



*International Civil Aviation Organization*  
South American Regional Office

**Second Virtual Meeting of Civil Aviation General Directors of the South American Region on the Response to COVID-19**

(Lima, Peru, 22 May 2020)

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**Agenda item 3      Progress of the activity "Safety risks map"**

**PROGRESS IN THE SAFETY RISKS MAP**

(Presented by Secretariat)

**SUMMARY**

This working paper presents to the meeting, updated information regarding the progress in the SAM Region safety risk map, as a focus area of the strategic response framework COVID-19, considering the following related activities:

- the notification of temporary differences in the COVID-19 CRD / EFOD subsystem
- the publication of ICAO Quick Reference Guides (QRGs);
- the participation of the SAM Office and SRVSOP in the analysis of the QRGs; and
- the development of guidance material on risk and temporary exemptions management.

**REFERENCES**

- State Letter AN 11/55-20/50 of April 03, 2020
- Focus areas of the tentative strategic plan: Orderly reactivation and financial sustainability of the civil aviation system
- RLA 99/901 Regional Project

**1.                    INTRODUCTION**

1.1                    On April 3, 2020, the ICAO Secretary General sent the letter AN 11/55-20/50 to the States, in which she commented on the urgent need to reduce the risks posed by the spread of COVID-19 by air transport, while maintaining essential air transport operations and ensuring an orderly return to normal activity in due course.

1.2                    Likewise, and knowing that some States have adopted various measures for their service providers and aeronautical personnel to maintain the validity of their certificates, licenses and other approvals during the COVID-19 pandemic, the Secretary General encouraged States to be flexible with the positions they adopt and at the same time observe their obligations under the Convention on International Civil Aviation.

1.3                    Once the restrictions of physical isolation and the closing of borders were decreed, and the effects of the pandemic on health and economy were estimated, the States of the SAM Region considered the need to establish a strategic framework to prepare their Authorities and service providers in the reopening of air operations as one of the fundamental axes in the recovery and financial sustainability of the civil aviation system.

## 2. **RIKS MANAGEMENT FOR OPERATIONAL CHANGES**

2.1 As a consequence of the pandemic by COVID-19, very large changes have occurred in the civil aviation systems of the States, causing the almost complete closure of air operations. These changes will continue to occur until they return to normal operations, so States and service providers should identify hazards and analyze their consequences and, using the risk management process, evaluate and mitigate all safety risks both new as modified.

2.2 No operation should be carried out in a system or modified operational context until all the identified existing safety risks have been evaluated, which is why ICAO, the SAM Office and the SRVSOP together with their States are participating in the recovery activities, which are mentioned in the next section. These activities are framed in the focus areas of orderly reactivation and financial sustainability of the strategic response framework by COVID-19

## 3. **PROGRESS IN THE SAFETY RISKS MAP**

### **Notification of temporary differences in the COVID-19 CRD/EFOD subsystem**

3.1 To date, ten (10) of thirteen (13) States have completed the notification, Argentina, Bolivia, Brazil, Chile, Colombia, Ecuador, Paraguay, Peru, Uruguay and Venezuela have notified their temporary differences in the CCRD/EFOD subsystem, leaving Guyana, Panama and Suriname pending of notification

### **Publication of ICAO quick reference guides (QRGs)**

3.2 To support the implementation of temporary differences, ICAO, with the participation of States subject matter experts and of different panels, study groups and other industry experts groups, is developing the QRGs. So far, ICAO has promulgated fourteen (14) QRGs, the details of which are presented in **Appendix A** to this working paper. These guides provide general guidance on possible extensions to the standards, their mitigations, and operational considerations

### **Participation of the SAM Office and SRVSOP in the QRG analysis**

3.3 The SAM Office together with the SRVSOP specialists are participating in the airworthiness (AIR) and operations (OPS) QRGs development, providing comments and problem statements so that the ICAO specialists and working groups can develop said guides.

3.4 In the same sense, the SAM Office is participating in the weekly meetings convened by ICAO Headquarters to the representatives of all the Regional Offices. In these meetings, the progress that each region has made in the differences notification and implementation of safety measures is reported.

3.5 Although it is true that the SAM Region presents an important percentage advance, it is still necessary to complete the task whose goal must be 100%. This information is essential to reduce regulatory uncertainty and allow air operators to previously know if the exemptions granted by their State of operation will be recognized by the State where they fly over or of destination. If this information is not available, it could cause difficulties at the operations start.

### **Development of guidance material by the SRVSOP on risks and temporary exemptions management**

3.6 To support States in managing risks and temporary exemptions, the SRVSOP has developed guidance handbooks for States and advisory circulars (CA) for their service providers. This orientation material provides specific orientation and guidance on the possible risks, mitigations, and

operational considerations that may arise in granting an extension to the established requirements.

3.7 This guidance material also expands on the content of QRGs and provides a framework for States to manage their safety risks during the pandemic, before resuming normal operations and at the start of these operations. SRVSOP specialists together with members of expert panels and task forces are developing the aforementioned guidance material. A list of the documents developed by the SRVSOP is presented in **Appendix B** to this working paper

#### 4. **SUGGESTED ACTION**

4.1 It is suggested to the Second Virtual Meeting of Directors General of Civil Aviation of the SAM States:

- a) take note of the information presented in this working paper and appendices;
- b) request the States that have not yet notified their differences, to complete the temporary differences in the CCRD/EFOD;
- c) allow the participation of States specialists in the COVID-19 guidance material development;
- d) implement the guidance material developed in the guidance handbooks and advisory circulars in preparation for restarting operations; and
- e) promote the orderly and safe return of air operations, when appropriate

- END -

## APPENDIX A

### QUICK REFERENCE GUIDES (QRGS) DEVELOPED BY ICAO

#### Personnel licensing (PEL) / Aeronautical medicine (MED)

1. Flight crew licence and rating validity extension **v1.0**
2. Medical assessment – Certificate validity extension **v1.0**

#### Operation of aircraft (OPS)

3. Recent experience requirements – pilot-in-command, co-pilot and cruise relief pilot **v2.0**
4. Helicopter recent experience – Pilot-In-Command Operational Qualification **v1.0**
5. Aeroplane recent experience - Pilot - In - Command area, route and aerodrome (ARA) qualifications **v1.0**
6. Pilots proficiency checks **v1.0**
7. Variations to existing flight and duty time limitations **v1.0**
8. Flight crew member training programmes **v1.0**
9. Minimum cabin crew requirements when transporting cargo in the passenger cabin **v1.0**
10. Cabin crew recurrent training requirements **v1.0**
11. Recurrent dangerous goods training **v1.0**

#### Air Navigation Services (ANS)

12. ATCO recency requirement extension **v1.0**
13. ATCO training alleviation as a consequence of COVID-19 spread **v1.1**
14. Periodicity of flight inspection of radio navigation aids **v1.0**

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## **APPENDIX B**

### **GUIDANCE MATERIAL DEVELOPED BY THE SRVSOP**

#### **Guidance handbooks**

1. Guidance handbook for the analysis and management of risks applicable to the extension of the expiration of the aeronautical medical certificate (CMA) by COVID-19;
2. Guidance handbook for the analysis and management of risks applicable to the extension of the expiration of the certificate of airworthiness (CofA) by COVID-19;
3. Guidance handbook for the analysis and management of risks applicable to the extension of the expiration of the certificate of an approved maintenance organization (OMA) LAR 145 by COVID-19; and
4. Guidance handbook for the analysis and management of the risks applicable to the issuance of exemptions to air operators by COVID-19

#### **Model of advisories circulars**

1. Model advisory circular (CA) to maintain airworthiness while protecting maintenance personnel

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