


SAFETY INFORMATION AND ADVISORY NOTICE (SIAN)		 Transport Malta Civil Aviation Directorate Safety and Compliance Unit Transport Malta Centre Triq Pantar Lija LJA 2021 Malta
SIAN Number: 01/20	Issue Date: 24 June 2020	
Subject: COVID-19 Aviation Health Safety Protocol – Implementation Status		

1.0 INTRODUCTION

On May 20, 2020, the **European Union Aviation Safety Agency (EASA)** and the **European Centre for Disease Prevention and Control (ECDC)** under the auspices of the EU published the “[COVID-19 Aviation Health Safety Protocol](#)” providing operational guidelines to assist aeroplane operators, airport operators and national aviation authorities in protecting the health and safety of passengers, crews and staff whilst maintaining safe and secure operations.

This evidence-based protocol is the product of a pan-European endeavour to address the public as well as the staff and crew who serve them health and safety issues, by maintaining safe and secure operations whilst minimising the risk of virus transmission related throughout the progressive return to normal of public transport in a standardised and systematic manner. The protocol is addressed to the National aviation authorities, airport operators, aeroplane operators and other aviation stakeholders to implement safety management principles in identifying the risks and implementing the necessary mitigation measures and ensure compliance with national public health requirements.

TM-CAD has already issued a several guidance documents over the past months to assist operators identify and manage safety risks imposed by the COVID-19 outbreak.

This scope of this SIAN is to reiterate the commitment of TM-CAD to foster and check the implementation of the [COVID-19 Aviation Health Safety Protocol](#) and strongly encourages the relevant stakeholders (airport operators, aeroplane operators and other aviation stakeholders) to sign the Charter.

This SIAN also promotes the adherence of the Aviation Industry to the Charter for COVID-19 and compliments the information request detailed in OAN’s 05/20 and 07/20 issued by TM-CAD.

2.0 IMPLEMENTATION OF THE PROTOCOL

The implementation of the aviation health safety protocol will provide a source of best practice on how airport operators, aeroplane operators conducting commercial and non-commercial

passenger transport operations and national aviation authorities can ensure the health and safety of passengers, as well as the staff and crew who serve them, by maintaining safe and secure operations whilst minimising the risk of virus transmission.

Although in Malta there is no legal requirement to enforce or implement such measures, some countries are mandating these measures through their respective national legislation. This may mean that operators electing not to implement the Protocol recommendations be barred from operating into such countries.

2.1 Management of Change

The scope for management of change has been mandated by the operational environment in which most operators have been operating in since the outbreak of COVID-19. Implementation (or not) of the Health Protocol necessitates operators to manage such changes through their management system. Whilst several operators have already provided feedback required by OAN 05/20 and 07/20 which related to management of passengers and Return to Normal Operations, TM-CAD would like to seek further information related to the specific implementation of the Health Protocol.

2.2 Monitoring of Implementation

TM-CAD will monitor implementation of the recommended measures and help and advice where needed, especially in coordinating and harmonising implementation with other national organisations or agencies. Furthermore TM-CAD will be participating in the EC Monitoring Group (Aviation Health Protocol).

3.0 ACTIONS BY OPERATORS

The measures provided in the COVID-19 Aviation Health Safety Protocol will be regularly evaluated and updated in-line with changes in knowledge of the risk of transmission, as well as with the development of other diagnostic or preventive measures.

Aircraft operators are requested to advise the Flight Operations Inspectorate in case restrictions are encountered at aerodromes, or in instances where other countries impose restrictive measures other than those in the Aviation Health Protocol.

3.1 Implementation Status Tool

To facilitate the monitoring of such implementation, aircraft operators are requested to fill in the COVID-19 Aviation Health Safety Protocol Implementation Status tool (attached to this SIAN) and return this via e-mail to Airops.tm@transport.gov.mt and Charles.Pace@transport.gov.mt.

The Airport operator shall also provide feedback to TM-CAD about the implementation level of the COVID-19 Health Safety Protocol in relation to its operations. In addition, the airport operator

is encouraged to inform TM-CAD about its intentions on the signing of the 'Aviation Industry Charter for COVID-19'. Information sharing shall be sent via e-mail to Charles.Pace@transport.gov.mt.

*Operators are requested to provide required feedback **by Friday 3rd July 2020**.*

3.2 Aviation Industry Charter for Covid-19

TM-CAD strongly encourages aircraft operators and airport operators to sign up for the [Aviation Industry Charter for Covid-19](#). The objective of this Charter is to promote the implementation of the operational guidelines by aeroplane operators and airport operators, in order to facilitate the recovery of air travel within the European Union. The Charter also establishes a feedback loop on the performance of the measures implemented, to fine-tune and improve the guidance in the light of operational experience and of the expected increase in traffic volumes.

It is to be noted that signing up for the Charter also gives the opportunity to the stakeholders to provide feedback, voice their issues in implementing the guidelines and to promote sound practices within the aviation industry.

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Civil Aviation Directorate

COVID-19 Aviation Health Safety Protocol – Implementation Status Tool

Name of Operator:	AOC Number:
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Protocol Reference	Subject	Implementation Status (Y/N – N/A)
PASSENGER MANAGEMENT (AT ALL TIMES)		
3.1	<p>The wearing of medical face masks (hereinafter “face masks”) should be recommended for all passengers and persons within the airport and aircraft, from the moment they enter the terminal building at the departure airport until they exit the terminal building at the destination airport.</p> <p><i>Exemption to the obligation to wear face masks can be made for instances where otherwise specified, such as during security checks or border control. Children below 6 years old and people having a medical reason for not wearing face masks can also be exempted.</i></p>	<p style="text-align: right;">Yes <input type="checkbox"/></p> <p style="text-align: right;">No <input type="checkbox"/></p> <p style="text-align: right;">N/A <input type="checkbox"/></p>
<p>Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure.</p> <p>Click or tap here to enter text.</p>		
3.1	<p>Airport operators, aeroplane operators and service providers should provide the necessary personal protective equipment (PPE) to their staff members and ensure that they are trained in the appropriate use of this PPE:</p> <ul style="list-style-type: none"> • Staff members who interact with passengers directly (e.g. security check agents, assistants for passengers with reduced mobility, cleaning staff, etc.) should wear a medical face mask, gloves and their uniforms; uniforms should be changed daily, and where uniforms cannot be changed daily, a protection suit should be used as an alternative. 	<p style="text-align: right;">Yes <input type="checkbox"/></p> <p style="text-align: right;">No <input type="checkbox"/></p> <p style="text-align: right;">N/A <input type="checkbox"/></p>
<p>Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure.</p> <p>Click or tap here to enter text.</p>		



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3.1	Passengers should be regularly instructed via visual and audio messaging, as well as other appropriate means, to adhere to the preventive measures in place at various stages in the airport and on board the aircraft and consider the full suite of preventive measures. They should also be advised of the consequences of not adhering to such measures.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure. Click or tap here to enter text.		
3.1	Passengers who do not adhere to the preventive measures in place should: Be refused access to the airport terminal building, to the aircraft cabin, or disembarked, if the events take place before aircraft doors are shut and removed from airport premises by the competent public authorities according to national/local legislation. Furthermore, subject to national requirements, they may be subject to additional actions as determined by the local authorities at the departure airport. <i>If the events take place in flight, the procedures relating to handling cases of unruly passengers should be applied. Further actions for endangering the flight safety and health security of the other passengers and crew members may be taken by the local authorities at the destination airport in line with national requirements.</i>	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure. Click or tap here to enter text.		



COVID-19 Aviation Health Safety Protocol – Implementation Status Tool

Protocol Reference	Subject	Implementation Status (Y/N – N/A)
PASSENGER MANAGEMENT (BEFORE ARRIVING AT THE AIRPORT)		
3.2	<p>Aeroplane operators, in coordination with airport operators, should inform future passengers via promotional measures of the travel restrictions for any passenger who may have COVID-19 compatible symptoms before arriving at the departure airport. This should include the symptoms to be considered. Promotional material should encourage symptomatic passengers not to present themselves at the airport for flight.</p> <p>If exit screening is operating in the airport, aeroplane operators should inform their passengers that symptomatic passengers identified in the airport by the public health authorities may be refused to continue their travel.</p> <p>Aeroplane operators are recommended to encourage symptomatic passengers not to report for their flight, e.g. by offering incentives such as cost-free rebooking or refund up to 6 hours before the flight based on a doctor's certificate confirming suspicion of COVID19 contamination.</p> <p>In coordination with airport operators, aeroplane operators should inform passengers that wearing a face mask is recommended in the airport and on board the aircraft, except where otherwise specified, such as for security checks.</p> <p>Furthermore, they should inform passengers about the expected duration of the preventive measures in place in order to schedule their arrival in the airport in due time. Whilst passengers should be informed of the time needed to complete formalities, care should be taken to keep the time they spend at the airport to a minimum.</p>	<p style="text-align: right;">Yes <input type="checkbox"/></p> <p style="text-align: right;">No <input type="checkbox"/></p> <p style="text-align: right;">N/A <input type="checkbox"/></p>
<p>Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure.</p> <p>Click or tap here to enter text.</p>		



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3.2	Passengers should receive information about COVID-19 symptoms and the risk of possible contact with COVID-19 cases and be requested to acknowledge reading this information and sign or electronically authenticate a health statement (refer to Annex 2 of the COVID-19 Aviation Health Safety Protocol for a sample). This should be achieved preferably prior to arrival at the airport, for example during the online check-in process or via an SMS link, but no more than 24 hours in advance of the flight.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure. Click or tap here to enter text.		
3.2	Aircraft operators should make a similar declaration form available to their crew members within their health monitoring programme.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure. Click or tap here to enter text.		



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Protocol Reference	Subject	Implementation Status (Y/N – N/A)
MANAGEMENT OF PASSENGERS AT TERMINAL		
3.3	<p>In line with applicable data protection rules, passengers should provide a statement regarding their COVID-19 status before being issued a boarding pass as mentioned in point 3.2 of the COVID-19 Aviation Health Safety Protocol, preferably as part of the check-in process. An example of such statement can be found in Annex 2 of the COVID-19 Aviation Health Safety Protocol.</p> <p>Aeroplane operators should make passengers aware of the consequences of making a false statement and the fact that symptomatic passengers detected at the airport may not be allowed to continue their travel.</p>	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
<p>Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure.</p> <p>Click or tap here to enter text.</p>		
3.3	<p>Aeroplane operators, in coordination with the airport operators, should put in place measures to assist passengers in using self-check-in procedures and to minimise the amount of hand luggage taken into the cabin, in order to expedite the boarding and disembarking procedure and to reduce the movements and potential contamination in the cabin. Operators should promote the carriage of luggage in the cargo compartments by implementing incentive policies. In doing so, operators should remind passengers to not carry lithium batteries (in equipment or stand-alone) in their checked luggage.</p>	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
<p>Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure.</p> <p>Click or tap here to enter text.</p>		



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3.3	<p>Aeroplane operators in coordination with airport operators and relevant service providers should ensure efficient boarding processes, limiting boarding time and contact risk. Depending on the terminal facilities and apron layout, boarding the aircraft should be carried out by walking in a spaced manner from the gate to the parked aircraft on the apron, or via buses to the parked aircraft, and then via stairs, or via an air bridge directly onto the aircraft.</p> <p>Where buses are used in the boarding process, an increased quantity should be considered in order to accommodate for physical distancing inside them. Where boarding is performed using a boarding bridge, boarding by rows starting with the furthest row from the aircraft doors used in the embarkation process or, alternatively, all window seats, then middle seats, followed by aisle seats should be considered.</p>	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
<p>Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure.</p> <p>Click or tap here to enter text.</p>		



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Protocol Reference	Subject	Implementation Status (Y/N – N/A)
MANAGEMENT OF PASSENGERS ON-BOARD		
3.4	<p>Aeroplane operators should provide guidance material to passengers regarding application of the preventive measures on board, including:</p> <ul style="list-style-type: none"> • Hand hygiene, particularly before eating or drinking and after use of the toilet • Appropriate use of face masks • Respiratory etiquette • Limiting contact with cabin surfaces • Minimised on-board service • Reducing the use of individual air supply nozzles to the maximum extent possible, unless otherwise recommended by the aircraft manufacturer. 	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
<p>Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure.</p> <p>Click or tap here to enter text.</p>		
3.4	<p>Aeroplane operators should include in their safety demonstrations that, in case of emergency, passengers should remove their face masks before using the aircraft oxygen masks. Furthermore, aeroplane operators should instruct their crew members to remove their protective face masks in case of emergency, in order to facilitate the communication of instructions to passengers.</p> <p>Aeroplane operators should put measures into place to avoid passengers queuing in the aisle or the galleys for the use of the lavatories. Furthermore, subject to enough lavatories on board, the aeroplane operators should reserve a lavatory, preferably the closest one to the flight deck, for crew use only.</p>	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
<p>Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure.</p> <p>Click or tap here to enter text.</p>		
3.4	<p>Aeroplane operators should reduce on-board service to the minimum necessary to ensure comfort and wellbeing standards for passengers and limit the contact between crew members and passengers, considering the duration of the flight.</p>	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>



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Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure.

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3.4	Although passengers should already have been reminded to have a sufficient supply of face masks for the duration of their journey, aeroplane operators should carry a sufficient number of face masks on board to provide to passengers, especially for long-haul flights where the need to change masks may be advised by public health authorities. A safe mask disposal process should be put in place.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
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Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure.

Click or tap here to enter text.

3.4	Aeroplane operators should reduce on-board service to the minimum necessary to ensure comfort and wellbeing standards for passengers and limit the contact between crew members and passengers, considering the duration of the flight.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
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Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure.

Click or tap here to enter text.

3.4	Operational recommendations and guidance detailed in the latest revision of EASA Safety Information Bulletin SIB 2020-0216, the EASA Guidelines for management of crew members and the EASA Interim guidance on Aircraft Cleaning and Disinfection Refer to OAN 05/20.	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
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Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure.

Click or tap here to enter text.



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Protocol Reference	Subject	Implementation Status (Y/N – N/A)
MANAGEMENT OF PASSENGERS ON BOARD WITH COVID-19 COMPATIBLE SYMPTOMS		
3.5	<p>In the event that, after take-off, a passenger shows symptoms compatible with COVID-19 such as fever, persistent cough, vomiting, diarrhoea, difficulty breathing or other flu-like symptoms, the following measures should be considered:</p> <p>The crew should make sure that the passenger is wearing their face mask properly and has additional masks available to replace it in case it becomes wet after coughing or sneezing. If a face mask cannot be tolerated, the sick person should cover their mouth and nose with tissues when coughing or sneezing. In the event the passenger is having difficulty breathing, medical assistance should be sought, and oxygen supplementation offered.</p> <p>The passenger should be isolated on-board. Depending on the configuration of the aircraft, the actual occupancy and distribution of passengers, the position of the symptomatic case, and to the extent that is practicable:</p> <ul style="list-style-type: none"> • An isolation area should be defined; • Taking into consideration all factors, where possible, the suspected passenger should be seated in the last row window seat, preferably on the side of the aircraft where the Outflow Valve is; • Where possible the lavatory closest to the suspected passenger should be specifically designated for them and not be used by the rest of the passengers or the crew; • According to the composition of the cabin crew, the Senior Cabin Crew member should designate specific crew member(s) to provide the necessary in-flight service to the isolation area(s). This cabin crew member should be one that had prior contact with the suspected passenger. The designated crew member should make use of the PPE in the aircraft's Universal Precaution Kit. The designated crew member should minimise close contact with other crew members and avoid other unnecessary contact with other passengers. <p>Where possible, the individual air supply nozzle for the symptomatic passenger should be turned off in order to limit the potential spread of droplets.</p> <p>If the suspected passenger is travelling accompanied, the passenger's companion(s) should be also confined in the isolation area, even if they do not exhibit any symptoms.</p>	<p>Yes <input type="checkbox"/></p> <p>No <input type="checkbox"/></p> <p>N/A <input type="checkbox"/></p>

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The flight crew should inform the destination airport via the air traffic control system and follow their instructions, and complete the health part of the aircraft general declaration to register the health information on board and submit it to the Point of Entry health authorities when required by a State's representative.

After the flight has landed and other passengers have disembarked, the isolated passenger and, where applicable, crew members should be transferred in accordance with the instructions provided by the local public health authorities.

Passengers who were seated 2 seats in every direction from the suspected case may be considered close contacts and will need to be interviewed by the entry country public health authorities, if the suspect case is confirmed.

After removal of the COVID-19 suspected case, cleaning and disinfection of the aircraft should be performed in accordance with the EASA Interim guidance on Aircraft Cleaning and Disinfection. Used PPE, such as aprons, face masks, face shields should be disposed in a separate tightly closed waste bag, which can be disposed as regular waste. [Refer to OAN 05/20.](#)

Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure.

Click or tap here to enter text.



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Protocol Reference	Subject	Implementation Status (Y/N – N/A)
MANAGEMENT OF ARRIVING AND TRANSIT PASSENGERS		
3.6	<p>Passenger Locator Card –</p> <p>Aeroplane operators should provide, without undue delay and without prejudice to applicable data protection rules, the following data to the relevant public health authorities upon request for contact tracing purposes:</p> <ul style="list-style-type: none">• Full name• Allocated seat• Working phone number (or email address)	Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/>
<p>Specify implementation status and/or why measure not implemented or deemed not applicable. Details issues related to measure.</p> <p>Click or tap here to enter text.</p>		

Compliance Manager:

Signature:

Date: