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South American Regional Office

Virtual Session 2 – Post COVID-19 Strategies of the South American Region

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ICAO FRAMEWORK FOR MANAGING TEMPORARY DIFFERENCES DURING THE COVID-19 PANDEMIC

(Prepared by the Secretariat)

SUMMARY

This information paper presents up-to-date information on the ICAO framework for managing temporary differences during the pandemic caused by COVID-19.

1. BACKGROUND

1.1 In view of the urgent need to reduce the risks posed by the spread of COVID-19 through air transport while preserving essential air transport operations and ensuring an orderly resumption of normal activities in due course, and knowing that some States have taken different measures to maintain the validity of the certificates, licences and other authorisations of their service providers and aeronautical personnel during the COVID-19 pandemic, the Secretary General of ICAO issued State letter AN 11/55-20/50 dated 3 April 2020.

1.2 In order to facilitate safe operations at this time of crisis, States were encouraged by above indicated State Letter to be flexible with their positions, while observing their obligations under the Convention on International Civil Aviation (Doc 7300, Chicago Convention).

1.3 In this regard, particular attention should be given to the Standards and Recommended Practices (SARPS) related to certificates and licenses. In this regard, States were reminded of their obligation under Article 38 of the Convention to notify ICAO of any differences in the regulations that might arise.

1.4 It was also reported that special attention should be given to Article 39 of the Convention, which states that any aircraft or personnel that does not fully satisfy the applicable rules or conditions should have annotated in the pertinent certificate or license a complete list of details or specifics explaining not satisfactory rules or conditions.

1.5 With regard to Article 40 of the Convention, no aircraft or personnel whose certificate or license contains this annotation is able to participate in international navigation without the permission of the State or States in whose territory they enter.

2. ICAO FRAMEWORK FOR MANAGING TEMPORARY DIFFERENCES

2.1 To assist all relevant States and stakeholders, ICAO has launched a **public website** including safety measures related to COVID-19 (<https://www.icao.int/safety/COVID-19OPS>) to be active until **31 March 2021**, in which measures are being published to ensure safety during this pandemic period.

2.2 In addition, and in order to allow the notification of temporary differences and their dissemination during this period, the **Contingency Related Differences sub-system (CCRD)** (www.icao.int/usoap) has been created, which can be accessed through the main page of the Electronic Filing of Differences (EFOD) system.

2.3 In order to facilitate operations between States in a smooth manner, States are urged to inform ICAO of any temporary differences relating to COVID-19, in particular those related to licenses and certificates. States should also indicate, in general terms, whether they will recognize or accept the validity of the certificates and licenses affected by the special temporary measures taken by other States.

2.4 ICAO is also publishing quick reference handbooks (QRHs) to assist States in establishing temporary exemptions to be granted to their service providers. To date, eight (8) handbooks have been published in the areas of PEL, OPS and Aviation Medicine (MED).

2.5 On the COVID-19 Contingency Related Differences (CCRD) website (<https://www.icao.int/safety/COVID-19OPS>), it has been published a link entitled: 3. A CCRD graphical interface has been kindly developed by IATA available [HERE](#). This IATA website, developed jointly with ICAO, shows the possibilities of conducting air operations considering the criteria for accepting differences from States. This tool aligns with an orderly opening to operations and the challenge of reducing regulatory uncertainty.

3. PROGRESS MADE BY THE SAM REGION

3.1 In order to comply with the Organization's mandate, the safety area of the ICAO South American Regional Office is supporting the States on a day-to-day basis in the preparation and reporting of temporary differences. Additionally, all updates on the subject have been sent to the States, such as quick reference handbooks.

3.2 To date, the following States have already notified their differences in the CCRD/EFOD sub-system: Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Uruguay and Venezuela, and the other States that have not yet done so are encouraged to report notifications as soon as possible. Notification of updated differences in the SAM States is presented in **Appendix A**.

4. CONCLUSIONS

4.1 The granting of temporary exemptions and their notification to ICAO, as well as the recognition or acceptance of differences from other States, will enable the provision of flexibility to service providers and the return to normal operations in an orderly and secure manner.

4.2 The tools developed by ICAO and IATA are very suitable for the purposes pursued.



COVID-19 Alleviation measures by ICAO Region sorted 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
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SAM

Argentina

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ANNEX 1 Chapter 1 Reference Standard	<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>An extension of the validity of licenses, proficiency certificates and Medical Assessment has been granted for 90 days since March, 20th until May, 31st due to COVID-19</p>	<p>(* In the context of the declaration of the pandemic due to the appearance of the new Coronavirus (COVID-19), The National Administration Of Civil Aviation (ANAC) extended for 90 days the validity of different certifications, ratings and licenses to ensure compliance with the measures provided by the government in order to avoid or delay the spread of the COVID-19 virus. March, 21st 2020. Considering the current health emergency, under the resolution N° 101/2020, the aeronautical authority has implemented this measure to guarantee the necessary number of aeronautical personnel to carry out their tasks normally for the development of aero commercial operations, tool that cannot be replaced to ensure citizens and residents to come back to our country, as well as the provision of medical supplies, food, medicine, among other essential goods to handle pandemic. In addition, according to decree N° 297 that established the</p>	<p>The National Civil Aviation Administration (ANAC) will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.</p>



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			<p>measure of social preventive and mandatory isolation for all the people either living or being temporarily in the country, this regulation accounts for the impossibility of carrying out the training and operational exams and the aeronautical personnel assessment since people involved cannot properly access to places and simulators where many training and verification activities are performed. For all these reasons, ANAC decided to extend the expiration dates of those licenses, certificates and ratings that had an expiration date between March, 20th and May, 31st 2020. Extensions involved:</p> <ul style="list-style-type: none"> •All certifications regarding the level of language proficiency granted in accordance with the provisions of section 61.34 of part 61 of the RAAC “Language Requirement”; •All Aeronautical Medical Certifications (CMA) granted in accordance with the provisions of part 67 of the RAAC “Aeronautical Medical Certification”; •All operating authorizations and course 	



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			approval issued under part 141 "Civil Aeronautics Instruction Centers (CIAC)" and part 142 "Civil Aeronautics Training Centers (CEAC)"; •All examiner accreditations linked to air operators (Recognized Inspectors/ Flight Instructors) and Civil Aeronautics Instruction Centers (CIAC); •And all the training and operational exams provided for in part 91 "Flight rules and general operation" in part 121 "Operation Requirements: regular internal and international operations, supplementary operations" and in part 135 "Operation requirements: internal and international non-regular operations"	



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<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>Verify validity through the aeronautical Registry License Department of the National Administration of civil Aviation (ANAC - Argentina) (email: drl@anac.gob.ar ; galonso@anac.gob.ar)</p>	<p>Proficiency validity will be extended for 90 days.</p>	<p>The National Civil Aviation Administration (ANAC) will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.</p>



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	<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>			



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ANNEX 6 Chapter 9 Reference Standard	<p style="text-align: center;">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>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>According to Resolution 101/2020 issued by ANAC, the validity of all training sessions expiring until May 31st, 2020 is extended for 90(ninety) calendar days.</p>	<p>a. COVID 19 b. Through the POI (Principal Operations Inspector), operators have been required to make a risk analysis so that they can see what the threats are and to propose the corresponding mitigation measures, following these recommendations: Operators must: •Put forth in writing, in a documented form, the rule or regulatory requirement from which they request to be exempted, •Support reasons expressing the possible benefits to the public interest, •Explain how the level of operational safety will not be affected, •Explain the alternative form or method of compliance proposed and, when appropriate, the duration. •Submit to the POI (Principal Operations Inspector) the list of the personnel with the activity or event, expiration date and extended date in order to keep a record of the personnel to which their certifications and activities or training events have been extended. •Keep these records updated for POI consultation. •Provide a report to the POI with the</p>	<p>The National Civil Aviation Administration (ANAC) will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.</p>



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			<p>proper certifications of the FSTD (Flight simulation training devices) of the countries in which they are carrying out or will carry out the training. If they could not be inspected by the CAA but were operational, they should have to report that circumstance to the POI, assessing the shortcomings that the instruction could suffer. •Include in their reports the exception of firefighting practices, use of PBE, ditching, slides, etc. The use of videos in remote instruction should be authorized. •Make intensive use of the web to complete annual instruction courses. Operators must monitor compliance and report it to the POI.</p>	



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ANNEX 6 Chapter 9 Reference Standard	<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> <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 practised approach and landing procedures, where the approach and landing procedure practice may be performed as the pilot who is not flying the aeroplane. 	<p>According to Resolution 101/2020 issued by ANAC, the validity of all training sessions expiring until May 31st, 2020 is extended for 90(ninety) calendar days.</p>	<p>a. COVID 19 b. Through the POI (Principal Operations Inspector), operators have been required to make a risk analysis so that they can see what the threats are and to propose the corresponding mitigation measures, following these recommendations: Operators must: •Put forth in writing, in a documented form, the rule or regulatory requirement from which they request to be exempted, •Support reasons expressing the possible benefits to the public interest, •Explain how the level of operational safety will not be affected, •Explain the alternative form or method of compliance proposed and, when appropriate, the duration. •Submit to the POI (Principal Operations Inspector) the list of the personnel with the activity or event, expiration date and extended date in order to keep a record of the personnel to which their certifications and activities or training events have been extended. •Keep these records updated for POI consultation. •Provide a report to the POI with the</p>	<p>The National Civil Aviation Administration (ANAC) will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.</p>



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			<p>proper certifications of the FSTD (Flight simulation training devices) of the countries in which they are carrying out or will carry out the training. If they could not be inspected by the CAA but were operational, they should have to report that circumstance to the POI, assessing the shortcomings that the instruction could suffer. •Include in their reports the exception of firefighting practices, use of PBE, ditching, slides, etc. The use of videos in remote instruction should be authorized. •Make intensive use of the web to complete annual instruction courses. Operators must monitor compliance and report it to the POI.</p>	



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ANNEX 6 Chapter 9 Reference Standard	<p style="text-align: center;">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><i>Note 2.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i></p>	<p>According to Resolution 101/2020 issued by ANAC, the validity of all training sessions expiring until May 31st, 2020 is extended for 90(ninety) calendar days.</p>	<p>a. COVID 19 b. Through the POI (Principal Operations Inspector), operators have been required to make a risk analysis so that they can see what the threats are and to propose the corresponding mitigation measures, following these recommendations: Operators must: •Put forth in writing, in a documented form, the rule or regulatory requirement from which they request to be exempted, •Support reasons expressing the possible benefits to the public interest, •Explain how the level of operational safety will not be affected, •Explain the alternative form or method of compliance proposed and, when appropriate, the duration. •Submit to the POI (Principal Operations Inspector) the list of the personnel with the activity or event, expiration date and extended date in order to keep a record of the personnel to which their certifications and activities or training events have been extended. •Keep these records updated for POI consultation. •Provide a report to the POI with the</p>	<p>The National Civil Aviation Administration (ANAC) will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.</p>



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			<p>proper certifications of the FSTD (Flight simulation training devices) of the countries in which they are carrying out or will carry out the training. If they could not be inspected by the CAA but were operational, they should have to report that circumstance to the POI, assessing the shortcomings that the instruction could suffer. •Include in their reports the exception of firefighting practices, use of PBE, ditching, slides, etc. The use of videos in remote instruction should be authorized. •Make intensive use of the web to complete annual instruction courses. Operators must monitor compliance and report it to the POI.</p>	
<p>ANNEX 6 Chapter 3 Reference Standard</p>	<p>3.9.4.2 Recent experience — pilot-in-command</p> <p>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.</p>	<p>According to Resolution 101/2020 issued by ANAC, the validity of all training sessions expiring until May 31st, 2020 is extended for 90(ninety) calendar days.</p>	<p>a. COVID 19 b. For general aviation, recent experience is included in *RAAC part 61, section 61.57, therefore it applies what is expressed in relation to Annex 1. *RAAC (The Argentine Civil Aviation Regulations)</p>	<p>The National Civil Aviation Administration (ANAC) will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.</p>



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ANNEX 6 Chapter 3 Reference Standard	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.	According to Resolution 101/2020 issued by ANAC, the validity of all training sessions expiring until May 31st, 2020 is extended for 90(ninety) calendar days.	a. COVID 19 b. For general aviation, recent experience is included in *RAAC part 61, section 61.57, therefore it applies what is expressed in relation to Annex 1. *RAAC (The Argentine Civil Aviation Regulations)	The National Civil Aviation Administration (ANAC) will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.
ANNEX 6 Chapter 7 Reference Standard	<p style="text-align: center;">7.4 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>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>	According to Resolution 101/2020 issued by ANAC, the validity of all training sessions expiring until May 31st, 2020 is extended for 90(ninety) calendar days.	a. COVID 19 b. Helicopters affected by air transport (RAAC 135) should apply to what is stated in Annex 6 Part 1, each operator must send their plans and reports. Helicopters operating general aviation, recent experience is included in RAAC part 61, section 61.57, therefore it applies what is expressed in relation to Annex 1.	The National Civil Aviation Administration (ANAC) will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.



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ANNEX 6 Chapter 7 Reference Standard	<p align="center">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 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>	According to Resolution 101/2020 issued by ANAC, the validity of all training sessions expiring until May 31st, 2020 is extended for 90(ninety) calendar days.	a. COVID 19 b. Helicopters affected by air transport (RAAC 135) should apply to what is stated in Annex 6 Part 1, each operator must send their plans and reports. Helicopters operating general aviation, is included in RAAC part 61, therefore it applies what is expressed in relation to Annex 1.	The National Civil Aviation Administration (ANAC) will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.

Bolivia

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ANNEX 1 Chapter 1 Reference Standard	<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>Administrative Resolution Nro. 102 dated 04/22/2020. COVID-19 HEALTH EMERGENCY TEMPORARY DIFFERENCE. For the medical certificates that have lost their validity by expiration date as of March 21, 2020, it is extended their validity for (3) three months, (90) ninety calendar days.</p>	<p>RATIONALE Due to the implementation of physical distancing practices, closure of medical evaluation centers and other preventive measures, Bolivia is not conducting medical assessments for aeronautical personnel. CONDITIONS The DGAC of Bolivia will grant temporary extensions in accordance with the following conditions 1.- The applicant for an extension of a medical certificate shall present a copy of his current medical certificate and an affidavit that previously affirms that according to his perception, the health condition has not changed since his last medical assessment and does not suffer from any pathology at the time of the request. 2.- The holder of a license shall carry the medical certificate subject to the extension, and this shall be accompanied by the proof of the extension with the expiration date. 3.- Once the health emergency is over and medical examiners and assessors are available, aeronautical personnel involved in the extension on</p>	<p>Bolivia recognizes the validity of the medical certificates and the temporary differences issued by other States, based on the conditions and mitigation measures established by those States during the COVID-19 pandemic.</p>



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			<p>the expiration date will undergo a thorough aeronautical medical examination to determine the state of their psychophysical aptitude to continue performing in the aeronautical activity that they hold. MITIGATIONS As mitigation measures, the DGAC of Bolivia will: 1.- Case-by-case grant the temporary extensions for those medical certificates which have been issued with any limitations or special limitations. 2.- If available, conduct limited medical assessments by alternative means, e.g., tele-consultations, in lieu of physical assessments. 3.- Withdraw the temporary extension if it becomes aware of any medical impairment of a licence holder. 4.- Require continued submission of intercurrent medical reports in cases that the Licensing Authority considers them as necessary. 5.- Establish operational limitations due to medical factors that have been considered as part of the risk assessment when decisions have been made</p>	



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			<p>regarding the extension of the medical assessment. 6.- Give higher priority for examinations and/ or assessments to essential service flights, medical emergency flights, cargo flights transporting essential medical supplies, humanitarian and repatriation flights, medevac and air ambulance services. 7.- Review the initial risk assessment on a regular basis. 8.- Develop and implement procedure for the extension of validity, lifting of extension and the return to standard validity periods. 9.- Implement a record system for tracking the extended medical certificates As mitigation measures, the air operators, will: 1.- Develop health prevention procedures and guidelines to be implemented by its aeronautical personnel, during and after the COVID-19 pandemic. As mitigation measures, the aeronautical personnel, will: 1.- Comply with the measures established by the DGAC of Bolivia and air operators related to medical fitness, medical guidelines,</p>	



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			<p>health precautions, use of protection equipment against the COVID-19, physical distancing, etc. 2.- will not exercise the privileges of their licences and related ratings at any time when they are aware of any decrease in their medical fitness, which might render them unable to safely and properly exercise these privileges. In this case, the aeronautical personnel will notify to the Licensing Authority as soon as possible.</p>	

COVID-19 Alleviation measures by ICAO Region sorted by State

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<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>There are no differences.</p>	<p>RATIONALE The DGAC of Bolivia does not issue licences and/or ratings with expiration date, thus the conditions addressed for 1.2.4.4.1 and in its related current regulation apply.</p>	<p>Bolivia recognizes the validity of the medical certificates and the temporary differences issued by other States, based on the conditions and mitigation measures established by those States during the COVID-19 pandemic.</p>



COVID-19 Alleviation measures by ICAO Region sorted 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
	<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>			



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 9 Reference Standard	<p style="text-align: center;">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>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>	Administrative Resolution Nro. 102 dated 04/22/2020. COVID-19 HEALTH EMERGENCY TEMPORARY DIFFERENCE. Recent experience pilot-in-command and co-pilot. -After expiration established in the Bolivian Aeronautical Regulation (RAB), it is extended the validity of recent experience for (4) four months, (120) one hundred twenty calendar days).	RATIONALE As a consequence of the COVID-19 pandemic, the air operators of Bolivia have difficulties in complying with recency requirements of their flight crew due to reduced flight operations and/or the unavailability of flight simulators. CONDITIONS The DGAC of Bolivia will grant temporary extensions under the following conditions: 1.- To the pilots that have a valid rating for the type of aeroplane and the validity of that rating has not been extended using COVID-19 temporary extensions. 2.- At least one pilot of the minimum required flight crew shall be fully recent, unless the PIC is an instructor or check pilot. 3.- To the air operators that are able to justify their need and have established adequate mitigation measures, as a result of a complete risk assessment. 4.- Only for the COVID-19 pandemic period, then the extensions will be revoked once compliance with the requirement can be achieved through normal means (e.g. when the flight	Bolivia recognizes the temporary differences issued by others States, based on the conditions and mitigation measures established for those States during the COVID-19 pandemic.



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			<p>simulators become available again). 5.- Considering the reduced operations, which in turn reduce the exposure and the complexity of the operating environment for the crew. 6.- Taking into account the additional restrictions in order to reduce flight crew exposure to demanding situations (e.g. unfamiliar areas/aerodromes, severe weather, etc.). 7.- Giving consideration to the recent experience gained by the available pilots. Therefore, pilots could be clustered into three (3) groups: a) Fully recent (3 TO/LDG in 90 days), b) Partially recent (1 or 2 TO/LDG in 90 days), and c) Not recent (no TO/LDG in 90 days). 8.- The flight crews will not be designated if all required pilots have not conducted any flight activity (in the aeroplane or in an approved flight simulator) in the preceding 90 days. 9.- When the recent experience period is extended and the number of takeoffs and landings is reduced below three (3), a higher level of mitigation will be required. 10.- For single pilot operations, a more</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			<p>comprehensive risk assessment will be conducted and a higher level of mitigation will be required. MITIGATIONS As mitigation measures, the DGAC of Bolivia, will ensure that the air operators develop and implement procedures for:</p> <ol style="list-style-type: none"> 1.- Partially recent pilots are paired with fully recent pilots 2.- Not recent pilots are paired with fully recent instructors or check pilots. 3.- Partially recent pilots may be paired with partially recent instructors or check pilots. 4.- It is applied one or more operational limitations to alleviated crew pairings such as: a) First sector with the most recent pilot assuming the role of pilot flying; b) Reduction in maximum crosswind / tailwind limitations; c) Avoidance of contaminated runways / severe weather; d) Higher takeoff / approach minima; e) Dispatching only with a functioning autoland system, if installed, or to airports with multiple approach capabilities, including autoland; f) Operate with additional flight crew members; g) Operate 	



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			with reduced flight duty period (FDP) limits	
ANNEX 6 Chapter 9 Reference Standard	<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> <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 practised approach and landing procedures, where the approach and landing procedure practice may be performed as the pilot who is not flying the aeroplane. 	Doesn't apply	<p>RATIONALE</p> <p>Standard 9.4.2.1 does not apply in Bolivia because no air operator use in its operations a cruise relief pilot, instead uses reinforced crew.</p>	Bolivia recognizes the temporary differences issued by others States, based on the conditions and mitigation measures established for those States during the COVID-19 pandemic.



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 9 Reference Standard	<p style="text-align: center;">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><i>Note 2.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i></p>	Administrative Resolution Nro. 102 dated 04/22/2020. COVID-19 HEALTH EMERGENCY TEMPORARY DIFFERENCE. Pilot proficiency check. -It extends for (4) four months, (120) one hundred twenty calendar days), and additional to the effective date of required verifications.	RATIONALE Due to the restrictions imposed by the COVID-19 pandemic, the air operators of Bolivia have difficulty in complying with the recurrent training and pilots proficiency checks, required by their regulations. These restrictions include but are not limited to the following: 1.- The social distancing decreed by the States and the travel restrictions prevent the use of the flight simulation training devices (FSTD) and their facilities. 2.- The closure of aerodromes 3.- The air operators have temporarily stopped operating; and 4.- The impossibility of complying with Part D - Training, of the operations manual by the air operators. CONDITIONS The DGAC of Bolivia will grant temporary extensions according to the following conditions: 1.- To pilots holding a valid licence with the current type / instrument rating. 2.- To pilots who have a valid rating for the aircraft type and the validity of that rating has not been extended using temporary extensions of COVID-19. 3.-	Bolivia recognizes the temporary differences issued by others States, based on the conditions and mitigation measures established for those States during the COVID-19 pandemic.



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			<p>The impact of the significant reduction in flight operations will be considered. 4.- Compliance and effective performance of air operators will be reviewed, including the maturity of their SMSs. 5.- The following will be considered: a) The complexity of the air operator, for example, number of aircraft types and classes of operation, taking into account that the lack of training and verification of proficiency could affect more complex and special operations; b) The effectiveness of the training organization; c) Change in operating environment; d) The possible change in the role of the operator, for example cargo transportation and humanitarian operations instead of passengers; e) The use of specialized procedures and equipment; f) Combination with other possible exemptions, for example, extension of license validity plus lack of recent experience and possible extensions of flight time and service; g) The total experience of the crew</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			<p>involved, in terms of hours / route and / or familiarity with the aerodromes; h) The increased risk due to the limited number of operations for each flight crew member; and i) Change management to normal operations</p> <p>MITIGATIONS The Bolivian DGAC will ensure that air operators apply mitigation measures based on:</p> <ol style="list-style-type: none"> 1.- Reductions in operating limitations (due to crosswinds, contaminated tracks, etc., restriction of new destinations) 2.- Reduction in the scope of activities such as CAT III, RNP AR, etc. 3.- Increase in training provided by alternative means, for example, appropriate threat and error management (TEM) training for revised operations, safety and emergency procedures (SEP) changes, crew orientation material and standard and operating procedures (SOPs). These should be kept under constant review. 4.- Crew composition, for example, Operator Inspectors and Line Instructors will be paired with less experienced / 	



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			<p>underperforming pilots. 5.- Line verifications will be used to determine the level of competence of the pilots. 6.- Crew information must include human factor considerations For its part, the DGAC will consider as mitigation measures: 1.- The applicability of the extensions based on an adequate performance in the verification of previous competence; and 2.- Prior approval of the temporary change to the operations manual - Part D - Training</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 3 Reference Standard	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.	Administrative Resolution Nro. 102 dated 04/22/2020. COVID-19 HEALTH EMERGENCY TEMPORARY DIFFERENCE Recent pilot-in-command experience. After expiration established in the Bolivian Aeronautical Regulation (RAB), it is extended the validity of recent experience for 4) four months, (120) one hundred twenty calendar days).	RATIONALE Due to States-imposed restrictions to reduce the spread of the coronavirus, Bolivia's large and turbojet aeroplanes general aviation operators have difficulty meeting recent experience requirements due to reduced flight operations and / or the lack of availability of flight simulators. CONDITIONS The DGAC of Bolivia will grant temporary extensions under the following conditions: 1.- To the pilots that have a valid rating for the type of aeroplane and the validity of that rating has not been extended using COVID-19 temporary extensions. 2.- At least one pilot of the minimum required flight crew shall be fully recent, unless the PIC is an instructor. 3.- To the general aviation operators that are able to justify their need and have established adequate mitigation measures, as a result of a complete risk assessment. 4.- Only for the COVID-19 pandemic period, then the	Bolivia recognizes the temporary differences issued by others States, based on the conditions and mitigation measures established for those States during the COVID-19 pandemic.



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Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			<p>extensions will be revoked once compliance with the requirement can be achieved through normal means (e.g. when the flight simulators become available again).</p> <p>5.- Considering the reduced operations, which in turn reduce the exposure and the complexity of the operating environment for the crew.</p> <p>6.-Taking into account the additional restrictions in order to reduce flight crew exposure to demanding situations (e.g. unfamiliar areas/aerodromes, severe weather, etc.).</p> <p>7.- Giving consideration to the recent experience gained by the available pilots. Therefore, pilots could be clustered into three (3) groups:</p> <p>a) Fully recent (3 TO/LDG in 90 days),</p> <p>b) Partially recent (1 or 2 TO/LDG in 90 days), and</p> <p>c) Not recent (no TO/LDG in 90 days).</p> <p>8.- The flight crews will not be designated if all required pilots have not conducted any flight activity (in the aeroplane or in an approved flight simulator) in the preceding 90 days.</p>	



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Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			<p>9.- When the recent experience period is extended and the number of takeoffs and landings is reduced below three (3), a higher level of mitigation will be required.</p> <p>10.- For single pilot operations, a more comprehensive risk assessment will be conducted and a higher level of mitigation will be required.</p> <p>MITIGATIONS</p> <p>As mitigation measures, the DGAC of Bolivia, will ensure that the air operators develop and implement procedures for:</p> <p>1.- Partially recent pilots are paired with fully recent pilots</p> <p>2.- Not recent pilots are paired with fully recent instructors.</p> <p>3.- Partially recent pilots may be paired with partially recent instructors.</p> <p>4.- It is applied one or more operational limitations to alleviated crew pairings such as:</p> <p style="padding-left: 40px;">a) First sector with the most recent pilot assuming the role of pilot flying;</p> <p style="padding-left: 40px;">b) Reduction in maximum crosswind /</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			tailwind limitations; c) Avoidance of contaminated runways / severe weather; d) Higher takeoff / approach minima; e) Dispatching only with a functioning autoland system, if installed, or to airports with multiple approach capabilities, including autoland; f) Operate with additional flight crew members; g) Operate with reduced flight duty period (FDP) limits.	
ANNEX 6 Chapter 3 Reference Standard	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.	Administrative Resolution Nro. 102 dated 04/22/2020. COVID-19 HEALTH EMERGENCY TEMPORARY DIFFERENCE Recent co-pilot experience. - After expiration established in the Bolivian Aeronautical Regulation (RAB), the validity of the recent experience is extended for (4) four months, (120) one hundred twenty calendar days)	RATIONALE, CONDITIONS AND MITIGATIONS The same rationale and the same conditions and mitigations for the recent experience of pilot-in-command are applicable.	Bolivia recognizes the temporary differences issued by others States, based on the conditions and mitigation measures established for those States during the COVID-19 pandemic.



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 7 Reference Standard	<p style="text-align: center;">7.4 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>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>	Administrative Resolution Nro. 102 dated 04/22/2020. COVID-19 HEALTH EMERGENCY TEMPORARY DIFFERENCE Recent experience pilot-in-command and co-pilot. - After expiration established in the Bolivian Aeronautical Regulation (RAB), it is extended the validity of recent experience for (4) four months, (120) one hundred twenty calendar	<p>RATIONALE As a consequence of the COVID-19 pandemic, the air operators of Bolivia have had difficulties in complying with recency requirements due to reduced flight operations and/or the unavailability of flight simulators.</p> <p>CONDITIONS The DGAC of Bolivia will grant temporary extensions under the following conditions:</p> <ol style="list-style-type: none"> 1.- To the pilots that have a valid rating for the type of helicopter and the validity of that rating has not been extended using Covid-19 temporary extensions. 2.- At least one pilot of the minimum required flight crew shall be fully recent, unless the PIC is an instructor or examiner. 3.- To the air operators that are able to justify their need and have established adequate mitigation measures, as a result of a complete risk assessment. 4.- Only for the COVID-19 pandemic period, then the extensions will be revoked once compliance with the requirement can be achieved 	Bolivia recognizes the temporary differences issued by others States, based on the conditions and mitigation measures established for those States during the COVID-19 pandemic.



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Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			<p>through normal means (e.g. when the flight simulators become available again).</p> <p>5.- Considering the reduced operations, which in turn reduce the exposure and the complexity of the operating environment for the crew.</p> <p>6.- Taking into account the additional restrictions in order to reduce flight crew exposure to demanding situations (e.g. unfamiliar areas/aerodromes, severe weather, etc.).</p> <p>7.- Giving consideration to the recent experience gained by the available pilots. Therefore, pilots could be clustered into three (3) groups:</p> <p>a) Fully recent (3 TO/LDG in 90 days),</p> <p>b) Partially recent (1 or 2 TO/LDG in 90 days), and</p> <p>c) Not recent (no TO/LDG in 90 days).</p> <p>8.- The flight crews will not be designated if all required pilots have not conducted any flight activity (in the helicopter or in an approved flight simulator) in the preceding 90 days.</p> <p>9.- When the recent experience period is extended and the number of</p>	



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Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			<p>takeoffs and landings is reduced below three (3), a higher level of mitigation will be required.</p> <p>10.- For single pilot operations, a more comprehensive risk assessment will be conducted and a higher level of mitigation will be required.</p> <p>MITIGATIONS</p> <p>As mitigation measures, the DGAC of Bolivia, will ensure that the air operators develop and implement procedures for:</p> <p>1.- Partially recent pilots are paired with fully recent pilots</p> <p>2.- Not recent pilots are paired with fully recent instructors or check pilots.</p> <p>3.- Partially recent pilots may be paired with partially recent instructors or check pilots</p> <p>4.- It is applied one or more operational limitations to alleviated crew pairings such as:</p> <ul style="list-style-type: none"> a) First sector with the most recent pilot assuming the role of pilot flying; b) Reduction in maximum crosswind / tailwind limitations; c) Avoidance of complex 	



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Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			heliports / severe weather; d) Higher takeoff / approach minima; e) Dispatching only with a functioning autoland system, if installed, or to heliports with multiple approach capabilities, including autoland; f) Operate with additional flight crew members; g) Operate with reduced flight duty period (FDP) limits	



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Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 7 Reference Standard	<p align="center">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 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>	Administrative Resolution Nro. 102 dated 04/22/2020. COVID-19 HEALTH EMERGENCY TEMPORARY DIFFERENCE Pilot proficiency check. - It is extended for (4) four months, (120) one hundred twenty calendar, additional to the effective date of required verifications.	<p>RATIONALE Due to the restrictions imposed by the COVID-19 pandemic, the air operators of Bolivia have difficulty in complying with the recurrent training and pilots proficiency checks, required by their regulations. These restrictions include but are not limited to the following: 1.- The social distancing decreed by the States and the travel restrictions prevent the use of the flight simulation training devices (FSTD) and their facilities. 2.- The closure of heliports 3.- The air operators have temporarily stopped operating; and 4.- The impossibility of complying with Part D - Training, of the operations manual by the air operators.</p> <p>CONDITIONS The DGAC of Bolivia will grant temporary extensions according to the following conditions: 1.- To pilots holding a valid licence with the current type / instrument rating. 2.- To pilots who have a valid rating for the helicopter type and the validity of that rating</p>	Bolivia recognizes the temporary differences issued by others States, based on the conditions and mitigation measures established for those States during the COVID-19 pandemic.



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Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			<p>has not been extended using temporary extensions of COVID-19.</p> <p>3.- The impact of the significant reduction in flight operations will be considered.</p> <p>4.- Compliance and effective performance of air operators will be reviewed, including the maturity of their SMSs.</p> <p>5.- The following will be considered:</p> <ul style="list-style-type: none"> a) The complexity of the air operator, for example, number of helicopter types and classes of operation, taking into account that the lack of training and verification of proficiency could affect more complex and special operations; b) The effectiveness of the training organization; c) Change in operating environment; d) The possible change in the role of the operator, for example cargo transportation and humanitarian operations instead of passengers; e) The use of specialized procedures and equipment; f) Combination with other possible exemptions, for example, extension of 	



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Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			<p>license validity plus lack of recent experience and possible extensions of flight time and service;</p> <p>g) The total experience of the crew involved, in terms of hours / route and / or familiarity with the heliports;</p> <p>h) The increased risk due to the limited number of operations for each flight crew member; and</p> <p>i) Change management to normal operations</p> <p>MITIGATIONS</p> <p>The Bolivian DGAC will ensure that air operators apply mitigation measures based on:</p> <p>1.- Reductions in operating limitations (due to crosswinds, restriction of new destinations, etc.)</p> <p>2.- Increase in training provided by alternative means, for example, appropriate threat and error management (TEM) training for revised operations, safety and emergency procedures (SEP) changes, crew orientation material and standard operating procedures (SOPs). These should be kept under constant review.</p>	



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Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			<p>3.- Crew composition, for example, operator inspectors and line instructors will be paired with less experienced / underperforming pilots.</p> <p>4.- Line verifications will be used to determine the level of competence of the pilots.</p> <p>5.- Crew information must include human factor considerations</p> <p>For its part, the DGAC will consider as mitigation measures:</p> <p>1.- The applicability of the extensions based on an adequate performance in the previous proficiency check; and</p> <p>2.- Prior approval of the temporary change to the operations manual - Part D - Training</p>	

Brazil

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COVID-19 Alleviation measures by ICAO Region sorted 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	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>	The validity of any airmen medical certificate expired from March 17, 2020, through June 30, 2020, can be extended for an additional 120 days.	a) Rationale: for the sake of health and safety of aircrew and due to geographical dimensions and flight restrictions in Brazil; b) It does not apply to a flight crewmember with any medical condition	Brazil recognizes differences of other states.

COVID-19 Alleviation measures by ICAO Region sorted 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>			



COVID-19 Alleviation measures by ICAO Region sorted 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
	<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>			
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<p style="text-align: center;">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>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>			



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 9 Reference Standard	<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> <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 practised approach and landing procedures, where the approach and landing procedure practice may be performed as the pilot who is not flying the aeroplane. 			



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 9 Reference Standard	<p style="text-align: center;">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><i>Note 2.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i></p>			
ANNEX 6 Chapter 3 Reference Standard	<p style="text-align: center;">3.9.4.2 Recent experience — pilot-in-command</p> <p>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.</p>			



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 3 Reference Standard	<p>3.9.4.3 Recent experience — co-pilot</p> <p>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.</p>			
ANNEX 6 Chapter 7 Reference Standard	<p>7.4 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>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>			



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 7 Reference Standard	<p style="text-align: center;">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 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>			

Chile

ANNEX 1 Chapter 1 Reference Standard	<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>	The difference generates a reduced protection due to the medical certification being extended for 90 days to all licenses expiring between March 30th and June 30th, 2020.	However, the 90-day extension authorization will apply only to pilots who have their medical situation in fit condition. The situation of the aeronautical personnel who have an exemption will be assessed case by case.	Differences with other States will be recognized.
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COVID-19 Alleviation measures by ICAO Region sorted 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>There are no differences</p>	<p>Despite the 90-day extension related to medical exams, the international commercial transport crews are still required to comply with the recent experience and efficiency checks.</p>	<p>Differences with other States will be recognized</p>



COVID-19 Alleviation measures by ICAO Region sorted 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
	<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>			
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>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>There are no differences</p>	<p>Despite the fact that licenses and qualifications were extended for 90 days for those expiring between March 30 and June 30, 2020, the requirement of recent experience remains mandatory for pilots and co-pilots of international commercial aviation. Additionally, operators must act with at least 50% of their crews with their licenses up to date</p>	<p>Differences with other States will be recognized</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 9 Reference Standard	<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> <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 practised approach and landing procedures, where the approach and landing procedure practice may be performed as the pilot who is not flying the aeroplane. 	Not applicable in Chile.	Not applicable in Chile.	Differences with other States will be recognized.



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 9 Reference Standard	<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><i>Note 2.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i></p>	There are no differences.	There are no comments.	Differences with other States will be recognized.
ANNEX 6 Chapter 3 Reference Standard	<p>3.9.4.2 Recent experience — pilot-in-command</p> <p>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.</p>	There are no differences.	There are no comments.	Differences with other States will be recognized.



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 3 Reference Standard	<p>3.9.4.3 Recent experience — co-pilot</p> <p>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.</p>	<p>There are no differences.</p>	<p>There are no comments.</p>	<p>Differences with other States will be recognized.</p>
ANNEX 6 Chapter 7 Reference Standard	<p>7.4 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>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>There is a significant difference given that the licenses and qualifications were extended for 90 days, applicable to those expiring between March 30 and June 30, 2020, therefore recent experience is not required.</p>	<p>By the end of the extension period, a recent experience recovery program will be applied to those crews in need of it, analyzing case by case.</p>	<p>Differences with other States will be recognized.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 7 Reference Standard	<p style="text-align: center;">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 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>	There is a significant difference given that the licenses and qualifications were extended for 90 days, applicable to those that would expire between March 30th and June 30th, 2020. Due to this, the recent experience is not being required.	By the end of the extension period, a recent experience recovery program will be applied to those crews in need of it, analyzing case by case.	Differences with other States will be recognized.

Colombia

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COVID-19 Alleviation measures by ICAO Region sorted by State

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ANNEX 1 Chapter 1 Reference Standard	<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>Colombian Authorities issued Resolution 0776 on 27 /03/2020, in respect of the emission of exemptions, which modified RAC 11.220 (Colombian Aviation rules) and by the Circular 2020010822, Medical certifications expiration dates, can be extended us to 45 days since expiration date.</p> <p>Shall a second 45 days extension be granted if health conditions are kept.</p> <p>In any case the exception will not go beyond June 30th, 2020.</p>	<p>Any person should apply on line for the exception, and obtain the authorization before acting as a crew member. The authorities will verify medical records before issuing any authorization.</p> <p>In no case the authorities will issue an exception to crew members over 60 year old and with precedents of health problems.</p> <p>Anyhow, the air carriers are responsible for monitoring employees health status.</p>	<p>Colombia recognize and accept other States temporary differences.</p>

COVID-19 Alleviation measures by ICAO Region sorted by State

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<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>Colombian Authorities issued Resolution 0776 on 27 /03/2020, in respect to the emission of exemptions, which modified RAC 11.220 (Colombian Aviation rules) and by the Circular 2020010822:</p> <p>Proficiency checks for pilots have been extended for 90 days, without exceeding June 30, 2020.</p>	<p>-First flight should be completed with qualified flight instructor.</p> <p>- Once training can be resumed, it should be done according to the previous period of validity.</p> <p>-Any exception should be reported to the POI and PEL office.</p> <p>All exceptions will not exceed June 30th, 2020.</p> <p>-All crew members with the exception for training, should fly at least two sectors, with a flight Instructor during the period of the exception, who will verify the pilot performance.</p> <p>-Air carriers are responsible and should have a risk</p>	<p>Colombia recognize and accept other States temporary differences.</p>



COVID-19 Alleviation measures by ICAO Region sorted 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
	<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>		assessment related to operations with exceptions.	
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>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>Colombian Authorities issued Resolution 0776 on 27 /03/2020, in respect to the emission of exemptions, which modify RAC 11.220 (Colombian Aviation rules) and by the Circular 2020010822:</p> <p>Proficiency check for pilots are extended for 90 days, without exceeding June 30th, 2020.</p>	<p>-First flight should be completed with qualified flight instructor.</p> <p>-All crew members with the exception for training, should fly at least two sectors, with a flight Instructor during the period of the exception, who will verify the pilot performance.</p>	<p>Colombia recognize and accept other States temporary differences</p>



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ANNEX 6 Chapter 9 Reference Standard	<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> <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 practised approach and landing procedures, where the approach and landing procedure practice may be performed as the pilot who is not flying the aeroplane. 	<p>Colombian Authorities issued Resolution 0776 on 27 /03/2020 in respect to the emission of exemptions, which modified RAC 11.220 (Colombian Aviation rules) and by the Circular 2020010822:</p> <p>Proficiency to pilots are extended for 90 days, without exceeding June 30th, 2020.</p>	<p>-First flight should be completed with qualified flight instructor.</p> <p>-All crew members with the exception for training, should fly at least two sectors, with a flight Instructor during the period of the exception, who will verify the pilot performance.</p>	<p>Colombia recognize and accept other States temporary differences</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 9 Reference Standard	<p align="center">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><i>Note 2.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i></p>	<p>Colombian Authorities issued Resolution 0776 on 27 /03/2020 in respect to the emission of exemptions, which modified RAC 11.220 (Colombian Aviation rules) and by the Circular 2020010822:</p> <p>Proficiency to pilots are extended for 90 days, without exceeding June 30, 2020.</p>	<p>-First flight should be completed with qualified flight instructor.</p> <p>-First flight should be completed with qualified flight instructor.</p> <p>-All crew members with the exception for training, should fly at least two sectors, with a flight Instructor during the period of the exception, who will verify the pilot performance.</p>	
ANNEX 6 Chapter 3 Reference Standard	<p>3.9.4.2 Recent experience — pilot-in-command</p> <p>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.</p>	<p>Colombian Authorities issued Resolution 0776 on 27 /03/2020, respect to the emission of exemptions, which modified RAC 11.220 (Colombian Aviation rules) and by the Circular 2020010822:</p> <p>Proficiency checks for pilots are extended for 90 days, without exceeding June 30th, 2020.</p>	<p>-First flight should be completed with qualified flight instructor.</p> <p>-All crew members with the exception for training, should fly at least two sectors, with a flight Instructor during the period of the exception, who will verify the pilot performance.</p>	<p>Colombia recognize and accept other States temporary difference</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 3 Reference Standard	<p>3.9.4.3 Recent experience — co-pilot</p> <p>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.</p>	<p>RAC 11.220 (Colombian Aviation rules) and by the Circular 2020010822:</p> <p>Proficiency checks for pilots are extended for 90 days, without exceeding June 30th, 2020.</p>	<p>-First flight should be completed with qualified flight instructor.</p> <p>-All crew members with the exception for training, should fly at least two sectors, with a flight Instructor during the period of the exception, who will verify the pilot performance.</p>	<p>Colombia recognize and accept other States temporary difference</p>
ANNEX 6 Chapter 7 Reference Standard	<p>7.4 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>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>Colombian Authorities issued Resolution 0776 on 27 /03/2020, in respect to the emission of exemptions, which modified RAC 11.220 (Colombian Aviation rules) and by the Circular 2020010822:</p> <p>Proficiency checks for pilots are extended for 90 days, without exceeding June 30th, 2020.</p>	<p>-First flight should be completed with qualified flight instructor.</p> <p>-All crew members with the exception for training, should fly at least two sectors, with a flight Instructor during the period of the exception, who will verify the pilot performance.</p>	<p>Colombia recognize and accept other States temporary difference</p>



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ANNEX 6 Chapter 7 Reference Standard	<p align="center">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 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>Colombian Authorities issued Resolution 0776 on 27 /03/2020, respect to the emission of exemptions, which modified RAC 11.220 (Colombian Aviation rules) and by the Circular 2020010822:</p> <p>Proficiency checks for pilots are extended for 90 days, without exceeding June 30th, 2020.</p> <p>Circular 5000.082.009 dictates the measures for the use of training devices (FFS), and quality assurance.</p>	<p>-First flight should be completed with qualified flight instructor.</p> <p>-All crew members with the exception for training, should fly at least two sectors, with a flight Instructor during the period of the exception, who will verify the pilot performance.</p> <p>-air carriers are encourage to give necessary training with the use of distance education tools, to keep all crew members current and update with the procedures and operational policies.</p>	<p>Colombia recognize and accept other States temporary difference</p>

Ecuador

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COVID-19 Alleviation measures by ICAO Region sorted 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>1.2.4.4.1 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>COVID-19 HEALTH EMERGENCY TEMPORARY DIFFERENCE: For the medical certificates that have lost their validity by expiration date as of March 17, 2020, it is extended their validity for (3) three months, (90) ninety calendar days.</p>	<p>RATIONALE Due to the implementation of physical distancing practices, closure of medical evaluation centers and other preventive measures, Ecuador is not conducting medical assessments for aeronautical personnel.</p> <p>CONDITIONS The DGAC of Ecuador will grant temporary extensions in accordance with the following conditions * The applicant for an extension of a medical certificate shall present a copy of his current medical certificate and an affidavit that previously affirms that according to his perception, the health condition has not changed since his last medical assessment and does not suffer from any pathology at the time of the request. * The holder of a license shall carry the medical certificate subject to the extension, and this shall be accompanied by the proof of the extension with the expiration date. * Once the health emergency is over and</p>	<p>Ecuador recognizes the validity of the medical certificates and the temporary differences issued by other States, based on the conditions and mitigation measures established by those States during the COVID-19 pandemic.</p>



COVID-19 Alleviation measures by ICAO Region sorted 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
			<p>medical examiners and assessors are available, aeronautical personnel involved in the extension on the expiration date will undergo a thorough aeronautical medical examination to determine the state of their psychophysical aptitude to continue performing in the aeronautical activity that they hold.</p> <p>MITIGATIONS As mitigation measures, the DGAC of Ecuador will:</p> <ul style="list-style-type: none"> * Case-by-case grant the temporary extensions for those medical certificates which have been issued with any limitations or special limitations. * If available, conduct limited medical assessments by alternative means, e.g., tele-consultations, in lieu of physical assessments. * Withdraw the temporary extension if it becomes aware of any medical impairment of a licence holder. * Require continued submission of intercurrent medical reports in cases that the Licensing Authority 	



COVID-19 Alleviation measures by ICAO Region sorted 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
			<p>considers them as necessary.</p> <ul style="list-style-type: none"> * Establish operational limitations due to medical factors that have been considered as part of the risk assessment when decisions have been made regarding the extension of the medical assessment. * Give higher priority for examinations and/ or assessments to essential service flights, medical emergency flights, cargo flights transporting essential medical supplies, humanitarian and repatriation flights, medevac and air ambulance services. * Review the initial risk assessment on a regular basis. * Develop and implement procedure for the extension of validity, lifting of extension and the return to standard validity periods. * Implement a record system for tracking the extended medical certificates <p>As mitigation measures, the air operators, will:</p> <ul style="list-style-type: none"> * Develop health prevention procedures and guidelines to be implemented by its 	



COVID-19 Alleviation measures by ICAO Region sorted 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
			<p>aeronautical personnel, during and after the COVID-19 pandemic.</p> <p>As mitigation measures, the aeronautical personnel, will:</p> <ul style="list-style-type: none"> * Comply with the measures established by the DGAC of Ecuador and air operators related to medical fitness, medical guidelines, health precautions, use of protection equipment against the COVID-19, physical distancing, etc. * Will not exercise the privileges of their licences and related ratings at any time when they are aware of any decrease in their medical fitness, which might render them unable to safely and properly exercise these privileges. In this case, the aeronautical personnel will notify to the Licensing Authority as soon as possible. 	

COVID-19 Alleviation measures by ICAO Region sorted 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>There are no differences</p>	<p>RATIONALE The DGAC of Ecuador does not issue licences and/or ratings with expiration date, thus the conditions addressed for 1.2.4.4.1 and in its related current regulation apply.</p>	<p>Ecuador recognizes the validity of the medical certificates and the temporary differences issued by other States, based on the conditions and mitigation measures established by those States during the COVID-19 pandemic.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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	<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>			



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 9 Reference Standard	<p style="text-align: center;">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>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>COVID-19 HEALTH EMERGENCY TEMPORARY DIFFERENCE: Recent experience pilot-in-command and co-pilot. -After expiration established in the Civil Aviation Technical Regulations (RDAC), it is extended the validity of recent experience for (2) two months, (60) sixty calendar days).</p>	<p>RATIONALE As a consequence of the COVID-19 pandemic, the air operators of Ecuador have difficulties in complying with recency requirements of their flight crew due to reduced flight operations and/or the unavailability of flight simulators.</p> <p>CONDITIONS The DGAC of Ecuador will grant temporary extensions under the following conditions: * To the pilots that have a valid rating for the type of aeroplane and the validity of that rating has not been extended using COVID-19 temporary extensions. * At least one pilot of the minimum required flight crew shall be fully recent, unless the PIC is an instructor or check pilot. * To the air operators that are able to justify their need and have established adequate mitigation measures, as a result of a complete risk assessment. * Only for the COVID-19 pandemic period, then the extensions will be revoked once compliance with the</p>	<p>Ecuador recognizes the temporary differences issued by others States, based on the conditions and mitigation measures established for those States during the COVID-19 pandemic.</p>



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			<p>requirement can be achieved through normal means (e.g. when the flight simulators become available again).</p> <ul style="list-style-type: none"> * Considering the reduced operations, which in turn reduce the exposure and the complexity of the operating environment for the crew. * Taking into account the additional restrictions in order to reduce flight crew exposure to demanding situations (e.g. unfamiliar areas/aerodromes, severe weather, etc.). * Giving consideration to the recent experience gained by the available pilots. <p>Therefore, pilots could be clustered into three (3) groups:</p> <ul style="list-style-type: none"> * Fully recent (3 TO/LDG in 90 days), * Partially recent (1 or 2 TO/LDG in 90 days), and * Not recent (no TO/LDG in 90 days). * The flight crews will not be designated if all required pilots have not conducted any flight activity (in the aeroplane or in an approved flight simulator) in the preceding 90 days. * When the recent experience period is 	



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			<p>extended and the number of takeoffs and landings is reduced below three (3), a higher level of mitigation will be required.</p> <p>* For single pilot operations, a more comprehensive risk assessment will be conducted and a higher level of mitigation will be required.</p> <p>MITIGATIONS As mitigation measures, the DGAC of Ecuador, will ensure that the air operators develop and implement procedures for:</p> <ul style="list-style-type: none"> * Partially recent pilots are paired with fully recent pilots * Not recent pilots are paired with fully recent instructors or check pilots. * Partially recent pilots may be paired with partially recent instructors or check pilots. * It is applied one or more operational limitations to alleviated crew pairings such as: <ul style="list-style-type: none"> * First sector with the most recent pilot assuming the role of pilot flying; * Reduction in maximum crosswind / tailwind limitations; * Avoidance of contaminated 	



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Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
			runways / severe weather; * Higher takeoff / approach minima; * Dispatching only with a functioning autoland system, if installed, or to airports with multiple approach capabilities, including autoland; * Operate with additional flight crew members; * Operate with reduced flight duty period (FDP) limits.	
ANNEX 6 Chapter 9 Reference Standard	<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> <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 practised approach and landing procedures, where the approach and landing procedure practice may be performed as the pilot who is not flying the aeroplane. 	Doesn't apply	RATIONALE Standard 9.4.2.1 does not apply in Ecuador because no air operator operates routes that require a cruise relief pilot.	Ecuador recognizes the temporary differences issued by others States, based on the conditions and mitigation measures established for those States during the COVID-19 pandemic.

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ANNEX 6 Chapter 9 Reference Standard	<p style="text-align: center;">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><i>Note 2.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i></p>	COVID-19 HEALTH EMERGENCY TEMPORARY DIFFERENCE: Pilot proficiency check. -It extends for (3) three months, (90) ninety calendar days, and additional to the effective date of required verifications.	<p>RATIONALE Due to the restrictions imposed by the COVID-19 pandemic, the air operators of Ecuador have difficulty in complying with the recurrent training and pilots proficiency checks, required by their regulations. These restrictions include but are not limited to the following:</p> <ul style="list-style-type: none"> * The social distancing decreed by the States and the travel restrictions prevent the use of the flight simulation training devices (FSTD) and their facilities. * The closure of aerodromes * The air operators have temporarily stopped operating; and * The impossibility of complying with Part D - Training, of the operations manual by the air operators. <p>CONDITIONS The DGAC of Ecuador will grant temporary extensions according to the following conditions:</p> <ul style="list-style-type: none"> * To pilots holding a valid licence with the current type / instrument rating. * To pilots who have a valid rating for the aircraft type and the validity of that rating 	Ecuador recognizes the temporary differences issued by others States, based on the conditions and mitigation measures established for those States during the COVID-19 pandemic.



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			<p>has not been extended using temporary extensions of COVID-19.</p> <ul style="list-style-type: none"> * The impact of the significant reduction in flight operations will be considered. * Compliance and effective performance of air operators will be reviewed, including the maturity of their SMSs. * The following will be considered: <ul style="list-style-type: none"> * The complexity of the air operator, for example, number of aircraft types and classes of operation, taking into account that the lack of training and verification of proficiency could affect more complex and special operations; * The effectiveness of the training organization; * Change in operating environment; * The possible change in the role of the operator, for example cargo transportation and humanitarian operations instead of passengers; * The use of specialized procedures and equipment; * Combination with other possible exemptions, for example, extension of 	



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			<p>license validity plus lack of recent experience and possible extensions of flight time and service;</p> <ul style="list-style-type: none"> * The total experience of the crew involved, in terms of hours / route and / or familiarity with the aerodromes; * The increased risk due to the limited number of operations for each flight crew member; and * Change management to normal operations. <p>MITIGATIONS The Ecuadorian DGAC will ensure that air operators apply mitigation measures based on:</p> <ul style="list-style-type: none"> * Reductions in operating limitations (due to crosswinds, contaminated tracks, etc., restriction of new destinations) * Reduction in the scope of activities such as CAT III, RNP AR, etc. * Increase in training provided by alternative means, for example, appropriate threat and error management (TEM) training for revised operations, safety and emergency procedures (SEP) changes, crew 	



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			<p>orientation material and standard and operating procedures (SOPs). These should be kept under constant review.</p> <ul style="list-style-type: none"> * Crew composition, for example, Operator Inspectors and Line Instructors will be paired with less experienced / underperforming pilots. * Line verifications will be used to determine the level of competence of the pilots. * Crew information must include human factor considerations <p>For its part, the DGAC will consider as mitigation measures:</p> <ul style="list-style-type: none"> * The applicability of the extensions based on an adequate performance in the verification of previous competence; and * Prior approval of the temporary change to the operations manual - Part D - Training. 	



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ANNEX 6 Chapter 3 Reference Standard	<p>3.9.4.2 Recent experience — pilot-in-command</p> <p>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.</p>	<p>COVID-19 HEALTH EMERGENCY TEMPORARY DIFFERENCE: Recent pilot-in-command experience. After expiration established in the Civil Aviation Technical Regulations (RDAC), it is extended the validity of recent experience for (2) twomonths, (60) sixty calendar days).</p>	<p>RATIONALE Due to States-imposed restrictions to reduce the spread of the coronavirus, Ecuador's large and turbojet aeroplanes general aviation operators have difficulty meeting recent experience requirements due to reduced flight operations and / or the lack of availability of flight simulators.</p> <p>CONDITIONS The DGAC of Ecuador will grant temporary extensions under the following conditions: * To the pilots that have a valid rating for the type of aeroplane and the validity of that rating has not been extended using COVID-19 temporary extensions. * At least one pilot of the minimum required flight crew shall be fully recent, unless the PIC is an instructor. * To the general aviation operators that are able to justify their need and have established adequate mitigation measures, as a result of a complete risk assessment. * Only for the COVID-19 pandemic period, then the</p>	<p>Ecuador recognizes the temporary differences issued by others States, based on the conditions and mitigation measures established for those States during the COVID-19 pandemic.</p>



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			<p>extensions will be revoked once compliance with the requirement can be achieved through normal means (e.g. when the flight simulators become available again).</p> <ul style="list-style-type: none"> * Considering the reduced operations, which in turn reduce the exposure and the complexity of the operating environment for the crew. * Taking into account the additional restrictions in order to reduce flight crew exposure to demanding situations (e.g. unfamiliar areas/aerodromes, severe weather, etc.). * Giving consideration to the recent experience gained by the available pilots. <p>Therefore, pilots could be clustered into three (3) groups:</p> <ul style="list-style-type: none"> * Fully recent (3 TO/LDG in 90 days), * Partially recent (1 or 2 TO/LDG in 90 days), and * Not recent (no TO/LDG in 90 days). * The flight crews will not be designated if all required pilots have not conducted any flight activity (in the aeroplane or in an approved flight simulator) in the preceding 90 days. 	



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			<p>* When the recent experience period is extended and the number of takeoffs and landings is reduced below three (3), a higher level of mitigation will be required.</p> <p>* For single pilot operations, a more comprehensive risk assessment will be conducted and a higher level of mitigation will be required.</p> <p>MITIGATIONS As mitigation measures, the DGAC of Ecuador, will ensure that the air operators develop and implement procedures for:</p> <ul style="list-style-type: none"> * Partially recent pilots are paired with fully recent pilots * Not recent pilots are paired with fully recent instructors. * Partially recent pilots may be paired with partially recent instructors. * It is applied one or more operational limitations to alleviated crew pairings such as: <ul style="list-style-type: none"> * First sector with the most recent pilot assuming the role of pilot flying; * Reduction in maximum crosswind / tailwind limitations; * Avoidance of contaminated 	



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			runways / severe weather; * Higher takeoff / approach minima; * Dispatching only with a functioning autoland system, if installed, or to airports with multiple approach capabilities, including autoland; * Operate with additional flight crew members; * Operate with reduced flight duty period (FDP) limits.	
ANNEX 6 Chapter 3 Reference Standard	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.	COVID-19 HEALTH EMERGENCY TEMPORARY DIFFERENCE: Recent co-pilot experience. - After expiration established in the Civil Aviation Technical Regulations (RDAC), the validity of the recent experience is extended for two (2) months, (60) sixtycalendar days).	RATIONALE, CONDITIONS AND MITIGATIONS The same rationale and the same conditions and mitigations for the recent experience of pilot-in-command are applicable.	Ecuador recognizes the temporary differences issued by others States, based on the conditions and mitigation measures established for those States during the COVID-19 pandemic.



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ANNEX 6 Chapter 7 Reference Standard	<p style="text-align: center;">7.4 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>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>COVID-19 HEALTH EMERGENCY TEMPORARY DIFFERENCE: Recent experience pilot-in-command and co-pilot. - After expiration established in the Civil Aviation Technical Regulations (RDAC), it is extended the validity of recent experience for (2) two months, (60) sixty calendar days).</p>	<p>RATIONALE As a consequence of the COVID-19 pandemic, the air operators of Ecuador have had difficulties in complying with recency requirements due to reduced flight operations and/or the unavailability of flight simulators.</p> <p>CONDITIONS The DGAC of Ecuador will grant temporary extensions under the following conditions: * To the pilots that have a valid rating for the type of helicopter and the validity of that rating has not been extended using Covid-19 temporary extensions. * At least one pilot of the minimum required flight crew shall be fully recent, unless the PIC is an instructor or examiner. * To the air operators that are able to justify their need and have established adequate mitigation measures, as a result of a complete risk assessment. * Only for the COVID-19 pandemic period, then the extensions will be revoked once compliance with the</p>	<p>Ecuador recognizes the temporary differences issued by others States, based on the conditions and mitigation measures established for those States during the COVID-19 pandemic.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>requirement can be achieved through normal means (e.g. when the flight simulators become available again).</p> <ul style="list-style-type: none"> * Considering the reduced operations, which in turn reduce the exposure and the complexity of the operating environment for the crew. * Taking into account the additional restrictions in order to reduce flight crew exposure to demanding situations (e.g. unfamiliar areas/aerodromes, severe weather, etc.). * Giving consideration to the recent experience gained by the available pilots. Therefore, pilots could be clustered into three (3) groups: <ul style="list-style-type: none"> * Fully recent (3 TO/LDG in 90 days), * Partially recent (1 or 2 TO/LDG in 90 days), and * Not recent (no TO/LDG in 90 days). * The flight crews will not be designated if all required pilots have not conducted any flight activity (in the helicopter or in an approved flight simulator) in the preceding 90 days. * When the recent experience period is 	



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			<p>extended and the number of takeoffs and landings is reduced below three (3), a higher level of mitigation will be required.</p> <p>* For single pilot operations, a more comprehensive risk assessment will be conducted and a higher level of mitigation will be required.</p> <p>MITIGATIONS As mitigation measures, the DGAC of Ecuador, will ensure that the air operators develop and implement procedures for:</p> <ul style="list-style-type: none"> * Partially recent pilots are paired with fully recent pilots * Not recent pilots are paired with fully recent instructors or check pilots. * Partially recent pilots may be paired with partially recent instructors or check pilots * It is applied one or more operational limitations to alleviated crew pairings such as: <ul style="list-style-type: none"> * First sector with the most recent pilot assuming the role of pilot flying; * Reduction in maximum crosswind / tailwind limitations; * Avoidance of complex 	



COVID-19 Alleviation measures by ICAO Region sorted by State

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			heliports / severe weather; * Higher takeoff / approach minima; * Dispatching only with a functioning autoland system, if installed, or to heliports with multiple approach capabilities, including autoland; * Operate with additional flight crew members; * Operate with reduced flight duty period (FDP) limits.	



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 7 Reference Standard	<p align="center">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 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>	COVID-19 HEALTH EMERGENCY TEMPORARY DIFFERENCE: Pilot proficiency check. - It is extended for (3) three months, (90) ninety calendar days, additional to the effective date of required verifications.	<p>RATIONALE Due to the restrictions imposed by the COVID-19 pandemic, the air operators of Ecuador have difficulty in complying with the recurrent training and pilots proficiency checks, required by their regulations. These restrictions include but are not limited to the following:</p> <ul style="list-style-type: none"> * The social distancing decreed by the States and the travel restrictions prevent the use of the flight simulation training devices (FSTD) and their facilities. * The closure of heliports * The air operators have temporarily stopped operating; and * The impossibility of complying with Part D - Training, of the operations manual by the air operators. <p>CONDITIONS The DGAC of Ecuador will grant temporary extensions according to the following conditions:</p> <ul style="list-style-type: none"> * To pilots holding a valid licence with the current type / instrument rating. * To pilots who have a valid rating for the helicopter type and the validity of that rating 	Ecuador recognizes the temporary differences issued by others States, based on the conditions and mitigation measures established for those States during the COVID-19 pandemic.



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>has not been extended using temporary extensions of COVID-19.</p> <ul style="list-style-type: none"> * The impact of the significant reduction in flight operations will be considered. * Compliance and effective performance of air operators will be reviewed, including the maturity of their SMSs. * The following will be considered: <ul style="list-style-type: none"> * The complexity of the air operator, for example, number of helicopter types and classes of operation, taking into account that the lack of training and verification of proficiency could affect more complex and special operations; * The effectiveness of the training organization; * Change in operating environment; * The possible change in the role of the operator, for example cargo transportation and humanitarian operations instead of passengers; * The use of specialized procedures and equipment; * Combination with other possible exemptions, for example, extension of 	



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>license validity plus lack of recent experience and possible extensions of flight time and service;</p> <ul style="list-style-type: none"> * The total experience of the crew involved, in terms of hours / route and / or familiarity with the heliports; * The increased risk due to the limited number of operations for each flight crew member; and * Change management to normal operations <p>MITIGATIONS The Ecuadorian DGAC will ensure that air operators apply mitigation measures based on:</p> <ul style="list-style-type: none"> * Reductions in operating limitations (due to crosswinds, restriction of new destinations, etc.) * Increase in training provided by alternative means, for example, appropriate threat and error management (TEM) training for revised operations, safety and emergency procedures (SEP) changes, crew orientation material and standard operating procedures (SOPs). These should be kept under constant review. 	



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>* Crew composition, for example, operator inspectors and line instructors will be paired with less experienced / underperforming pilots.</p> <p>* Line verifications will be used to determine the level of competence of the pilots.</p> <p>* Crew information must include human factor considerations</p> <p>For its part, the DGAC will consider as mitigation measures:</p> <p>* The applicability of the extensions based on an adequate performance in the previous proficiency check; and</p> <p>* Prior approval of the temporary change to the operations manual - Part D - Training</p>	

Uruguay

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COVID-19 Alleviation measures by ICAO Region sorted 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	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>	Uruguay could issue, upon request of the applicant and after proper assessment, an extension of the Medical Certificates from a month. This assessment be will carried by pilots, flight instructors, flight examiners, air controllers and cabin crew members due to the worldwide pandemic of COVID 19 pandemic disease.	Uruguay, prior to issuing any extension of validity periods, will assess each applicants’s medical record or language proficiency level, to minimize as much as possible anuy level of risk.	The Civil Aviation Authority of Uruguay will consider accepting other ICAO member States Differences, after due revision and assessment.

COVID-19 Alleviation measures by ICAO Region sorted 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
<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>No differences</p>	<p>Standard Regulation Applies</p>	<p>Uruguay will consider accepting other ICAO member States Differences, after due revision and assesment.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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	<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>			
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>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>No differens</p>	<p>Standard Regulations Appies</p>	<p>We accept other ICAO State member differents</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 9 Reference Standard	<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> <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 practised approach and landing procedures, where the approach and landing procedure practice may be performed as the pilot who is not flying the aeroplane. 	No differents	Standard regulations applies	We accept other ICAO States mEMBER diferences.



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 9 Reference Standard	<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><i>Note 2.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i></p>	Uruguay until the border are opened and the crew will not be above to training in other country.	Each AOC provide to the Authority a Mitigation plan and it will be accepted.	Uruguay accept an others ICAO sTate Regulations
ANNEX 6 Chapter 3 Reference Standard	<p>3.9.4.2 Recent experience — pilot-in-command</p> <p>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.</p>	No differences.	Standard Regulations Applies	We accept other ICAO State Member differences



COVID-19 Alleviation measures by ICAO Region sorted by State

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ANNEX 6 Chapter 3 Reference Standard	<p>3.9.4.3 Recent experience — co-pilot</p> <p>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.</p>	<p>No difference</p>	<p>Standard Regulations Applies</p>	<p>We accept other ICAO State Member differencia</p>
ANNEX 6 Chapter 7 Reference Standard	<p>7.4 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>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>No difference</p>	<p>Standard Regulations Applies</p>	<p>We accept other ICAO State Member Difference</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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ANNEX 6 Chapter 7 Reference Standard	<p style="text-align: center;">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 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>	No differences	Standard Regulation Applies	We accept other ICAO STATES MEMBER Differences

Venezuela (Bolivarian Republic of)

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COVID-19 Alleviation measures by ICAO Region sorted by State

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ANNEX 1 Chapter 1 Reference Standard	<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>Providence PRE-CJU-GDA-084-20 in which the application of the requirements for the renewal of current aeronautical medical licenses and certificates is temporarily suspended to extend their validity in a period of 30 days, extendable as determined by the National Executive Power.</p> <p>Affected Regulation RAV 67 Section RAV 67.8 and RAV 67.4(m) Since march 15 2020.</p>	<p>a) All operations are suspended and the flights are authorized individually.</p> <p>b) The Safety Management and Operations Management (certification) group made risk assessment in reference to national operations situations and apply preventive surveillance measures before each authorized requested operation. (SRM process in accordance with SSP VEN).</p>	<p>State will recognize or accept the validity of other States' certificates and licenses based on their temporary differences submitted via the CCRD</p>

COVID-19 Alleviation measures by ICAO Region sorted by State

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<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>Providence PRE-CJU-GDA-084-20 in which the application of the requirements for the renewal of current aeronautical medical licenses and certificates is temporarily suspended to extend their validity in a period of 30 days, extendable as determined by the National Executive Power.</p> <p>Affected Regulation RAV 60 Sections RAV 60.61 and RAV 60.62 Since march 15 2020</p>	<p>a) All operations are suspended and the flights are authorized individually.</p> <p>b) The Safety Management and Operations Management (certification) group made risk assessment in reference to national operations situations and apply preventive surveillance measures before each authorized operation. (SRM process in accordance with SSP VEN).</p>	<p>State will recognize or accept the validity of other States’ certificates and licenses based on their temporary differences submitted via the CCRD</p>

COVID-19 Alleviation measures by ICAO Region sorted by State

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	<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>			
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<p style="text-align: center;">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>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>No differences</p>	<p>a) All operations are suspended and the flights are authorized individually.</p> <p>b) The Safety Management and Operations Management (certification) group made risk assessment in reference to national operations situations and apply preventive surveillance measures before each authorized requested operations. (SRM process in accordance with SSP VEN).</p>	<p>State will recognize or accept the validity of other States’ certificates and licenses based on their temporary differences submitted via the CCRD.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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ANNEX 6 Chapter 9 Reference Standard	<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> <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 practised approach and landing procedures, where the approach and landing procedure practice may be performed as the pilot who is not flying the aeroplane. 	No differences	<ul style="list-style-type: none"> a) All operations are suspended and the flights are authorized individually. b) The Safety Management and Operations Management (certification) group made risk assessment in reference to national operations situations and apply preventive surveillance measures before each authorized requested operations. (SRM process in accordance with SSP VEN). 	State will recognize or accept the validity of other States' certificates and licenses based on their temporary differences submitted via the CCRD



COVID-19 Alleviation measures by ICAO Region sorted by State

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ANNEX 6 Chapter 9 Reference Standard	<p style="text-align: center;">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><i>Note 2.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i></p>	No differences	a) All operations are suspended and the flights are authorized individually. b) The Safety Management and Operations Management (certification) group made risk assessment in reference to national operations situations and apply preventive surveillance measures before each authorized requested operations. (SRM process in accordance with SSP VEN).	State will recognize or accept the validity of other States’ certificates and licenses based on their temporary differences submitted via the CCRD



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 3 Reference Standard	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.	No differences	a) All operations are suspended and the flights are authorized individually. b) The Safety Management and Operations Management (certification) group made risk assessment in reference to national operations situations and apply preventive surveillance measures before each authorized requested operations. (SRM process in accordance with SSP VEN).	State will recognize or accept the validity of other States' certificates and licenses based on their temporary differences submitted via the CCRD



COVID-19 Alleviation measures by ICAO Region sorted by State

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ANNEX 6 Chapter 3 Reference Standard	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.	No differences	a) All operations are suspended and the flights are authorized individually. b) The Safety Management and Operations Management (certification) group made risk assessment in reference to national operations situations and apply preventive surveillance measures before each authorized requested operations. (SRM process in accordance with SSP VEN).	State will recognize or accept the validity of other States' certificates and licenses based on their temporary differences submitted via the CCRD



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 7 Reference Standard	<p style="text-align: center;">7.4 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>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>	No differences	a) All operations are suspended and the flights are authorized individually. b) The Safety Management and Operations Management (certification) group made risk assessment in reference to national operations situations and apply preventive surveillance measures before each authorized requested operations. (SRM process in accordance with SSP VEN).	State will recognize or accept the validity of other States’ certificates and licenses based on their temporary differences submitted via the CCRD



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 7 Reference Standard	<p style="text-align: center;">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 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>	No differences	a) All operations are suspended and the flights are authorized individually. b) The Safety Management and Operations Management (certification) group made risk assessment in reference to national operations situations and apply preventive surveillance measures before each authorized requested operations. (SRM process in accordance with SSP VEN).	State will recognize or accept the validity of other States’ certificates and licenses based on their temporary differences submitted via the CCRD

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