



Република Србија  
ДИРЕКТОРАТ ЦИВИЛНОГ ВАЗДУХОПЛОВСТВА  
РЕПУБЛИКЕ СРБИЈЕ

AR 3/1-09-0070/2020-0001

19 MAR 2020

## БЕЗБЕДНОСНА НАРЕДБА SAFETY ORDER

ХИТНО  
URGENT

Број Безбедносне наредбе:  
Safety Order No:

02/2020

У интересу безбедности цивилног ваздухопловства, на основу члана 19а Закона о ваздушном саобраћају („Службени гласник РС”, бр. 73/10, 57/11, 93/12, 45/15, 66/15 - др. закон, 83/18 и 9/20), Директорат цивилног ваздухопловства Републике Србије издаје Безбедносну наредбу број 02/2020.

*In the interest of the civil aviation safety, in accordance with the Article 19a of the Air Transport Law („Official Gazette of RS”, No 73/10, 57/11, 93/12, 45/15, 66/15 - other law, 83/18 and 9/20), the Civil Aviation Directorate of the Republic of Serbia hereby issues the Safety Order No 02/2020.*

Датум издавања: 19.03.2020

Место издавања: Београд

Date of issue:

Place of issue: Belgrade

### БЕЗБЕДНОСНА НАРЕДБА СЕ ОДНОСИ НА:

Оператере који обављају јавни авио-превоз из области са високим ризиком од ширења вируса CoViD-19.

*Safety Order refers to:*

*Air operators operating commercial air transport from the CoViD-19 infected areas.*

### РАЗЛОГ ИЗДАВАЊА БЕЗБЕДНОСНЕ НАРЕДБЕ:

Умањење ризика од могуће заразе путника и грађанства вирусом CoViD-19 које може да настане услед коришћења ваздухоплова на летовима који се обављају са аеродрома који се налазе у областима са високим ризиком од ширења вируса CoViD-19;

*Reason for the Safety Order:*

*To minimise the risks to passengers and general public getting infected, due to operations from airports located in affected areas with high risk of transmission of the CoViD-19 infection by aircraft operators.*

### МЕРЕ КОЈЕ ТРЕБА ПРЕДУЗЕТИ:

*Action(s) to be taken:*

1. Оператери ваздухоплова су дужни да обезбеде чишћење и потпуно дезинфекцију ваздухоплова средством за дезинфекцију примереним за дезинфекцију ваздухоплова (средства за чишћење која садрже 62%-71% етаноалкохола, 0,5% водоник пероксида или 0.1% хипохлорита уз обавезну проверу са произвођачем ваздухоплова), након сваког лета који је започео са аеродрома који се налази у области високог ризика од заразе вирусом CoViD-19 (а на основу списка из прилога ове Наредбе). Оператери могу да примене и другу фреквенцију дезинфиковања ваздухоплова након извршене процене ризика која мора да узме у обзир оперативне чињенице као и време дејства дезинфекционог средства које је оператер користио у поступку дезинфекције ваздухоплова. Без обзира на наведено, оператери су дужни да обезбеде потпуно чишћење и дезинфекцију ваздухоплова најкасније 24 сата од тренутка када је ваздухоплов полетео са аеродрома који се налази у области високог ризика од заразе вирусом CoViD-19;

*Air operators must provide cleaning and complete disinfection of aircraft with a disinfectant suitable for the disinfection of aircraft (cleaners containing 62% -71% ethanol, 0.5%, hydrogen peroxide or 0.1% hypochlorite which is mandatory to be corroborated with the aircraft manufacturer), after each flight departing from an aerodrome located in the areas with high levels of risk of contamination with CoViD-19 infection (based on the list as laid out in Annex to this Order). Air operators may apply another aircraft disinfection frequency after performing risk assessment that must take into account operational facts and the duration of the disinfectant used by the operator in the aircraft disinfection process. Notwithstanding the above, air operators must ensure that aircraft are completely cleaned and disinfected not later than 24 hours after the aircraft departed from an aerodrome located in the area with high levels of risk of CoViD-19 infection;*

2. Оператери ваздухоплова су дужни да опреме сваки ваздухоплов једним или више комплета заштитне опреме (*Universal Precaution Kit*). Наведена опрема се користи како би се заштитили чланови посаде који су били у контакту са потенцијално зараженим путницима вирусом CoViD-19 и који су учествовали у чишћењу садржаја који су били изложени вирусу.
- Aircraft operators are required to equip each aircraft with one or more Universal Precaution Kit (s). The above equipment is used to protect crew members who have been in contact with passengers potentially carrying virus CoViD-19 infection and who have been involved in the clearing of contents exposed to the virus.*

**Рок за примену:** 23/03/2020  
*Implementation date:*

**Важи до:** 31/07/2020  
*Valid until:*

**Потпис директора**  
*Director's Signature*



**Annex 1 - Enhanced aircraft disinfection for mitigating risks of transmission of the COVID-19 infection, when operating from the areas listed below.**

**Issue: 15**

**Issue Date: 03 June 2020**

**Effective Date: 05 June 2020**

**DISCLAIMER**

**This list is intended to ensure an additional layer of protection for passengers and aircrew, namely the disinfection of aircraft as specified in by EASA SD 2020-01 and SD 2020-02. The list is not intended to suggest travel restrictions or other public health measures (such as quarantine) at State level.**

The list is developed in coordination with EASA Member States and based on the information from WHO, ECDC and other reputable public health institutes.

**A. EU Member States, Switzerland, Norway, Iceland, UK and territories<sup>1</sup>**

<b>State</b>	<b>Regions/Airports</b>
Belgium	All airports
France	All airports in the following regions: <ul style="list-style-type: none"> <li>• Ile-de-France</li> </ul>
Italy	All airports in the following regions: <ul style="list-style-type: none"> <li>• Emilia Romagna</li> <li>• Lombardy</li> <li>• Piemonte</li> </ul>
The Netherlands	The following airports: <ul style="list-style-type: none"> <li>• Amsterdam Schiphol Airport</li> <li>• Eindhoven Airport</li> <li>• Maastricht Aachen Airport</li> <li>• Rotterdam The Hague Airport</li> </ul>
Poland	Katowice Airport (EPKT)
Portugal	The following airports: <ul style="list-style-type: none"> <li>• Francisco Sá Carneiro Airport</li> <li>• Lisbon Portela Airport</li> </ul>
Spain	All airports in the following regions: <ul style="list-style-type: none"> <li>• Castile and Leon</li> <li>• Castilla-La Mancha</li> <li>• Catalonia</li> <li>• Madrid</li> </ul>
Sweden	All airports in Stockholm Region

<sup>1</sup>“Territories” include territories, areas, overseas dependencies and other jurisdictions of similar status

<b>State</b>	<b>Regions/Airports</b>
United Kingdom	<p>The following airports:</p> <ul style="list-style-type: none"> <li>• Birmingham</li> <li>• Doncaster Sheffield</li> <li>• East Midlands</li> <li>• Gatwick</li> <li>• Glasgow</li> <li>• Heathrow</li> <li>• Leeds Bradford</li> <li>• Liverpool John Lennon</li> <li>• London City</li> <li>• Luton</li> <li>• Manchester Airport</li> <li>• Newcastle International</li> <li>• Stansted</li> </ul>

## B. Third countries

<b>State</b>	<b>Regions/Airports</b>
Afghanistan	All airports
Argentina	All airports in Buenos Aires Province
Bahrain	All airports
Bangladesh	All airports
Belarus	All airports
Bolivia	All airports
Brazil	<p>All airports in the following regions:</p> <ul style="list-style-type: none"> <li>• Amazonas</li> <li>• Bahia</li> <li>• Ceará</li> <li>• Espírito Santo</li> <li>• Maranhão</li> <li>• Paraíba</li> <li>• Pernambuco</li> <li>• Piauí</li> <li>• Rio De Janeiro</li> <li>• Santa Catarina</li> <li>• Sao Paulo</li> </ul>
Canada	<p>All airports in the following regions:</p> <ul style="list-style-type: none"> <li>• Ontario</li> <li>• Quebec</li> </ul>
Chile	All airports
Colombia	All airports in Bogota region
Dominican Republic	All airports
Ecuador	All airports
Egypt	All airports

<b>State</b>	<b>Regions/Airports</b>
India	All airports in the following provinces: <ul style="list-style-type: none"> <li>• Gujarat</li> <li>• Madhya Pradesh</li> <li>• Maharashtra</li> <li>• Rajasthan</li> <li>• Tamil Nadu</li> <li>• Uttar Pradesh</li> </ul>
Indonesia	All airports
Iran	All airports
Kuwait	All airports
Mexico	All airports in Mexico City region
Pakistan	All airports
Peru	All airports
Qatar	All airports
Russia	All airports in the following regions: <ul style="list-style-type: none"> <li>• Krasnoyarsk Krai</li> <li>• Moscow</li> <li>• Murmansk</li> <li>• Nizhny Novgorod</li> <li>• Rostov Oblast</li> <li>• Sankt Petersburg</li> <li>• Sverdlovsk Oblast</li> <li>• Yaroslavl Oblast</li> </ul>
Saudi Arabia	All airports
Singapore	All airports
South Africa	All airports in Western Cape region
Turkey	All airports
Ukraine	All airports in the following regions: <ul style="list-style-type: none"> <li>• Chernivtsi</li> <li>• Kyiv</li> </ul>
United Arab Emirates	All airports

<b>State</b>	<b>Regions/Airports</b>
USA	All airports in the following States: <ul style="list-style-type: none"><li>• Alabama</li><li>• Arizona</li><li>• California</li><li>• Colorado</li><li>• Connecticut</li><li>• Florida</li><li>• Georgia</li><li>• Illinois</li><li>• Indiana</li><li>• Louisiana</li><li>• Maryland</li><li>• Massachusetts</li><li>• Michigan</li><li>• Nebraska</li><li>• New Jersey</li><li>• New York</li><li>• North Carolina</li><li>• Ohio</li><li>• Pennsylvania</li><li>• Rhode Island</li><li>• Texas</li><li>• Virginia</li><li>• Washington</li></ul>

## **EASA's methodology to develop and update the list of airports located in COVID-19 affected areas.**

EASA [Safety Directive No 2020-01 and SD 2020-02](#) makes reference in [Annex I](#) to a list of airports located in COVID-19 affected areas. This list is continuously updated by EASA after consultation with nominated EASA Member State focal points.

EASA determined that the above-mentioned list of airports, as contained in this Annex I, should be established and maintained to support aircraft and aerodrome operators to put in place an extra layer of protection for the passengers and crew members (namely enhanced cleaning and disinfection), rather than suggesting that aircraft operators should implement the requirements irrespective of the place of origin of their operations. Therefore, EASA maintains and adjusts the risk assessment methodology to include the latest available epidemiological information.

### **Methodology:**

The decision to include or not an airport in the list must be based on data, ideally collected and arranged in a consistent manner. Unfortunately, States worldwide do not report the same data and not in the same manner. For example the ratio per capita (number of active cases/inhabitants), is a relatively good indicator, although influenced by the extent of the testing and the national criteria used for testing: in some countries there is only testing of symptomatic cases, while other countries test direct contact and severe symptomatic cases, or patients that have both symptoms and direct contact with another positive case. Furthermore, there are countries that have tested more than 10% of the population while others have tested less than 1%. In addition, the testing ratio as presented by some websites and dashboards, is based on the total number of confirmed cases and not on the number of active cases.

For this reason, in addition to the testing ratio, additional parameters have been taken into account for assessing a country or region's risk of transmission, such as:

- number of active cases – more than 3 000 active cases/1 million population and more than 10 000 active cases at national level, OR more than 5 000 active cases/1 million population and more than 1 000 active cases (As said, the numbers are adjusted depending on the testing policy);
- number of recovered cases – if the active cases are higher than the recovered;
- trend of active cases/day – the number of active cases is on an increasing slope;
- trend of new cases/day – the number of new cases is on an increasing slope;
- number of tests/inhabitants – not to be considered in isolation, however a lower testing ratio should trigger a thorough assessment;
- deaths/inhabitants – not to be considered in isolation, however more than 500 deaths/1 million population would trigger a thorough assessment;
- trend of deaths/day;
- cases in urban vs. rural areas;
- number & size of the airports serving a certain area/population;
- reproduction index – higher than 1 should be considered in correlation with other factors and should be seen as an indication of exponential increase.

Any of these parameters taken in isolation have advantages, but also disadvantages, and not all are available for all areas of the world. For many States, EASA used the publications of the national public health authorities, or dedicated dashboards, where available.

Lately, many of the national public health authorities or public health institutes dropped their assessments and consider all the areas as high risk. For example, the [Robert Koch Institute](#) of Germany suspended its assessment of high-risk areas as of 10 April 2020.

It is quite a complex situation which requires adjustments as we go along. For this reason, EASA is looking at a more performance based dynamic approach based also on epidemiological knowledge rather than setting a fixed threshold of a single parameter or using just the local/community transmission as the only criteria.

EASA continuously monitors the evolution of the outbreak to identify any need for intermediate updates. EASA provides, where data is available, the high risk at regional level. Where information is not available at a regional level (e.g. the case of the UK which reports at the level of National Health Service (NHS) regions), information is provided identifying airports directly.

To remove airports from the list, an assessment is performed considering inverted principles and having the following criteria adjusted with the testing policy:

- number of active cases/population – less than 1 000 active cases/1 million population; and
- number of active case – depending on the population size but not more than 3 000 active cases at national level or 2 000 at regional level (depending on the size of the region); and
- number of daily new cases – less than 10 new cases/1 million population;
- evolution curve – less than 50% of the maximum number of active cases.