

# COVID-19 SAFETY OPERATIONAL CONCERNS

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## ICAO EUR/NAT

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# RD Brief

## I. WELCOME

We are hoping that the aviation crisis caused by COVID-19 will be coming soon to an end. For the biggest European domestic markets, we expect the recovery to start in June 2020.

Whilst we recognize that the economic aspects of recovery are essential, we need to ensure that operational flights' safety is not jeopardized. Recovery towards normal operations represents a change requiring proper safety assessment and risk mitigations.

The International Civil Aviation Organization European and North Atlantic Office (ICAO EUR/NAT), in close coordination with ICAO Headquarters, regional and international organizations, and under the leadership of the European Aviation System Planning Group (EASPG) and North Atlantic System Planning Group (NATSPG) is providing assistance to States to ensure that all operational safety aspects are being addressed before the recovery to "normal" flight density is reached.

Enjoy the reading,

Silvia Gehrler

## II. COVID-19 Safety Operational Concerns

The ICAO Standards and Recommended Practices (SARPs) are providing essential tools that serve as safety barriers to prevent aviation accidents. The States are transposing those SARPs into its national legislation and ensure that licence and certificate holders use these safety tools.

Due to the urgent need to reduce the risks related to the COVID-19 pandemic by air transport and as a result of social distancing practices, closure of workspaces and other public health intervention measures, a number of States are taking various actions to enable service providers and personnel to maintain the validity of their certificates, licenses, and other approvals during the COVID-19 pandemic.

As stated in the [ICAO Handbook for CAAs on the Management of Aviation Safety Risks related to COVID-19](#) (Doc 10144) requests for exemptions should be reviewed on a case-by-case basis and accompanied by a safety risk assessment and proposals for additional risk mitigation to be applied to reduce the safety risk. CAAs may take into consideration practices being implemented by other States, keeping in mind operational considerations that may vary between States and between service providers. Sector-wide exemptions could also be issued. This would need careful consideration as service providers will have

unique activities and different safety risks. However, this may be beneficial for CAAs as it may be useful for managing resources and movement restrictions.

The ICAO acknowledges the need to provide a maximum level of flexibility while at the same time ensuring compliance with the Chicago Convention. In this regard, States are reminded of their obligations under Article 38 of the Convention to notify ICAO of any differences that may arise. To assist all States and relevant stakeholders, ICAO has launched a COVID-19 Operational Safety Measures public [website](#). All States are encouraged to make use of this website and inform ICAO of any latest developments in their State.

The summary of ICAO's position on the topic was indicated in the State Letter 50/2020. During the last month, the work of the ICAO EUR/NAT Office focused on the collaboration with States in the region to get their necessary responses. This work was supported by Regional Safety Oversight Organizations (EASA and IAC). The role of EASPG was essential in preparing a harmonized proposal for States to act upon. At the moment, ICAO is still receiving responses from States in the region and encourages all States to continue to reply. A current list of States who have filed their differences can be found [here](#).

In order to support the safety risk assessment and development of risk mitigation measures by States that are issuing exemptions, ICAO, with the support of relevant subject matter experts, has developed Quick Reference Guides (QRGs). These QRGs provide guidance on particular subject areas in addressing COVID-19 related risks to the continuity of business and operations that might be under consideration by a State for alleviations, while, at the same time, ensuring that the safety risks introduced by any changes from alleviations are also addressed.

These alleviations may be for areas which will require the filing of a temporary difference using the COVID-19 Contingency Related Difference (CCRD) tool, or they may refer to areas, such as training, where the State has the authority to allow for exemptions and extensions without needing to notify ICAO. The current list of QRGs can be found [here](#).

## Safety Operational Measures Q&A

### How can the CCRDs be filed?

States can notify their temporary differences:

- a) via the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Online Framework (CCRD EFODs module); or
- b) by sending an off-line CCRD [form](#) available on the ICAO COVID-19 Operational Safety Measures public website by email to [ops@icao.int](mailto:ops@icao.int). It may only be submitted by the National Continuous Monitoring Coordinator (NCCM) or an authorized user from a Member State, who are responsible for ensuring the accuracy of the information provided.

### Should the State complete the CCRD in case the State does not plan to implement any alleviations?

The CCRD should be completed by all States to indicate their current situation to other States (even to confirm that they do not plan to file any differences). But more importantly, the States should indicate their position, in the same tool, with regards to acceptance of differences filed by other States.

## How can the State notify other States with regards to alleviations not covered by CCRD EFOD?

Currently, the functionalities allow filing temporary differences only for 9 COVID-19 related “non-exportable” alleviations (Annex 1 and Annex 6 related). ICAO is working on a possible extension of the tool for other SARPs or creating a separate tool for those COVID-19 related.

Meanwhile, the State might choose to use the normal EFOD section. As an alternative, the State can also notify other States through ICAO using paper format, sending it as a reply to SL 20/50. The State should not forget to remove the differences once relevant alleviations are lifted.

For more questions, you can contact the ICAO EUR/NAT safety team at [icaoeurnat@paris.icao.int](mailto:icaoeurnat@paris.icao.int).

Check on the latest COVID-19 Safety Operational Measures updates [here](#).

## III. EUR/NAT TRAINING, WORKSHOPS & WEBINARS

ICAO COVID-19 Safety Risk Management click [here](#)

COVID-19 Contingency Related Differences (CCRD) click [here](#)

ICAO Quick Reference Guides click [here](#)

ICAO COVID-19 Webinar Series click [here](#)

ICAO COVID-19 Mitigation Measures [here](#)

EUR/NAT events schedule click [here](#)

EUR/NAT Stakeholders COVID-19 Mitigation measures [here](#)

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*The next RD brief will circulate during the week of 15 June 2020. The focus will be on Security and Facilitation and outreach activities organized by the EUR/NAT team to support States on these key topics during the COVID-19 crisis.*