



ICAO

SEVENTEENTH MEETING OF THE ASIA PACIFIC REGIONAL
AVIATION SAFETY TEAM (APRAST/17)

Bangkok, Thailand, 24-27 January 2022 on Virtual Platform

APRAST/17-WP/6
Agenda Item 5

Agenda Item 5: Presentations – State / Industry / ICAO

UPDATES ON:

**CONTINGENCY RELATED REPORTING AND IMPLEMENTATION CENTER (CRRIC),
COVID CONTINGENCY RELATED DIFFERENCES (CCRD) and TARGETED
EXEMPTIONS SYSTEM (TES) BASED ON INPUTS FROM APAC REGIONAL
STATES**

(Presented by the Secretariat)

SUMMARY

Working Paper updates, the meeting on the inputs provided by APAC Regional States based on two platforms established to support all states globally, viz:

1. CRRIC,
2. CCRD,
3. TES.

Action by the meeting is in below Paragraph 3.0.

1. BACKGROUND

1.1. ICAO council, in supporting States in coping up with the challenges facing pandemic introduced CART document with initially Eleven Recommendations in Phase 1 and upgraded it to twelve fourteen Recommendations in Phase 2. Out of these fourteen Recommendations, Three Recommendations in Phase 1 were based on Safety Mitigation Measures with an additional Recommendation introduced in Phase 2 as an update to a previous Recommendation.

1.2 On 15 March 2021, Recommendations 12 and 14 were revised and 6 new Recommendations were added following the publication of [CART Phase III](#). States are invited to report level of implementation for those new recommendations by 30 April 2021.

States are requested to adopt all those Recommendations and provide updates on the established platforms for the purpose;

1. CRRIC,
2. CCRD,
3. TES.

2. DISCUSSION

2.1 Monitoring the status of Implementation of all Recommendations is done through two web based platforms known as CRRIC and CCRD.

2.2 CRRIC is based on ICAO Secure Portal through identified Focal Point with limited access only to states whereas CCRD is available on public website granting access to Industry partners as well.

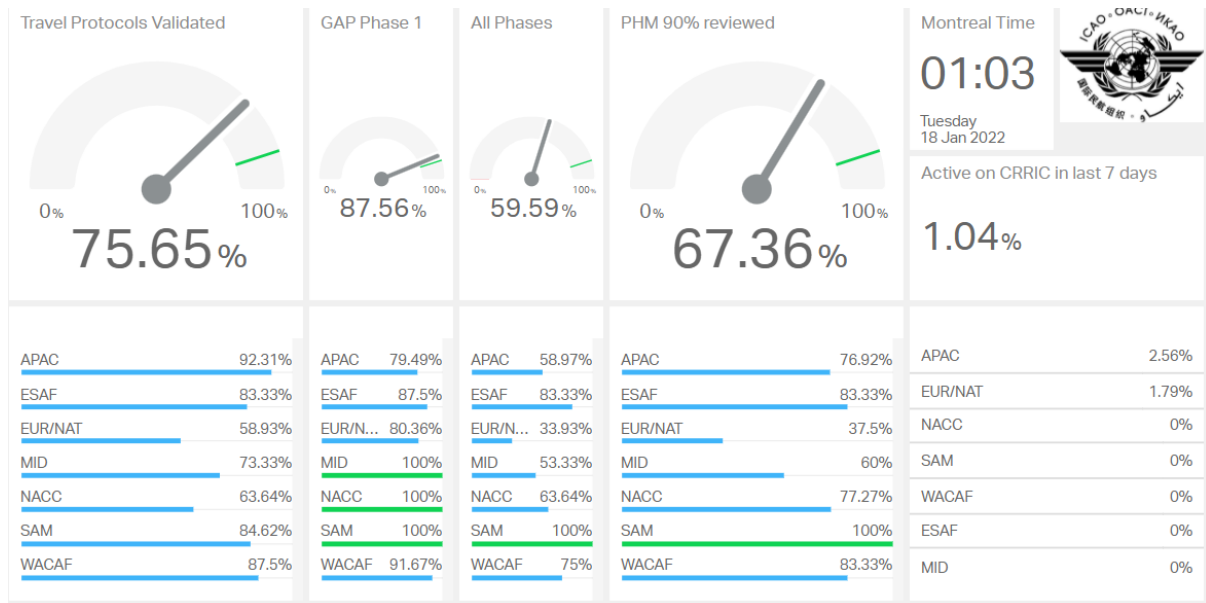
2.3 **Objectives of CRRIC Website.**

2.3.1 The Civil Aviation Recovery Task Force (CART) Report and the Take-off guidance document were approved on 1st June 2020 by the ICAO Council. The report contained among others, 11 recommendations addressed to Member States and termed as Phase-1. In phase-2, on 25 November 2020, 3 new recommendations were added and States were invited to report level of implementation for those 3 new recommendations by 8 January 2021. In Phase 3, on 15 March 2021, Recommendations 12 and 14 were revised and 6 new recommendations were added and States were invited to report level of implementation for those new recommendations by 30 April 2021. Therefore, as on today, there are 20 recommendations addressed to Member States.

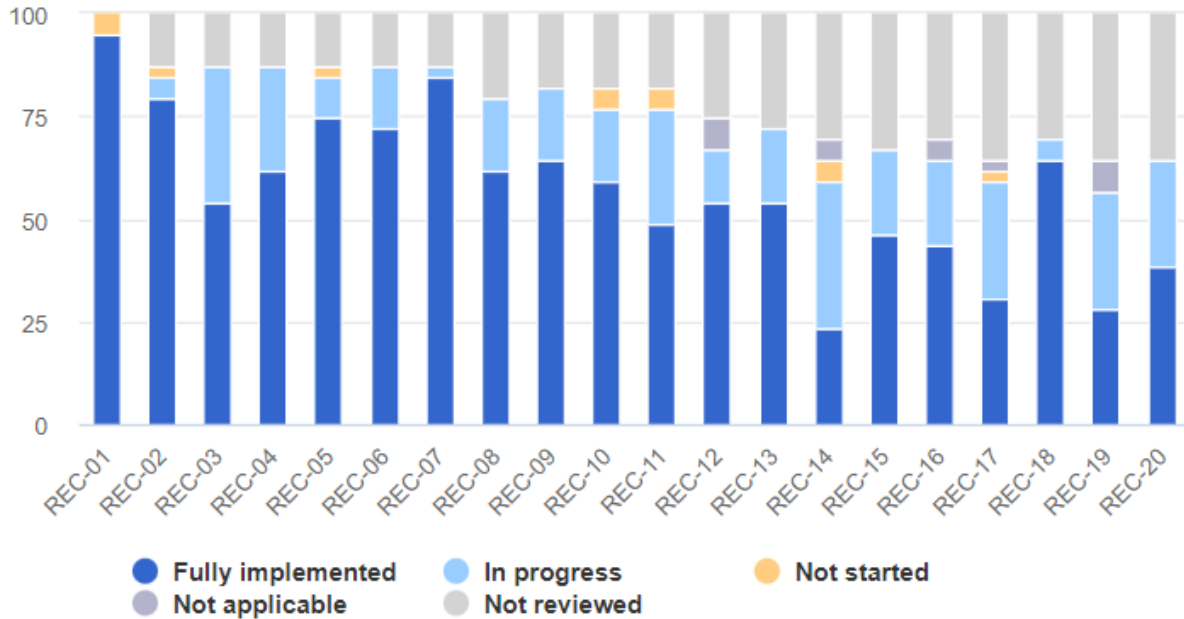
2.3.2 The report mentions that the level of implementation of the measures contained therein will need to be regularly monitored by ICAO. In playing this role, ICAO will facilitate the sharing of information and experience among States and should facilitate the identification of gaps and needed support.

2.3.3 Through this information, ICAO will be able to provide appropriate, targeted and timely guidance, training and assistance to Member States, mainly by means of implementation packages, for the effective implementation of measures outlined in the report. To support States in implementing the measures and recommendations contained in the CART Report, and to help monitor progress in implementation by States, it is proposed to create a ‘COVID-19 Response and Recovery Implementation Center.

2.4 **Current Status of APAC States. (updated last week)**



Implementation Status by Recommendation



Implementation Status per State

2.5 COVID-19 Contingency Related Differences (CCRD)

2.5.1 Based on ICAO State Letter AN 11/55-20/50, a CCRD sub-system had been created in the existing Electronic Filing of Differences (EFOD) system to mitigate measures due to the COVID-19 pandemic and **has been revoked with effect from 31st March 2021 based on State Letter AN 21/27.**

2.6 Targeted Exemptions and Targeted exemptions System

<https://www.icao.int/safety/OPS/OPS-Normal/Pages/Targeted-Exemptions.aspx>

2.6.1 Targeted Exemptions (TEs) are tightly scoped and time limited State-issued exemptions to a specified subset of Standards, granted as a result of the COVID-19 pandemic.

2.6.2 TEs should not be granted in response to systemic issues. They represent a temporary transitional option for States as they move back from reliance on the use of alleviations towards compliance with the SARPs. TEs should only be considered by a State once it is clear that all other options have been considered and determined to be unsatisfactory.

2.6.3 TE-related State Letters

- State Letter AN 21/27, issued 31 March 2021 - Where exceptional circumstances continue to exist that preclude compliance with the SARPs, States are referred to the new Targeted Exemptions (TE) system.
- State Letter AN 21/78, issued on 10 December 2021 – A new type of TE (CVR TE) added in the TE system.

2.6.4 *TE Basics*

TEs vs Alleviations

2.6.4.1 The term "alleviations" was introduced to encompass any temporary changes to national regulations necessary to maintain aviation operations during the COVID-19 pandemic. Alleviations refer to temporary differences as provided in Article 38 of the Chicago Convention, and temporary exemptions and exceptions as described in the Safety Oversight Manual (Doc 9734). Alleviations are essentially temporary changes to national regulations, applicable to all those subject to the regulations.

2.6.4.2 A targeted exemption (TE) is a tightly scoped and time limited State-issued exemption to a specified Standard granted as a result of the COVID-19 pandemic. A TE is granted to a specific operator or defined group of individuals while national regulations remain in compliance with Standards and Recommended Practices (SARPs). TEs should be specific to a clearly defined situation and drafted specifically for that situation.

2.6.4.3 TEs differ from alleviations in that on their own, they do not constitute notification of a temporary differences as provided in Article 38 of the Chicago Convention. TEs that result in a temporary difference need to be filed in the EFOD system (see TEs and EFOD section). TEs are also more structured than alleviations and apply to a defined subgroup of those subject to a Standard. Further, TEs relate only to a specified set of Standards, where operations are being conducted outside the borders of the State granting the TE.

2.6.5 Where TEs are granted, their implementation should be continuously monitored by the issuing State.

2.6.6 The purpose of a TE system

2.6.6.1 The purpose of a TE system is threefold:

- a) To provide for a structured approach to the notification and dissemination of temporary exemptions to specific Standards relating to the COVID-19 pandemic;
- b) To allow States to review TEs authorized by another State, including those that are associated with Article 40, and determine whether to accept flights using such TEs within their territory;
- c) To allow for verification by a State's foreign operator inspector that an operator or individual is complying with the conditions of the TE imposed by the State of the Operator

2.6.7 *TEs and EFOD*

2.6.7.1 Where an exemption to a State regulation leads to a difference from SARPs, the State still has the obligation to notify the difference to ICAO. In such cases, correctly completed TEs submitted to ICAO provide the detailed information, and the notification of the difference should refer to the TE submission for details.

2.6.7.2 Differences can be notified:

- a) by sending a form on notification of compliance or differences to ICAO Headquarters; or
- b) through the Electronic Filing of Differences ([EFOD\) System](#).

2.6.6.3 For consistency, pre-defined text is proposed for notification of a difference related to TEs:

A targeted exemption (TE) to the requirements related to this Standard has been issued due to COVID-19. Details of all current and valid TEs are available at www.icao.int/safety/OPS/OPS-Normal/Pages/TElist.aspx.

2.6.6.4 Where multiple TEs are filed for the same Standard, only one notification of difference to the ICAO Standard is required.

Quick Guide videos

- [Quick Guide video for Operators](#)

2.6.6.5 Operators subject to a TE will need to confirm whether the State they are intending to operate to will accept the TE. This 2-minute video shows how an operator can find out this information using the TE webpages.

[Quick Guide video for Civil Aviation Authorities](#)

2.6.6.6 The TE system means that all States will need to use the TE webpages, whether to issue TEs or to indicate the acceptability of TEs issued by other States. This 3-minute video provides a brief overview for CAAs on how to use the TE webpages.

2.7. TE-Related Standards

Pilot Proficiency Checks (PPCs)

Pilot Recent Experience (REC)

Pilot Area, Route and Aerodrome Recency (ARA)

Pilot Medical Certificates (MED)

Pilot Licence Validity (PEL)

25-hour Cockpit Voice Recorder (CVR)

2.8 *Licensing TE Decision Trees*

2.8.1 Who should issue TEs related to pilot licences or qualifications (i.e. PPC, REC, ARA, MED and PEL TEs) differs according to the type of international air transport operations involved and whether for the pilots and operators concerned, the State of Operator, State of Registry and State of Licensing Authority differ. Flow diagrams to assist States to identify when various types of Licensing and Qualifications TEs are needed and who should issue them are provided for the following conditions:

Commercial Air Transport (Annex 6, Part I & Part III, Section 2)
General Aviation (Annex 6, Part II)

2.9 *Submitting a TE to ICAO*

2.9. Submission forms for lodging TEs with ICAO are provided here, along with detailed instructions for their completion.

2.10 *TE List*

2.10.1 A searchable directory of TEs lodged with ICAO, allowing States to determine whether to accept a specific TEs offered by another State.

2.11 *TE Acceptability List*

2.11.1 A searchable directory identifying what types of TEs issued by other States are accepted by a State within their territory.

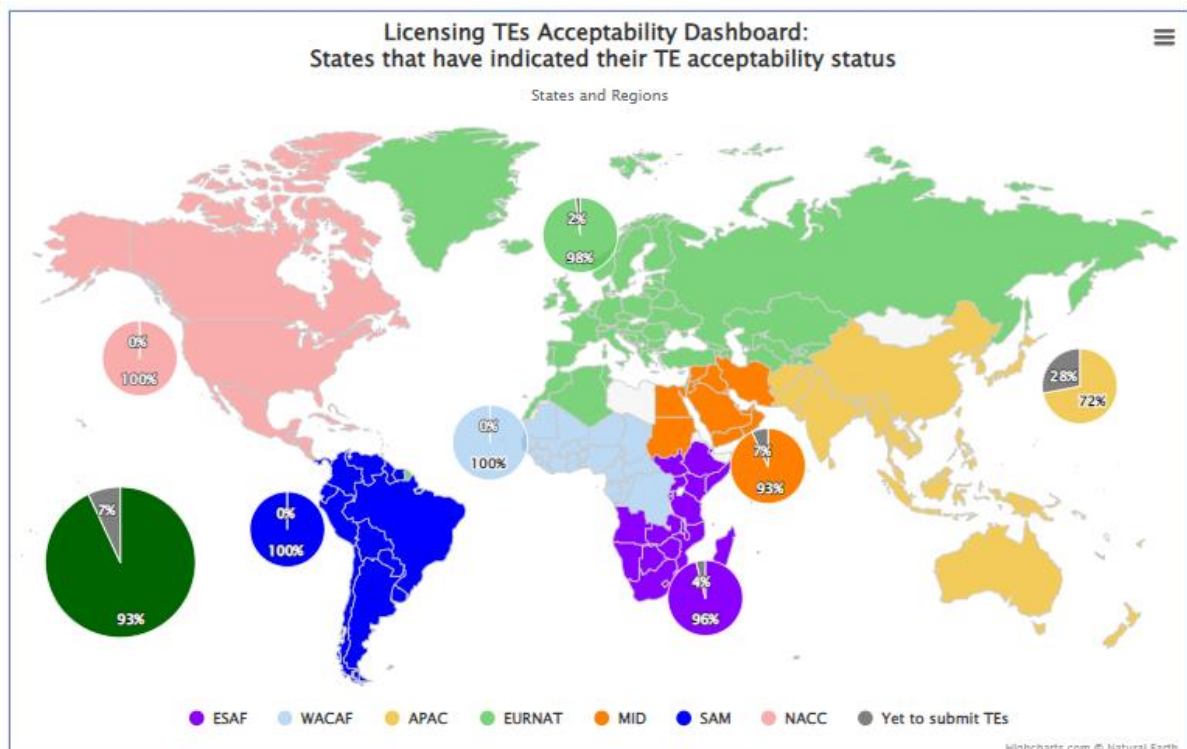
2.12 *TE Dashboards*

2.12.1 Various TE dashboards allow graphical exploration of the following questions:

- Which States have active TEs?
- Which States have indicated their acceptability of the CVR TE?
- Which States have indicated their acceptability of Licensing TEs?
- What is a State's disposition to TEs offered by other States?

2.13 **Access to TE Expertise**

2.13.1 Need some technical support with establishing TEs? Here's where to find information about how to access a TE expert through ICAO's Technical Cooperation Bureau



2.13.2 Acceptability status of Global submissions of Acceptability Form on TES updated last week for Licensing TEs.

ICAO Region	Number of States in region	States Indicating Acceptability	Response Rate
APAC	39	3	8%
ESAF	24	3	13%
EUR/NAT	56	4	7%
MID	15	2	13%
NACC	22	1	5%
SAM	13	13	100%
WACAF	24	1	4%
World	193	27	14%

APAC response on 25 hour CVR TE acceptability Form.

3. Action by the meeting

3.1 Meeting is invited to:

- a) Note the contents of this paper and make use of the documents shared by both web based tools supporting APAC states in the resumption of Aviation during and after COVID -19 pandemic; and
- b) Continue to upload the evolving status of implementation of CART Recommendations on to both web sites CRRIC and TES,
- c) Continue to harmonize TEs uploading TE acceptability form for 25hr CVR TE, in addition to Licensing Acceptability Form.

— END —