

**Quick Reference Guidance  
(QRG)**

<b>Alleviation Title</b>	<b>Aeroplane recent experience - Pilot -In- Command area, route and aerodrome (ARA) qualifications</b>
<b>Version</b>	<b>1.0</b>
<b>Publication Date</b>	<b>8 May 2020</b>
<b>Relevant Standard(s)</b>	<p><b>Annex 6, Part I</b></p> <p>9.4.3.5 The operator shall not continue to utilize a pilot-in-command on a route or within an area specified by the operator and approved by the State of the Operator unless, within the preceding 12 months, that pilot has made at least one trip as a pilot member of the flight crew, or as a check pilot, or as an observer in the flight crew compartment:</p> <ul style="list-style-type: none"> <li>a). within the specified area; and</li> <li>b) if appropriate, on any route where procedures associated with that route or with any aerodromes intended to be used for take-off or landing require the application of special skills or knowledge.</li> </ul> <p>9.4.3.6 In the event that more than 12 month elapse in which a pilot-in-command has not made such a trip on a route in close proximity and over similar terrain, within such a specified area route or aerodrome, and has not practised such procedures in a training device which is adequate for this purpose, prior to again serving as pilot-in-command within that area or that route, that pilot must requalify in accordance with 9.4.3.2 and 9.4.3.3.</p>
<b>CCRD entry required (Temp. Difference Filing)</b>	No
<b>Problem Statement</b>	Operators may have difficulties to comply with recency requirements due to reduced flight operations or unavailability of FSTD facilities because of the COVID-19 Pandemic.
<b>Minimum pre-requisites</b>	The pilot in command had been qualified for the ARA prior to the last flight in/on/to the ARA, and the last flight was conducted not more than 12 months ago.
<b>Applicability</b>	<ul style="list-style-type: none"> <li>• Applies to a PIC that does not meet the specific ARA recency requirement.</li> <li>• Operators that have returned to service after an extended period with minimal number of flight crew members that met ARA recency requirements.</li> </ul>

	<ul style="list-style-type: none"> <li>• The alleviation is time limited to a period needed to commence flight operations and should be revoked once compliance with the Standard can be achieved.</li> <li>• This alleviation applies for the period established by the State and ending no later than 31 March 2021.</li> </ul>
<b>Alleviation summary</b>	Relaxation of the requirement for the PIC to meet ARA recency within the preceding 12 months.
<b>Operational context</b>	<ul style="list-style-type: none"> <li>• Consideration needs to be given to the likely impact of a significantly reduced operation.</li> <li>• Alleviations should be subjected to operational restrictions in order to reduce flight crew exposure to demanding situations (e.g., severe weather, etc.).</li> <li>• Alleviations should be commensurate with the recent ARA experience of the pilot in command, the co-pilot or other assigned flight crew members.</li> <li>• Alleviations should be granted following the operator developing a risk assessment addressing the degradation of specific skills and/or knowledge due to lapse of ARA recency.</li> <li>• The State review should take into account the overall operator's performance and risk profile (e.g. SMS maturity, training standards) and the combined effect of concurrent alleviations.</li> </ul>
<b>Possible Mitigations</b>	<ul style="list-style-type: none"> <li>• Operator implements enhanced dispatch procedures that track ARA changes and implements feedback from other pilots operating in the area/route and/or aerodromes to provide a more comprehensive dispatch briefing.</li> <li>• Operator to provide flight crew with increased time to enable more comprehensive pre flight preparation and planning.</li> <li>• Use of distance learning to provide refresher training of knowledge and SOPs including specific normal and non normal operations into the specific ARA.</li> <li>• Substituting recency normally acquired as a flight crew member in an aeroplane or in an approved FSTD, with an alternative ground training device (e.g. not qualified in accordance with State Standards but still deemed fit for purpose by the State) provided that negative training is avoided.</li> <li>• Another member of the flight crew, other than the PIC, meets the ARA recency requirement.</li> <li>• Roster more experienced flight crew members on flights with a PIC that has expired ARA recency.</li> <li>• Consider the following operational limitations in the risk assessment for the specific ARA operation.: <ul style="list-style-type: none"> <li>○ Flight into the specific ARA with the most current pilot assuming the role of pilot flying;</li> </ul> </li> </ul>

	<ul style="list-style-type: none"> <li>○ Avoiding operations with significant terrain and minimum safe altitudes</li> <li>○ Navigational and communication facilities</li> <li>○ 2D approach operations</li> <li>○ Reduction in maximum crosswind / tailwind limitations;</li> <li>○ Avoidance of contaminated runways / severe weather;</li> <li>○ Use of higher approach / departure minima;</li> <li>○ Operating with increased crew complement;</li> <li>○ Consider operations with reduced duty periods or other options limiting fatigue;</li> <li>○ No operational MEL items that may unacceptably increase pilot workload taking into account the specific ARA.</li> </ul> <ul style="list-style-type: none"> <li>● The extent of the mitigating measures should be reviewed to take into account the period of time the PIC has not operated into the specific ARA.</li> </ul>
<p><b>Alleviations likely to be unacceptable to other States</b></p>	<ul style="list-style-type: none"> <li>● The Scheduled PIC has not ever operated into the specific ARA.</li> <li>● All scheduled flight crew that are scheduled for a flight into an ARA without one member of the operational flight crew that meets specific ARA recency.</li> <li>● PIC ARA recency expired by more than 6 months.</li> <li>● Flight crew operating with Alleviations to flight and duty time limitations (<i>See OPS QRG Variations to existing flight and duty time limitations</i>)</li> <li>● Operations to aerodromes requiring complex procedures, e.g. RNP AR APCH, steep approaches.</li> <li>● Use of an FSTD deemed not fit for purpose by the State</li> </ul>
<p><b>References:</b></p>	<ul style="list-style-type: none"> <li>● Safety Oversight Manual Part A (Doc 9734)</li> <li>● Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (Doc 8335)</li> </ul>
<p><i>This guidance has been developed by ICAO with the support of SME's made available from States and Industry through different ANC panels, study groups and other expert groups.</i></p>	