

To: [5.1.2e] [5.1.2e] [5.1.2e]@med.uth.gr]
Cc: [5.1.2e]@healthygateways.eu; [5.1.2e]@healthygateways.eu; [5.1.2e]; [5.1.2e]@med.uth.gr]
From: [5.1.2e]
Sent: Sun 3/15/2020 11:34:21 AM
Subject: RE: Coronavirus 'SARS-CoV-2'Infection - EASA Safety Directive
Received: Sun 3/15/2020 11:34:21 AM

Dear [5.1.2e]

Maybe an update on the guidance document would be best.

Cleaning aircrafts is very valuable, disinfection not.

Thnx,

[5.1.2e]

PM: sorry to be short..

From: [5.1.2e] <[5.1.2e]@med.uth.gr>
Sent: vrijdag 13 maart 2020 11:47
To: [5.1.2e] <[5.1.2e]@rivm.nl>
Cc: [5.1.2e]@healthygateways.eu; [5.1.2e] <[5.1.2e]@med.uth.gr>
Subject: RE: Coronavirus 'SARS-CoV-2'Infection - EASA Safety Directive

Dear [5.1.2e]

Thank you for sharing the documents, these have been very busy times for us as well. We had provided some comments through DG SANTE on a previous version of the EASA Safety Information Bulletin.

We fully agree with you regarding your point about the collection of PLFs since most countries are now in the mitigation phase and contact tracing for flight passengers has limited value.

We also agree with you that nowadays many countries are considered as affected and that advice about aircraft cleaning and disinfection applies to almost all aircrafts. However, we believe that maybe during this high-transmission period it would not be a bad practice cleaning and disinfecting these aircrafts as included in the advice.

We are thinking now how to best address the issue of the PLF: for example updating the current EU HEALTHY GATEWAYS guidance for aircraft operators or creating a new short advice document specifically for this issue. What would be your thoughts on this?

With kind regards,

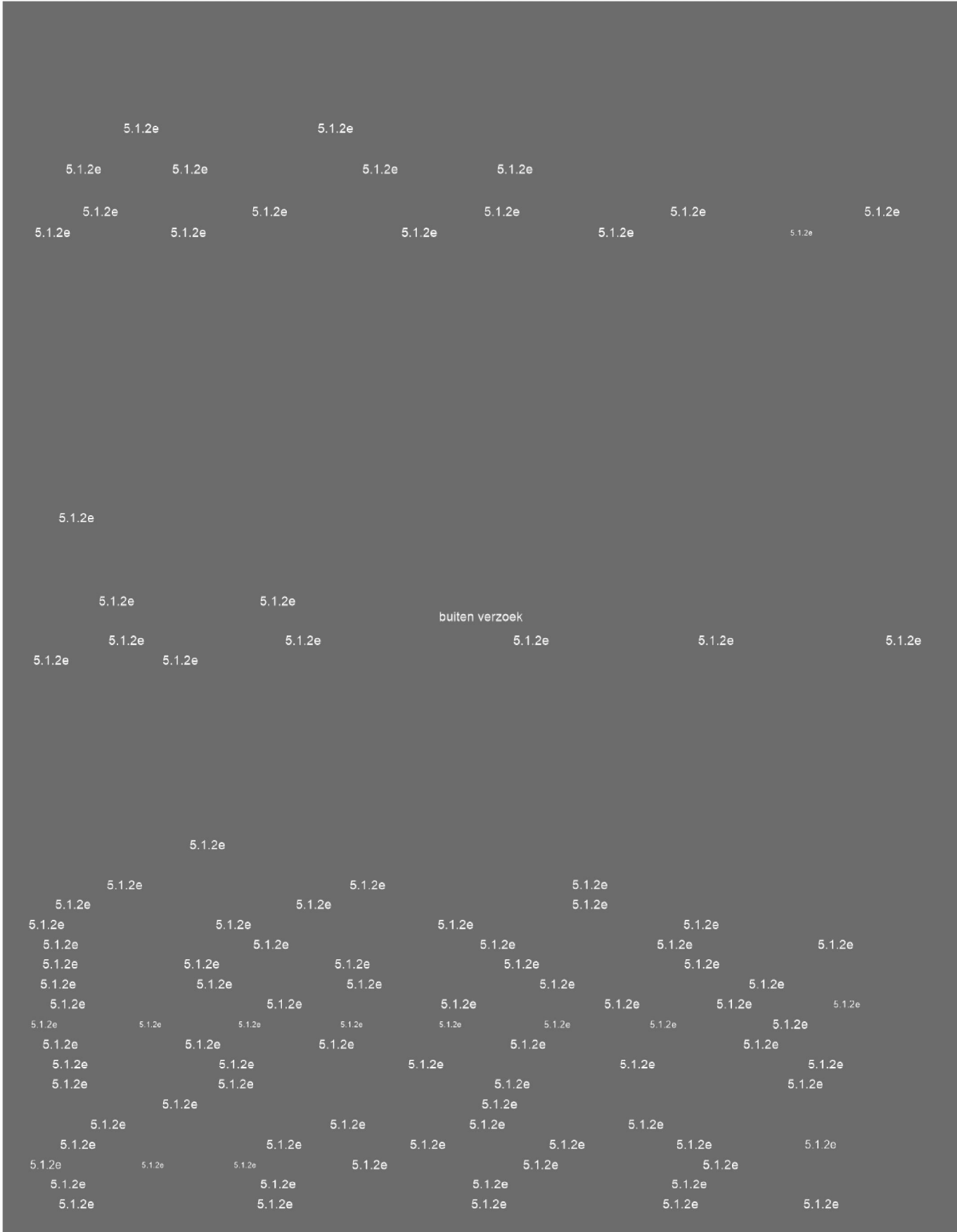
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buiten verzoek



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buiten verzoek