

## COVID-19 NOTIFICATION OF TEMPORARY DIFFERENCES FORM

### FORMULAIRE DE NOTIFICATION DES DIFFERENCES TEMPORAIRES DUES AU COVID-19

With reference to State Letter AN/11/55-20/50, the CCRD sub-system has been created in the existing Electronic Filing of Differences (EFOD) system to capture any differences to Certification and Licensing ICAO Standards that may arise from mitigation measures due to the spread of COVID-19.

*En référence aux Lettres aux Etats AN/11/55-20/50, le sous-système CCRD a été créé dans le système existant de renseignement électronique des différences (EFOD) pour saisir les différences aux normes de l'OACI relatives à la certification et aux licences qui peuvent découler de mesures d'atténuation prises en raison de la propagation de COVID-19.*

#### What/Quoi

It is recognized that States may need to take flexible approaches to enable service providers and personnel to maintain the validity of their certificates, licenses and other approvals as a result of the COVID-19 pandemic. This form allows a State to identify those temporary differences.

*Il est reconnu que les États devraient adopter des approches souples pour permettre aux fournisseurs de services et au personnel pour maintenir la validité de leurs certificats, licences et autres autorisations en raison de la pandémie Covid-19. Ce formulaire permet à un État d'identifier ces différences temporaires.*

#### Why/Pourquoi

This is necessary to support States in meeting their obligations under Article 38, 39 and 40 of the Convention, in order to conduct international operations where certificates and licenses differ to the minimum Standards in the Annexes. It also allows the sharing of information on whether notified differences will be recognized or accepted by other States during this period.

*Cela est nécessaire pour aider les États à respecter leurs obligations en vertu de l'article 38, 39 et 40 de la Convention, afin de mener des opérations internationales où les certificats et licences diffèrent aux Normes de minimum dans les annexes. Il permet également de partager des informations sur la reconnaissance ou l'acceptation des différences notifiées par d'autres États pendant cette période.*

#### When/Quand

These temporary measures apply until 31 March 2021. This date is subject to review.

*Ces mesures temporaires s'appliquent jusqu'au 31 mars 2021. Cette date est sujette à révision.*

#### Who/Qui

There is no restriction on who can fill out the form. However, it may only be submitted by the national continuous monitoring coordinator or an authorized user from a Member State, who are responsible for ensuring the accuracy of the information provided.

*Il n'y a aucune restriction sur qui peut remplir le formulaire. Cependant, il ne peut être soumis que par le coordonnateur national de la surveillance continue ou un utilisateur autorisé d'un État membre, qui sont chargés de veiller à l'exactitude des informations fournies.*

Annex & Reference Number	Generic	Details of Difference	Remarks – to include:
	Alleviations measures		a. Rationale
	Annex Standard or Recommended Practice		b. Conditions/Mitigations

### How/Comment

Standards specifically related to certification and licensing of personnel from which States may deem it necessary to differ are listed in this form. The specific Annex reference and associated Standard is presented in columns 1 and 2. The information required in each subsequent column is as follows:

*Les normes spécifiquement liées à la certification et aux licences du personnel dont les États peuvent juger nécessaire de différer sont répertoriées sous cette forme. La référence spécifique à l'annexe et la norme associée sont présentées dans les colonnes 1 et 2. Les informations requises dans chaque colonne suivante sont les suivantes :*

#### Column 3: Details of Difference/ Détail de la différence.

Summarize the difference to the certification and licensing Standards. Reference the related regulatory documents where appropriate.

*Faire une description sommaire de la différence par rapport aux normes de certification et de licence. Fournissez les références des documents réglementaires connexes le cas échéant*

#### Column 4: Remarks/ Remarques.

Provide your rationale for these differences and the details of any conditions and mitigations where necessary.

*Fournir la justification des différences et les détails de toutes les conditions et atténuations si nécessaire.*

#### Column 5: Recognition of other State Differences/ Reconnaissance des différences des Etats tiers.

Indicate whether your State will recognize or accept the validity of other States' certificates and licenses based on their temporary differences submitted via the CCRD. For simplicity this may be stated as an exclusion (what other States temporary differences are not acceptable) rather than listing what would be acceptable.

*Indiquer si votre État reconnaîtra ou acceptera la validité des certificats et licences d'autres États en fonction de leurs différences temporaires soumises via le CCRD. Par souci de simplicité, cela peut être déclaré comme une exclusion (quelles différences temporaires d'autres États les ne sont pas acceptables) plutôt que d'énumérer ce qui serait acceptable.*

Please submit this Form by email to [ops@icao.int](mailto:ops@icao.int).

*Veillez envoyer ce formulaire par e-mail à [ops@icao.int](mailto:ops@icao.int)*

Annex & Reference Number	Generic	Details of Difference	Remarks – to include:	Recognition of other State Differences
	Alleviations measures		a. Rationale	
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Annex 1 1.2.4.4.1	<p>1.2.4.4.1 The period of validity of a Medical Assessment may be extended, at the discretion of the Licensing Authority, up to 45 days.</p> <p><i>Note. — It is advisable to let the calendar day on which the Medical Assessment expires remain constant year after year by allowing the expiry date of the current Medical Assessment to be the beginning of the new validity period under the proviso that the medical examination takes place during the period of validity of the current Medical Assessment but no more than 45 days before it expires.</i></p>	<p>The validity periods of all medical certificates which expire before the end of May 2020, except such containing other than visual limitations are automatically extended by 6 months.</p> <p>www.caa.....(reference to the CAA website where information could be obtained)</p>	<p>This is necessary, since designated medical examiners who could revalidate medical certificates may not be available due to the COVID-19 crisis. Personnel with other than visual limitations have to submit application for a revalidation to the CAA either physically or by electronic means, whichever is feasible. All personnel subject to the exemption have to carry an attachment to their medical certificate/licence to make inspectors aware of the exemption.</p>	<p>(STATE) recognises differences of other States.</p>
Annex 1 1.2.5.1.2	<p>1.2.5.1.2 A Contracting State, having issued a licence, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence.</p> <p><i>Note 1. — Until 2 November 2022, the maintenance of competency of flight crew or remote flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6.</i></p>	<p>(STATE) extends the validity of all ratings and certificates which expire before the end of May 2020 by 6 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>www.caa.....(reference to the CAA website where information could be obtained)</p>	<p>Since most FSTD are not available due to the COVID-19 crisis and most air operators have suspended operations, it is not possible for pilots to undergo checks or assessments to revalidate ratings/cer at the moment. Also aircraft maintenance personnel licences cannot be renewed due to the lockdown. Due to this situation it is impossible for the CAA to reissue all licences or extend the ratings/certificates accordingly, which is why the attachm</p>	<p>(STATE) recognises differences of other States.</p>

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	<p>Note 1.— <i>As of 3 November 2022, the maintenance of competency of flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6.</i></p> <p>Note 2.— <i>Until 2 November 2022, maintenance of competency may be satisfactorily recorded in the operator’s records, or in the flight crew member’s personal log book or licence.</i></p> <p>Note 2.— <i>As of 3 November 2022, maintenance of competency may be satisfactorily recorded in the operator’s records, or in the flight crew or the remote flight crew member’s personal log book or licence.</i></p> <p>Note 3.— <i>Until 2 November 2022, flight crew members may, to the extent deemed feasible by the State of Registry, demonstrate their continuing competency in FSTDs approved by that State.</i></p> <p>Note 3.— <i>As of 3 November 2022, flight crew and remote flight crew</i></p>		<p>the licence is required.</p>	
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	<p><i>members may, to the extent deemed feasible by the State of Registry, or Licensing Authority of the State of the Operator, respectively, demonstrate their continuing competency in FSTDs approved by that State.</i></p> <p><i>Note 4. — See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i></p> <p><i>Note 5. — See the Manual of Procedures for Establishment and Management of a State’s Personnel Licensing System (Doc 9379) for guidance material on the development of a risk assessment process.</i></p>			
Annex 6 Part 1 9.4.1.1	<p>9.4 Qualifications</p> <p><i>Note. — See the Manual of Procedures for Establishment and Management of a State’s Personnel Licensing System (Doc 9379) for guidance of a general nature on cross-crew qualification, mixed-fleet flying and cross-credit.</i></p> <p>9.4.1 Recent experience — pilot-in-command and co-pilot</p>	<p>(STATE) extends the validity of all ratings and certificates which expire before the end of May 2020 by 6 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate</p>	<p>Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the</p>	<p>(STATE) recognises differences of other States.</p>

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	<p>9.4.1.1 The operator shall not assign a pilot-in-command or a co-pilot to operate at the flight controls of a type or variant of a type of aeroplane during take-off and landing unless that pilot has operated the flight controls during at least three take-offs and landings within the preceding 90 days on the same type of aeroplane or in a flight simulator approved for the purpose.</p>	<p>which refers to the exemption granted. www.caa.....(reference to the CAA website where information could be obtained)</p>	<p>requirements for recent experience. Due to this situation, the attachment to the licence is required.</p>	
<p>Annex 6 Part 1 9.4.2.1</p>	<p>9.4.2 Recent experience — cruise relief pilot</p> <p>9.4.2.1 The operator shall not assign a pilot to act in the capacity of cruise relief pilot in a type or variant of a type of aeroplane unless, within the preceding 90 days that pilot has either:</p> <p>a) operated as a pilot-in-command, co-pilot or cruise relief pilot on the same type of aeroplane; or</p> <p>b) carried out flying skill refresher training including normal, abnormal and emergency procedures specific to cruise flight on the same type of aeroplane or in a flight simulator approved for the purpose, and has practised approach and landing procedures, where the approach and</p>	<p>(STATE) extends the validity of all ratings and certificates which expire before the end of May 2020 by 6 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted. www.caa.....(reference to the CAA website where information could be obtained)</p>	<p>Since most, if not all, air operators have suspended operations and most FSTD are not available due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience - cruise relief. Due to this situation, the attachment to the licence is required.</p>	<p>(STATE) recognises differences of other States.</p>

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	landing procedure practice may be performed as the pilot who is not flying the aeroplane.			
Annex 6 Part 1  9.4.4.1	<p>9.4.4 Pilot proficiency checks</p> <p>9.4.4.1 The operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in such a way as to demonstrate the pilot’s competence on each type or variant of a type of aeroplane. Where the operation may be conducted under instrument flight rules, the operator shall ensure that the pilot’s competence to comply with such rules is demonstrated to either a check pilot of the operator or to a representative of the State of the Operator. Such checks shall be performed twice within any period of one year. Any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement.</p> <p><i>Note 1.— Flight simulation training devices approved by the State of the Operator may be used for those parts of the checks for which they are specifically approved.</i></p>	<p>(STATE) extends the validity of all ratings and certificates which expire before the end of May 2020 by 9 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>www.caa.....(reference to the CAA website where information could be obtained)</p>	<p>Since most FSTD are not available due to the COVID-19 crisis and most air operators have suspended operations, it is not possible for pilots to undergo checks or assessments to revalidate ratings/cer at the moment. Due to this situation it is impossible for the CAA to reissue all licences or extend the ratings/certificates accordingly, which is why the attachm the licence is required.</p>	<p>(STATE) recognises differences of other States.</p>

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	<i>Note 2. — See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i>			
Annex 6 Part 2  3.9.4.2	3.9.4.2 Recent experience — pilot-in-command  The operator shall not assign a pilot to act as pilot-in-command of an aeroplane unless that pilot has made at least three take-offs and landings within the preceding 90 days on the same type of aeroplane or in a flight simulator approved for the purpose.	(STATE) extends the validity of all ratings and certificates which expire before the end of May 2020 by 9 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.  www.caa.....(reference to the CAA website where information could be obtained)	Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required.	(STATE) recognises differences of other States.
Annex 6 Part 2  3.9.4.3	3.9.4.3 Recent experience — co-pilot  The operator shall not assign a co-pilot to operate at the flight controls of an aeroplane during take-off and landing unless that pilot has made at least three take-offs and landings within the preceding 90 days on the same type of aeroplane or in a flight simulator approved for the purpose.	(STATE) extends the validity of all ratings and certificates which expire before the end of May 2020 by 9 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.  www.caa.....(reference to the CAA website where information could be obtained)	Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required	(STATE) recognises differences of other States.
Annex 6 Part 3	7.4 Qualifications			

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7.4.1.1	<p><i>Note.— See the Manual of Procedures for Establishment and Management of a State’s Personnel Licensing System (Doc 9379) for guidance of a general nature on cross-crew qualification, mixed-fleet flying and cross-credit.</i></p> <p>7.4.1 Recent experience — pilot-in-command and co-pilot</p> <p>7.4.1.1 The operator shall not assign a pilot-in-command or a co-pilot to operate at the flight controls of a type or variant of a type of a helicopter during take-off and landing unless that pilot has operated the flight controls during at least three take-offs and landings within the preceding 90 days on the same type of helicopter or in a flight simulator approved for the purpose.</p>	<p>(STATE) extends the validity of all ratings and certificates which expire before the end of May 2020 by 6 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>www.caa.....(reference to the CAA website where information could be obtained)</p>	<p>Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required.</p>	<p>(STATE) recognises differences of other States.</p>
Annex 6 Part 3 7.4.3.1	<p>7.4.3 Pilot proficiency checks</p> <p>7.4.3.1 The operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in such a way as to demonstrate the pilot’s competence on each type or variant of a type of helicopter. Where the operation may be</p>	<p>(STATE) extends the validity of all ratings and certificates which expire before the end of May 2020 by 9 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p>	<p>Since most FSTD are not available due to the COVID-19 crisis and most air operators have suspended operations, it is not possible for pilots to undergo checks or assessments to revalidate ratings/cer at the</p>	<p>(STATE) recognises differences of other States.</p>

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	<p>conducted under IFR, the operator shall ensure that the pilot's competence to comply with such rules is demonstrated to either a check pilot of the operator or to a representative of the State of the Operator. Such checks shall be performed twice within any period of one year. Any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement.</p> <p><i>Note 1. — Flight simulation training devices approved by the State of the Operator may be used for those parts of the checks for which they are specifically approved.</i></p> <p><i>Note 2. — See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625), Volume II — Helicopters.</i></p>	<p>www.caa.....(reference to the CAA website where information could be obtained)</p>	<p>moment. Due to this situation it is impossible for the CAA to reissue all licences or extend the ratings/certificates accordingly, which is why the attachment of the licence is required.</p>	
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