


OPERATIONS ADVISORY NOTICE (OAN)		 tm Transport Malta Civil Aviation Directorate Flight Operations Inspectorate Transport Malta Centre Triq Pantar Lija LJA 2021 Malta
OAN Number: 03/20 Rev 2	Issue Date: 14 July 2021	
Subject: Operational measures to prevent the spread of Coronavirus 'SARS-CoV-2' infection – Safety Directive		

1.0 INTRODUCTION

EASA has published [Safety Directive No 2021-04](#) as established by Article 76(6)(b) of Regulation No 2018/1139. This supersedes EASA SD 2020-03.

This Directive is applicable to all aircraft operated by aircraft operators under TM-CAD oversight (i.e. all AOC holders).

2.0 SUMMARY

The outbreak of novel Coronavirus disease (CoViD-19) has been qualified as a pandemic by WHO on 11 March 2020. Since the issue of the previous SDs, the situation concerning COVID-19 across Europe and other regions of the world has evolved, after reaching the peak values, towards a lower number of cases. Additionally, the roll-out of vaccination is further reducing the risk of transmission, hence reducing the incidence rates.

This new SD introduces new risk-based recommended corrective actions.

2.1

Corrective Actions

Operators are now mandated to clean and fully disinfect the aircraft in the following cases:

- (a) **At least once in any 7 day interval**, unless the aircraft has not been used for passenger transport since the previous cleaning and disinfection. The frequency of cleaning and disinfection should be determined based on the operator's risk assessment which takes into account the incidence rates in accordance with the Council Recommendation 2020/1475, as last updated, and variants of concern (VOCs) circulation in the territories where the aircraft is operated (and taking into account other mitigation measures in place (e.g. mandatory negative testing before boarding, use of vaccination/recovery certificates in the form of Digital COVID Certificate or equivalent, duration of the disinfecting effects of the substances used, etc)).

- (b) **Following the identification of a suspected COVID-19 case.** In this instance, the aircraft shall not be operated for commercial air transport of passengers unless, after that identification, the aircraft is cleaned and disinfected using substances suitable for aviation use.
- (c) In continuation to the above, **following notification to the aircraft operator that a confirmed case has been transported during a previous flight of that aircraft,** unless already accomplished after that previous flight. Where the notification is received by the aircraft operator when the aircraft is in operation (passengers are on board), the cleaning and disinfection should be performed immediately after the next scheduled disembarkation of the passengers.

2.2 Aircraft Disinfection Process and Recording

All operators are required to **update** and maintain documented procedures for aircraft disinfection in response to this directive, any risk assessments conducted, as well as records of aircraft disinfection. These will be subject to routine oversight activities.

3.0 CONCLUSION

All operators are required to ensure the measures in this SD are implemented.

Flight Operations Inspectorate