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**0 Revisions**

<i>Rev. No.</i>	<i>Date</i>	<i>Additions/Changes</i>
Rev. 0	09.11.2020	Initial issue

**1 Objective**

This Operational Notice (BTH), based on § 20h AOCV 2008 (BGBl. II Nr. 254/2008 as amended), specifies with reference to

- Article 71 (1) of Regulation (EU) 2018/1139 as well as
- ARO.GEN.120 (e) of Annex II (Part ARO) of Regulation (EU) No 965/2012

exemptions and Alternative Means of Compliance (AltMoC) in the context of combating the spread of coronavirus (COVID-19).

It also contains specifications published by the European Union Aviation Safety Agency (EASA) in the interest of safety in connection with the COVID-19 issue (e.g. SIB or SD).

**2 Scope of application**

This BTH applies to all operators covered by the scope of Regulation (EU) No. 965/2012 as amended.

**3 Entry into force**

This BTH shall come into force on 13 November 2020 and shall apply up to and including 31 May 2021.

#### **4 Description**

##### **4.1 Exemptions and diverging procedures**

In the context of combating the spread of the coronavirus (COVID-19), temporary official measures were taken with BTH A-011 - which will no longer be valid after 12 November 2020 - to ensure that the operators concerned can continue flight operations without compromising the interests of aviation safety.

While some of the granted exemptions and Alternative Means of Compliance will in future be subject to a separate individual review by the aviation authority in the case of an application, the respective use of the exemptions and Alternative Means of Compliance granted in this BTH shall continue to be generally possible for a limited period of validity.

##### **4.1.1 Roster publication**

The time limit specified in AMC1 ORO.FTL.110(a) may be reduced accordingly. A reduction requires a justification, which must be submitted in writing, together with a description and the respective risk analysis, to the responsible flight operations inspector (POI) without being requested.

##### **4.1.2 Transport of Dangerous Goods intended for hand disinfection**

Transport of dangerous goods intended for hand disinfection:

By way of derogation from the requirements of CAT.GEN.MPA.200 (a) or NCC.GEN.150 (a) in conjunction with the Technical Instructions for the Safe Transport of Dangerous Goods by Air (ICAO Doc. 9284), operators may make use of the possibility to carry on board the following dangerous goods for hand disinfection:

- UN1987 Alcohols, n.o.s.; and
- UN1170 Ethanol solution.

The transport of substances containing the dangerous goods in question, is only permitted under the following conditions:

- The dangerous goods are carried on board in such a way as to avoid accidental leakage of the substance and fire hazards;
- The operator shall carry only such quantities of the substances concerned as are necessary to fulfil the purpose of their carriage;
- The net quantity per container shall not exceed 0.5 litres, with a total quantity of 10 litres shall not be exceeded.

The operators concerned shall submit the documentation and procedures established in connection with the transport of goods intended for hand disinfection to the relevant flight operations inspector (POI) in the area of commercial operations or to [ops@austrocontrol.at](mailto:ops@austrocontrol.at) in the area of non-commercial air operations, in each case without being requested to do so.

#### 4.2 Precautions and measures due to EASA requirements

Due to EASA SD 2020-03 dated 25 June 2020, which replaces EASA SD 2020-01, measures shall be taken to prevent the spread of COVID-19 when transporting persons.

These measures are designed to minimise the risk of COVID-19 infection to passengers, crew members and other affected aviation personnel.

Operators involved in commercial air transport shall therefore clean and completely disinfect their aircraft with substances suitable for aviation as follows:

- i. based on a risk analysis which takes into account the operational circumstances, including their routes, and the duration of the disinfectant effect of the substance used, but at least once in any 24 hours interval, unless the aircraft has not been used for passenger transport since the previous cleaning and disinfection;

Note: Appropriate substances are, e.g., those recommended by the ECDC (European Center for Disease Prevention) or the national public health authorities. Suitability of the substance(s) should be checked against the aircraft manufacturers' documentation.

- ii. before a long haul flight;
- iii. before the next flight that takes place after a long haul flight.

Note: For the purpose of this requirement, a long haul flight is any flight, or series of flights where passengers and their luggage are not fully disembarked, involving commercial air transport of passengers and lasting 6 hours or more, measured from the time the aircraft is scheduled to move from its parking position at the beginning of a (series of) flight, to the time the aircraft is scheduled to reach its parking position at the end of a (series of) flight.

Any aircraft, operated by aircraft operators involved in commercial air transport of passengers, on which a COVID-19 suspect case has been identified on board, shall not be operated for commercial air transport of passengers unless, after that identification, the aircraft is cleaned and disinfected using substances suitable for aviation use.

Further information on cleaning and disinfection has been published by EASA on their website.

It should be noted that operators outside the commercial air transport sector are also required to take appropriate measures to prevent COVID-19 infection.

### **5 Assessment**

The basis of this BTH, namely

- the exemptions according to Article 71 (1) of Regulation (EU) 2018/1139 from the respective provisions of Regulation (EU) No 965/2012, as well as
- the respective Alternative Means of Compliance

were issued by Austro Control GmbH after careful evaluation in order to take account of operational needs in connection with combating the spread of coronavirus (COVID-19). Austro Control GmbH does not consider the temporary application of the precautionary measures and facilitations described in this BTH to pose an immediate threat to aviation safety.

The prescribing of procedures with regard to the cleaning and disinfection of aircraft is in accordance with the requirements of the Safety Directive of EASA SD 2020-03 of 25 June 2020.

### **6 Notes**

The European Union Aviation Safety Agency (EASA) shall be informed on

- the exemptions according to Article 71 (1) of Regulation (EU) 2018/1139 and
- these official Alternative Means of Compliance (AltMoC) pursuant to ARO.GEN.120 (e) (2) of Regulation (EU) No Nr. 965/2012 as amended.

This BTH will be published in the usual aviation manner on the website of Austro Control GmbH and thus made available to all operators concerned (ARO.GEN.120 (e) (1)).

The use of AltMoCs is a possible alternative to the existing AMC, i.e. operators are free to apply either AMC or AltMoC. Similarly, an exemption provides the possibility, but not the obligation, to deviate from the relevant regulations accordingly.

It is expressly pointed out that the obligations standardised in ORO.GEN.200 remain valid.

Finally, attention is drawn to the fact that EASA has published on its website a lot of information on different topics related to COVID-19: <https://www.easa.europa.eu/the-agency/coronavirus-covid-19>