



ICAO

**FIFTEENTH MEETING OF THE ASIA PACIFIC REGIONAL AVIATION
SAFETY TEAM (APRAST/15)**

Bangkok, Thailand, 24 to 25 June 2020 on Virtual Platform

APRAST/15–WP/5

Agenda Item 4

Revision 1

**Agenda Item 4: Presentations – State / Industry / ICAO (Issues arising from the
COVID-19 Pandemic could be a focus for the WP/IP)**

**FILING OF DIFFERENCES ON COVID-19 CONTINGENCY RELATED
DIFFERENCES (CCRD) PLATFORM**

(Presented by State/International Organization)

SUMMARY

This Paper highlights the importance of filing differences on CCRD Platform to harmonise and support the on-going aviation activities amid the COVID-19 pandemic leading to the resumption of commercial aviation activities in the APAC region and globally at large.

1. INTRODUCTION

1.1 ICAO, based on the State Letter SL AN 11/55-20/50 dated 3rd April 2020 highlighting the requirement by States/Administrations to be more flexible during COVID-19 pandemic in accommodating special flights operated for humanitarian, repatriation and WFP to be effective until 31st of March 2021. Consequently, ICAO expanded USOAP OLF framework to introduce two functionalities of temporary nature and facilitated filing of differences for nine (09) SARPS; 2 from Annex1, 3 from Annex 6 Part1, 2each from Annex 6 Part 2 and 3.

1.2 Recognizing the fact that most of the states were granting exemptions, extensions and alleviations to some of the SARPS in order to facilitate above mentioned special flights ICAO introduced this common Platform facilitating and harmonizing filing of differences complying to Chicago Convention Specifically Articles 33, 38, 39 and 40.

1.3 Filing of Differences on this temporary Platform, states should accept that the concept of filing of Differences has been changed slightly, in this instance and therefore it is mandated for all states to use this tool and file Differences, if any, and even if there isn't any, Difference that the State has anticipated the implementation or has already implemented for any one of those Nine SARPS identified.

1.4 Reason as to why filing of Differences has been required for all States is to accommodate and harmonize all Nine SARPs during COVID as a contingency period with a sun set date of 31st March 2021. In doing so States would have to indicate in their inputs as to what extent and how does that state accept differences filed by other States relating to each one of the Nine SARPs mentioned earlier. So therefore, States could have a Platform for reference whenever they want to do so as it becomes readily available, fast and quick, as an internet based tool without requiring coordination through bi-lateral or multi-lateral agreements during COVID Contingency period.

1.5 In addition to the said Nine SARPs relating to Annex 1 and Annex 6, as an improvement to CCRD more SARPs have been introduced as requested by states in the facilitation of resumption of flights during post COVID 19 period. As a result, 03 more SARPs from Annex 1, 05

more from Annex 6, 01 from Annex 8 and 01 from Annex 14 have been added to the system in a separate sub system identified as Extended CCRD (E-CCRD) and changing the earlier CCRD to Core CCRD (C-CCRD) SARPs. However, at least for the time being, filing of differences by the States on E-CCRD is Optional to all States, unlike in the case of Core-CCRD.

2. DISCUSSION

2.1.1 Core CCRD SARPs;

Annex and SARP Number	Description of SARP
<p>Annex 1 1.2.4.4.1</p>	<p>The period of validity of a Medical Assessment may be extended, at the discretion of the Licensing Authority, up to 45 days.</p>
<p>Annex 1; 1.2.5.2.1</p>	<p>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>Annex 6 Part 1; 9.4.1.1</p>	<p>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>Annex 6 Part 1 9.4.2.1</p>	<p>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"> a) operated as a pilot-in-command, co-pilot or cruise relief pilot on the same type of aeroplane; or 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 practiced approach and landing procedures, where the approach and landing procedure practice maybe performed as the pilot who is not flying the aeroplane.
<p>Annex 6 Part 1; 9.4.4.1</p>	<p>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</p>

	and which occur within a period of four consecutive months shall not alone satisfy this requirement.
Annex 6 Part 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.
Annex 6 Part 2; 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.
Annex 6 Part 3; 7.4.1 Recent experience — pilot-in-command and co-pilot 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.
Annex 6 Part 3; 7.4.3 Pilot proficiency checks 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 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.

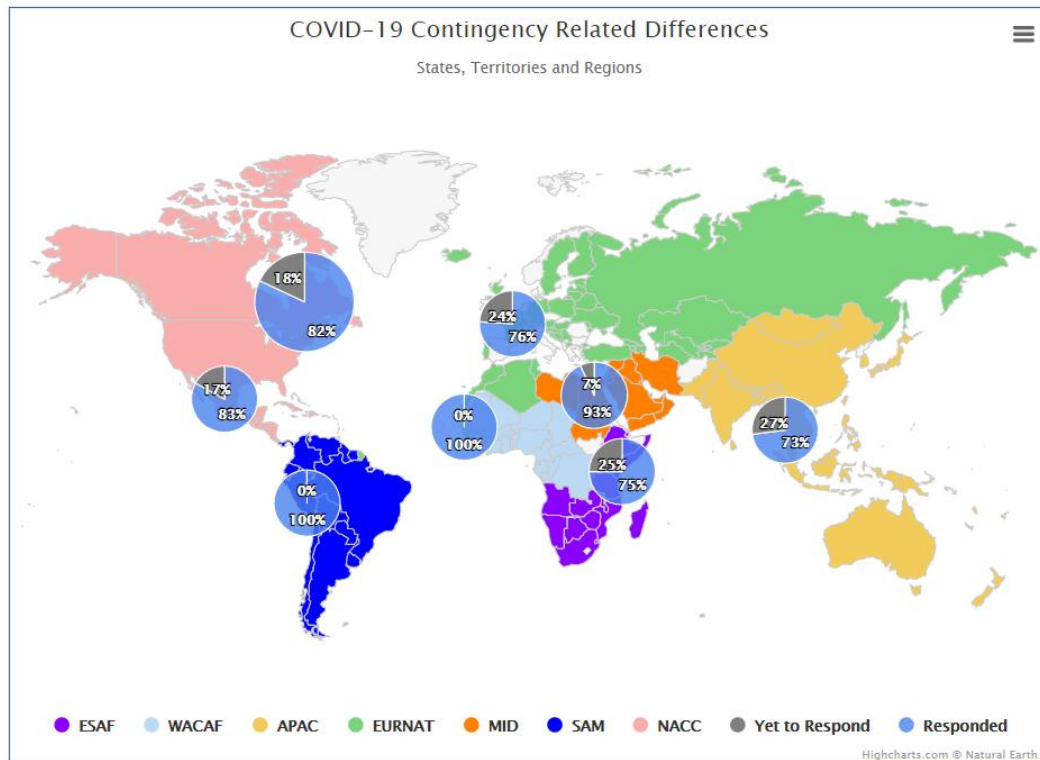
2.1.2 Extended CCRD SARPs

Annex	SARPS; Extended	SARPS; Core	Remarks
Annex 1	1.2.5.2, 1.2.9.1, 4.2.2.2	1.2.4.4.1, 1.2.5.1.2	3 Extended; 2 Core
Annex 6 Part 1	8.7.1.2, 8.7.1.3, 8.7.5.2, 8.7.6.3, 8.7.6.4	9.4.1.1, 9.4.2.1, 9.4.4.1	5 Extended; 3 Core
Annex 8	2.4.1, 3.3.1	--	2 Extended 0 Core
Annex 14	9.2.3	--	1 Extended; 0 Core

2.2 Current Status on the progress of filing Differences on Core CCRD

2.2.1 Currently APAC States are doing not so well in filing of Differences and has stabilized in the range of 73% success rate, where 30 states/Administrations have filed differences and 11 states are yet to file it. One state from South Asia, one state from North Asia and nine states from Pacific Islands are still continuing on the job.

2.2.2 World average is 82%, slightly higher than the APAC score and all the other regions have achieved better results than APAC region whereas two regions; WACAF and SAM have already achieved 100% score already as indicated below.



2.3 Tools made available to States in Filing of Differences on Core-CCRD and other SARPs

2.3.1 In order to support and harmonize filing of differences on C-CCRD, ICAO has introduced various tools, out of which, key and most useful is what is known as QRG- Quick Reference Guidance, wherein it is discussed in detail as to what is the Context, Applicability, and most importantly how to deal with Safety Risks and what Mitigation Measure are available for the States to implement in application of the deviation to SARP.

2.4 Continuation of efforts by the States in updating and uploading of appropriate SARPs

2.4.1 Analysis of the information provided by APAC states on Core-CCRD SARPs sought continues attention of States until the full recovery of COVID -19 and resumption of normal operations. In this regard States may require reviewing of their differences already filed in a diligent manner with the intention of capturing expiry of dates for some of the SARPs. As we know CCRD initially provided the states with a little breathing space to begin with by April 2020, to start with extension of expiring Licenses and certificates facilitating humanitarian and other specific flights. Now, by end may and into

mid-June, all the states may have to review the filed differences in order to determine if they still require continuation of granting such extensions and exemptions or to do away with them, depending entirely on the stage at which each state is progressing in resumption of post COVID era.

2.4.2 States are encouraged to resubmit their Core CCRD differences based on above criteria updating the Platform in a timely manner, cohesively accommodating regional requirements and foster evolving travel bubbles in the region. For this purpose, CCRD Platform is improved to indicate in the report tables one last column as “Date of last Update” harmonizing collective efforts.

2.5. **COVID-19 Safety Operational Measures Website**

(<https://www.icao.int/safety/COVID-19OPS/Pages/aig.aspx>)

2.5.1 A Public website has been established providing guidance to Sates, Industry and all stake holders aiming at providing support in the efforts of resuming commercial civil aviation at large. Such guidance, inter-alia, provided in the form of information sharing as good practises, FAQs in the areas of MED, AIG, AGA, ANS and ATM in addition to QRGs as mentioned above, in most of the SARPS over and above Core-CCRD SARPs.

3. **ACTION BY THE MEETING**

3.1 The Meeting is invited to:

- a) Note the information in this paper and encourage states to comply fully with Core-CCRD SARPs accommodating harmonization efforts;
- b) Try and Achieve 100% status for APAC region ASAP; and
- c) Encourage states to facilitate other state’s Differences filed on CCRD Platform, based on Risk Mitigation Measures as much as practicable when resuming Flights.

— END —