


OPERATIONS ADVISORY NOTICE (OAN)		 Transport Malta
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<b>Subject: COVID-19 Operator Implementation Measures</b>		

Civil Aviation Directorate  
Flight Operations Inspectorate  
Transport Malta Centre  
Triq Pantar  
Lija LJA 2021  
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## 1.0 INTRODUCTION

Following the evolution of the novel coronavirus outbreak, and based on the reports published by the World Health Organization (WHO), the International Civil Aviation Organization (ICAO) and the European Centre for Disease Prevention and Control (ECDC), EASA has issued an updated SIB ([SD No: 2021-04](#)) providing recommendations to aircraft operators involved in air operations in accordance with Commission Regulation (EU) 965/2012 in respect of Air Operator's Certificate (AOC) holders.

This OAN supersedes OAN 05/20.

## 2.0 REASON

Since EASA issued previous SDs related to subject, 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. For the reason described above, SD 2021-04 requires cleaning and disinfection of the aircraft at different compliance time, as well as implementation of the [EASA-ECDC Aviation Health Safety Protocol](#).

## 3.0 REQUIRED ACTION(s)

(1) Aircraft operators shall ensure that an aircraft shall not be used for commercial air transport of passengers to/from/within the territory subject to the provisions of the Treaty on European Union unless it has been cleaned and fully disinfected using substances suitable for aviation use (see Note 1), at least once in any 7 days interval, unless the aircraft has not been used for passenger transport since the previous cleaning and disinfection. The frequency of cleaning and disinfection actions 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 (see Notes 2, and 3 below) 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.).

For example, the interval could be reduced to once in 24 hours when, since last cleaning and disinfection, the aircraft has been operated in an area that is assessed as high risk (red), very high risk (dark red) or unknown risk (grey), or in an area with high circulation of VOCs.

*Note 1: Appropriate substances are, e.g., those recommended by the [ECDC](#) or the national public health authorities. 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](#).*

*Note 2: The risk assessment of the EU/European Economic Area (EEA) States should be based on the [latest map published by ECDC](#) in support of the Council Recommendation 2020/1475.*

*Note 3: The spread of VOCs in EU/EEA should be assessed based on the [Variants Dashboard of ECDC](#) and the latest [ECDC SARS-CoV-2 variants of concern](#) details.*

(2) From the effective date of SD 2021-04, any aircraft operated to/from/within the territory subject to the provisions of the Treaty on European Union shall be cleaned and disinfected using substances suitable for aviation use (see Note 1 of this SD) before next flight, 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.

(3) From the effective date of SD 2021-04, an aircraft on which a COVID-19 suspect case has been identified on board shall not be operated to/from/within the territory subject to the provisions of the Treaty on European Union unless, after that identification, the aircraft is cleaned and disinfected using substances suitable for aviation use (see Note 1 of this SD).

(4) From the effective date of SD 2021-04, aircraft operators shall take measures to ensure that the health risk onboard any aircraft operated to/from/within the territory subject to the provisions of the Treaty on European Union is adequately mitigated. This can be achieved by implementing the applicable guidelines provided by EASA-ECDC Aviation Health Safety Protocol, as last updated, or comparable measures developed based on international guidance (e.g. ICAO CART).

**Note:** Operators are requested to refer to other sources of relevant information that are available, such as: [EASA guidelines](#), [ICAO](#) documents, [WHO](#) and [ECDC](#) directives.

Operators facing any type of difficulties implementing these measures are requested to contact their respective inspectors or contact the inspectorate via the airops email:

[airops.tm@transport.gov.mt](mailto:airops.tm@transport.gov.mt)

## Flight Operations Inspectorate