

**Quick Reference Guidance
(QRG)**

Alleviation Title	Helicopter recent experience - Pilot-In-Command Operational Qualification
Version	1.0
Publication Date	8 May 2020
Relevant Standard(s)	<p>Annex 6 Part III Section II</p> <p>7.4.2 Pilot-in-command operational qualification</p> <p>7.4.2.5 The operator shall not continue to utilize a pilot as a pilot-in-command on an operation in an area specified by the operator and approved by the State of the Operator unless, within the preceding 12 months, the pilot has made at least one representative flight as a pilot member of the flight crew, or as a check pilot, or as an observer on the flight deck. In the event that more than 12 months elapse in which a pilot has not made such a representative flight, prior to again serving as a pilot in-command on that operation, that pilot must requalify in accordance with 7.4.2.2 and 7.4.2.3</p>
CCRD entry required (Temp. Difference Filing)	No
Problem Statement	Operators may have difficulties to comply with pilot in command recency requirements for representative flights due to reduced flight operations or unavailability of FSTD facilities because of the COVID-19 Pandemic.
Minimum pre-requisites	The pilot in command had been qualified to conduct operations in the operator specified area (OSA) prior to the last representative flight in that area, which was not more than 12 months.
Applicability	<ul style="list-style-type: none"> • Applies to a PIC that does not meet the specific OSA recency requirement. • Operators that have returned to service after an extended period with minimal number of flight crew members that met OSA recency requirements. • 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. • This alleviation applies for the period established by the State and ending no later than 31 March 2021.

Alleviation summary	Relaxation of the requirement for the PIC to meet OSA recency within the preceding 12 months.
Operational context	<ul style="list-style-type: none"> • Consideration needs to be given to the likely impact of a significantly reduced operation. • Alleviations should be subjected to operational restrictions in order to reduce flight crew exposure to demanding situations (e.g., severe weather, etc.). • Alleviations should be commensurate with the recent OSA experience of the pilot in command, the co-pilot or other assigned flight crew members. • Alleviations should be granted following the operator developing a risk assessment addressing the degradation of specific skills and/or knowledge due to lapse of OSA recency. • 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.
Possible Mitigations	<ul style="list-style-type: none"> • Operator implements enhanced dispatch procedures that track OSA changes and implement feedback from other pilots operating in the area/route and/or aerodromes to provide a more comprehensive dispatch briefing. • Operator to provide flight crew with increased time to enable more comprehensive pre-flight preparation and planning. • Use of distance learning to provide refresher training of knowledge and SOPs including specific normal and non normal operations into the specific OSA. • Substituting recency normally acquired as a flight crew member in a Helicopter 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. • Another member of the flight crew, other than the PIC, meets the OSA recency requirement. • Roster more experienced flight crew members on flights with a PIC that has expired OSA recency where appropriate. • Consider the following operational limitations in the risk assessment for the specific OSA operation.: <ul style="list-style-type: none"> ○ Flight into the OSA with the most current pilot assuming the role of pilot flying; ○ Avoiding operations with significant terrain and minimum safe altitudes ○ Navigational and communication facilities ○ 2D approach operations ○ Reduction in maximum crosswind / tailwind limitations; ○ Avoidance of severe weather / night operations; ○ Use of higher approach / departure minima if appropriate;

	<ul style="list-style-type: none"> ○ Operating with increased crew complement; ○ Consider operations with reduced FDTL or other options limiting fatigue; ○ No operational MEL items that may unacceptably increase pilot workload taking into account the OSA. ● The extent of the mitigating measures should be reviewed to take into account the period of time the PIC has not operated into the OSA.
<p>Alleviations likely to be unacceptable to other States</p>	<ul style="list-style-type: none"> ● The Scheduled PIC has not operated into the OSA and therefore never qualified. ● All scheduled flight crew that are scheduled for a flight into an OSA without one member of the operational flight crew that meets OSA recency. ● PIC OSA recency expired by more than 6 months. ● Flight crew operating with Alleviations to flight and duty time limitations (<i>See OPS QRG Variations to existing flight and duty time limitations</i>). ● Operations to aerodromes requiring complex procedures, e.g. RNP AR, steep approaches. ● Use of an FSTD deemed not fit for purpose by the State
<p>References:</p>	<ul style="list-style-type: none"> ● Safety Oversight Manual Part A (Doc 9734) ● Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (Doc 8335) ●

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.