

COVID-19 Safety Risk Portfolio

Safety Issues Relating to SMS

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Your safety is our mission.

What is the CV19 Safety Risk Portfolio?

- This time last year, we had
 - A very new situation
 - Very little data to support decision making
- So we asked our stakeholders to tell us what the risks would be
 - Surveyed all the Collaborative Analysis Groups
 - Asked the Network of Analysts
 - Asked contacts at trade organisations

The CV19 Portfolio

- First published June 2020, listed 45+ safety issues and grouped them into categories
- This [updated version](#) also contains links to guidance material regarding safety mitigating actions.

Management
Systems

Human
Performance

Supply of
Information

Training,
Checking and
Recency

Infrastructure
and
Equipment

Financial
Effects on
Safety

Our highest risk safety issues (system-wide)

- Skills and knowledge degradation due to lack of recent practice
- Reduced adherence to procedures in the new working environment
- Flight crew fatigue due to unavailability of rest facilities and/or extended duty period
- Aviation professionals' wellbeing
- Transfer of pilots from one fleet to another resulting in low hours on type
- Extent and duration of Covid-19 exemptions and temporary rules
- Unusual approach profiles in the circumstances of the pandemic
- Increase of cyber security issues related to the pandemic

List of new safety issues in version 2

- Increase of cyber security issues related to the pandemic situation
- Maintenance of electrical systems and visual aids at aerodromes
- Air Navigation Service providers returning to operations after being closed for several months
- Transfer of pilots from one fleet to another resulting in low hours on type
- Reduction in training effectiveness due to COVID-19 restrictions
- Knowledge transfer missed for new generation aviation personnel
- Rapid growth of cargo organisations during the pandemic
- Carriage of hand sanitiser in the cabin
- Unusual approach profiles in the circumstances of the pandemic
- Reduction in contracted fees to ground handling service providers
- Decreased funding of aviation regulatory authorities

Questions for the Audience

- Have you identified emerging issues as a result of CV19?
- Has the list we provided last June been useful in identifying risks and helping you to update your safety management priorities?
- Have you updated your SPIs or safety monitoring as a result of the pandemic?

Focus on management systems issues



List of Management Systems CV19 Safety Issues

- **Shut-down, restart and gradual recovery of a complex system is unpredictable**
 - The aviation system is highly interconnected, sophisticated and merges people and technology. This means that the consequences of shut-down, restart and gradual recovery of are not completely predictable. Thus the aviation system resilience needs to be improved. Organisations will need to prepare good communications and decision-making strategies, using personnel expertise, data/ information and good internal and external coordination.
 - Guidance on how to address this issue is available here:
<https://www.easa.europa.eu/community/topics/resilience>

List of Management Systems CV19 Safety Issues

- **Reduced focus on, or prioritisation of safety, human and organisational factors**
- There are multiple factors that mean that organisations may not be providing safety and safety management with the same level of attention and resources as normal. These include distractions and stress at a personal level, and economic pressures, loss of staff and the practical pressures of returning to service at an organisational level.
- Guidance on how to address this problem is available here:
<https://www.easa.europa.eu/community/topics/maintaining-safety-focus-during-covid-19-pandemic>

List of Management Systems CV19 Safety Issues

- Risk assessments based on previous normal operations are no longer valid
 - Organisations' and authorities' risk assessments are made in the context of specific operations and operating environments. The substantially changed and changing operating environment as well as commencing “new” types of operations mean that most risk assessments are no longer valid. Guidance on how to address this problem is available here:
 - <https://www.easa.europa.eu/community/topics/risk-assessments-based-previous-normal-operations-are-no-longer-valid>

List of Management Systems CV19 Safety Issues

→ Extent and duration of COVID-19 exemptions and temporary rules

- The exemptions and temporary rules put in place to cope with the crisis must be risk assessed. A harmonised approach and routine reassessment when the situation changes may be needed, for example when public health authority requirements are changed.
- Guidance on COVID exemptions in the aircrew and air operations domains is available here:
 - <https://www.easa.europa.eu/newsroom-and-events/news/easa-has-published-two-new-sets-guidelines-domains-air-operations-and>
 - <https://www.easa.europa.eu/document-library/general-publications/guidelines-handling-exemptions-crew-training-and-checking>,
 - <https://www.easa.europa.eu/document-library/general-publications/guidelines-continued-granting-exemptions-accordance-article>,
 - <https://www.easa.europa.eu/document-library/general-publications/guidelines-handling-exemptions-flight-crew-recent-experience>,
 - <https://www.easa.europa.eu/document-library/general-publications/cabin-crew-recurrent-training-guidelines-context-covid-19>

List of Management Systems CV19 Safety Issues

- During reduced operations, new SOPs or working practices may be introduced that need risk assessment
- The limited traffic means that ANSPs (and other organisations) may introduce new SOPs or simply alter their working practices. As traffic increases, the previous SOPs or working practices will need to be reintroduced, or new SOPs or ways of working developed.

List of Management Systems CV19 Safety Issues

→ Reduced oversight by competent authorities

- Competent authority staff are less available and on-site visits have thus far been difficult or impossible. This means that oversight is not as in-depth and in many cases the time periods between checks have increased. In addition, occurrence data collection has reduced in proportion with traffic, making it harder to perform remote monitoring.

→ Reduced availability of aviation medical examiners

- Although there have been concerns regarding the potential for the reduced availability of AMEs during the vaccination campaign, this has not yet materialised. Should AME availability become an issue, exemptions and extensions may increase, which will need risk assessment in the context of each type of professional requiring a medical certificate.

List of Management Systems CV19 Safety Issues

- **Rapid growth of cargo organisations during the pandemic (new)**
 - Not all organisations have been negatively impacted during the pandemic, some have grown rapidly. While this is positive, it presents a challenge to regulators overseeing these organisations at a point where they cannot readily visit the organisation.
- **Carriage of cargo in the passenger cabin**
 - Carrying cargo in the passenger cabin is not straightforward. It requires consideration of issues such as weight and balance, smoke/ fire detection, crashworthiness, evacuation procedures and modified loading procedures.
 - Guidance on how to address this issue is available here:
 - <https://www.easa.europa.eu/document-library/general-publications/guidelines-transport-cargo-passenger-aircraft>

List of Management Systems CV19 Safety Issues

- **Application of COVID-19 health control measures may negatively affect operations**
 - COVID-19 control measures, such as PPE and physical distancing will have an effect on certain tasks, introduce new tasks and may hamper personnel performance. They may also introduce new risks. Organisations and authorities will need to assess the impact and consider whether tasks, equipment and working environments will need to be adapted.
 - Guidance on integrated risk management is addressed by the material produced under the safety issue “Risk assessments based on previous normal operations are no longer valid” and is available here:
 - <https://www.easa.europa.eu/community/topics/risk-assessments-based-previous-normal-operations-areno-longer-valid>

List of Management Systems CV19 Safety Issues

- **Prevention and treatment of unruly passengers in the context of COVID-19**
 - Managing disruptive passengers while maintaining physical distancing has involved changes to procedures with additional verification tasks and increased cabin crew workload. Cabin crew members reported that passengers are frequently slow, reluctant or need repeated reminding to wear face masks, creating a potential point of conflict that needs to be managed.

List of Management Systems CV19 Safety Issues

→ Carriage of hand sanitiser in the cabin (new)

- Passengers are allowed to carry up to 2 litres of hand sanitiser into the cabin in small containers and in addition, larger bottles of hand sanitiser are stored in the galley for crew use. This creates the risk of fire and may also pose a security risk.

→ Increasing passenger traffic risks spreading COVID-19

- Restarting operations brings passengers close together and moves them between locations with differing infection levels, thus increasing the risk of infection in some locations and moving new variants between locations.

List of Management Systems CV19 Safety Issues

→ Contamination and Risk of Infection on Return to Work

- Organisations will need to adapt their procedures to minimise the risk of infection and to ensure that work areas are regularly and thoroughly cleaned. Guidance from ECDC and regulatory requirements from Member States public health authorities are regularly updated and these need to be taken into account.
- The EASA-ECDC Aviation Health Safety Protocol is available here:
- <https://www.easa.europa.eu/document-library/general-publications/covid-19-aviation-health-safety-protocol>
- Training material on the protocol and interactive checklists are available here:
- <https://www.easa.europa.eu/community/topics/support-implementation-aviation-health-safety-protocol>

End.

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