

# **EASA** contribution healthy return to aviation operations

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Your safety is our mission.

# COVID-19: EASA first response and the EASA/ECDC Protocol





27 Jan

**EASA SIB on** 

**EASA SD** mandating disinfecting and cleaning of aircraft



11- 13 March

**Guidance on: Aircraft** Cleaning and **Disinfection: Crew Management: Processing of new** aircraft configurations for medical transport





Transport of cargo in passengers aircrafts: airworthiness aspects and operational guidance



April - May

**EASA/ECDC Aviation Health Safety Protocol** 



Launch of the programme to monitor **EASA/ECDC Protocol Implementation** 

COVID-19

26 May

31 Dec

Outbreak identified in Wuhan





First European case tested (DE)



WHO recognises the spread of COVID-19 as a pandemic



March





In April US has become the epicenter of pandemic

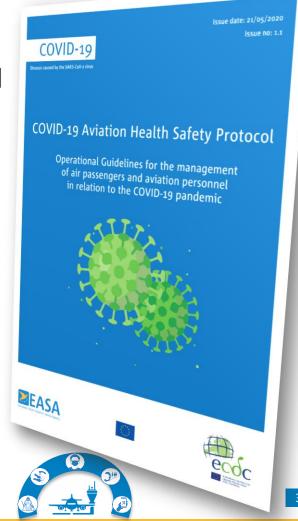


**South America is** presently the epicenter of the pandemic



# **Bringing back confidence**

- > 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
- → The Aviation Health Safety Protocol (AHSP) a document defining measures to assure the health safety of air travelers and aviation personnel within the EU and worldwide
- > It is being updated with a testing chapter





#### NO Compromise on safety - COVID-19 Risk Portfolio, Main categories of risks identified

Management Systems

Human Performance Outdated Information

Training, Checking and Recency

Infrastructure and Equipment

Financial Impact

Importance of full reliance on management systems for the integration of CV19 mitigations into organisations' work

Impact of
the
shutdown
and return to
service on
human
performance
, such as
fatigue or
well-being

Due to shutdown, several types of information may be out of date and difficult to update in time for a return to service, or to maintain updated with reduced staff

Safety issues related to the erosion of competence of aviation personnel

Safety issues
relating to
maintaining or
returning
infrastructure and
equipment to
service, such as fuel
contamination,
ground service
equipment
serviceability,
damage to
aerodrome surfaces
caused by parked
aircraft

Financial impact of the shutdown and gradual return to service may affect safety due to fewer resources and disconnected supply chains



## **Conclusions**

- → Risk/Performance Based Oversight is more relevant than ever
  - NCAs need to remain vigilant and adjust their processes to the "new normal"
  - → Lack of adequate oversight is identified as one of the top CV19 induced safety risks
- → Robustness and resilience of Safety Management System is essential due to the heighten disruption induced by the CV19 crisis
- → EASA support to increase coordination at international level





## Many thanks for your attention

easa.europa.eu/connect













