



Human Environment and Transport
Inspectorate
Ministry of Infrastructure
and Water Management

Operational Directive – NL 2020-001R1

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Date
23 March 2020

Legal basis
This Operational Directive is
issued in accordance with
Regulation (EU) 2018/1139,
art. 76(6) and the Wet
luchtvaart, art. 4.5.

This Operational Directive is issued by the Civil Aviation Authority of the Netherlands (ILT).	
Subject	EASA Safety Directive – 2020-01
Applicability	All AOC holders with passengers flights
Reason	Based on the reports published by the World Health Organisation (WHO), the International Civil Aviation Organization (ICAO) and the European Centre for Disease Prevention and Control (ECDC), EASA issued Safety Information Bulletin (SIB) 2020-01 (for TCO holders 2020-02) providing recommendations to the NAAs and Aircraft and Aerodrome operators in order to reduce the risk of spreading of the SARS-CoV-2. These measures are taken to minimise the risks to passengers and to the general public, due to operations from airports located in affected areas with high risk of transmission of the CoViD-19 infection by aircraft operators certified in accordance with Commission Regulation (EU) 965/2012. For the list of airports, refer to Annex 1 at information.
Effective date	20 March 2020
Recommended Corrective actions	1. Clean and fully disinfect the aircraft using substances suitable for aviation use after each flight coming from an airport located in an affected area with high risk of transmission of the CoViD-19 infection. 2. Equip the aircraft with one or more Universal Precaution Kits. Such kits should be used to protect crew members who are assisting potentially infectious cases of suspected CoViD-19 and in cleaning up and correctly discarding any potentially infectious contents. <i>Note by 1:</i> <i>The operator may implement different disinfection frequency based on a risk assessment which takes into account the operational circumstances and the duration of the disinfecting effects of the substance used. In such a case, the operator shall ensure that the aircraft is fully cleaned and disinfected not later than 24 hours after the departure from an airport located in an affected area with high risk of transmission of the CoViD-19 infection.</i>

Information	Please note that EASA has set-up a dedicated single page on the website that will be the "one-stop shop" or starting point for all EASA activities related to the coronavirus pandemic. https://www.easa.europa.eu/coronavirus-covid-19. Annex 1 - List of airports located in affected areas with high risk of transmission of the CoViD-19 infection https://www.easa.europa.eu/SD-2020-01/Airports EASA SD 2020-02 Issued 13 March 2020 https://www.easa.europa.eu/newsroom-and-events/press-releases/easa-issues-safety-directive-combat-spread-covid-19-airline#group-easa-downloads IATA Guidelines Suspected Communicable Disease https://www.iata.org/contentassets/f1163430bba94512a583eb6d6b24aa56/health-guidelines-cleaning-crew.pdf
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Procedures advice cleaning on board

Based on the risk assessment the following applies.

This advice is based on a number of principles (reference WHO & ECDC).

- The new coronavirus is mainly transmitted by respiratory droplets produced during coughing and sneezing;
- Until now, transmission of the virus by contaminated surfaces seems to play a very limited role in the spread of the virus.
- The virus cannot survive easily outside the body and can be killed easily with common detergents and cleaning products.
- Until now, transmission of the virus during the incubation period seems to play a very limited role. The sicker the patient becomes, the more virus he spreads;
- The SARS-CoV-2 virus is an enveloped virus, which is sensitive for virucidal agents.

New information and/or new insights may lead to a change in one of these starting points and therefore to the adaptation of this advisory report.

Advice for the routine cleaning on board

Based on the above principles, the CCA-NL advise the following cleaning to be adequate.

1. For European flights without suspect COVID-19 cases on board, clean the aircraft every 24 hours thoroughly using substances¹ suitable for aviation.
2. For intercontinental flights, clean the aircraft thoroughly after each returning flight using substances suitable for aviation.
3. For European and intercontinental flights with (a) suspect COVID-19 case(s) on board clean the aircraft thoroughly after such flight and perform the more intensive cleaning protocol as mentioned in the deep cleaning protocol below. (in accordance with IATA guidance)

¹ Note 1: Such as substances containing 62%-71% ethanol alcohol, 0.5% hydrogen peroxide, or 0.1% sodium hypochlorite. Suitability of the substances should be checked against the aircraft manufacturers' documentation.

Advice for a deep cleaning protocol for flights with a suspect COVID-19 case on board

Based on the above principles, we recommend the following deep cleaning protocol 'suspect COVID-19 case on board' consisting of the following guidelines:

- A deep cleaning is carried out at a number of locations in the area of the affected passenger seat and associated toilet instead of a regular cleaning (see specification below).
- Deep cleaning is carried out immediately in the event of a possible contamination, it is not necessary to wait for the results of the corona test on the potentially infected passenger.
- The deep cleaning takes place on the following chairs: red and orange.



Deep cleaning: red and orange.

- The seat of the potentially infectious passenger: red
- 2 seats left/right and 2 seats front/rear and 2 seats inclined front/rear: orange.

Regular cleaning:

- De remaining seats

Area specification

- A cleaning agent with a virucid effect is used (e.g. Aeroclean IC240).
- The sanitary facilities are cleaned using a cleaning agent with a virucid effect (e.g. Aeroclean IC240 in regular sanitary facilities cleaning)
- Cleaning takes place in accordance with the 'guidelines for cleaning crew' in the case of 'suspected communicable disease' of the IATA.
 - PPE specification: gloves and mouth mask (FFP1 or higher)
 - Cleaning agent specification: Aeroclean IC240 or other similar (virucid) agent
- This advice applies for all stations.
- More extensive cleaning may be required by the local public health authorities.

Furthermore it is recommended to adhere to the EASA Guidance on Aircraft Cleaning and Disinfection in relation to the SARS-CoV-2 pandemics and the IATA guidelines for cleaning crew.