

**Quick Reference Guidance  
(QRG)**

<b>Alleviation Title</b>	<b>Recent experience requirements - pilot-in-command, co-pilot and cruise relief pilot</b>
<b>Version</b>	<b>1.1</b>
<b>Publication Date</b>	<b>15 April 2020</b>
<b>Relevant Standard(s)</b>	<p><b>Annex 6, Part I:</b></p> <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>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> <ul style="list-style-type: none"> <li>a) operated as a pilot-in-command, co-pilot or cruise relief pilot on the same type of aeroplane; or</li> <li>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 landing procedure practice may be performed as the pilot who is not flying the aeroplane.</li> </ul> <p><b>Annex 6 Part III:</b></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>
<b>CCRD entry required</b>	Yes
<b>Problem Statement</b>	Operators may have difficulties in complying with recency requirements due to reduced flight operations and/or the unavailability of flight simulators as a consequence of the COVID-19 pandemic.

<p><b>Applicability</b></p>	<ul style="list-style-type: none"> <li>• Pilot has a valid rating for the type of aeroplane and the validity of that rating has not been extended using Covid-19 alleviation.</li> <li>• At least one pilot of the minimum required flight crew shall be fully recent, unless the PIC is an instructor or examiner.</li> <li>• States are expected to limit the applicability of the alleviations to operators that are able to justify their need and have established adequate mitigation measures, as a result of a complete risk assessment.</li> <li>• The alleviations timeframe is limited to a period needed to continue or ramp-up the operation and should be revoked once compliance with the standard can be achieved through normal means (e.g. flight simulators become available again).</li> </ul> <p>Before granting alleviations, States should explore the possibility to maintain pilot recency by:</p> <ul style="list-style-type: none"> <li>• conduct of non-commercial operations; or</li> <li>• the use of alternative flight simulators (e.g. not qualified in accordance with national standards but still deemed fit for purpose and approved exceptionally by the authority), provided that negative training and negative transfer of training are avoided.</li> </ul>
<p><b>Alleviation summary</b></p>	<p>Temporarily allow operators to assign pilots to act as pilot-in-command or co-pilot or cruise relief pilot although not meeting full recent experience requirements.</p> <p>Pilot-in-command or co-pilot alleviations may be granted either by:</p> <p>a) reducing the number of required take-offs, approaches and landings (3); or</p> <p>b) extending the applicable period (90 days);</p> <p>or both.</p> <p>Cruise relief pilot alleviations may be granted by:</p> <p>a) substituting flying skill refresher training, normally conducted in the aeroplane or in an approved flight simulator, for alternative training: or</p> <p>b) extending the applicable period (90 days);</p> <p>or both.</p>
<p><b>Operational context</b></p>	<ul style="list-style-type: none"> <li>• The reduced level of safety achieved after granting alleviations is compensated by the reduction in exposure due to reduced operations, which reduce the complexity of the operating environment for the crew.</li> <li>• Alleviations should be subject to additional restrictions in order to reduce flight crew exposure to demanding situations (e.g. unfamiliar areas/airports, severe weather, etc.).</li> </ul>

	<ul style="list-style-type: none"> <li>• Alleviations should be commensurate to the recent experience gained by the concerned pilots. Therefore, pilots could be clustered into 3 groups: <ul style="list-style-type: none"> <li>○ fully recent (3 TO/LDG in 90 days),</li> <li>○ partially recent (1 or 2 TO/LDG in 90 days), and</li> <li>○ not recent (no TO/LDG in 90 days).</li> </ul> </li> <li>• The extent of alleviations should be proportionate to the concerned pilots’ flight experience (total and on the type) and qualifications. Alleviations beyond 120 days are discouraged.</li> <li>• The operator’s risk assessment should: <ul style="list-style-type: none"> <li>○ address the potential severity of the pilot’s competency deterioration related to the extended absence from flying duties.</li> <li>○ consider the cumulative effect of other relevant alleviations, for example extended validity period of pilot proficiency checks plus lack of recency.</li> <li>○ provide appropriate mitigations measures to reduce the risks identified as far as possible.</li> </ul> </li> <li>• determine which pilot should be pilot flying.</li> </ul>
<p><b>Possible Mitigations</b></p>	<ul style="list-style-type: none"> <li>• When both the recency period is extended and the number of take-offs and landings reduced below 3, a higher level of mitigation is required.</li> <li>• Partially recent pilots are paired with fully recent pilots</li> <li>• Not recent pilots are paired with fully recent instructors or examiners.</li> <li>• Partially recent pilots may be paired with partially recent instructors or examiners.</li> <li>• Apply one or more operational limitations to alleviated crew pairings such as: <ul style="list-style-type: none"> <li>○ First sector with the most recent pilot assuming the role of pilot flying;</li> <li>○ Reduction in maximum crosswind / tailwind limitations;</li> <li>○ Avoidance of contaminated runways / severe weather;</li> <li>○ Higher takeoff / approach minima;</li> <li>○ Dispatching only with a functioning autoland system, if installed, or to airports with multiple approach capabilities, including autoland;</li> <li>○ Operate with additional flight crew members;</li> <li>○ Operate with reduced FDP limits.</li> </ul> </li> </ul>
<p><b>Alleviations likely to be unacceptable to other States</b></p>	<ul style="list-style-type: none"> <li>• Alleviations should not allow flight crews to be composed with all required pilots not having conducted any flight activity (in the aeroplane or in an approved flight simulator) in the preceding 90 days.</li> </ul>

	<ul style="list-style-type: none"> <li>• Operations with flight time and flight duty period limitations and rest periods subject to variations, should not be allowed – (See <i>OPS QRG Variations to existing flight and duty time limitations</i>)</li> </ul>
<b>References:</b>	<ul style="list-style-type: none"> <li>• Annex 6 Part I</li> <li>• Safety Oversight Manual Part A (Doc 9734)</li> <li>• Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (Doc 8335)</li> <li>• Manual on Notification and Publication of Differences (Doc 10055)</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>	