

30 marzo 2020

*(English text at the bottom)*

## COVID-19 SAFETY ASPECTS

Gentili Colleghi,

ECA ha pubblicato un opuscolo con l'intento di affrontare la problematica in oggetto raccogliendo le linee guida ufficiali sul coronavirus in un unico documento.

Esso è destinato agli equipaggi di volo che stanno ancora svolgendo la loro attività lavorativa, per consentirgli di trovare informazioni pertinenti all'espletamento dei loro specifici compiti.

Speriamo che questo documento aiuti a proteggere voi, la vostra famiglia, gli amici e i colleghi!  
Buona lettura.

ANPAC - Dipartimento Tecnico

Per ogni osservazione o feedback è gradita un'email a: dt@anpac.it

## [English Version](#)

## COVID-19 SAFETY ASPECTS

Dear Colleagues,

ECA has published this leaflet which is an attempt to address this issue by collecting official guidance regarding the coronavirus in a single paper.

It is intended for those flight crews which are still operating flights, to find relevant information for their specific tasks.

We hope this paper helps to protect you, your family, friends and colleagues!

Enjoy the reading.

ANPAC - Dipartimento Tecnico

Any comments or feedback is welcome by emailing us at: dt@anpac.it



**ECA**

European Cockpit Association

## COVID-19 Safety Aspects

### Dear fellow pilot,

In the midst of the COVID-19 pandemic, many among us are still operating flights, be it as a skeleton service, rescue or cargo missions. Since so many authorities have published guidance to limit spreading of the virus – covering different areas in more detail – and some incorrect information is also out there, it may be difficult for flight crews to find relevant information for their specific task.

This leaflet is an attempt to address this issue by collecting official guidance regarding the coronavirus in a single paper. Referenced text is reproduced as-is. The hyperlinked references (e.g. [EASA]) provide easy access to check the source and check for possible updates.

We hope this paper helps to protect you, your family, friends and colleagues. Only by reducing the spreading of the virus can we “flatten the curve”, reduce the risks of working in the critical service we provide, and ensure adequate medical attention for all in need.

Take care and above all: fly safe!

**Jon Horne**

ECA President

#### Keywords

COVID-19

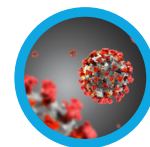
Corona

Safety

Protection

Flight crew

Containment



### Use of masks



Surgical mask  
(protects others)

Medical face masks should be reserved for persons with respiratory symptoms (and who can tolerate them) to avoid contamination to others. [WHO]

There is little evidence that wearing a mask is effective in preventing healthy flight crew members from getting an infection. It is not recommended to fly the aeroplane while wearing a mask. [IFALPA]



Respirator  
(protects yourself)  
N95 (US) = P2 (EU) ≥94%  
N99 (US) = P3 (EU) ≥99%

Recommended Personal Protective Equipment (PPE) for cabin crew (on board aircraft) [EU Healthy gateways]

Cabin attendants should wear surgical mask with low exposure risk and medical protective masks (or FFP2 masks) with higher epidemic risks [CAAC]

Will these protect me?

When ground personnel is on board crew members should take all measures to minimise direct contact including wearing PPE. [EASA]

#### Facemasks should be considered:

- for crew when you are helping sick travelers with respiratory symptoms such as coughing or sneezing.
- for sick travelers to help reduce the spread of respiratory germs.
- for people sitting near sick travelers (with respiratory symptoms) when the sick traveler cannot tolerate wearing a mask. [CDC]

#### Facemasks are NOT needed:

- for a sick traveler complaining of nausea or vomiting. This could result in choking or a blocked airway.
- for sick travelers who can't tolerate a facemask or refuse one. In this case, ask sick travelers to cover their coughs or sneezes. [CDC]

### Use of gloves



Glove standards [CEN]

Gloves do not prevent you touching your face! [IFALPA]

Also refer to the use of UPK (spill kit) [IATA] when handling a (suspected) case on board (see next page).



How to Remove Gloves [CDC]  
Gloves don't replace proper handwashing!

### Aircraft disinfection

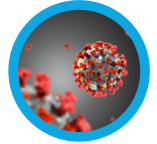
Disinfection <24h after arrival with aviation approved substances + alcohol percentage 62-71% ethanol alcohol, 0.5% hydrogen peroxide, or 0.1% sodium hypochlorite [EASA] [EU Airports list] [CAAC]

Detailed disinfection procedures [EASA cleaning]

Properly dispose contaminated items. Notify cleaning crew of areas contaminated with diarrhea, vomit, blood, or other body fluids [CDC] – refer to bloodborne pathogen standard [29 CFR 1910.1030]

Antimicrobial agent	Concentration	Coronaviruses tested
Ethanol	70%	HCoV-229E, MHV-2, MHV-N, CCoV, TGEV
Sodium hypochlorite	0.1–0.5% 0.05–0.1%	HCoV-229E SARS-CoV
Povidone-iodine	10% (1% iodine)	HCoV-229E
Glutaraldehyde	2%	HCoV-229E
Isopropanol	50%	MHV-2, MHV-N, CCoV
Benzalkonium chloride	0.05%	MHV-2, MHV-N, CCoV
Sodium chlorite	0.23%	MHV-2, MHV-N, CCoV
Formaldehyde	0.7%	MHV-2, MHV-N, CCoV

Antimicrobial agents effective against different coronaviruses [ECDC]



## Crew health



Crews and other personnel with any symptoms of flu should not be working. This is to prevent potentially infected persons in the flight deck and thus prevent spread of the virus to surfaces of the flight deck. [IFALPA] [EASA]

If you are sick, do not travel via jump seat, deadheading, or as a regular passenger [FAA]

Share your travel history with health care providers [EASA]

### BRIEFING TOPICS

- Remind crewmembers to immediately report a fever, cough, or any difficulty breathing.
- Check in with crewmembers periodically to make sure they continue to self-monitor and are not symptomatic.
- Ensure crewmembers are asymptomatic before they board a flight
- Review procedure in case of (suspected) contamination on board. [FAA]

## Handling a (suspected) case on board

- Designate one crew member to serve the ill person, preferably a crew member trained in infection prevention and control measures and not necessarily the crew member that has already been attending to this traveler. Designate one toilet for use only by the ill person. [WHO]
- Make use of protective equipment (single use gloves and mask) from one or more Universal Precaution Kits (UPK) [EASA] [IATA] [CAAC] [WHO]
- Keep interactions with sick travelers as brief as possible. [CDC]
- Provide a medical facemask for the symptomatic passenger

in order to reduce the risk of spreading the potential SARS-CoV-2 infection and try to minimize the contact between the suspected passenger and cabin crew members and the other passengers. [EASA] [WHO]

- Use last 3 rows & individual (right) rear lavatory [CAAC]
- Provide a plastic bag for disposal of used tissues, air sickness bag(s), or other contaminated items [CDC]
- Turn off air flow from ventilation system above the sick passenger on board a plane so as to reduce the risk of spreading virus/droplets from sick passengers? [EU Healthy gateways]
- Recommend to passengers

to self-report if feeling ill as described above; [EASA]

- Provision for non-contact infrared thermometer [CAAC]

After landing:

- Comply with local regulations [EASA] [WHO] [ACI]
- The crew member designated to look after the ill passenger with exposure event, should minimize close contact with other crewmembers, and be arranged in private transport and quarantined with those assigned in the same zone after the flight segment. [CAAC]
- After the flight, you could choose to consult with your private healthcare provider if you develop symptoms [CDC]

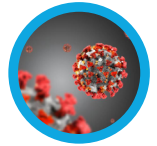
## Administrative requirements

### GENERAL DECLARATION

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; [EASA]

### PAX LOCATOR CARD FORM

Ask passengers to complete passenger locator card forms to identify where in the aircraft the passenger is seated along with information regarding their immediate travel plans and contact details. [EASA] [WHO]



### Layover considerations



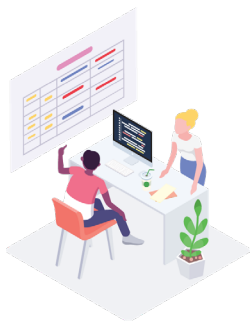
Stay in hotel room, use social distancing, eat-in using room service or delivery service or in hotel. Avoid using public transport. [IFALPA] [FAA]

Develop a plan in the event a crewmember becomes symptomatic during an overnight layover [FAA]

#### ARRIVING AT THE HOTEL

- Consider exchanging contact information (phone or room number). [ECA]
- Ensure crewmembers know how to contact their state or local health department. [FAA]
- Advise crewmembers to notify their state or local health department if they become symptomatic, in addition to reporting to the employer's occupational health program. [FAA]

### Dispatch considerations



Crew planning should consider using crews as teams to prevent potentially infected persons in the flight deck and thus prevent spread of the virus to surfaces of the flight deck. [IFALPA]

Crews and dispatch should consider Availability of suitable alternate airports (e.g. fuel policy, flight planning) Area control centers or airspace might be closed in case of COVID-19 contamination. [ECA]

BREAKING | 12.876 views | Mar 21, 2020, 02:53pm EDT

## All New York–Area Flights Briefly Halted After Coronavirus Causes ‘Staffing Issues’

[Forbes Magazine]

### Hygiene measures on the flight deck



Check disinfection, headset policy, personal protective equipment (PPE), alcohol gel with adequate alcohol percentage (>70%) in place or available.

Disinfect all surfaces with alcohol wipes before starting your flight preparations. [ECA]

If routine use of OXY mask is required (such as for operations above a given Flight Level), use disinfection towel before and after the use of mask. [IFALPA]

#### SELF-ISOLATION AFTER A FLIGHT

is to be decided by your authority. If a flight has no layover, it is not expected that there would be a need to self-isolate. For flights with a layover, the decisions will depend on the destination, risk of infection, and any exposure risks at the destination. [IFALPA]

Read the ATSB Guidance on self-isolation



### Psychological state

Pilots that aren't willing to fly should not be forced to. Mental capacity should be available for operational decision making, not for worrying about COVID-19. [ECA]

### Social distancing

Keep crew hand-overs short and respect a distance of at least 1,5m. Try not congregate whilst on duty and for meal times. [ECA]