Annex 1 - List of airports located in affected areas with high risk of transmission of the CoViD-19 infection

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This Annex 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[1]

State	Regions/Airports
Belgium	All airports
France	All airports in the following regions: • Ile-de-France
Italy	All airports in the following regions: • Emilia Romagna • Lombardy • Piemonte • Veneto
The Netherlands	The following airports: • Amsterdam Schiphol Airport • Eindhoven Airport • Maastricht Aachen Airport • Rotterdam The Hague Airport
Poland	Katowice Airport (EPKT)
Portugal	The following airports: • Francisco Sá Carneiro Airport • Lisbon Portela Airport
Spain	All airports in the following regions: • Castile and Leon • Castilla-La Mancha • Catalonia • Madrid
Sweden	All airports in Stockholm Region

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[1]"Territories" include territories, areas, overseas dependencies and other jurisdictions of similar status

State	Regions/Airports
United Kingdom	The following airports: • Birmingham • Doncaster Sheffield • East Midlands • Gatwick • Glasgow • Heathrow • Leeds Bradford • Liverpool John Lennon • London City • Luton • Manchester Airport • Newcastle International • Stansted

B. Third countries

State	Regions/Airports
Afghanistan	All airports
Bangladesh	All airports
Belarus	All airports
Brazil	All airports in the following regions: • Amazonas • Bahia • Ceará • Espírito Santo • Maranhão • Pernambuco • Rio De Janeiro • Santa Catarina • Sao Paulo
Canada	All airports in the following regions: • Ontario • Quebec
Chile	All airports
Colombia	All airports in Bogota region
Dominican Republic	All airports
Ecuador	All airports
Egypt	All airports
India	All airports in the following provinces: • Gujarat • Madhya Pradesh • Maharashtra • Rajasthan • Tamil Nadu • Uttar Pradesh
Indonesia	All airports
Iran	All airports
Kuwait	All airports
Mexico	All airports in Mexico City region

State	Regions/Airports
Pakistan	All airports
Peru	All airports
Qatar	All airports
Russia	All airports in the following regions: • Moscow • Murmansk • Nizhny Novgorod • Sankt Petersburg
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: • Chernivtsi • Kyiv
United Arab Emirates	All airports
USA	All airports in the following States: • Alabama • Arizona • California • Colorado • Connecticut • Florida • Georgia • Illinois • Indiana • Louisiana • Maryland • Massachusetts • Michigan • New Jersey • New York • North Carolina • Ohio • Pennsylvania • Rhode Island • Texas • Virginia • Washington

EASA's methodology to develop and update the list of airports located in affected areas with high risk of transmission of the CoViD-19.

EASA Safety Directive No 2020-01 and SD 2020-02 makes reference in Annex I to a **list of airports located in affected areas** with high risk of transmission of the CoViD-19. This list is continuously updated by EASA after consultation with nominated EASA Member State focal points.

EASA determined that a list of airports located in affected areas, 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 all airports worldwide are high risk areas. 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, such as:
- number of active cases
- number of recovered cases
- trend of new cases/day
- deaths/inhabitants
- trend of new deaths/day
- number of tests/inhabitants
- cases in urban vs. rural areas
- number & size of the airports serving a certain area/population
- Reproduction Index

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.