

Fundargerð 31. fundar flugvirkarráðs

Fjarfundur haldinn í flugvirkarráði, þriðjudaginn 9. febrúar 2021 kl. 13:00 – 14:30.

Viðstaddir: Jón Gunnar Jónsson (JGJ) frá Samgöngustofu, formaður, Friðfinnur Skaftason (FS) frá samgönguráðuneyti, varaformaður, Alda Karen Svavarsdóttir (AKS) frá Útlendingastofnun, Valur Kristinsson (VK) frá Tollgæslu, Júlía Þorvaldsdóttir (JP) frá Þjóðskrá, Úlfar Lúðvíksson (ÚL) lögreglustjóri á Suðurnesjum, Anna Bjarnadóttir (AB) frá Isavia og Ómar Sveinsson fundarritari frá Samgöngustofu.

Fjarverandi: Jón F. Bjartmarz (JFB), Guðrún Sólveig Ríkarðsdóttir (GSR), Þorvaldur Þórðarson (ÞÞ) og Þórólfur Guðnason (ÞG)

Gestir: Kristín Helga Markúsdóttir framkvæmdastjóri Samgöngustofu.

Fyrir liggur dagskrártillaga:

Dagskrá:

1. Dagskrá og skipan ráðsins
2. Fundargerðir síðustu funda
3. Staða Covid-19 og áhrif á flug
4. Flugvirkaráætlun 2021
5. Fréttir af vettvangi ECAC, ICAO o.fl.
6. Önnur mál
7. Næsti fundur

1. Dagskrá var samþykkt og JGJ bauð nýtt flugvirkarráð velkomið til starfa, einhver forföll séu á fundinum en ráðið þurfi að stilla saman strengi sína og það sé gott að reynsluboltar séu til staðar. Flugvirkarráð hafi vítt starfssvið sbr. reglugerð um flugvirkt og starfið þar hafi gefið aðilum tækifæri að mynda tengsl og eiga samtal um flugtengd málefni sem hafi sýnt sig að vera mikilvægt á síðustu tímum.

2. Fundargerðir nr. 29 og 30 voru kynntar og vegna breytinga í ráðinu var gefið tækifæri á að koma með athugasemdir og ef þær bærust ekki teldust fundargerðirnar samþykktar.

3. Staða Covid og áhrif á flug

JGJ var með tvær kynningar, aðra frá Eurocontrol, þar sem fjallað var um samanburð á flugtölum og hina frá EASA og ECDC þar sem fjallað var um Aviation Charter þátttöku flugrekenda og flugvalla, sjá kynningar í viðhengi.

Í umræðu um kynningarnar kom m.a. fram:

Af hverju Icelandair og Isavia væru ekki með í Aviation Charter,

ÚL PCR vottanir hafa verið teknar upp í Evrópu, það er lykill að aukinni flugumferð að farþegar geti sýnt fram á að þeir séu ekki sýktir.

JGJ það er vilji til samræmdra aðgerða í alþjóðasamfélaginu, trúverðugleiki ræðst af því að það séu sömu reglur allsstaðar, ICAO er að reyna að samræma en þegar breska afbrigðið kom þá voru ekki samræmd viðbrögð.

FS Engin samræmd viðbrögð hafa verið gagnvart sjúkdómum en ICAO hefur unnið að slíkum samræmdum vottorðum sem virka eins og vegabréf. Ríki sem eru aðilar að ICAO eiga að taka mark á slíkum vottorðum sem hægt er að sýna með vegabréfi. Vandamálið er að þetta er hvorki samræmt né viðurkennt. Svindl hefur komið í veg fyrir frekari þróun og ekki tekið mark á þessum vottorðum sbr. reynslu í Noregi.

JGJ Það er unnið að samræmingu í þessum málum.

FS Við verðum að fylgjast vel með og vera tilbúin að innleiða þegar samþykkt liggur fyrir. Mögulega verður vottorð hluti af vegabréfi.

JP Ekkert komið frá ICAO ennþá en líklega verður þetta hluti af vegabréfi í framtíðinni.

JGJ Löggjöf er ekki nægilega skýr til að flugrekendur staðfesti að þessi vottorð séu til staðar þegar farþegar fara um borð, þau þurfa að vera hluti af ferðagögnum.

Umræða var einnig um að um þriðjungur komufarþega væru sóttir á flugvöllinn og flugrútuna.

4. Flugvirkjaráætlun

JGJ kynnti flugvirkjaráætlun 2020 og bendir félögum ráðsins á að skoða hana og koma með tillögur að nýjum verkefnum fyrir flugvirkjaráætlun 2021.

5. Fréttir af vettvangi ECAC, ICAO o.fl.

Engar fréttir voru af þessum vettvangi.

6. Önnur mál

ÚL Segir að taka þurfi upp kröfu stjórnvalda um farþegalista frá flugrekendum til að yfirvöld geti sinnt eftirlitshlutverki sínu.

JGJ Spyr hvernig gangi með forskráningar

ÚL Svarar að þær gangi vel.

7. Næsti fundur

Ákveðið var að halda næsta fund eftir fjórar vikur, þriðjudaginn 9. mars kl. 13:00

EASA Programme to monitor the implementation of the EASA-ECDC COVID-19 Aviation Health Safety Protocol (AHSP)

ECAC meeting, 2021-02-03

Patrick Ky

EASA Executive Director

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An Agency of the European Union 

EASA Program to Monitor the Protocol Implementation

- 53 airport operators (123 reporting airports) and 55 airlines have signed the Aviation Industry Charter, covering almost 50% of European air traffic
- On average, ca 90% of Charter signatories submit data every week
- Weekly traffic analysed: In the peak weeks in 2020, 7 million passengers were served by participating airports and 3 million passengers were carried by participating airlines
- A monthly survey monitors the implementation of the protocol measures, looking at the passenger journey in terms of the COVID-19 transmission risk.



Protocol Implementation

→ Main issues reported:

- Physical distancing at airports
- Wearing surgical/medical face masks on-board aircraft

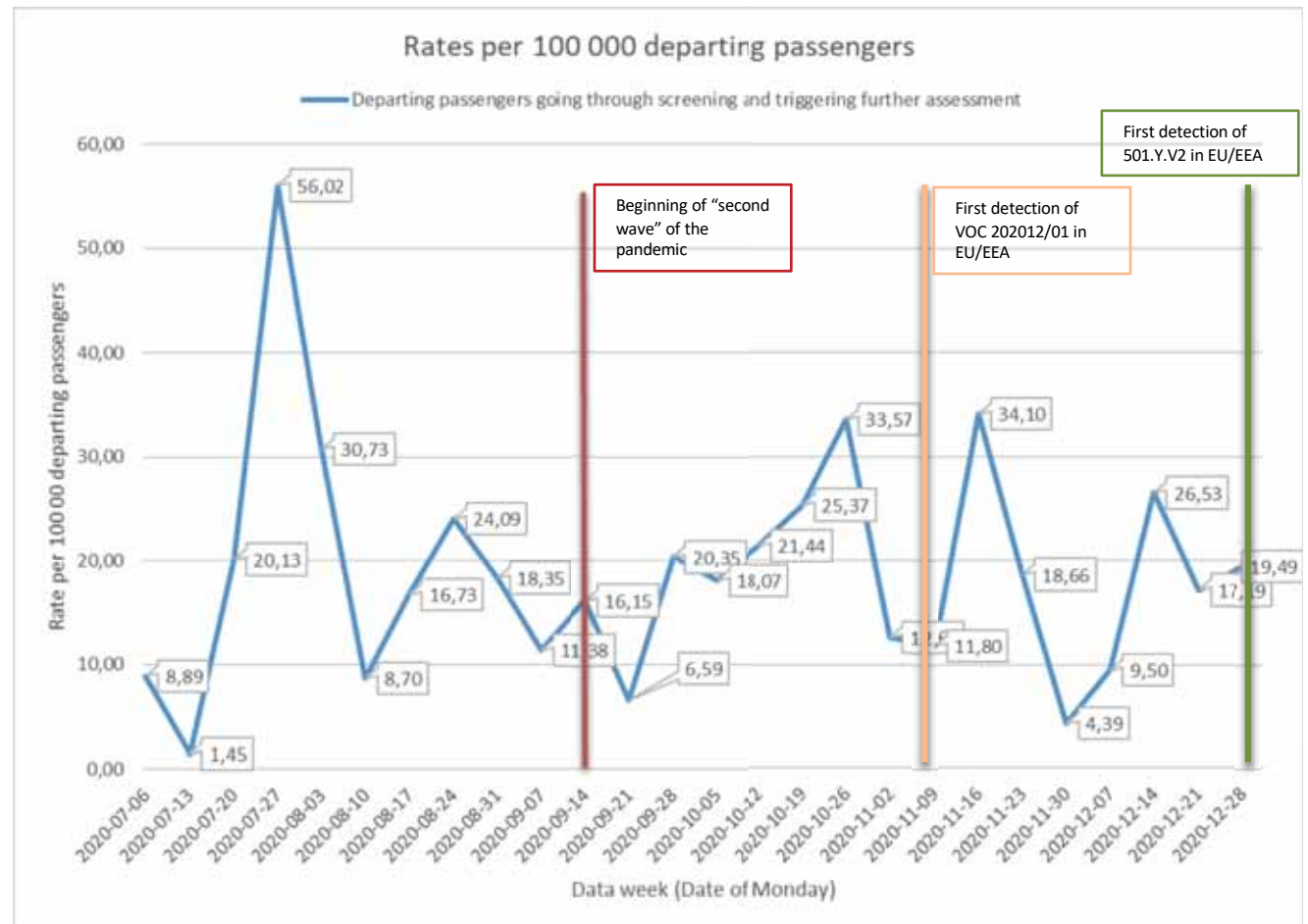
→ Room for improvement:

- Processing time at boarding and baggage claim
- Availability of medical face masks once in the airport and the availability of hand sanitising gels at check-in positions
- Seat allocation / keeping seats unoccupied between, in front and behind passengers (where possible)

Passengers at departure airports

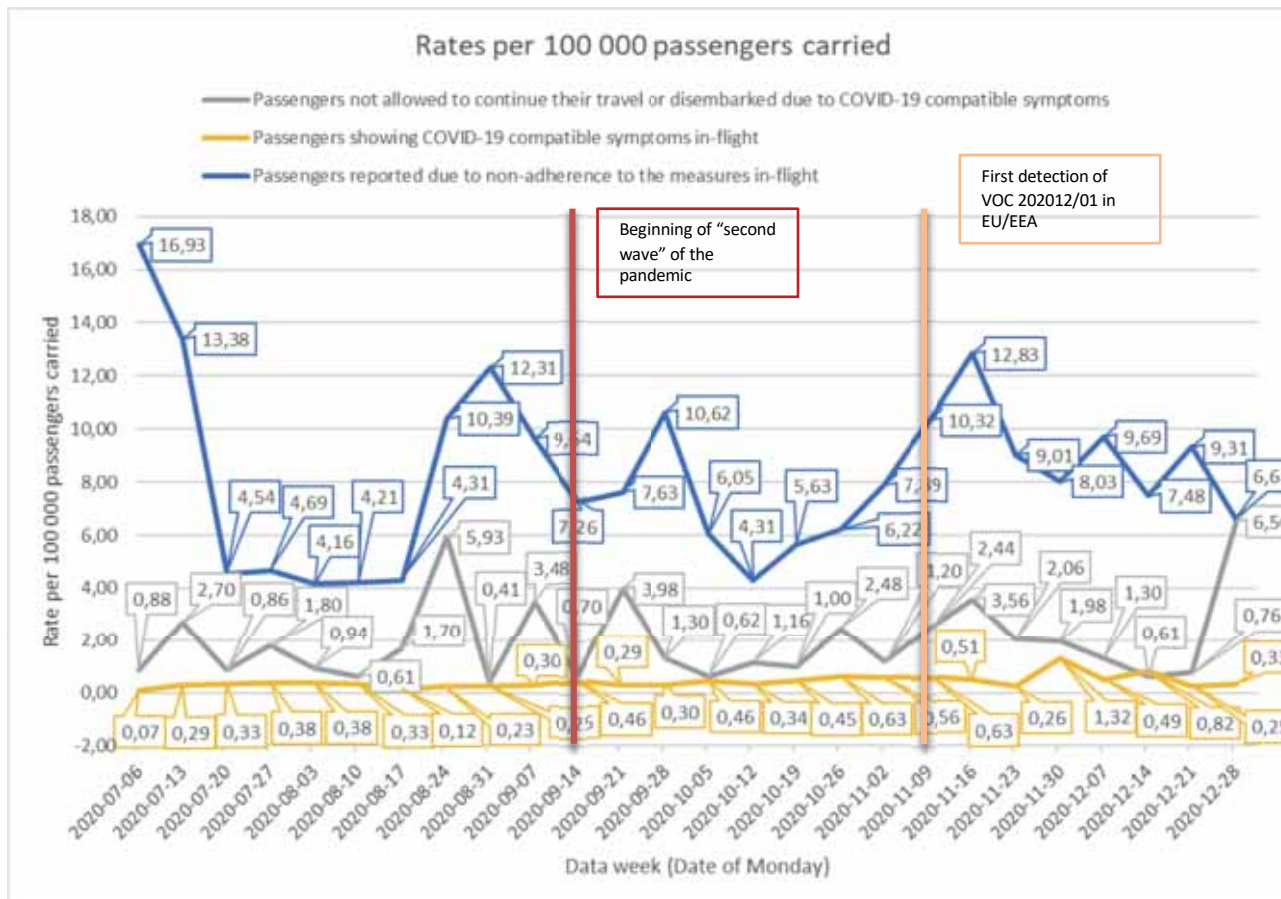
→ The rate of passengers who after health screening at the departure aerodrome are **subject to further assessment** has been **fluctuating at a low level**.

- VOC 202012/01 is the mutation of SARS-CoV-2 that was first detected in the United Kingdom.
- 501.Y.V2 is the mutation of SARS-CoV-2 that was first detected in South Africa (Source: ECDC)



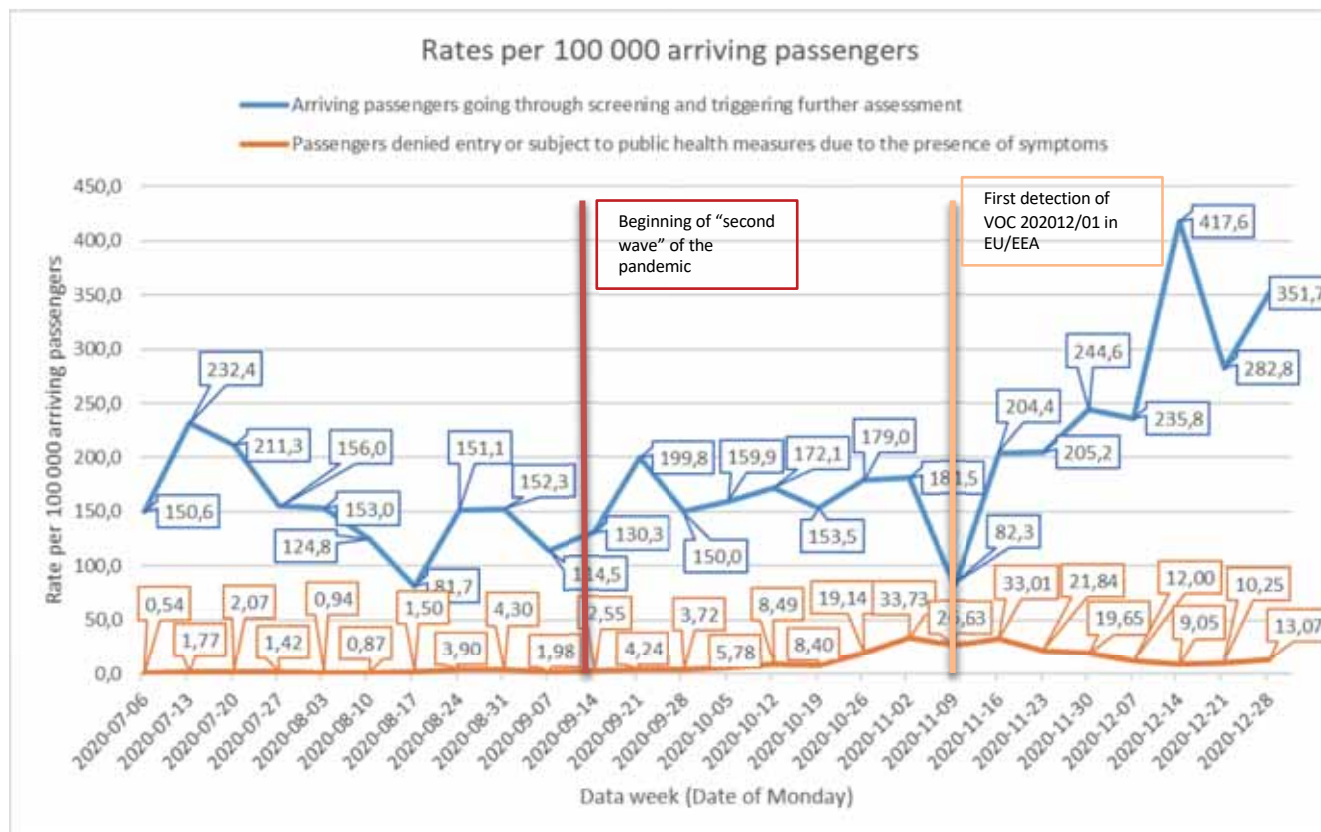
Passengers in flight

- The rate of **passengers showing compatible symptoms in flight** is **very low**.
 - The rate of passengers **not allowed to continue their travel** due to COVID-19 compatible symptoms in flight has been **fluctuating on a low level**.
 - The rate of passengers **reported due to non-adherence** to the measures in-flight has also been **fluctuating on a low level**.
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- VOC 202012/01 is the mutation of SARS-CoV-2 that was first detected in the United Kingdom (Source: ECDC)



Passengers at arrival airports

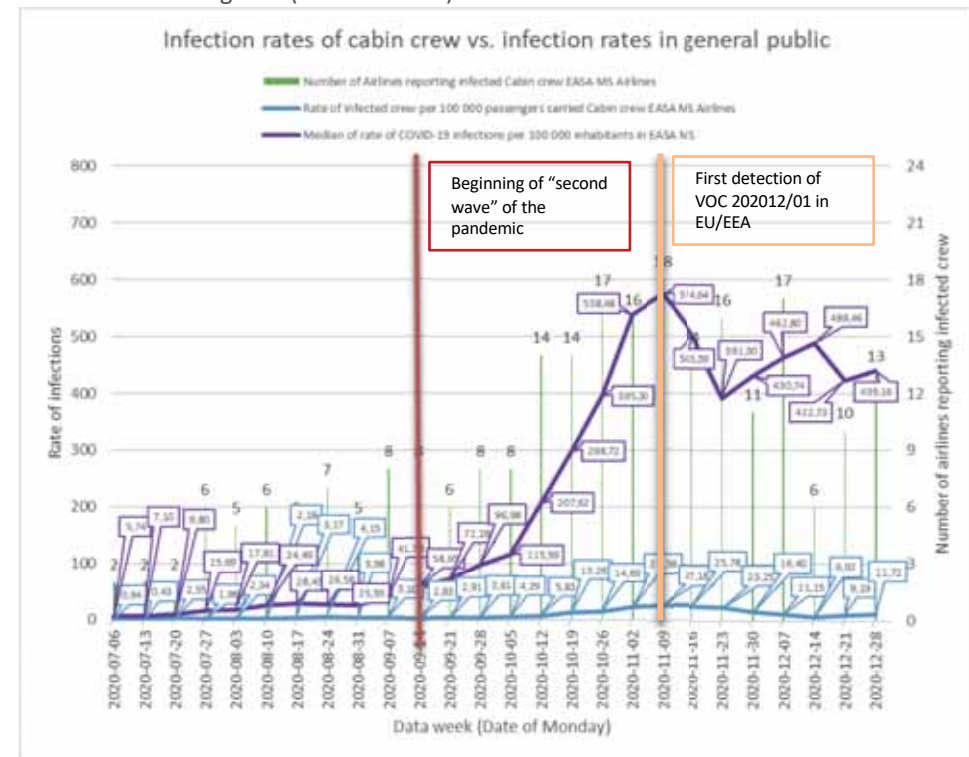
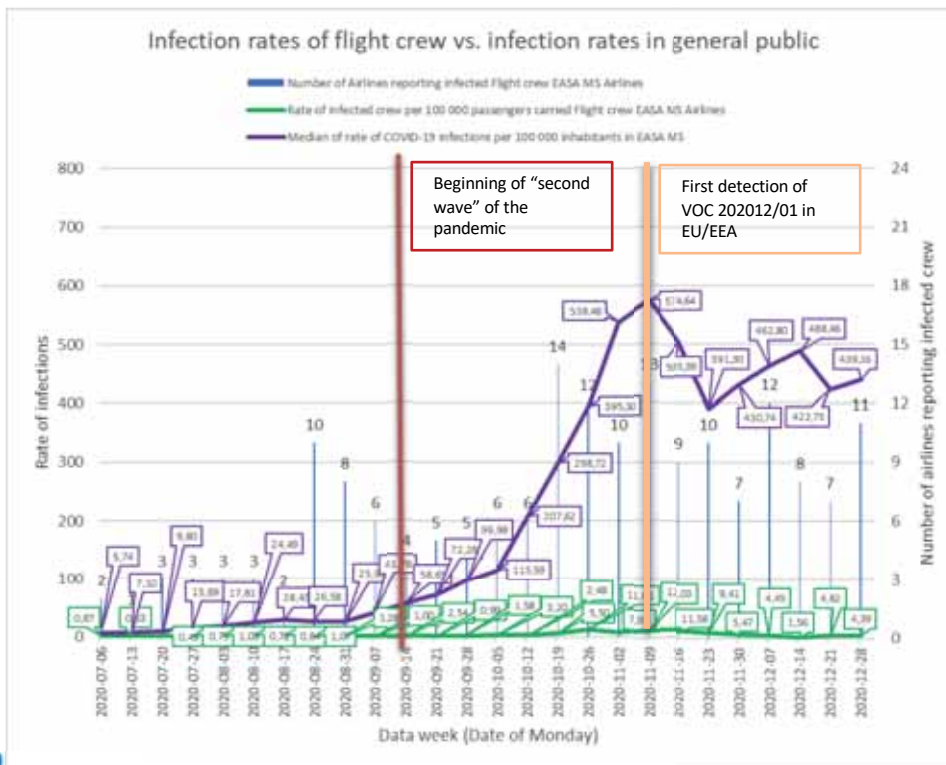
- The rate of **passengers** who after health screening at the arrival aerodrome **are subject to further assessment** has **increased during the second wave of the pandemic**. It should be noted that there are a number of airports who perform health screening for arriving passengers, but not for departing passengers.
- The rate of **passengers who are denied entry** or subject to public health measures due to the presence of symptoms have also **increased**, but are **at a low level**.
- VOC 202012/01 is the mutation of SARS-CoV-2 that was first detected in the United Kingdom (Source: ECDC)



Infected crew members (EASA MS)

- The rate of infections amongst flight crew and cabin crew members amongst EASA MS airlines have increased slightly but are still **very low**.

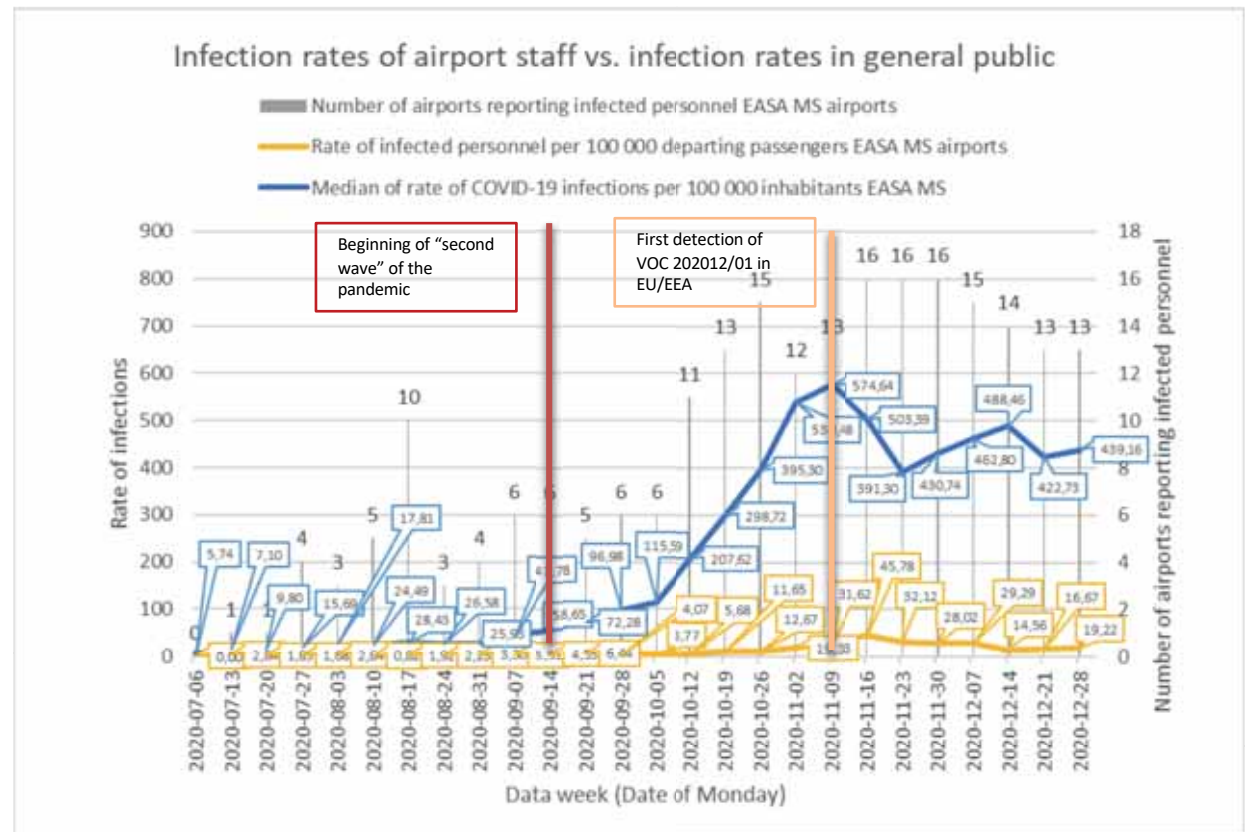
- The crew infection rates are considerably lower than the median infection rate of the general public.
- VOC 202012/01 is the mutation of SARS-CoV-2 that was first detected in the United Kingdom (Source: ECDC)



Infected airport staff (EASA MS)

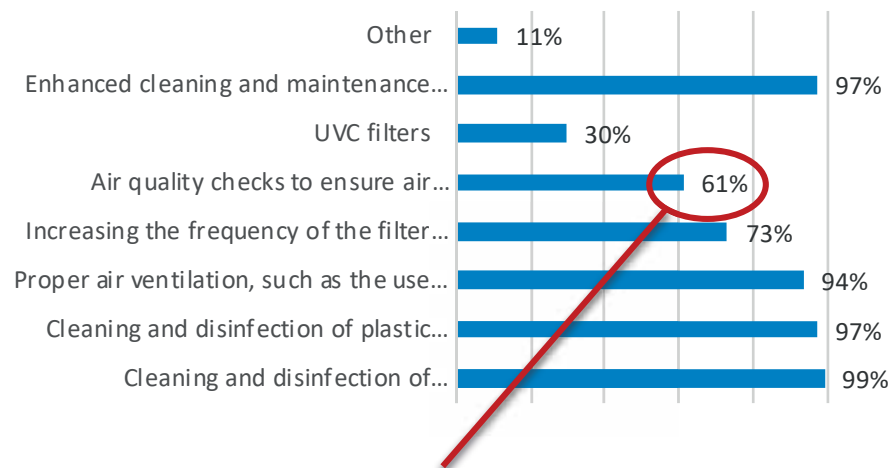
- The rate of infections amongst airport personnel at EASA MS airports is low.
- The airport staff infection rate is considerably lower than the median infection rate of the general public in the EASA MS, and the increase in infection rates observed in the general public is not present amongst EASA MS airport personnel.

→ VOC 202012/01 is the mutation of SARS-CoV-2 that was first detected in the United Kingdom (Source: ECDC)



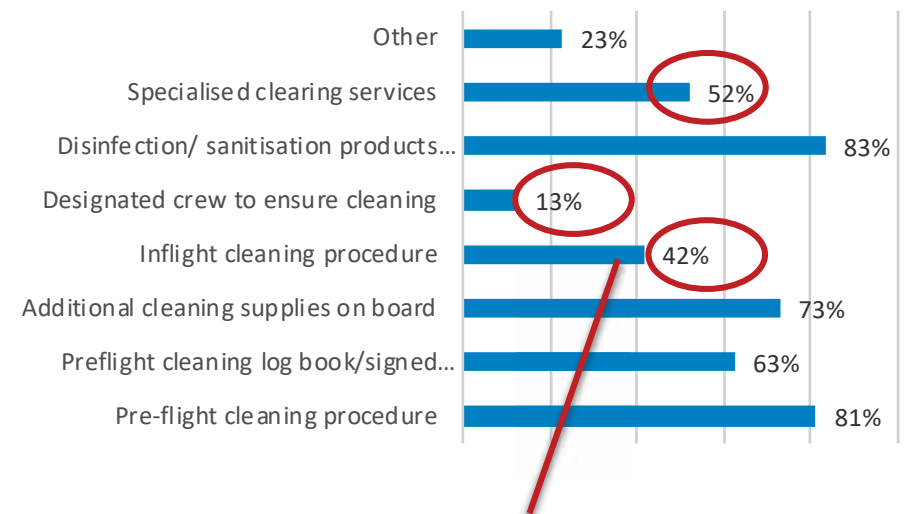
Maintaining Clean Air and Surfaces

Airport Surfaces



Different airports will have different equipment, but they should at least be checking air quality.

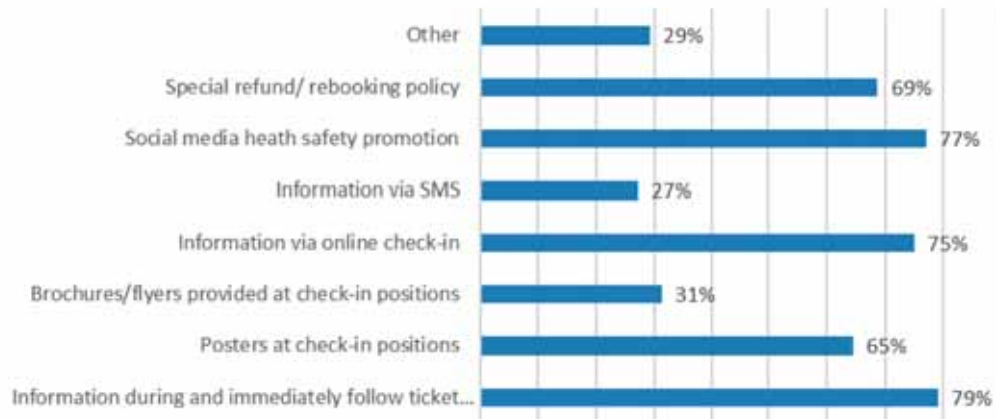
Airline Surfaces



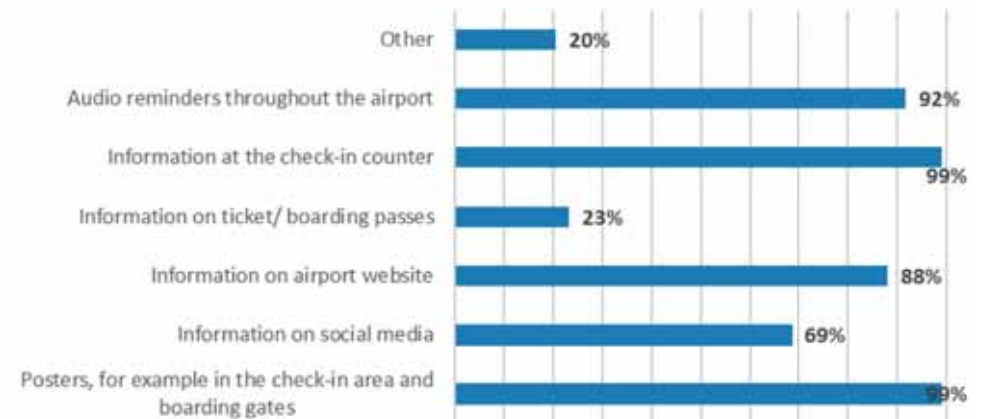
There seem to be plenty of cleaning supplies on-board, but are aircraft being cleaned safely?

Discouraging Symptomatic Travellers

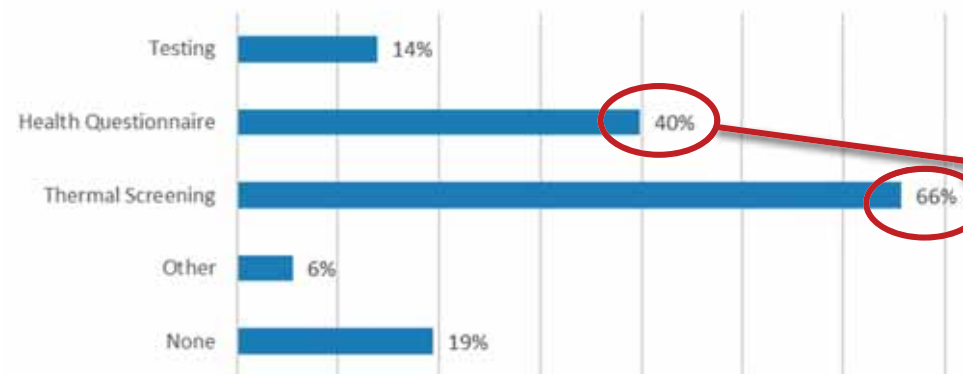
Airline COVID-19 Policy Information to Passengers



Airport COVID-19 Policy Information to Passengers



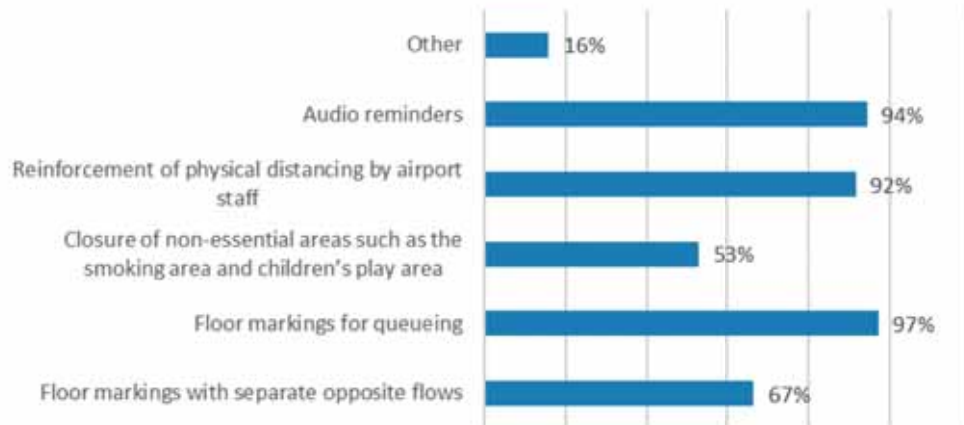
Airport Passenger Screening



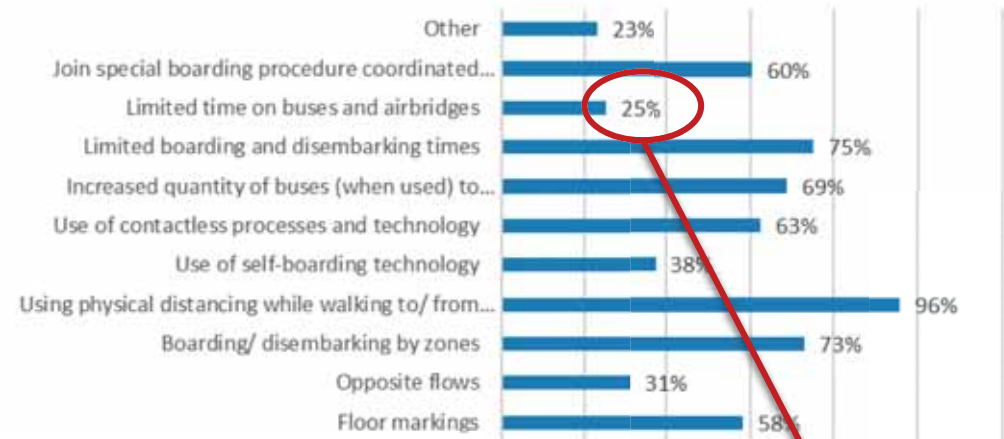
Higher level of implementation of thermal screening than health questionnaires.

Physical Distancing Measures

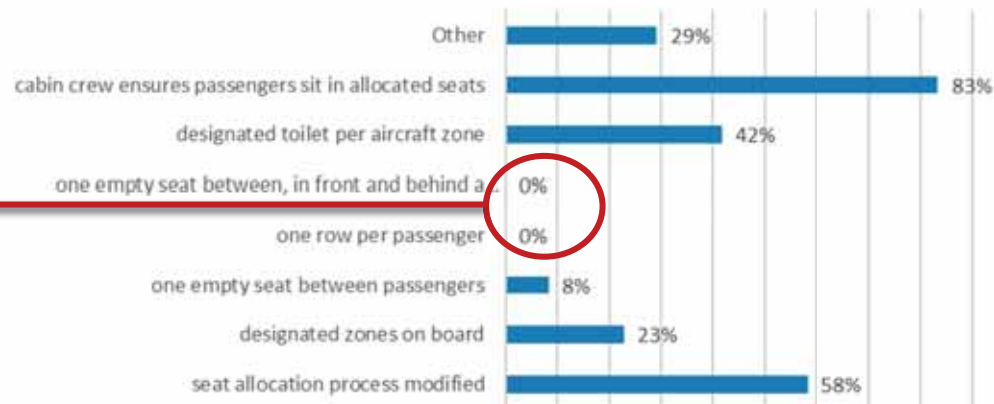
Airport Distancing Measures



Airline Distancing Measures



Physical Distancing Measures In-flight



Airlines are apparently not implementing measures to separate passengers

Airlines and airports need to consider the flow of passengers from one part of the journey to another

Clean Air: Masks and Ventilation

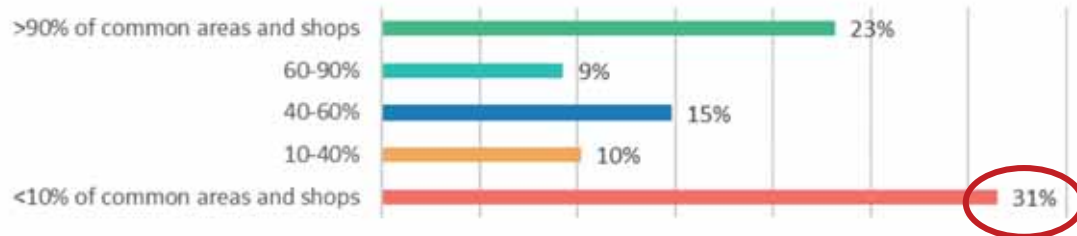
Staff at Entry Doors Checking for Face Masks



Medical Face Masks Available at Check-in Positions



Staff in Common Areas and Shops Checking for Face Masks



Availability of Masks on Flights >4 Hours Duration



Good to see that masks are available on-board, but they need to be used and available throughout the airport.

Summary – Protocol implementation

- The measures proposed in the Protocol are working and, where they are fully implemented, the aviation environment can be considered safer as regards transmission risks compared to the general society
- Slowdown in traffic recovery, high levels of new COVID-19 cases and new virus strains with increased transmissibility circulating in Europe:
 - increasing the probability of having positive asymptomatic passengers on board
 - proper implementation of the Protocol on the ground and in the air must remain a priority
- Areas that require focus of the competent authorities:
 - availability of medical face masks at airports and their use on board aircraft
 - maintaining physical distancing throughout the passenger journey

Next steps

- Update of the Protocol and its Addendum
 - discussions ongoing with ECDC on the content and the timeframe for the next update
 - the Addendum to be tackled first to reflect [the EU Council's updated recommendation on measures affecting free movement](#)
- Monitoring Programme as well as [the training modules and implementation checklists for the NAAs](#) to be adapted accordingly

Thank you for your attention

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ECAC ECM/31

Donal Handley

Chief of Staff, Director General's Office

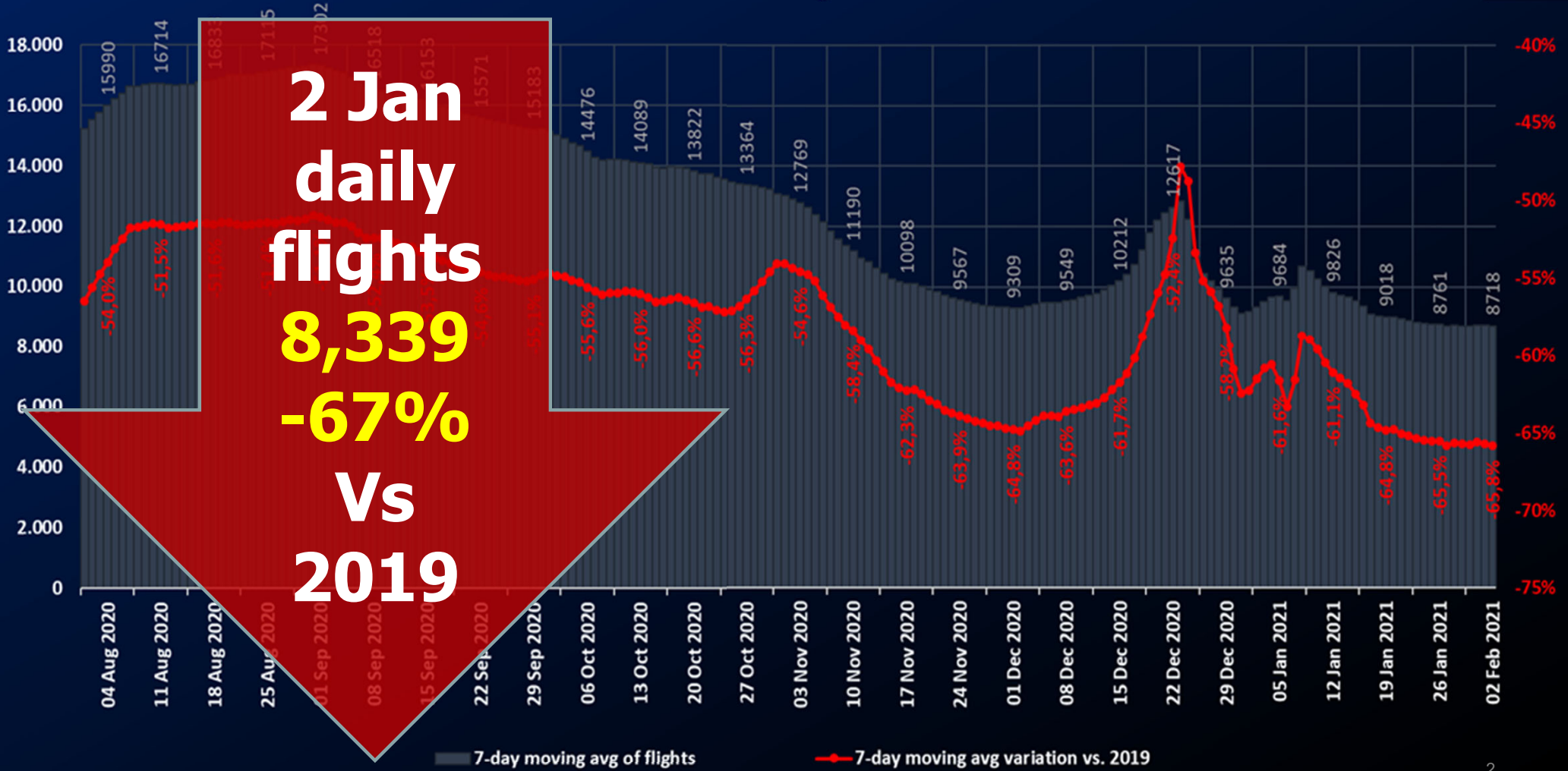
03 February 2021



NETWORK
MANAGER



Traffic variation compared with 2019 at Network Manager Area level





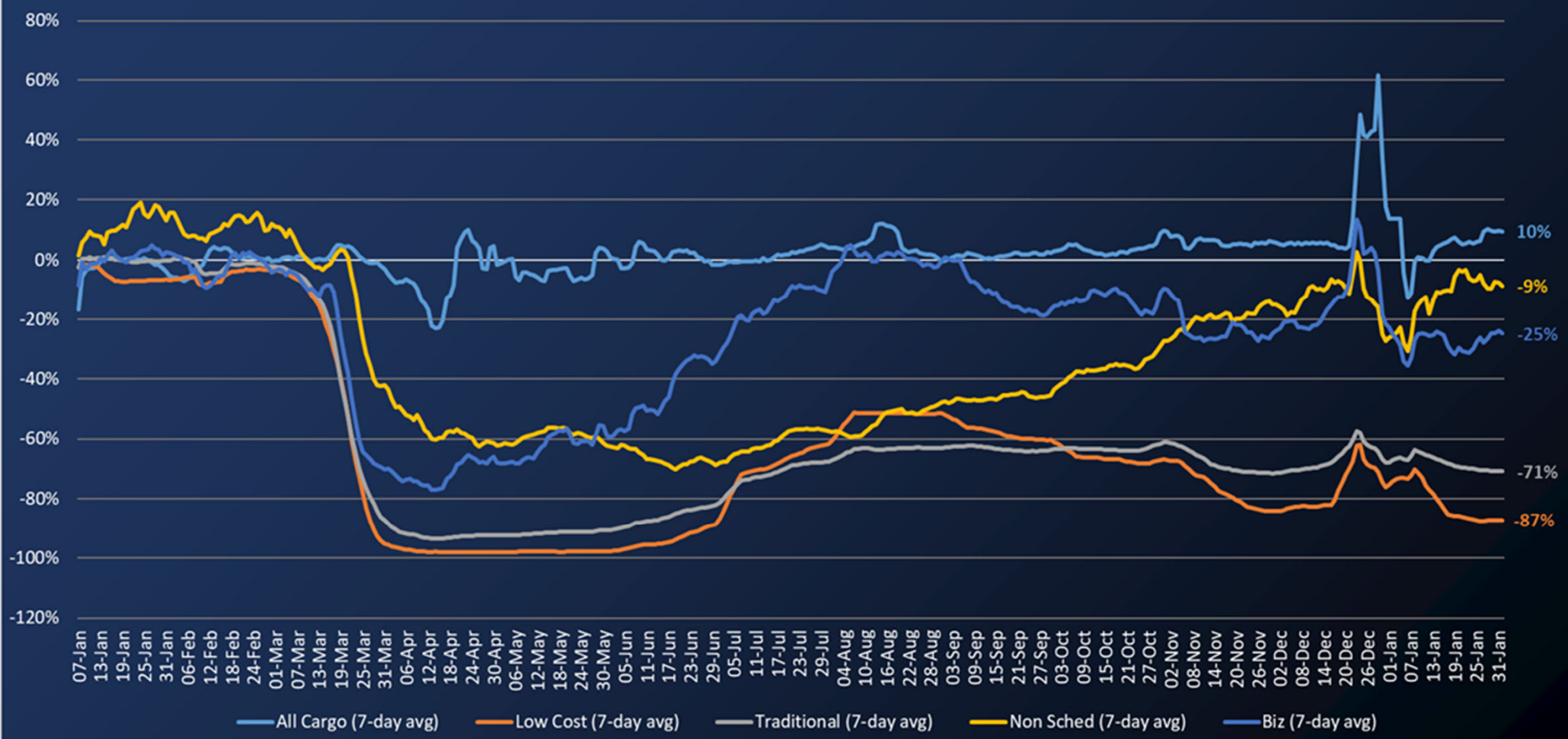
Largest Airlines & Airports

(Average Flights & Average Reduction Vs 2019)

Rank	<u>Airline</u>	Avg. Flights	Flights vs 2019
1 st	Turkish Airlines	587	-52%
2 nd	Air France	384	-62%
3 rd	Wideroe	265	-16%
4 th	Pegasus	261	-44%
5 th	Deutsche Lufthansa	219	-84%
6 th	KLM	216	-66%
7 th	DHL	203	7%
8 th	Ryanair	165	-92%
9 th	Qatar Airways	163	-37%
10 th	SAS	144	-81%

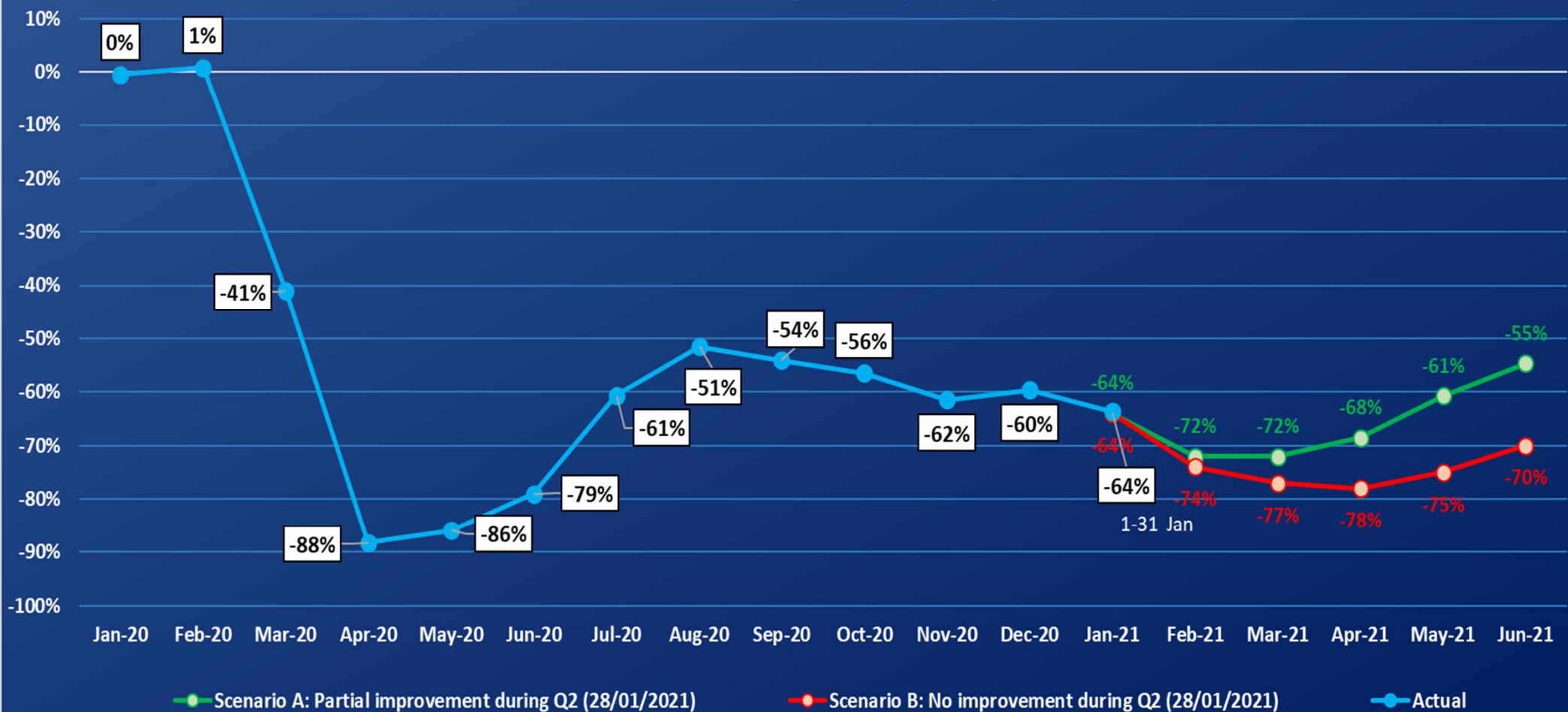
Rank	<u>Airport</u>	Avg. Flights	Flights vs 2019
1 st	IGA Istanbul Airport	479	-57%
2 nd	Paris/Charles-De-Gaulle	442	-63%
3 rd	Frankfurt	409	-66%
4 th	Amsterdam	385	-69%
5 th	Madrid/Barajas	367	-66%
6 th	Istanbul/Sabiha Gokcen	352	-42%
7 th	London/Heathrow	295	-76%
8 th	Paris/Orly	194	-64%
9 th	Oslo/Gardermoen	194	-70%
10 th	Leipzig/Halle	177	-6%

Market segments in EUROCONTROL Network (compared with equivalent days in 2019) Daily Variation (Flights)



EUROCONTROL Traffic Scenarios

Published on 28 January 2021 (base year 2019)





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