

## COVID-19 Safety Issues applicable to RO

– Informal –

### Legendă:

- **Coloana 1 – Denumire risc** – se precizează denumirea riscului evidențiat, precum și domeniul din care face parte; a fost păstrată numerotarea din Portofoliul de riscuri dezvoltat de EASA, pentru o mai ușoară corelare.
- **Coloana 2 – Măsuri luate** – sunt listate o parte din documentele elaborate de organisme/ asociații/ grupuri internaționale, cu aplicare asupra riscului în cauză (lista nu este exclusivă).
- **Coloana 3 – Resp.** – Responsabilii cărora li se adresează riscul evidențiat (ORG – organizații de aviație civilă, NAA – Autoritatea Aeronautică Civilă Română).
- **Coloana 4 – Tratarea riscului** – Cuprinde acțiuni sugerate a fi luate, după caz, de ORG sau NAA; acestea sunt grupate după cum urmează:
  - **AACR:** Aplicarea de măsuri interne AACR
  - **SPT:** Tratarea riscului prin acțiuni de tip *Safety Promotion*, ce pot fi derulate atât de organizație cât și de AACR
  - **SMS:** Preluare în SMS-urile organizațiilor
  - **pNSAC:** Includere în Planul național de siguranță
- **N. a.** – Not available
- **N/a** – Not applicable

Denumire risc	Măsurile luate	Resp.		Tratarea riscului (orientativ)
		ORG	NAA	
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<b>1. Management Systems</b>				
1.2. Reduced oversight by competent authorities due to lockdown	<ul style="list-style-type: none"> <li>• Continue with certification projects during lockdown phase (by applying social distancing measures (e.g. home office, virtual meetings) to keep CA inspectors protected)</li> <li>• Exemptions issued relating to Medical, LPCs, Language Proficiency and other licensing specific areas. The possible composition of personnel to enable that.</li> <li>• EASA: Oversight of organisations during COVID-19 crisis (only affecting organisations where EASA is the competent authority)</li> <li>• EASA: Flight Time Limitation - temporary exemptions under Article 71(1) of Regulation (EU) 2018/1139 (the Basic Regulation)</li> <li>• ICAO COVID-19 Contingency Related Differences (CCRD)</li> <li>• ICAO Q&amp;A for States, Air Transport Operators and the General Public</li> <li>• ICAO Doc 10144 ICAO Handbook for CAAs on the Management of Aviation Safety Risks related to COVID-19</li> <li>• Traficom guidance material package for FSTD-operators</li> </ul>		X	<ul style="list-style-type: none"> <li>• AACR</li> </ul>
1.1. Restarting operations risks spreading COVID-19	<ul style="list-style-type: none"> <li>• EASA SD 2020-01 Operational measures to prevent the spread of Coronavirus `SARS-CoV-2` infection</li> <li>• EASA SD 2020-01 Annex 1 - List of airports located in affected areas with high risk of transmission of the CoViD-19 infection</li> <li>• EASA SD 2020-02 Operational measures to prevent the spread of Coronavirus `SARS-CoV-2` infection</li> <li>• EASA SIB 2020-02 "Coronavirus 'SARS-CoV-2' Infections – Operational Recommendations"</li> <li>• EASA Guidance on Management of Crew Members in relation to the SARS-CoV-2 pandemic:</li> <li>• WHO Operational considerations for managing COVID-19 cases or outbreak in aviation.</li> <li>• EASA guidance on Aircraft Cleaning and Disinfection</li> <li>• ECDC interim guidance for environmental cleaning in non-healthcare facilities exposed to SARS-CoV-2.</li> <li>• Guidance for continued helicopter operations in relation to the SARS-CoV-2 pandemic</li> </ul>	X	X	<ul style="list-style-type: none"> <li>• SPT</li> <li>• AACR</li> </ul>

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	<ul style="list-style-type: none"> <li>• EASA Airworthiness aspects for installation of patient isolation devices and cockpit separations</li> <li>• EASA/ECDC joint guidelines to assure health safety in air travel despite COVID-19 pandemic</li> <li>• EASA Guidelines for the Transport of COVID-19 Infected Patients using Containment Devices -- Exemptions Under Article 71(1) of the Basic Regulation, Issue 1, 3 April 2020.</li> <li>• International Civil Aviation Organisation, Implementing a Public Health Corridor to Protect Flight Crew During the COVID-19 Pandemic (Cargo, Maintenance, Ferry, and Delivery Flight Operations), Electronic Bulletin (EB)</li> <li>• International Air Transport Association, Guidance for Cabin Operations During and Post Pandemic, Edition 1, 22 April 2020.</li> <li>• European Union Aviation Safety Agency, EASA Coronavirus (COVID-19) Advice for Airline Crews, February 2020.</li> </ul>			
1.3. Reduced focus on, or prioritisation of safety	<ul style="list-style-type: none"> <li>• EASA Guidelines “The role of operators’ management systems in the COVID-19 recovery phase” issued on 16.06.2020</li> <li>• Flight Safety Foundation, Pandemic: Non-Medical Operational Safety Aspects, Supplemental Materials</li> <li>• IATA Board Declares Principles for Industry Re-start - five principles for re-starting aviation declaration</li> </ul>	X		• SPT
1.4. Risk assessments based on previous normal operations should be revised	<ul style="list-style-type: none"> <li>• Flight Safety Foundation, Pandemic: Non-Medical Operational Safety Aspects, Supplemental Materials – SMS proper application</li> <li>• ICAO Doc 10144 ICAO Handbook for CAAs on the Management of Aviation Safety Risks related to COVID-19</li> <li>• NoA - Covid-19 Safety Risk Portfolio - Safety Issue Mitigation - Risk Assessment No longer Valid</li> </ul>	X	X	<ul style="list-style-type: none"> <li>• SPT</li> <li>• SMS</li> <li>• AACR</li> </ul>
1.6. Degraded management systems and loss of experienced nominated persons due to furlough and redundancies	<ul style="list-style-type: none"> <li>• EASA Guidelines: The role of operators' management systems in the COVID-19 recovery phase, Issue 1, 16 June 2020.</li> </ul>	X		<ul style="list-style-type: none"> <li>• SPT</li> <li>• SMS</li> </ul>
1.12. Prevention and treatment of unruly passengers in the context of COVID-19	<ul style="list-style-type: none"> <li>• EASA/ECDC joint guidelines to assure health safety in air travel despite COVID-19 pandemic, it includes aspects on the unruly passengers risks as well</li> </ul>	X		• SPT

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<b>2. Human Performance</b>				
2.6. Reduced adherence to procedures in the new working environment	<ul style="list-style-type: none"> <li>N. a.</li> </ul>	X		<ul style="list-style-type: none"> <li>SPT</li> </ul>
2.1. Personnel may not feel safe and in control about returning to work	<ul style="list-style-type: none"> <li>Flight Safety Foundation, Pandemic: Non-Medical Operational Safety Aspects, Supplemental Materials</li> <li>EASA Airworthiness aspects for installation of patient isolation devices and cockpit separations</li> <li>EASA/ECDC joint guidelines to assure health safety in air travel despite COVID-19 pandemic – COVID-19 Aviation Health Safety Protocol</li> <li>Flight Safety Foundation: <a href="https://flightsafety.org/wp-content/uploads/2020/04/Guide-to-Wellbeing.pdf">https://flightsafety.org/wp-content/uploads/2020/04/Guide-to-Wellbeing.pdf</a></li> </ul>	X	X	<ul style="list-style-type: none"> <li>SPT</li> <li>AACR</li> </ul>
<b>3. Training, Checking and Recency</b>				
3.1. Skills and knowledge degradation due to lack of recent practice	<ul style="list-style-type: none"> <li>Alleviations allowed by ICAO regarding ATCO recency requirement extension and ATCO training alleviation as a consequence of COVID-19 spread</li> <li>Flight Safety Foundation, Pandemic: Non-Medical Operational Safety Aspects, Supplemental Materials</li> </ul>	X	X	<ul style="list-style-type: none"> <li>SMS</li> <li>AACR</li> </ul>
3.2. Backlog in training limiting available personnel	<ul style="list-style-type: none"> <li>Alleviations allowed by ICAO regarding ATCO recency requirement extension and ATCO training alleviation as a consequence of COVID-19 spread</li> <li>Flight Safety Foundation, Pandemic: Non-Medical Operational Safety Aspects, Supplemental Materials</li> </ul>	X		<ul style="list-style-type: none"> <li>SMS</li> </ul>
3.3. Increased periods between licence/validation checks	<ul style="list-style-type: none"> <li>Flight Safety Foundation, Pandemic: Non-Medical Operational Safety Aspects, Supplemental Materials</li> </ul>	X	X	<ul style="list-style-type: none"> <li>SMS</li> <li>AACR</li> </ul>
<b>4. Outdated information</b>				
n/a	n/a	n/a	n/a	n/a

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<b>5. Infrastructure and Equipment<sup>1</sup></b>				
5.1. Increased presence of wildlife on aerodromes	<ul style="list-style-type: none"> <li>• Communication (EASA SIB_2020-07 Preparation of Aerodromes to Resume Operations) already issued;</li> <li>• Flight Safety Foundation, Pandemic: Non-Medical Operational Safety Aspects, Supplemental Materials</li> <li>• EASA/UK CAA guidance material issued</li> </ul>	X	X	<ul style="list-style-type: none"> <li>• SPT</li> <li>• pNSAC</li> <li>• AACR</li> </ul>
5.2. Operational risks of aircraft storage at aerodromes	<ul style="list-style-type: none"> <li>• Flight Safety Foundation, Pandemic: Non-Medical Operational Safety Aspects, Supplemental Materials</li> <li>• ACI – Mitigating the risks created by overflow aircraft parking, ACI Advisory Bulletin, 24 April 2020.</li> </ul>	X		<ul style="list-style-type: none"> <li>• SPT</li> <li>• SMS</li> </ul>
5.5. Postponement of emergency response plan exercises may lead to ineffective handling of emergencies	<ul style="list-style-type: none"> <li>• N.a.</li> </ul>	X		<ul style="list-style-type: none"> <li>• SPT</li> </ul>
5.6. The impact of maintenance practices during fleet groundings due to COVID-19	<ul style="list-style-type: none"> <li>• IATA Guidance for Managing Aircraft Airworthiness for Operations During and Post Pandemic, Edition 1, 12 June 2020.</li> <li>• CAMO au obligația de a dezvolta un SMS</li> </ul>	X		<ul style="list-style-type: none"> <li>• SPT</li> </ul>
5.7. Malfunction or failure of communication, navigation and surveillance (CNS) equipment	<ul style="list-style-type: none"> <li>• ICAO, Quick Reference Guide, "Flight inspection periodicity considerations for radio navigation aids during the COVID-19 pandemic and related recovery phase", Version 2.3, 11 May 2020</li> </ul>	X		<ul style="list-style-type: none"> <li>• SMS</li> <li>• SPT</li> </ul>
5.8. Hazards associated with aerodromes being closed or partially closed for long periods	<ul style="list-style-type: none"> <li>• General inspections intervals stated in EU regulation</li> <li>• EASA SIB 2020-07 as basis for internal "restart" audit</li> </ul>	X		<ul style="list-style-type: none"> <li>• SPT</li> <li>• SMS</li> </ul>

<sup>1</sup> Barierele prezentate la acest grup de acțiuni includ, fără a se limita la acestea, următoarele măsuri/ dispoziții, materiale de *safety promotion*:

- Airports Council International, [Airside Safety and Operations under COVID-19](#), ACI Advisory Bulletin, 3 April 2020.
- Airports Council International, [Airport Operational Practice: Examples for Managing COVID-19](#), ACI World, 2020.
- EASA Safety Information Bulletin (SIB), [Preparation of Aerodromes to Resume Operations](#), SIB No. 2020-07R1, 17 July 2020.

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5.10. Technical issues relating to recommencing use of aircraft fuelling after a long break	<ul style="list-style-type: none"> <li>• N.a.</li> </ul>	X		<ul style="list-style-type: none"> <li>• SPT</li> <li>• SMS</li> </ul>
5.12. Management of unpredictable air traffic evolution during the recovery phase	<ul style="list-style-type: none"> <li>• CANSO, COVID-19: Ensuring continuity of ATS service globally, 2 April 2020.</li> <li>• EUROCONTROL, Network Operations Plan, COVID Business Continuity Plans, Edition 1.14, 20 April 2020.</li> <li>• EUROCONTROL, European Network Operations Plan, 2020 Recovery Plan, Edition 1.2, 15 May 2020.</li> </ul>	X		<ul style="list-style-type: none"> <li>• SPT</li> <li>• SMS</li> </ul>
<b>6. Financial Impacts on Safety</b>				
6.2. Reduced Available Financial Resources	<ul style="list-style-type: none"> <li>• Flight Safety Foundation, Pandemic: Non-Medical Operational Safety Aspects, Supplemental Materials</li> </ul>	X	X	<ul style="list-style-type: none"> <li>• SMS</li> <li>• AACR</li> </ul>
6.3. Shortage of operational and technical staff	<ul style="list-style-type: none"> <li>• Flight Safety Foundation, Pandemic: Non-Medical Operational Safety Aspects, Supplemental Materials</li> <li>• Modification of Reg (EU) 1008/2008 and Directive 96/67, possible extension of GH contract – Reg (EU) 2020/696, new Article 24a of 1008/2008.</li> <li>• <input type="checkbox"/> increase supervision contingency buffers to turnaround times (IATA Guidance to ground handling rtn to service ed1)</li> </ul>	X		<ul style="list-style-type: none"> <li>• SPT</li> <li>• SMS</li> </ul>