

## Safety Information Bulletin

### Aerodromes – Operations

**SIB No.: 2020-02R1**

**Issued: 10 February 2020**

**Subject: Coronavirus ‘2019-nCoV’ Infections – Operational Recommendations**

#### Revision:

This SIB revises EASA SIB 2020-02 dated 27 January 2020.

#### Ref. Publications:

European Centre for Disease Prevention and Control (ECDC):

<https://www.ecdc.europa.eu/en/novel-coronavirus-china>

World Health Organisation (WHO):

[International travel and health](#)

[Novel Coronavirus \(2019-nCoV\) situation reports](#)

[Passenger locator form](#)

**Applicability:** National Aviation Authorities (NAAs), Aircraft and Aerodrome operators

#### Description:

Following the evolution of the novel coronavirus (2019-nCoV) outbreak in the city of Wuhan, People’s Republic of China (PRC), and based on the reports published by the WHO, International Civil Aviation Organization (ICAO) and the ECDC, EASA has issued this SIB, providing recommendations to the NAAs, Aircraft and Aerodrome operators in order to reduce the risk of spreading the 2019-nCoV.

EASA is closely monitoring developments related to the 2019-nCoV outbreak in Wuhan (PRC) and is actively engaged with the WHO, ICAO, the European Commission (EC) and the [EC DG SANTE](#).

Due to that, the latest guidance and recommendations issued by WHO, ECDC and ICAO should be considered in the context of this SIB.

Ensuring business continuity at all levels is an essential part of crisis management. In this particular case, the continuity of the health related activities is directly linked with the continuity of the transport activities as this has a direct impact on availability of required medication, protective equipment and medical experts. EASA would like to emphasize the importance of a coordinated approach on the crisis management at EU level.

At this time, the safety concern described in this SIB does not warrant the issuance of an operational directive under Regulation (EU) [965/2012](#), Annex II, ARO.GEN.135(c).

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This is information only. Recommendations are not mandatory.



**Recommendation(s):**

The Agency draws the aviation community's attention to information and guidelines provided by the WHO, ECDC, ICAO, International Air Transport Association (IATA) and Airports Council International (ACI). In particular, the WHO recommendations for public health authorities and the transport sector, including operational recommendations for the case of passengers presenting symptoms compatible with an acute respiratory infection.

Aircraft and aerodrome operators should provide information to crew members and aerodrome staff regarding the management of a case with acute respiratory infection on board an aircraft.

Aircraft operators should provide crew with a lay-over in the PRC with the necessary information and materials as recommended by the Chinese authorities for their local inhabitants.

Aircraft operators performing passenger flights to or from the affected countries (see Note 1 of this SIB) should be equipped with one or more Universal Precaution Kits (UPKs). Such kits may be used to protect crew members who are assisting potentially infectious cases of suspected communicable disease and in cleaning up and correctly discarding any potential infectious contents.

Note 1: Affected countries are considered the PRC and other countries where human-to-human transmission of the 2019-nCoV infection was confirmed without the history of travel to the PRC, in accordance with the latest [Situation Report](#) as published by WHO.

Aircraft operators should encourage their staff and crew members to identify passengers meeting the following criteria: having signs and symptoms indicative of acute respiratory infections, and having been in the PRC or in contact with people infected with 2019-nCoV or with people arriving from the PRC within 14 days prior to onset of symptoms. In the event of such a symptomatic passenger being identified, the crew should be encouraged to:

1. use 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;
2. ask the passengers to fill in the passenger locator card forms (PLC) in order to collect information regarding the passengers' position in the aircraft as well as other information regarding their immediate travel plans and contact details. The information is intended to be held by public health authorities in accordance with applicable law and is to be used only for authorized public health purposes. A PLC can be downloaded [here](#);

Note 2: For an aircraft where the deck is divided in sections using rigid separation walls, the priority is to collect the PLC from all the passengers sitting in the same section with the suspected case and from the ones using the same lavatory facilities that may have been used by the suspected case.

3. provide a medical face mask for the symptomatic passenger in order to reduce the risk of spreading the potential 2019-nCoV infection and try to minimize the contact between the

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suspected passenger and cabin crew members and other passengers. If a face mask is not available or cannot be tolerated, ask the sick person to cover their mouth and nose with tissues when coughing or sneezing;

4. recommend to the passengers to self-report if feeling ill, and if they meet the criteria mentioned above; and
5. follow the basic principles to reduce the general risk of transmission of acute respiratory infections as presented by WHO in their [Travel Advice](#).

Aircraft operators and aerodrome operators should collaborate, as much as possible:

1. with the public health authorities in providing support in passenger tracing and epidemiological investigation in the event of flights where the 2019-nCoV infection has been confirmed. Additionally, aircraft operators and aerodrome operators are encouraged to establish contact with public health authorities prior to the existence of a suspected case.
2. to ensure passengers are not kept on board of an aircraft without proper ventilation longer than 30 minutes.

Aircraft operators and aerodrome operators should follow the specific guidelines provided by EASA partners for the event of suspected communicable disease. The links for specific guidelines can be found [here](#).

#### Contact(s):

For further information contact the EASA Programming and Continued Airworthiness Information Section, Certification Directorate, E-mail: [ADs@easa.europa.eu](mailto:ADs@easa.europa.eu).

