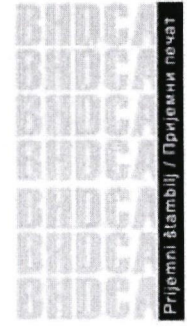





Adresa / Адреса / Address:
 Direkcija za civilno zrakoplovstvo Bosne i Hercegovine
 V kozarske brigade 18 78000 Banja Luka, BiH
 Дирекција за цивилно ваздухопловство Босне и Херцеговине
 У козарске бригаде 18 78000 Бања Лука, БиХ
 Bosnia and Herzegovina Directorate of Civil Aviation
 V kozarske brigade 18 78000 Banja Luka, B&H
 Tel/Tel/Phone: +387 51 921 222, Fax: +387 51 921 520
 e-mail: bhdca@bhdca.gov.ba
 www.bhdca.gov.ba



Bosnia and Herzegovina Directorate of Civil Aviation		SAFETY DIRECTIVE	
		Ref. Number: 1-1-14-3-258-4/20 Date: 19.07.2021.	
This Safety Directive is issued in accordance with Article 73. The Aviation Law of B&H ("Official Gazette B&H" No.39/09 and 24/18) and Article 51. of Regulation on oversight in civil aviation ("Official Gazette B&H" No. 22/16, 24/18, 55/18 and 5/19) and EASA SD No.: 2021-05			
Operational Measures to Prevent the Spread of Coronavirus `SARS-CoV-2` Infection		FIR Sarajevo	
Certificate`s reference number/code;			
Safety Directive Title		Operational Measures to Prevent the Spread of Coronavirus `SARS-CoV-2` Infection	
Unsafe condition identified:		Since those SD was issued, the situation concerning COVID-19 across Europe and other regions of the world has evolved, after reaching the peak values, towards a lower number of cases. Additionally, the roll-out of vaccination is further reducing the risk of transmission, hence reducing the incidence rates.	
Required action(s)/measure(s), their rationale and compliance time(s):		(1) From the effective date of this SD, aircraft operators shall ensure that an aircraft shall not be used for commercial air transport of passengers to/from the territory Bosnia and Herzegovina unless it has been cleaned and fully disinfected using substances suitable for aviation use (see Note 1 of this SD), at least once in any 7 days interval, unless the aircraft has not been used for passenger transport since the previous cleaning and disinfection. The frequency of cleaning and disinfection actions should be determined based on the operator`s risk assessment, which takes into account the incidence rates in accordance with the Council Recommendation 2020/1475, as last updated, and variants of	

	<p>concern (VOCs) circulation in the territories where the aircraft is operated (see Notes 2, 3 and 4 of this SD) and taking into account other mitigation measures in place (e.g. mandatory negative testing before boarding, use of vaccination/recovery certificates in the form of Digital COVID Certificate or equivalent, duration of the disinfecting effects of the substances used, etc.). For example, the interval could be reduced to once in 24 hours when, since last cleaning and disinfection, the aircraft has been operated in an area that is assessed as high risk (red), very high risk (dark red) or unknown risk (grey), or in an area with high circulation of VOCs.</p> <p><i>Note 1: Appropriate substances are, e.g., those recommended by the ECDC or the national public health authorities. Suitability of the substance(s) should be checked against the aircraft manufacturers' documentation. More details regarding the cleaning and disinfection principles can be found in the EASA-ECDC Aviation Health Safety Protocol and EASA guidance on aircraft cleaning and disinfection.</i></p> <p><i>Note 2: The risk assessment of the EU/European Economic Area (EEA) States should be based on the latest map published by ECDC in support of the Council Recommendation 2020/1475.</i></p> <p><i>Note 3: The spread of VOCs in EU/EEA should be assessed based on the Variants Dashboard of ECDC and the latest ECDC SARS-CoV-2 variants of concern details.</i></p> <p><i>Note 4: For third country operations the risk assessment criteria of the Council Recommendation 2020/1475 should be used against the official data reported in the respective Country. For the VOCs the assessment should take into consideration the assessment of the EU/EEA States impacted. Where data is not available or is insufficient to allow a risk assessment, the respective countries/areas should be assessed as grey areas.</i></p> <p>(2) From the effective date of this SD, any aircraft operated to/from the territory Bosnia and Herzegovina shall be cleaned and disinfected using substances suitable for aviation use (see Note 1 of this SD) before next flight, following notification to the aircraft operator that a confirmed case has been transported during a previous flight of that aircraft, unless already accomplished after that previous flight. Where the notification is received by the aircraft operator when the aircraft is in operation (passengers are on board) the cleaning and disinfection should be performed immediately after the next scheduled disembarkation of the passengers.</p> <p>(3) From the effective date of this SD, an aircraft on which a COVID-19 suspect case has been identified on board shall not be operated to/from the territory Bosnia and Herzegovina unless, after that identification, the aircraft is cleaned and disinfected using substances suitable for aviation use (see Note 1 of this SD).</p> <p>(4) From the effective date of this SD, aircraft operators shall take measures to ensure that the health risk onboard any aircraft operated to/from the territory Bosnia and Herzegovina is adequately mitigated. This can be achieved by implementing the applicable guidelines provided by EASA-ECDC Aviation Health Safety Protocol, as last updated, or comparable measures developed based on international guidance (e.g. ICAO CART).</p>
Date of entry into force of Safety Directive:	19.07.2021.

Distributed to:	(a) Web page of BHDCA (b) AIS BHANSA (c) Operators by NOTAM
Remarks:	This Safety Directive: 1. is applicable with date of its issue; 2. Supersede BHDCA SD no. 1-1-14-3-258-2/20
Prepared by:	Nikola Jovanović <i>Nikola Jovanović</i>
Approved by:	Čedomir Šušnjar, Director General <i>[Signature]</i>