



Issued: 14 July 2020

## Operational Measures to Prevent the Spread of Coronavirus COVID-19 Virus Infection

**This Safety Notice contains recommendations regarding operational safety**

Recipients must ensure that this Notice is copied to all members of their staff who need to take appropriate action or who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

<b>Applicability:</b>	
<b>Aerodromes:</b>	Not primarily affected
<b>Air Traffic:</b>	Not primarily affected
<b>Airspace:</b>	Not primarily affected
<b>Airworthiness:</b>	All Maintenance Organisations
<b>Flight Operations:</b>	All Operators
<b>Licensed/Unlicensed Personnel:</b>	Not primarily affected

### 1 Introduction

- 1.1 The outbreak of novel coronavirus disease (COVID-19), caused by the SARS-CoV-2 virus, was qualified as a pandemic by the World Health Organisation (WHO) on 11 March 2020. Since SN-2020/004 was 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.
- 1.2 Based on the reports published by the WHO, the International Civil Aviation Organization (ICAO), the European Centre for Disease Prevention (ECDC), and Public Health England (PHE), the CAA strongly recommends that all commercial air transport (CAT) operators implement stringent cleaning and disinfectant regimes, as detailed below and in accordance with their maintenance procedures, to reduce the risk of spreading the COVID-19 virus.
- 1.3 Whilst this Safety Notice is primarily aimed at CAT operators, other aviation organisations are strongly encouraged to implement similar cleaning and disinfectant regimes to reduce the risk of spreading the COVID-19 virus.
- 1.4 This Safety Notice is issued in association with the European Union Aviation Safety Agency (EASA) Safety Directive SD2020-03, dated 25 June 2020, and supersedes SN-2020/004, which is cancelled.

### 2 Definition

- 2.1 In this SN, a **"long-haul flight"** means any flight, or series of flights where passengers and their luggage are not fully disembarked, involving the 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 flight, or series of flights, to the time the aircraft is scheduled to reach its parking position at the end of a flight or series of flights.

### 3 Recommended Action to be Taken

- 3.1 To minimise the risks of transmission of the SARS-CoV-2 virus to aircraft passengers, aircrew and other aviation personnel from potentially contaminated aircraft, Operators should clean and fully disinfect the aircraft, using substances suitable for aviation use (see 3.3), in the following circumstances:
- (a) when deemed necessary, based on their risk assessment taking into account the operational circumstances, including routes flown, 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; or
  - (c) before the next flight which takes place after a long-haul flight.
- 3.2 Any aircraft on which a COVID-19 suspect case has been identified on board, should not be operated unless, after that identification, the aircraft is cleaned and disinfected using substances suitable for aviation use (See 3.3).
- 3.3 Appropriate substances are those recommended by the ECDC or PHE. 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](#).
- 3.4 Operators should equip the aircraft with one or more Universal Precaution Kits. Such kits should be used to protect crew members who are assisting potentially infectious cases of suspected COVID-19 and for cleaning up and disposing of any potentially infectious contents in an appropriate manner.

### 4 Queries

- 4.1 Any queries or requests for further guidance as a result of this communication should be addressed to the operator's assigned inspecting officer (FOI/IO) in the first instance.
- 4.2 Otherwise queries should be addressed to the operational support officers at [OperationalSupportOfficers@caa.co.uk](mailto:OperationalSupportOfficers@caa.co.uk).

### 5 Cancellation

- 5.1 This Safety Notice will remain in force until further notice.

### 6 Reference material and further reading

[EASA SD 2020-03 dated 25 June 2020](#)

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

[EASA guidance on aircraft cleaning and disinfection](#)

[Coronavirus - Public Health England](#)

[IATA Guidelines Suspected Communicable Disease - cleaning crew](#)

[IATA Suspected Communicable Disease Guidelines for cabin crew](#)

[FAA SAFO](#)