

Non-pharmaceutical interventions recommended at airport level in Europe

EASA-ECDC COVID-19 Aviation Health Safety Protocol (AHSP)

‘Flying in the Covid-19 Era’ Workshop, 04

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Your health safety is our mission



Facts and figures

Established
2002

19 years
in operation



Guidelines development

Article 91 – “EASA shall, within its field of competence, contribute to a timely response to and mitigation of aviation crises, in coordination, with other appropriate stakeholders”

Participation in specialised bodies

- ICAO CAPSCA
- MEG

Crisis planning and management

- EACCC
- EC response to PHEs
- EU Healthy Gateways



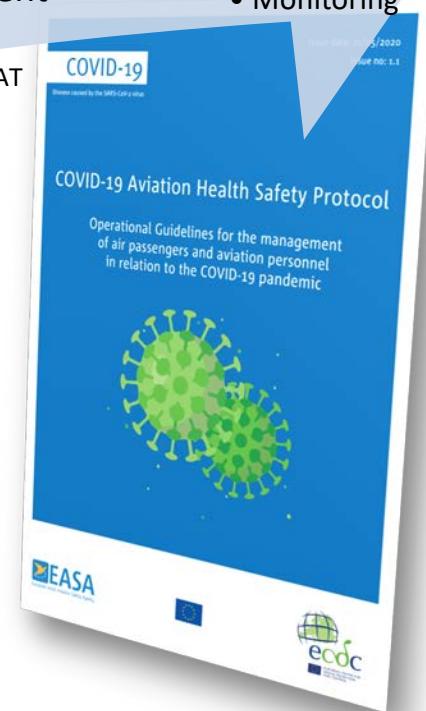
Institutional relations

- EASA visit to DG SANTE
- DG SANTE visit to MAB
- Health Security Committee
- Integrated Political Crisis Response (IPCR)



Guidelines development

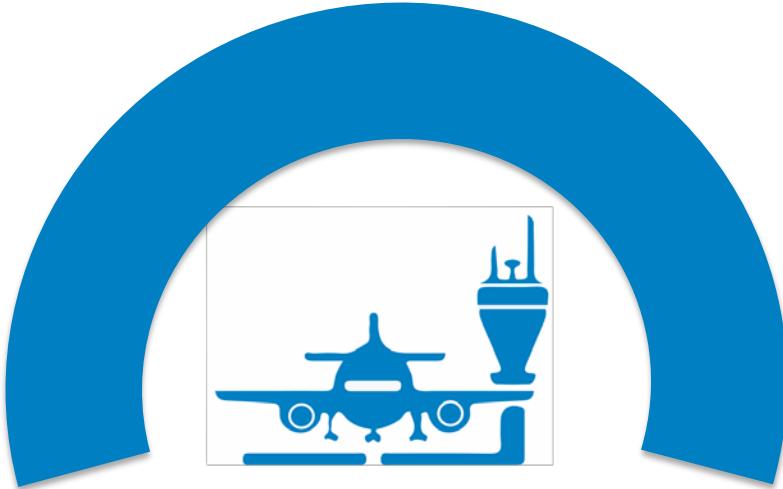
- ECDC
- ICAO EUR/NAT
- MAB & SAB
- MEG



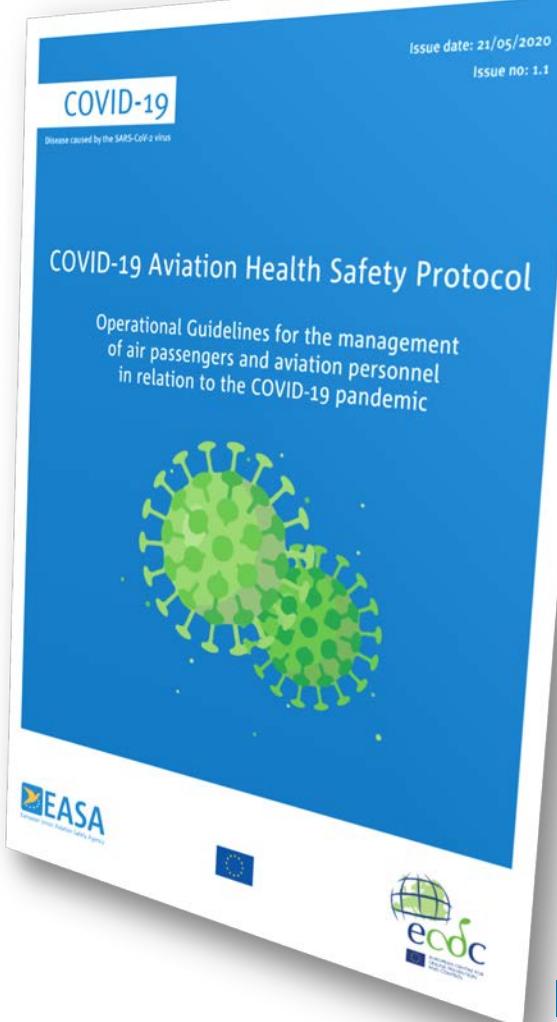
Publication

- Promotion
- Liaison
- Monitoring

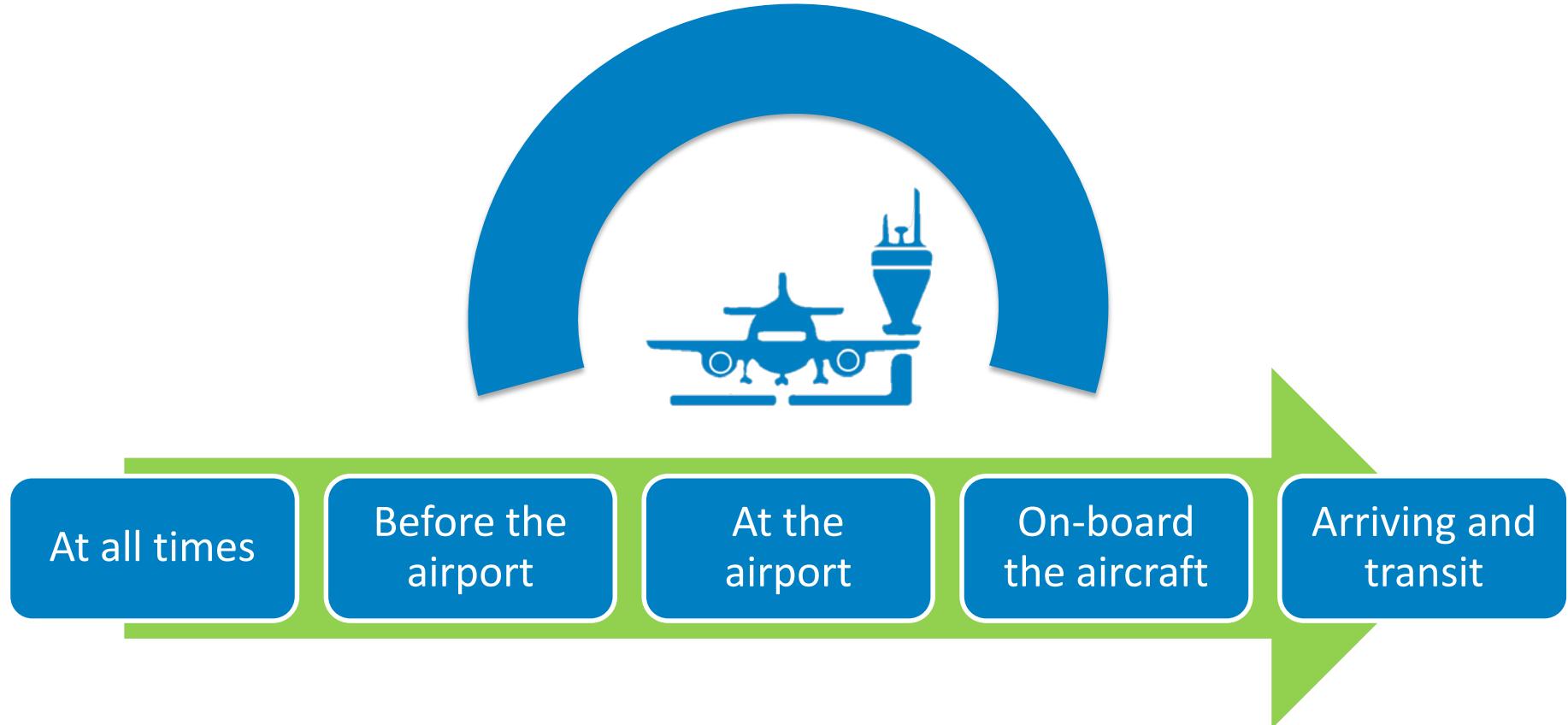
Purpose



- ↗ Need to ensure **safe and secure operations** and **restore public confidence**
- ↗ Need to ensure a **harmonised EU-wide approach** to reduce complexity for operators and travellers
- ↗ **Coordination, communication** and **planning** essential



Structure



Measures presented (1/4)

At all times

Hand hygiene,
cough etiquette
and face masks

Cleaning and
disinfection

Protection and
screens

Distancing where
possible

Management of
unruly
passengers



Measures presented (2/4)

Before the airport

Complete a statement of health

Don't travel if you have symptoms

Ensure medical face masks and sanitary gel

Leave enough time

Advance check-in and ready documents



Measures presented (3/4)

At the airport

Access only to travellers

Minimise carry-on luggage

Physical distancing & passenger flows

Enhanced ventilation

Thermal screening



Measures presented (4/4)

Arriving and transit

Disembarking

Personal hygiene

Thermal screening

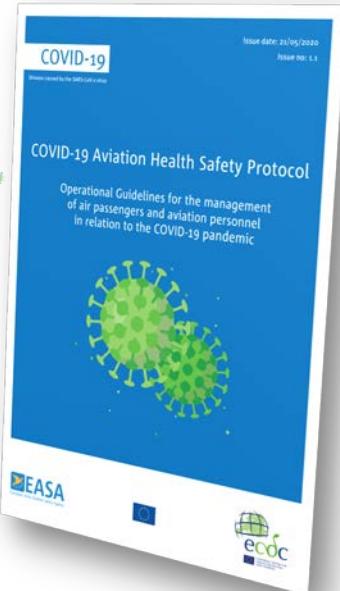
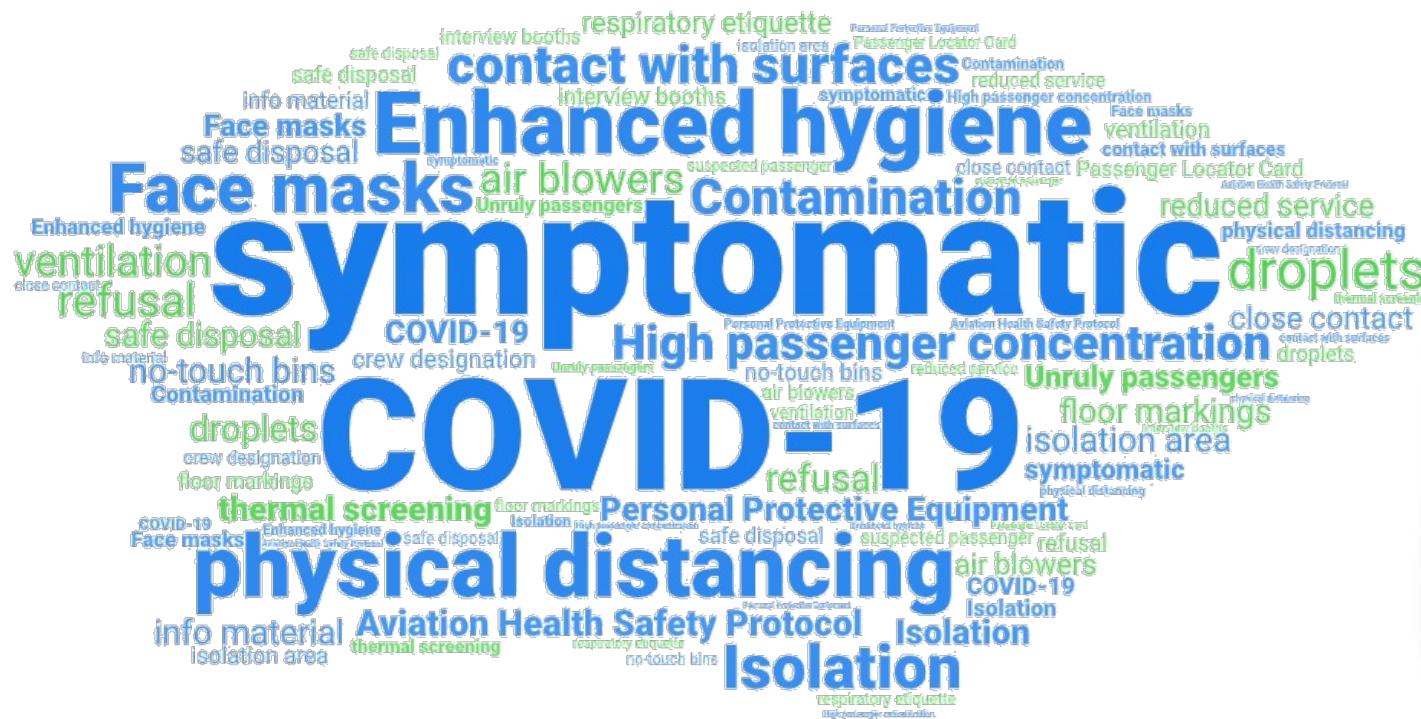
Baggage claim

Exit and onward travel



AHSP Implementation Monitoring, Briefing and Checklists

We started here...



EASA Program to Monitor the Protocol Implementation

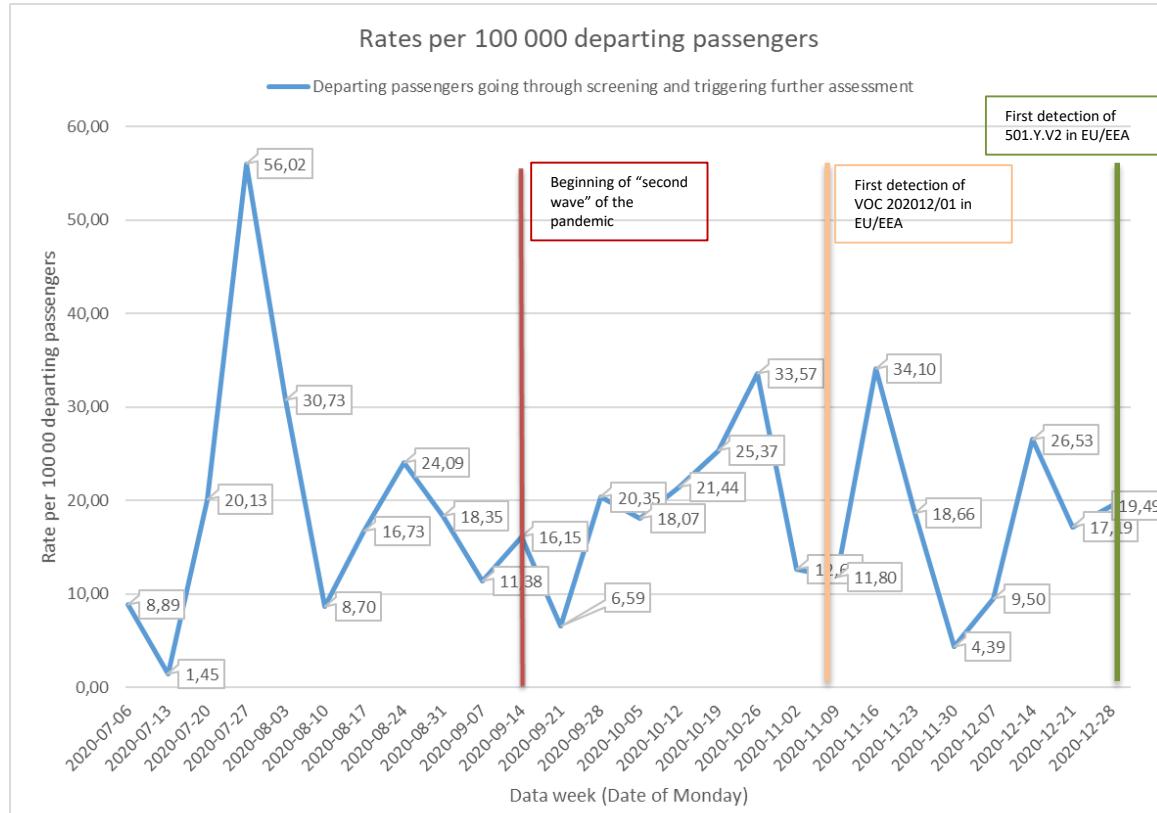
- 53 airport operators (123 reporting airports) and 55 airlines have signed the Aviation Industry Charter, covering almost 50% of European air traffic
- On average, ca 90% of Charter signatories submit data every week
- Weekly traffic analysed: In the peak weeks in 2020, 7 million passengers were served by participating airports and 3 million passengers were carried by participating airlines
- A monthly survey monitors the implementation of the protocol measures, looking at the passenger journey in terms of the COVID-19 transmission risk.



Passengers at departure airports

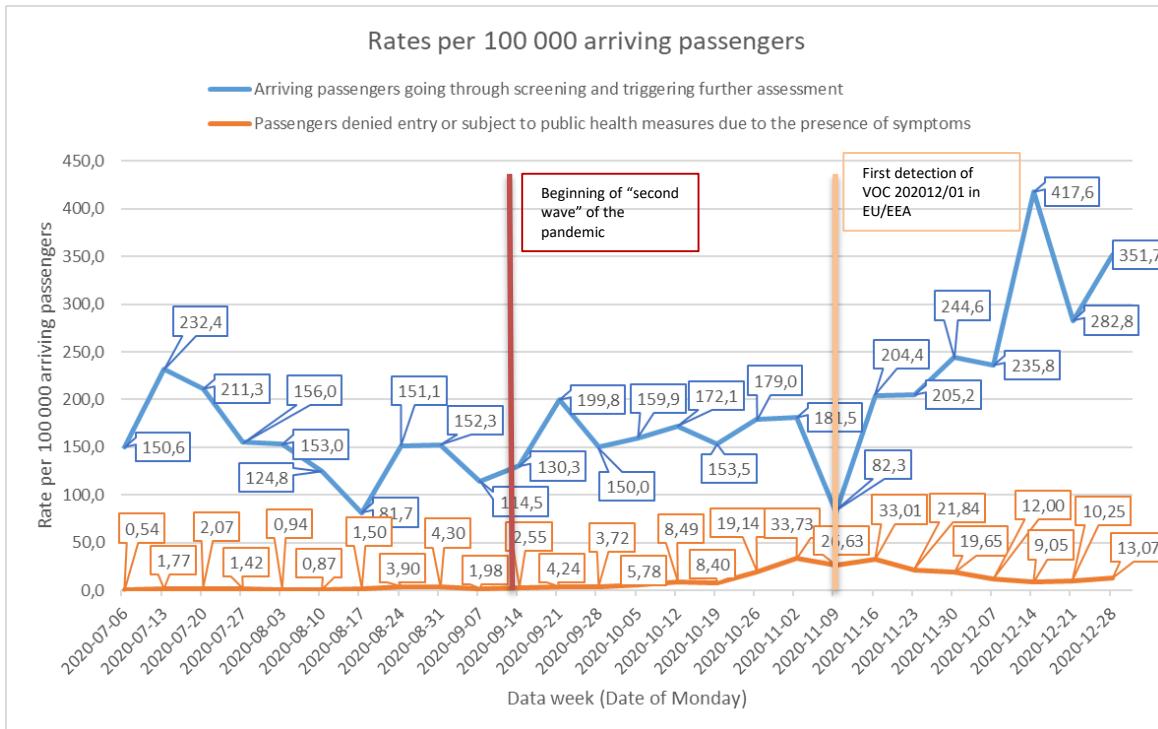
→ The rate of passengers who after health screening at the departure aerodrome are **subject to further assessment** has been fluctuating at a low level.

- VOC 202012/01 is the mutation of SARS-CoV-2 that was first detected in the United Kingdom.
- 501.Y.V2 is the mutation of SARS-CoV-2 that was first detected in South Africa (Source: ECDC)



Passengers at arrival airports

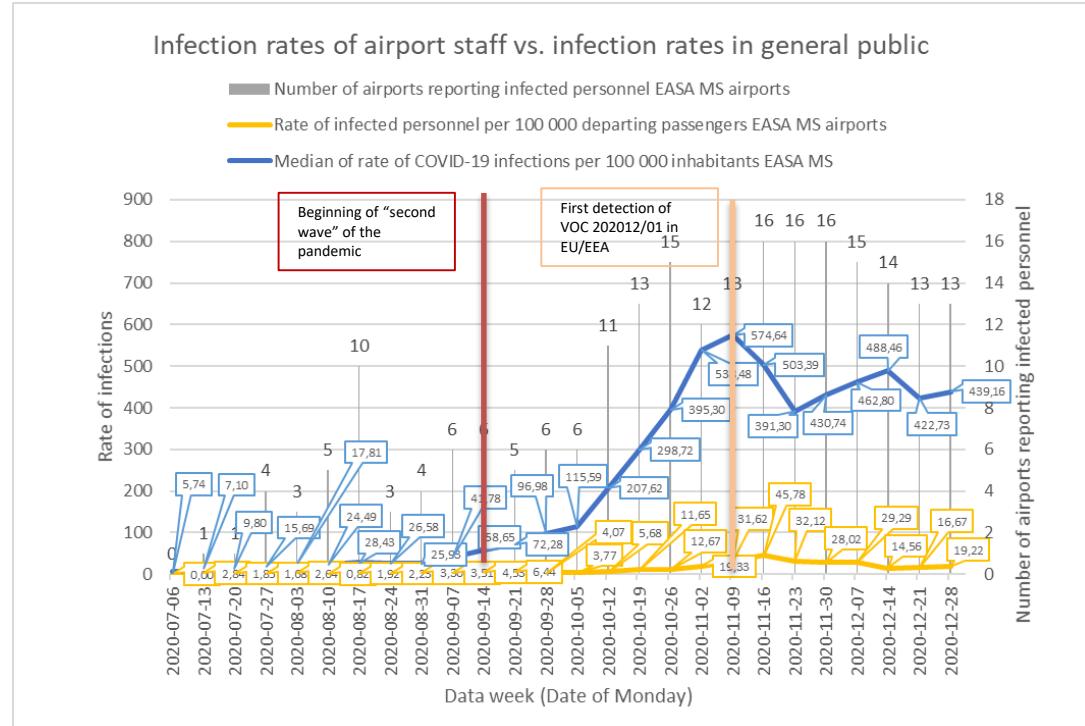
- The rate of passengers who after health screening at the arrival aerodrome **are subject to further assessment** has **increased during the second wave of the pandemic**. It should be noted that there are a number of airports who perform health screening for arriving passengers, but not for departing passengers.
- The rate of passengers who are **denied entry** or subject to public health measures due to the presence of symptoms have also **increased**, but are **at a low level**.
- VOC 202012/01 is the mutation of SARS-CoV-2 that was first detected in the United Kingdom (Source: ECDC)



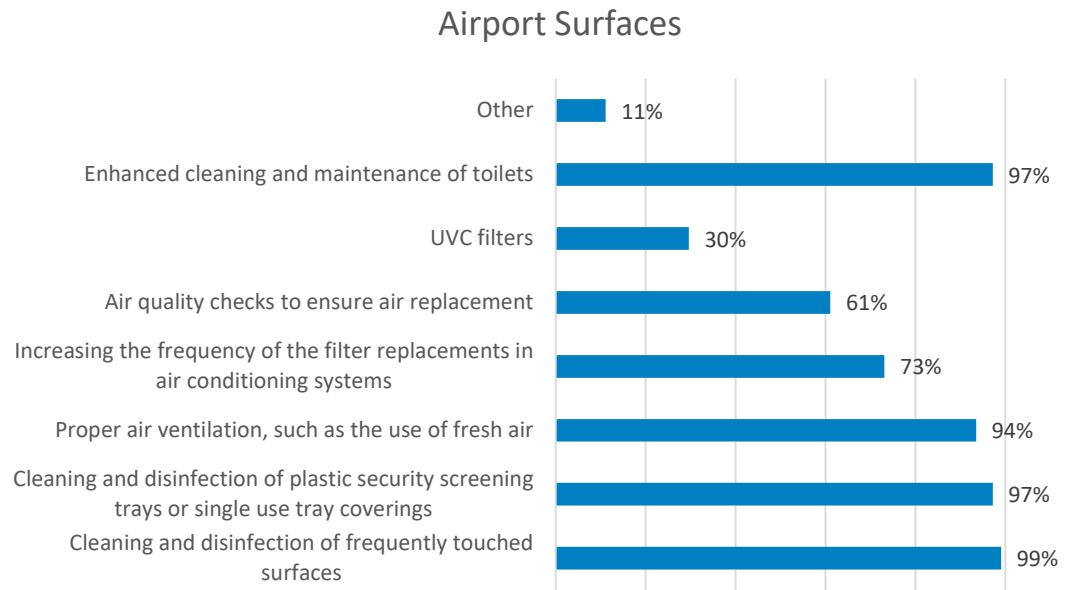
Infected airport staff (EASA MS)

- The rate of infections amongst airport personnel at EASA MS airports is low.
- The airport staff infection rate is considerably lower than the median infection rate of the general public in the EASA MS, and the increase in infection rates observed in the general public is not present amongst EASA MS airport personnel.

→ VOC 202012/01 is the mutation of SARS-CoV-2 that was first detected in the United Kingdom (Source: ECDC)

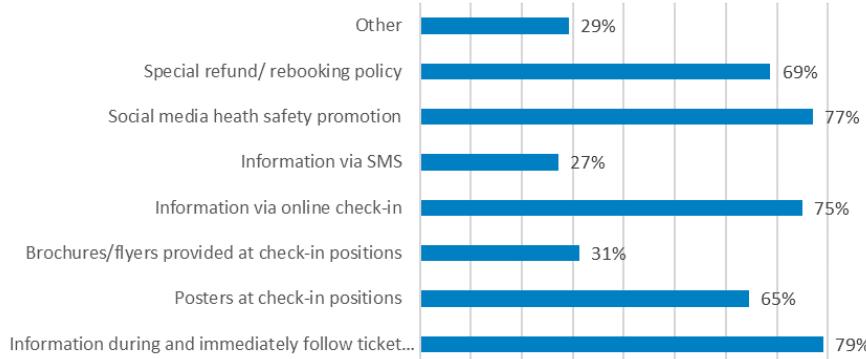


Maintaining Clean Air and Surfaces

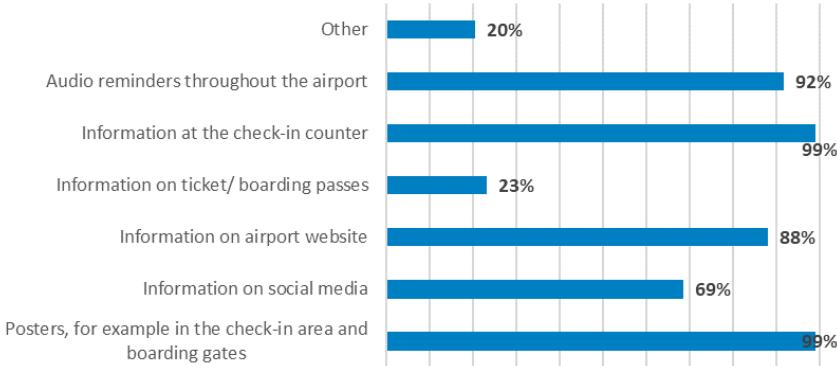


Discouraging Symptomatic Travellers

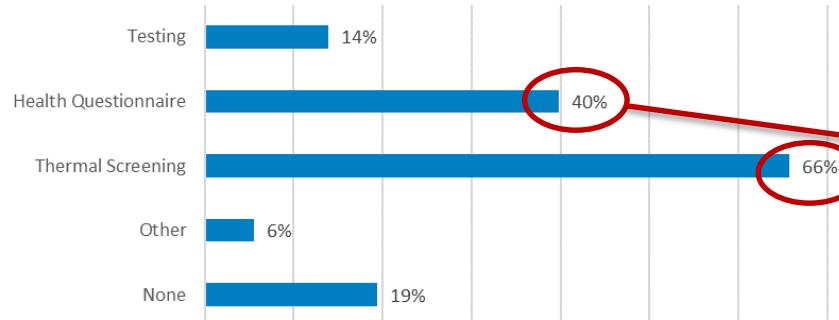
Airline COVID-19 Policy Information to Passengers



Airport COVID-19 Policy Information to Passengers



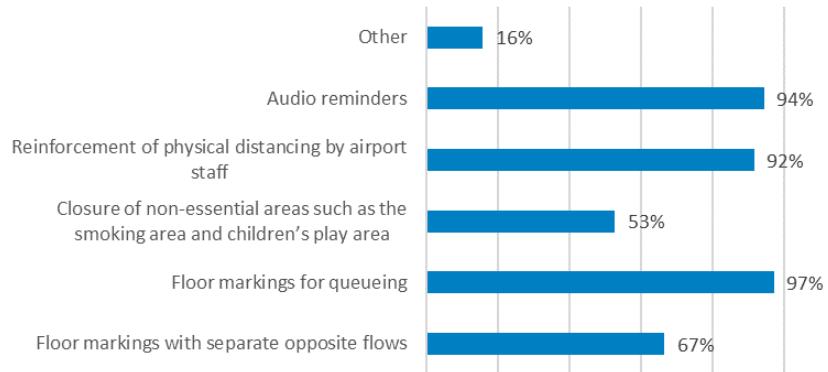
Airport Passenger Screening



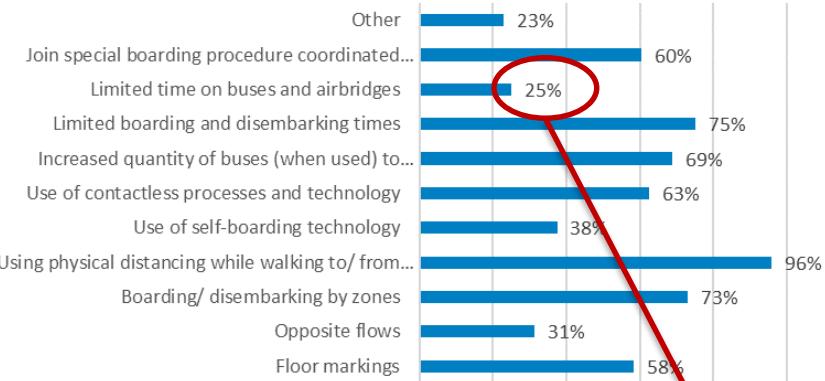
Higher level of implementation of thermal screening than health questionnaires.

Physical Distancing Measures

Airport Distancing Measures

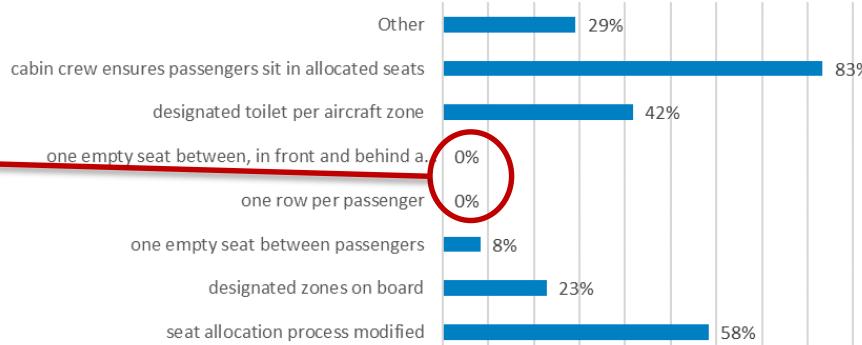


Airline Distancing Measures



Airlines are apparently not implementing measures to separate passengers

Physical Distancing Measures In-flight



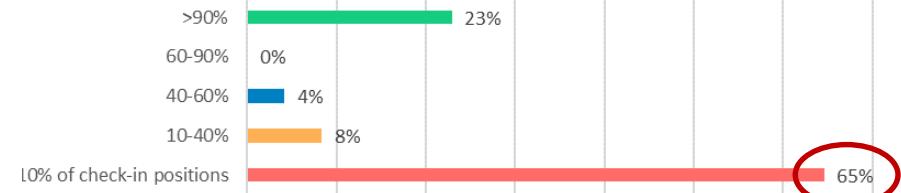
Airlines and airports need to consider the flow of passengers from one part of the journey to another

Clean Air: Masks and Ventilation

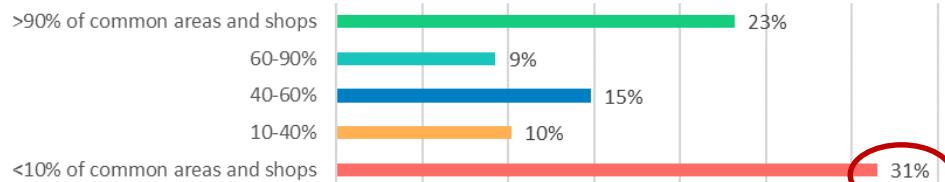
Staff at Entry Doors Checking for Face Masks



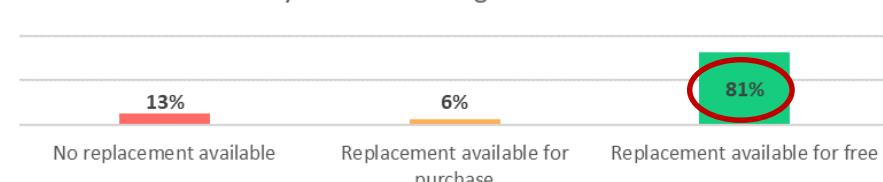
Medical Face Masks Available at Check-in Positions



Staff in Common Areas and Shops Checking for Face Masks



Availability of Masks on Flights >4 Hours Duration



Good to see that masks are available on-board, but they need to be used and available throughout the airport.

AHSP Implementation

- ✈ Main issues reported:
 - ❑ Physical distancing at airports
 - ❑ Wearing surgical/medical face masks on-board aircraft
- ✈ Room for improvement:
 - ❑ Processing time at boarding and baggage claim
 - ❑ Availability of medical face masks once in the airport and the availability of hand sanitising gels at check-in positions
 - ❑ Seat allocation / keeping seats unoccupied between, in front and behind passengers (where possible)

Summary – Protocol implementation

- The measures proposed in the Protocol are working and, where they are fully implemented, the aviation environment can be considered safer as regards transmission risks compared to the general society
- Slowdown in traffic recovery, high levels of new COVID-19 cases and new virus strains with increased transmissibility circulating in Europe:
 - increasing the probability of having positive asymptomatic passengers on board
 - proper implementation of the Protocol on the ground and in the air must remain a priority
- Areas that require focus of the competent authorities:
 - availability of medical face masks at airports and their use on board aircraft
 - maintaining physical distancing throughout the passenger journey

Next steps

- Update of the Protocol and its Addendum
 - discussions ongoing with ECDC on the content and the timeframe for the next update
 - the Addendum to be tackled first to reflect [the EU Council's updated recommendation on measures affecting free movement](#)
- Monitoring Programme as well as [the training modules and implementation checklists for the NAAs](#) to be adapted accordingly

Thank you for your attention



Your safety is our mission.

easa.europa.eu/connect



Your health is also our mission.

An Agency of the European Union

