



ICAO

SAFETY

Обеспечение БП в условиях кризиса COVID-19

Аркадий Меркулов

Региональный эксперт, Безопасность полетов, EUR/NAT

E-mail: amerkulov@paris.icao.int





Рамки обеспечения БП в чрезвычайной ситуации

- Возможности «экспортирования» различий к стандартам
 - Госписьмо
 - Принятие гос-вами различий, опубликованных др. гос-вами
- Прочие стандарты
- Приоритеты
- Вопросы-ответы



ICAO

SAFETY

AN 11/55-20/50



International Civil Aviation Organization	Organisation de l'aviation civile internationale	Organización de Aviación Civil Internacional	Международная гражданская авиация	منظمة الطيران المدني الدولي	国际民用 航空组织
---	--	--	---	--------------------------------	--------------

Tel: +1 514-954-8219 ext. 8080
Ref: AN 11/55-20/50 3 April 2020

Subject: Operational measures to ensure safe operations during the COVID-19 pandemic

Action required: a) Note the information; b) Provide information as requested in paragraphs 7 and 8

Sir/Madam,

1. I have the honour to refer to the urgent need to reduce the risks of the spread of COVID-19 by air transport and to protect the health of air travellers and aviation personnel while maintaining essential aviation transport operations and ensuring an orderly return to normal operations in due course. In this respect, it has come to my attention that as a result of social distancing practices, closure of work spaces and other preventive measures, a number of States are taking various actions to enable service providers and personnel to maintain the validity of their certificates, licenses and other approvals during the COVID-19 pandemic.

2. Service providers and aviation personnel are facing different challenges depending on where their State is with regard to the COVID-19 pandemic. There are approximately 650 000 licensed personnel supporting commercial air transport worldwide. If a fraction of those personnel is affected by the pandemic measures, the potential for the disruption may be significant. In order to facilitate safe operations during these difficult times, I encourage States to be flexible in their approaches while at the same time adhering to their obligations under the *Convention on International Civil Aviation* (Doc 7300, Chicago Convention).

3. ICAO estimates that States may have COVID-19 related aviation contingency measures in place to some extent until 31 March 2021. To assist all States and relevant stakeholders, ICAO has launched a COVID-19 Operational Safety Measures public website (<https://www.icao.int/safety/COVID-19OPS>) that will provide measures to ensure safe operations during this period. All States are encouraged to make use of this website and inform ICAO of any latest developments in your State using the information highlighted on the website, which will be maintained by ICAO through 31 March 2021 unless circumstances otherwise dictate.

4. During the period of these contingency measures, particular attention should be given to the Standards and Recommended Practices (SARPs) related to certificates and licenses. In this regard, States are reminded of their obligations under Article 38 of the Convention to notify ICAO of any differences that may arise. In order to facilitate the notification and dissemination of temporary differences during this period, a COVID-19 Contingency-Related Differences (CCRDs) sub-system

999 Robert Bourassa Boulevard
Montreal, Quebec
Canada H3C 5H7

Tel: +1 514-954-8219
Fax: +1 514-954-8277

Email: search@icao.int
www.icao.int

- Гибкость государственного подхода
- Следование обязательствам в рамках Конвенции
- Составляющие вэб ресурса COVID-19 OPS
 - Сохранение производства международных полетов
 - Инструкции по конкретным производственным направлениям
 - Ссылки на вэб-сайты гос-в



ICAO

SAFETY



Welcome to the ICAO Universal Safety Oversight Audit Programme (USOAP) Continuous Monitoring Approach (CMA) Online Framework -STATE OPTIONS

Home Log Out

Miguel Marin, Canada

Canada

Latest News

First Previous 1 2 3 4 5 Next Last

COVID-19 Contingency-Related Differences (CCRDs)

April 05, 2020 16:50

As per State Letter AN 11/55-20/50 , of 3 April 2020, a CCRD EFOD site has been created in order to [Read More](#)

Updated SSPIA information

February 02, 2020 21:49

An updated presentation on SSP Implementation Assessments (SSPIAs) under the USOAP CMA has been [Read More](#)

January 2020 USOAP Activity Plan has been uploaded to the CMA Library module.

January 13, 2020 14:02



State Dashboard



User Management



Significant Safety Concerns



Tutorials & Help



SAAQ



CAP



USOAP Reports



CMA Library



Self-Assessment



PQ Findings



USOAP Live Charts



Feedback



CC / EFOD



E-Supplements



MIR



CC/EFOD Reports



COVID19 CC / EFOD



COVID19 CC/EFOD Reports



Ministry of Land, Infrastructure and Transport
Republic of Korea

© 2020 ICAO, All Rights Reserved





ICAO

SAFETY



COVID-19 Website



ICAO
Uniting Aviation on
Safety | Security | Environment



COVID-19 Contingency Related Differences (CCRD/EFOD)

- Select Annex
- First Rule
- Previous Rule
- New Rule
- Link Rule
- Reports
- Files
- Search
- Save Rule
- Validation
- Procedure
- Official Mode
- Tools

Adoption Date:
Effective Date:
Applicable Date:
of

Disclaimer: Annex information displayed on the EFOD System is provided only as a reference to facilitate the filing of differences and completion of CC. ICAO publications shall continue to be the definitive source of Annex information.



15



Text as provided by State
Recognition of other State Differences
Details of Differences (COVID-19, related)
Remarks – to include: a. Rationale b. Conditions/Mitigations
English text provided as provided by State

Save Rule



ICAO

SAFETY

COVID-19 NOTIFICATION OF TEMPORARY DIFFERENCES FORM

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.

What

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.

Why

This is necessary to support States in meeting their obligation to conduct international operations where certification Annexes. It also allows the sharing of information on what by other States during this period.

When

These temporary measures apply until 31 March 2021. If

Who

There is no restriction on who can fill out the form. However, the monitoring, coordinator or an authorized user from a Member of the information provided.

How

Standards specifically related to certification and licensing to differ are listed in this form. The specific Annex reference and 2. The information required in each subsequent column

Column 3: Details of Difference.

Summarize the difference to the certific regulatory documents where appropriate

Column 4: Remarks.

Provide your rationale for these differences where necessary.

Column 5: Recognition of other State Difference

Indicate whether your State will recognize licenses based on their temporary differences stated as an exclusion (what other States listing what would be acceptable.

Please submit this Form by email to ops@icao.int.

Annex & Reference Number	Generic		Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures	Annex Standard or Recommended Practice			
Annex 1 1.2.4.4.1	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. <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>				
Annex 1 1.2.5.1.2	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. <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> <i>Note 1. – As of 3 November 2022, the maintenance of competency of flight</i>				

Приложение

Кол-во
выбранных
стандартов

1

2

6 часть I

3

6 часть II

2

6 часть III

2

ИТОГО

9



Избегайте нарушений / отмены рейсов

- Гос-ва могут уведомлять о различиях (статья 38)
- Другие гос-ва не обязаны принимать указанные различия (статья 33)
- Свидетельства и сертификаты с различиями должны сопровождаться документами, в которых эти различия прописаны (статья 39)
- Гос-вам следует принимать международные полеты при наличии сертификатов и свидетельств с различиями (статья 40)
- Многие гос-ва готовы принимать различия, связанные с COVID-19
- Гармонизированный подход



ICAO

SAFETY

Kazakhstan

COVID-19 Alleviation measures by State

Annex Reference	PERSONNEL LICENSING Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 1 Chapter 1 Reference Standard	<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><i>Note 1.— 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><i>Note 2.— 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><i>Note 2.— 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><i>Note 3.— 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><i>Note 3.— As of 3 November 2022, flight crew and remote flight crew 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>The validity of licenses for aviation personnel is extended for a period of up to 90 calendar days from the expiration date and confirmed by a copy of certificate of extension of the licence validity, ratings and/or special remarks issued by the Order of the General Director of the Aviation administration of Kazakhstan No 101 dated 22 of March 2020. This procedure applies only for aviation personnel whose licenses, ratings and special remarks expire during the State of emergency (between 22 of March 2020 to 15 of April 2020). At the moment, procedures are being developed that will exempt aviation personnel from passing standard procedures for extending the validity of licenses, ratings, special remarks and certificates for a longer period. The new order will reflect this.</p>	<p>In the context of the COVID-19 pandemic, a state of emergency was introduced in the Republic of Kazakhstan, international and domestic scheduled flights were limited and some cities in Kazakhstan were closed for quarantine, which restricts the movement of the population around the city. Similar measures were taken by countries where international aviation training centers are located. The situation has led to the fact that aviation personnel do not have access to training courses or simulators checks, the passing of which is one of the conditions for extending the validity of the aviation personnel licences. The problems of the implementation of control and supervision functions, as well as certification observations are also faced by aviation inspectors of the Aviation Administration of Kazakhstan. They are limited in travelling abroad and in travelling around the regions within the country.</p>	<p>The Republic of Kazakhstan recognizes differences of other states.</p>

Гармонизированный подход

Возможные варианты:

- Принимать любые различия
- Различия, согласованные на (суб)региональном уровне
- Принимать различия, в части совпадающей с собственными различиями гос-ва



ICAO

SAFETY

Свидетельства авиационного персонала (PEL)

Гос-ва издали освобождения от соответствия требованиям PEL SARPS ИКАО с целью поддержки авиаиндустрии

Освобождения PEL, не подлежащие «экспорту»:

- Продление срока действия:
 - Медицинских свидетельств из-за отсутствия доступа к ВЛЭК
 - Свидетельств и лицензий с ограниченным сроком действительности



PEL (пример)

ИКАО SARP:

1.2.4.4.1 Срок действия медицинского заключения может быть продлен по усмотрению полномочного органа по выдаче свидетельств до 45 дней.

Казахстан: не планирует делать исключения (РАЗЛИЧИЯ ОТСУТСТВУЮТ), но “признает различия других государств.”



PEL (продолжение)

- ИКАО SARP: 1.2.4.4.1 Срок действия медицинского заключения может быть продлен по усмотрению полномочного органа по выдаче свидетельств до 45 дней.
- EASA: При условии, если срок действия сертификата истекает до 31 июля 2020 года, срок действия продлевается на 4 месяца для медицинских сертификатов класса 1 (пилоты) и класса 3 (диспетчера ОрВД)
- Ограничение (меры по снижению риска): Обладатели сертификатов класса 1 и 3, пользующиеся данным исключением, должны иметь действующие медицинские сертификаты класса 1 или 3, **без ограничений, за исключением требований по зрению.**



Свидетельства авиационного персонала

Другие связанные с PEL проблемы, охватываемые этими исключениями:

“... обеспечить, чтобы привилегии, предоставленные этим свидетельством, или рейтингами, не осуществлялись, если его обладатель не имеет необходимой компетенции и не отвечает требованиям недавнего опыта, установленным этим государством.”

- Вопросы для поддержания компетентности и удовлетворения требований к недавнему опыту:
 - Отсутствие доступа к тренажерным устройствам имитации полетов (FSTDs) в других государствах
 - Рейтинги категорий для диспетчеров ОрВД из-за отсутствия практики
 - лицензии на обслуживание персонала воздушных судов из-за отсутствия практики
 - Квалификационные сертификаты FSTD из-за отсутствия возможностей для надзора государства в связи с ограничениями на поездки



ICAO

SAFETY

Эксплуатация воздушных судов

Государства выпустили освобождения от SARPS ИКАО для поддержки авиационной отрасли

Освобождения для OPS, не подлежащие «экспорту»:

- **Требования по актуальности**

- Минимальные требования (3 взлета / посадки за 90 дней)
- *“Эксплуатант должен обеспечить, чтобы техника пилотирования и способность выполнять аварийные процедуры проверялись таким образом, чтобы продемонстрировать компетентность пилота в отношении каждого типа или модификации типа самолета. ... Такие проверки должны проводиться **дважды в течение одного года.**”*



ICAO

SAFETY

Эксплуатация воздушных судов

Другие связанные с OPS проблемы, охватываемые этими исключениями :

- **Приложение 6 часть I – 9.3 Программа подготовки членов летного экипажа**
 - Государство эксплуатанта одобрит Программу обучения эксплуатанта
 - Альтернативные способы подготовки для поддержания компетентности
 - Рассмотрение темы возвращения к производству полетов (компоновка экипажа, вместимость учебных заведений и т.д.)
- **Дополнительные вопросы по ограничениям полетного и служебного времени / управлению утомляемостью экипажа**
 - Каковы продления приемлемы, какие меры снижения риска доступны
 - Наложение факторов с отсутствием поддержания актуальности и / или продления срока действия свидетельств
- **Опасные грузы**
 - Прохождение КПК по опасным грузам



ICAO

SAFETY

ICAO/ANB/OPS

QRG

7 April 2020

Collecting Guidance from Expert Groups
Template

Alleviation Title	Personnel licence validity extension
Relevant Standard(s)	<p>Annex 1</p> <p>1.2.5.1.2 A Contracting State, having issued a licence, shall ensure that other Contracting States <u>are enabled</u> to be satisfied as to the validity of the licence.</p> <p>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.</p> <p>Note 2.— 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.</p> <p>Note 3.— 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.</p>
Problem Statement	<p>To meet the requirement of the abovementioned Standard, some States issue licences with an expiration date or an associated Type Rating. <u>As a result</u> of social distancing practices, closure of workspaces and other preventive measures these States are unable to process licence renewals.</p>
Minimum pre-requisites	<ul style="list-style-type: none">••••
Considerations	<ul style="list-style-type: none">••••
Possible Mitigations	<ul style="list-style-type: none">•••

Краткое справочное руководство

- Сжатое первоначальное руководство
 - SARPs в CCRD
 - Продление срока действия свидетельств
 - Продление медицинского сертификата
 - Периодически повторяющееся обучение (КПК)
 - Другие выбранные SARPs
 - Другие производственные направления
 - Перепрофилирование пассажирского самолета для перевозки грузов

В завершении

- **Какая поддержка вам нужна?**
 - SARPs, не подлежащие «экспорту»
 - Гармонизировать приемлемость различий
 - Как помочь вам и сообщить ИКАО
 - Другие SARPs
 - Принципы управления рисками безопасности полетов



ICAO

SAFETY



ICAO

North American
Central American
and Caribbean
(NACC) Office
Mexico City

South American
(SAM) Office
Lima

ICAO
Headquarters
Montréal

Western and
Central African
(WACAF) Office
Dakar

European and
North Atlantic
(EUR/NAT) Office
Paris

Middle East
(MID) Office
Cairo

Eastern and
Southern African
(ESAF) Office
Nairobi

Asia and Pacific
(APAC) Sub-office
Beijing

Asia and Pacific
(APAC) Office
Bangkok



THANK YOU