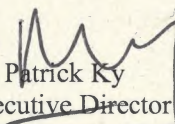Subject   : **Implementation of the EASA-ECDC Aviation Health Safety Protocol in the ICAO EUR/NAT region**

Dear Madam/Sir,

1.   Further to the publication of the International Civil Aviation Organization (ICAO) Council Aviation Recovery Taskforce (CART) report on 27 May 2020, and the accompanying Take-Off guidance for Air Travel through the coronavirus disease (COVID-19) Public Health Crisis, on 30 June 2020 the European Union Aviation Safety Agency (EASA) and European Centre for Disease Prevention and Control (ECDC) updated the EASA-ECDC COVID-19 Aviation Health Safety Protocol (hereinafter referred to as: "the Protocol") in order to ensure alignment with the ICAO CART report and guidance.

2.   The first issue of the Protocol was published on 21 May 2020 prior to the ICAO CART report. An overview of the outstanding differences between the measures set out in the ICAO CART report and guidance and the Protocol is provided in the **Attachment**.

3.   The ICAO European/North Atlantic (EUR/NAT) Regional Office invites States to implement the Protocol as an aligned acceptable means of compliance to implement the ICAO CART report and guidance in the EUR/NAT Region in line with the most recent evidence available. This will provide States, operators and passengers with a safe, clear and harmonised set of guidelines elaborated together by aviation and health authorities. ICAO is providing guidance material for public health measures through the CAPSCA Programme and technical assistance activities to support the States through the regional CAPSCA EUR. Health safety promotion material is also made available by EASA to assist national competent authorities in the implementation of the Protocol. In addition, inspection checklists are available for States upon request to support the monitoring of the implementation of the recommended measures.

4.   ICAO has established a COVID-19 Response and Recovery platform. EASA has also established a COVID-19 Aviation Industry Charter programme to promote the implementation of the Protocol and to monitor its effectiveness. To date, 45 airport organisations representing approximately 150 airports, and 45 airlines have joined this programme, which captures about 50% of European air traffic. Participation in the programme is open to industry stakeholders from all ICAO EUR/NAT States.

5.   In close coordination with the ICAO EUR/NAT Regional Office, EASA and ECDC will continue to review and update the Protocol in line with the industry feedback received through the Charter programme and the latest scientific evidence that becomes available over time. ICAO EUR/NAT and EASA will continue to work together on information sharing and capacity building activities to support the States.

6.   This joint letter should be understood as the regional reply to ICAO State Letter 2020/80 regarding *the ICAO Global Roadmap supporting the implementation of the recommendations and guidance of the Council Aviation Recovery Task Force (CART) for the restart, recovery and resilience of civil aviation following the COVID-19 Outbreak (Global Implementation Roadmap).*

Silvia Gehrer	Patrick Ky
ICAO Regional Director	Executive Director
Europe and North Atlantic	European Union Aviation Safety Agency

Distribution: ICAO EUR/NAT States of accreditation and international organizations

Attachment

Main differences between

The International Civil Aviation Organization (ICAO) Council Aviation Recovery Taskforce (CART) report of 27 May 2020, and the accompanying Take-Off guidance for Air Travel through the COVID-19 Public Health Crisis

and

The European Union Aviation Safety Agency (EASA) and European Centre for Disease Prevention and Control (ECDC) COVID -19 Aviation Health Safety Protocol (Protocol) - Issue 2 dated 30 June 2020

Item	Protocol	CART
Overall	Scope focused on passenger management, more stringent	Broader scope including cargo, less stringent
Facemasks	Wear a **medical face mask**, ensure it is used and disposed of correctly. Replace the mask every four (4) hours (unless instructed otherwise). Children under six (6) years of age and people that cannot wear a face mask due to medical reasons can also be exempted.	**Face coverings** should be worn, consistent with applicable public health guidelines. The type of face covering (non-medical or medical) should be selected based on the level of risk and the availability of masks while taking into consideration the potential risks and disadvantages of using masks.
Physical distancing	Observe at least one and a half (**1.5**) **metre** physical distancing.	Physical distancing should target reaching at least **one (1) metre** between all individuals.
Respiratory etiquette	Cover the mouth and nose with a tissue or flexed elbow when sneezing or coughing (respiratory etiquette).	N/A
Symptomatic passengers being discouraged to fly	Discouraging symptomatic (in accordance with the symptoms listed in Annex 2) passengers, crew members and staff from presenting themselves at the airport. This can be achieved through the risk communication and health safety promotion activities as described elsewhere in the document. Annex 2 – 'Acknowledgment of COVID 19 policy' encourages self-reporting by symptomatic passengers	N/A
Placement of passengers and crew members suspected of infection	An isolation area should be defined, leaving, if possible, two (2) rows of seats unoccupied in each direction around the symptomatic passenger. Taking into consideration all the factors, where possible, the symptomatic passenger should be **seated in the last row window seat**, preferably on the side of the aircraft where the Outflow Valve is.	Separate the ill person from the other passengers by minimum of one (1) metre (usually about two seats left empty in all directions, depending on the cabin design) from **the seat occupied by the suspected case**. Where possible this should be done by moving other passengers away.

Item	Protocol	CART
Passengers not adhering to the recommendations	Passengers who refuse to adhere to the preventive measures in place should be refused access to the airport's terminal building, to the aircraft cabin, or disembarked, if the event takes place before the aircraft doors are shut, and removed from the airport premises by the competent authorities according to national/local legislation. Furthermore, subject to national requirements, they may be subject to additional actions as determined by the local authorities at the departure airport.	N/A

- END -