

Continuing Airworthiness Notice – 02-004



Interior cleaning of aircraft during the Covid-19 Pandemic

9 September 2021

Issued by the Civil Aviation Authority of New Zealand in the interests of aviation safety. A Continuing Airworthiness Notice (CAN) is intended to alert, educate, and make recommendations to the aviation community. A CAN contains non-regulatory information and guidance that does not meet the criteria for an Airworthiness Directive (AD). The inspections and practices described in this CAN must still be carried out in accordance with the applicable NZCAR Parts 21, 43 and 91.

CAN numbering is by ATA Chapter followed by a sequential number for the next CAN in that ATA Chapter.

Applicability:

All aircraft operating during the Covid-19 Pandemic.

Purpose:

This Continuing Airworthiness Notice (CAN) is issued to advise operators and maintainers of the airworthiness risks associated with Covid-19 cleaning requirements.

Background:

As a result of the Covid-19 Pandemic operators may need to clean and disinfect their aircraft interiors far more frequently, and in greater depth than would have been the case previously. This may include daily cleaning of areas of the aircraft, which were previously only cleaned during scheduled maintenance checks, such as the cockpit. Operators must ensure that any changes they make to cleaning procedures, or the cleaning products they use, do not pose a hazard to airworthiness.

Recommendation:

Operators making changes to their cleaning products, or procedures, must consider the impact on airworthiness of those changes. It is strongly advised that before making any changes to the way in which aircraft interiors are cleaned, operators consider any potential adverse impacts this may have on the aircraft.

There are various potential issues caused by applying 'inappropriate' cleaning products to aircraft surfaces, including crazing of plastics, damage to sealants, perishing of rubber products, corrosion, and the reduction in fire retardant properties.

Operators must ensure that not only are the cleaning products being used compatible with the aircraft, but that the cleaning procedure used is appropriate. Even an apparently benign product will cause issues if it is applied using the incorrect method, or quantity.

It is important that persons cleaning sensitive areas, such as flight decks/cockpits, cabin windows and where electrical, or avionic equipment is installed, are appropriately trained and supervised.

In the first instance, the aircraft manufacturer is the best source to provide recommendations on what they consider appropriate materials and procedures to use.

The following links are provided as information only:

[IATA guidance material](#)

[FAA Guidance SAIB](#)

[EASA guidance](#)