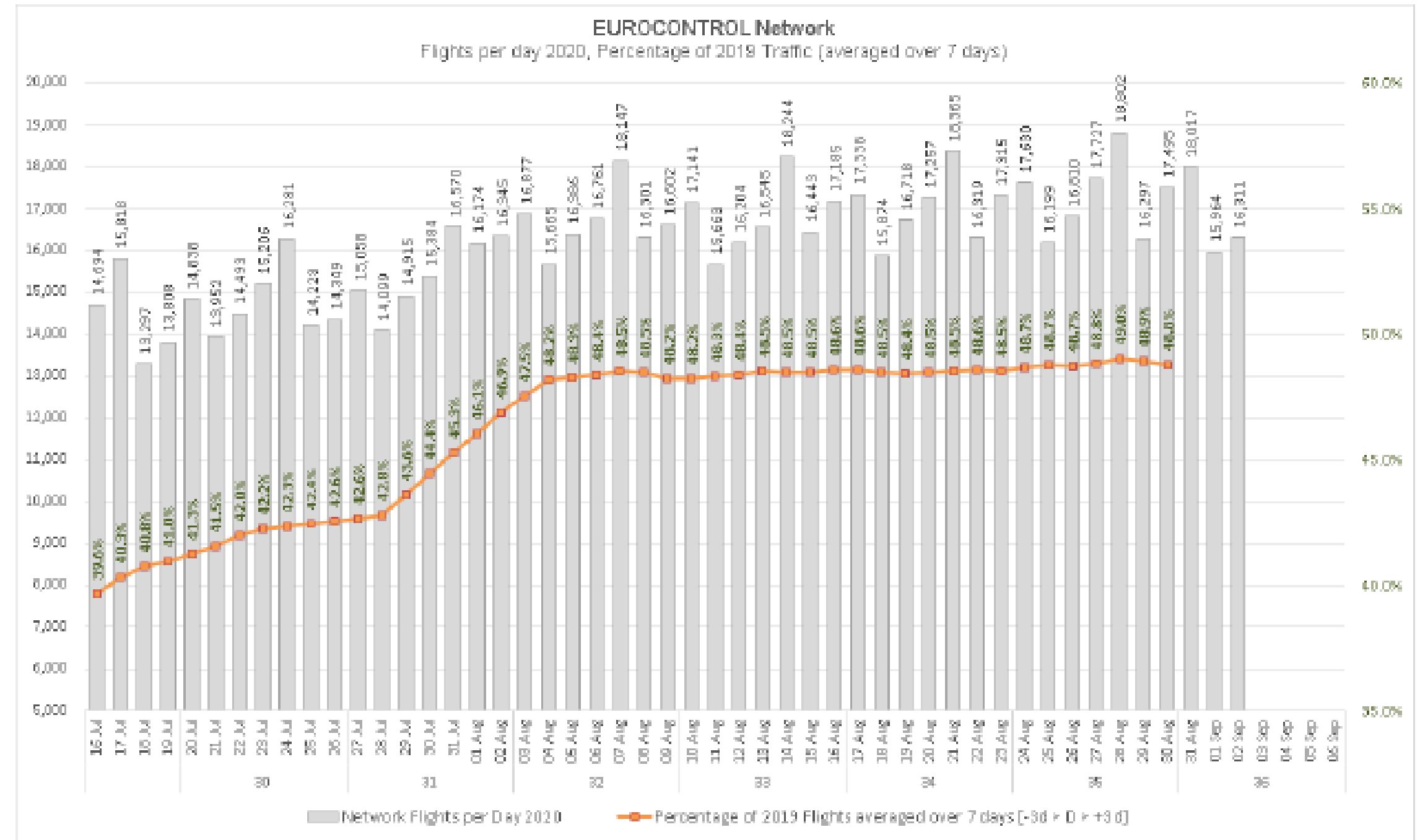
# More Needed to Improve Passenger Confidence

- Passengers do cooperate and report constructively. Main source of passengers non-adherence to the measures is the wearing of medical face masks.
- Assessment of potentially infected passengers (thermal screening or self-declaration) and denied boarding are taking place and are done in a proportionate manner.
- Despite the low traffic, waiting times of more than 15 min are observed, in particular during boarding and at baggage claim, which highlights the importance of physical distancing throughout the airport.
- Main issues reported so far:
  - Physical distancing is not always possible to maintain e.g. on check-in due to passengers accompanied by other persons, at traditional convergence points (security checks, border control) and at boarding due to the limited availability of gates. This is expected to become a bigger problem once traffic increases.
  - Some airlines report that despite there being a national regulation to wear surgical/medical face masks on-board, many passengers arrive wearing community masks.
- There is significant room for improvement as regards harmonised implementation of the Protocol by the industry.

# More Needed to Recover European Traffic



- First week of August: **NO** growth in traffic (around **49%** compared to 2019)
- **Best day: 18/08 (18,802 flights, 51% vs 2019); 46%** in the first days of SEP/2020
- Outlook SEP-OCT adjusted downwards compared to previous forecasts. In **September**, on peak days expected to reach **20,000** flights, (**55%** compared to 2019). Highly dependent on the national restrictions
- **No. of passengers** remains much **lower** than 2019. In **August**, pax number: **-69%** (2020 vs 2019)



Source: Eurocontrol Network: Flights per day 2020, Percentage of 2019 traffic (averaged over 7 days)  
(from European Network Operations Plan | 2020 Recovery Plan, Edition 1.18, 04 September 2020)

# Thank you