NATIONAL POLICE AIR SERVICE

NPAS AIRCRAFT CLEANING AND DISINFECTION GUIDANCE DUE TO CORVID 19 OUTBREAK

Issue 1, Dated: 26/03/2020

Introduction

EASA issued their **Interim guidance on Aircraft Cleaning and Disinfection** in relation to the SARS-CoV-2 pandemics dated: 20/03/2020 and subsequently the CAA have issued Safety Notice: SN–2020/004 **Operational Measures to Prevent the Spread of Coronavirus CoVID-19 Virus Infection** also dated: 20/03/2020.

In line with the two notices, this temporary SOP details the policy and procedures NPAS are implementing as a cleaning and disinfectant regimes to reduce the risk of spreading the CoVID-19 virus.

General Considerations

Possible routes of infection transmission that might occur on board aircraft fall into three categories:

- Directly inhaled respiratory droplets and/or suspended airborne particles
- Direct contact with saliva, faecal matter or other potentially contaminated body fluids
- Contact with saliva, faecal matter or other potentially contaminated body fluids deposited on surfaces or, for maintenance crews, entrained in ventilation systems

The risk of infection upon contact with contaminated surfaces will depend on the viability of the virus on the specific surface, the number of organisms, the environment (e.g. temperature, humidity), whether the surface has been properly cleaned and/or disinfected and, of course, the personal susceptibility of the persons touching the contaminated surfaces.

Only cleaning and disinfecting substances that are nationally approved for use on aircraft against SARS-CoV-2 and that have been approved by the aircraft manufacturer should be used. In order to avoid damage during disinfectant application, prevent the following:

- Spraying, evaporation or uncontrolled application in the interior of the aircraft
- Puddle formation and penetration in crevices / joints etc
- Contact with electric or electronic components
- Contact with cockpit displays, glass covers on flight instruments and any equipment screen surfaces

The personnel carrying out cleaning should protect themselves with appropriate PPE as provided by WYP. Gloves should be used when carrying out preventive disinfection and post a suspected contamination event, the supplied gloves, face masks and protective clothing should be worn.

Addition precautions to consider are:

- Flight suits contaminated/suspected to be contaminated, should be removed and laundered in the washer machine on the hottest programme the machine has.
- Personnel should shower after a suspected contamination and after disinfecting the aircraft post an event.

- Personnel not involved or suspected of being contaminated should be used on 'touch-points' such as opening doors for personnel involved in disinfecting the aircraft post an event or suspected of being contaminated.
- Minimum amount of personnel to be used for disinfecting the aircraft post an event.

Disinfection Products

The following substances have been approved for aircraft use, proven to have a broad spectrum efficacy against micro-organisms including Corona Virus, SARS, MERS and have assessed by the NPAS TSD for use on NPAS aircraft:

Product	Supplier	Remarks
Bacillol 30 tissues	**www.hrhealthcare.co.uk**	recommended as an alternative to (unobtainable) Airbus approved products
ALG/RCBA Sanitizer	www.alglas.com	In use at NPAS Doncaster by GAMA
Visial Wipes ALG-CR215	www.alglas.com	In use at NPAS Doncaster by GAMA

Personnel are to ensure they follow the instructions for use and relevant hazard warnings in the respective datasheets when using the above products. When carrying the disinfecting products on the aircraft packets are to be firmly closed and appropriately secured.

Preventive Disinfection

To minimise the risk of transmission between crews and engineering personnel, preventive disinfection of the aircraft should be carried out *prior to the start of each shift*, *after engineering work* and *prior to collecting an aircraft from the maintenance organisation* if not already disinfected.

Disinfection products should be applied, where possible, using the pre-impregnated wipes (scrub and wipe technique) to keep the materials localized. All surfaces that are susceptible to contact by personnel should be disinfected including:

- Panelling, including: sides, overhead and cargo (where there is potential for contact)
- Internal and external handles
- Seats, seat covers and Seat belt buckles (Do not apply to Seat belt webbing)
- Mission system monitors, keyboards and accessories

Disinfection post an Event

The procedure for disinfection after an event should be carried out after the following incidents:

- After the transport of a symptomatic passenger (having fever, persistent cough or other flu-like symptoms) or a passenger who has been in direct contact with a confirmed case
- When there has been an event causing heavy contamination of certain surfaces with sputum or other potentially contaminated body fluids/substances (e.g. vomit)
- When contamination is suspected post a visit to a London airport identified in Annex 1 to EASA SD-2020-01/02 as an airport located in affected areas with high risk of transmission of

the CoViD-19 infection. The EASA guidance is predominantly for larger passenger carrying aircraft, however, to minimise the risk of transmission, rotors running refuels should be considered and only one person from the crew outside the aircraft, to monitor the refuel and sign for it.

The process for disinfection should start with opening all the aircraft doors to allow a period of air exchange.

The first area to be disinfected should be the sitting area of the suspected/ill passenger, then clean and disinfect other areas in accordance with the preventive disinfection requirements. In addition to a preventive disinfection, the disinfection after an event should also include thorough cleaning of the seat area in the close proximity to the contaminated area, including the following:

- Armrests
- Seatbacks (the plastic and/or metal part)
- Seatbelt buckles
- Adjacent walls and windows

In case of body fluids/substances heavy contamination, the excess from overtly contaminated surfaces should be taken up by using an absorbent material or absorbent disinfectant, ensuring that it will take a solidified form which should then be appropriately disposed of. Large contaminated areas should be treated with disinfectant after removal of the excess contaminants, then thoroughly cleaned with warm soapy water and given a final disinfection treatment using the provided disinfection substances.

Seat covers with a substantial contaminated area should be removed carefully, placed in sealed plastic bag labelled as 'Bio-Hazard' and laundered in the washer machine on the hottest programme the machine has. Alternatively, if proper cleaning and disinfection is not possible the contaminated seat covers should be destroyed. In case of seat contamination that has penetrated the seat cover, the underlying seat upholstery may need to be removed for adequate disinfection.

When cleaning and disinfecting are complete the protective equipment should be carefully removed as follows:

- Disinfect the gloves before removing them
- Remove the gloves
- Hand disinfection after the removal of the gloves
- Remove the protective suit
- Hand disinfection
- Removal of face mask and goggles
- Clean hands and other body parts which may have been exposed to contaminants with soap and water or an alcohol-based hand rub
- Avoid touching the face with gloved or unwashed hands.

Disposal of Cleaning Products

All used disinfection products should be placed in a sealed plastic bag labelled as 'Bio-Hazard' and disposed of in a hazard waste bin if available. If no hazard waste bin is available, segregate an appropriate bin, mark up as 'Bio-Hazard waste" and dispose of via an appropriate hazard disposal agency.

In the event used products are required to be carried in the aircraft, it should double bagged and disposed of as a hazard waste when back at base.