



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
APAC				
Afghanistan				
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 period of all Flight crew and cabin crew medical certificates issued by ACAA approved AMEs whose validity period end between 19 March and 1ST July 2020 is automatically extended by 120 days from the date of expiry.	The exemption has been granted as the pilots and cabin crew may have restricted access to medical examiners due to COVID 19. Bellow are required: a. Crew is advised to maintain medical fitness and do not report on operational duties while having any medical concern/ condition. b. Crew to carry a copy of the exemption attached with their medical certificate and license while on duty	Afghanistan recognizes The difference filed by other ICAO member states.

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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>	No Difference.	Standard regulation applies.	Afghanistan recognizes The difference filed by other ICAO member states



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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>The crew who is losing his/her recency between 19 March and 31st July 2020 shall be automatically extended for 120 days from the date of expiry.</p>	<p>As all Afghan Flight crew get their simulators outside the country in the third Party’s facility, so Lockdown of simulation ATOs caused the issuance of the exemption and operators are required to perform a risk assessment and mitigation measures as per their approved SMS manuals. Operators should keep a copy of the exemption in crew training file.</p>	<p>Afghanistan recognizes The difference filed by other ICAO member states</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. 	No Difference.	Standard regulation applies	Afghanistan recognizes The difference filed by other ICAO member states



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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>	The Air crew who is losing his/her recency between 19 March and 31st Jul 2020, same shall be automatically extended by 120 days from the date of expiry. Such personnel falling under this circumstance have to carry an attachment to their medical certificate/ license while performing their duties.	There is no FSTD facilities located in the state and simulator training are conducted in outsourced approved facilities. So due to COVID 19 and due to ATOs lock down and restrictions no access would be made. A risk assessment and mitigation activities are conducted by Operators as per their SMS manual.	Afghanistan recognizes The difference filed by other ICAO member states.



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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.	The Air crew who is losing his/her recency between 19 March and 31st Jul 2020, same shall be automatically extended by 120 days from the date of expiry. Such personnel falling under this circumstance have to carry an attachment to their medical certificate/ license while performing their duties.	Cancellation of flights and lack of access to approved simulators have caused the requirement of this exemption. However, the following mitigation action has been taken: A risk assessment and mitigation activities are conducted for the operations as per Air operator’s SMS Manual. The crews falling under this exemption shall receive refresher training during Proficiency Check. The refresher training shall be followed by an assessment established by the operator to ensure that the required level of knowledge is maintained.	Afghanistan recognizes The difference filed by other ICAO member states



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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.	The Air crew who is losing his/her recency between 19 March and 31st Jul 2020, same shall be automatically extended by 120 days from the date of expiry. Such personnel falling under this circumstance have to carry an attachment to their medical certificate/ license while performing their duties.	Cancellation of flights and lack of access to approved simulators have caused the requirement of this exemption. However, the following mitigation action has been taken: A risk assessment and mitigation activities are conducted for the operations as per Air operator's SMS Manual. The crews falling under this exemption shall receive refresher training during Proficiency Check. The refresher training shall be followed by an assessment established by the operator to ensure that the required level of knowledge is maintained.	Afghanistan recognizes The difference filed by other ICAO member states



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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>The Air crew who is losing his/her recency between 19 March and 31st Jul 2020, same shall be automatically extended by 120 days from the date of expiry. Such personnel falling under this circumstance have to carry an attachment to their medical certificate/ license while performing their duties.</p>	<p>Cancellation of flights and lack of access to approved simulators have caused the requirement of this exemption. However, the following mitigation action has been taken: 1. A risk assessment and mitigation activities are conducted for the operations as per Air operator’s SMS Manual. The crews falling under this exemption shall receive refresher training during Proficiency Check. The refresher training shall be followed by an assessment established by the operator to ensure that the required level of knowledge is maintained.</p>	<p>Afghanistan recognizes The difference filed by other ICAO member states</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>	The Air crew who is losing his/her recency between 19 March and 31st Jul 2020, same shall be automatically extended by 120 days from the date of expiry. Such personnel falling under this circumstance have to carry an attachment to their medical certificate/ license while performing their duties.	There is no FSTD facilities located in the state and simulator trainings are conducted in outsourced approved facilities. So due to COVID 19 and due to ATOs lock down and restrictions no access would be made. A risk assessment and mitigation activities are conducted by operators as per their SMS manuals.	Afghanistan recognizes The difference filed by other ICAO member states

Australia

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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>In accordance with Exemption EX 57/20 CASA will extend the period of validity of a Medical Certificate up to 6 months.</p>	<p>The COVID-19 Pandemic has resulted in the cessation and significant reduction of commercial air transport operations. In addition it has resulted in difficulties for flight crew members to arrange medical assessments due to social distance regulations and reduced availability of DAMEs. The could lead to several flight crew members not being able to renew their flight crew medicals within the applicable expiry date and a risk to continued or re-activation of operations. Conditions: The flight crew member must apply to CASA to extend the period of the validity of a Medical Certificate under regulation 67.210. Attestation of the medical extension will be issued by CASA, or delegate, to the flight crew member. The attestation will be carried on board. Mitigations: The medical certificate was current at the start of 1 March 2020. All relevant requirements, conditions or limitations (however expressed) of the medical certificate are otherwise complied with and</p>	<p>Australia will accept alleviation's from other States in accordance with applicable mitigating measures.</p>



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			continue to be complied with by the flight crew member. The Alleviation will expire on 31 March 2021.	

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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>	No difference	Nil	Australia will accept Alleviations from other States in accordance with applicable mitigating measures.



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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 Difference</p>	<p>Nil</p>	<p>Australia will accept Alleviations from other States in accordance with applicable mitigating measures.</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. 	No Difference	Nil	Australia will accept Alleviations from other States in accordance with applicable mitigating measures.



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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>In accordance with Exemption EX 57/20 CASA provides for extension of validity period of a Proficiency Check up to a maximum of 3 months. For an AOC holder the extension of the Pilot Proficiency check can be further extended to 31 March 2021 after submission of an approved safety risk mitigation plan. This provides relief from the requirement to conduct two checks within any period of one year.</p>	<p>The COVID-19 Pandemic has resulted in the cessation and significant reduction of commercial air transport operations. In addition it has resulted in difficulties for operators who are unable to gain access to a flight simulator or qualified check pilot/ examiner. This could lead to flight crew members not being able to renew their Pilot Proficiency check and the consequential risk to continued or re- activation of operations.</p> <p>Conditions: The flight crew members licence was valid on 1 April 2020. Pilot Proficiency checks are extended for 3 months until 30 June 2020. Further extension through to 31 March 2021 is provided after the operator has submitted a safety risk mitigation plan with an acceptable means of compliance, approved by CASA. Attestation of extension of Pilot Proficiency check will be provided by CASA, or delegate, to the flight crew member. The attestation will be carried on board.</p> <p>Mitigations: CASA will</p>	<p>Australia will accept Alleviations from other States in accordance with applicable mitigating measures.</p>



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			permit an exempted check after the operator has conducted a risk assessment for the check activities. Prior to the end of the validity period of the exempted check the operator must provide CASA with a safety risk mitigation plan, approved by CASA, to ensure the flight crew members are competent to continue exercising the privileges of the licence. The Alleviation will expire on 31 March 2021.	
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 Difference	Nil	Australia will accept Alleviations from other States in accordance with applicable mitigating measures.
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 Difference	Nil	Australia will accept Alleviations from other States in accordance with applicable mitigating measures.



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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>	No Difference	Nil	Australia will accept Alleviations from other States in accordance with applicable mitigating measures.



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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>	<p>In accordance with Exemption EX 57/20 CASA provides for extension of validity period of a Proficiency Check up to a maximum of 3 months. For an AOC holder the extension of the Pilot Proficiency check can be further extended to 31 March 2021 after submission of an approved safety risk mitigation plan. This provides relief from the requirement to conduct two checks within any period of one year.</p>	<p>The COVID-19 Pandemic has resulted in the cessation and significant reduction of commercial air transport operations. In addition, it has resulted in difficulties for operators who are unable to gain access to a flight simulator or qualified check pilot/examiner. This could lead to flight crew members not being able to renew their Pilot Proficiency check and the consequential risk to continued or re-activation of operations. Conditions: The flight crew members licence was valid on 1 April 2020. Pilot Proficiency checks are extended for 3 months until 30 June 2020. Further extension through to 31 March 2021 is provided after the operator has submitting a safety risk mitigation plan with an acceptable means of compliance, approved by CASA. Attestation of extension of Pilot Proficiency check will be provided by CASA, or delegate, to the flight crew member. The attestation will be carried on board.</p>	<p>Australia will accept Alleviations from other States in accordance with applicable mitigating measures.</p>



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			Mitigations: CASA will permit an exempted check after the operator has conducted a risk assessment for the check activities. Prior to the end of the validity period of the exempted check the operator must provide CASA with a safety risk mitigation plan, approved by CASA, to ensure flight crew members are competent to continue exercising the privileges of the licence. The Alleviation will expire on 31 March 2021.	

Bangladesh

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>	No Difference	Standard regulation applies.	Bangladesh recognises the differences declared by other States.

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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>	No Difference.	Standard regulation applies.	Bangladesh recognises the differences declared by other States.



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 Differences..</p>	<p>Standard regulation applies</p>	<p>Bangladesh recognises the differences declared by other States.</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 Difference.	Standard regulation applies.	Bangladesh recognises the differences declared by other States.



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>	Pilot Proficiency Check period extended till 31 Dec 2020..	Bangladesh does not have any FSTD facilities available locally and simulator training is outsourced to the approved overseas facilities. As such It is not possible to undergo any checks/assessment/recurrent training also due to various travel restrictions.. A risk assessment and mitigation activities has been conducted for the operations under the Air operator's SMS. In view of the above, Civil Aviation Directives (CAD-PEL/OPS) 01/2020 dated 12 April 2020 section 3(a) reference to CAR 84 Rule 126(J) is further extended until 31 December 2020. Vide CAD-PEL/OPS 14/2020 dated 23 September 2020. However as per CAD-PEL-OPS 14/2020 .Para 2 (ICAO SARP AN 6 Pt 1 Para 9.4.4.1)PPC extension is not applicable beyond 12 months from the last PPC	Bangladesh recognises the differences declared by other States provided the PPC was conducted within the last 12 months..



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 Difference..	Standard regulation applies .	Bangladesh recognises the differences declared by other States.
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 Difference..	Standard regulation applies .	Bangladesh recognises the differences declared by other States.



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 Difference.	Standard regulation applies	Bangladesh recognises the differences declared by other States.



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.	Standard regulation applies.	Bangladesh recognises the differences declared by other States.

Bhutan

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>	No Difference	Not Applicable	We accept the other states' differences.
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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>	No difference	NA	We accept the other states' differences.



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>	Temporarily allow operators to assign pilots to act as pilot-in-command or co-pilot although not meeting full recent experience requirements of three take off and landing in 90 days. The recent experience requirements are set as three takeoff and landing in 120 days. The alleviation time frame is limited to a period needed to continue or ramp-up the operation and should be revoked once compliance with the standard can be achieved through normal means (e.g. flight simulation training devices become available again).	Not-recent pilots are paired with fully recent TRE/TRI Pilots could be clustered into 3 groups: 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). Partially recent pilots are paired with fully recent pilots or partially recent TRE/TRI Apply one or more operational limitations to alleviated crew pairings such as: First sector with the most recent pilot assuming the role of pilot flying; Reduction in maximum crosswind / tailwind limitations; Avoidance of contaminated 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 FDP limits;	We accept differences of other States



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
			No MEL items that may unacceptably increase pilot workload.	
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		We accept differences of other States



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>	<p>Provided that the regular validity and extended validity period given by the OPS and PEL alleviation issue 0 rev 1 of training, checking, as set out in the applicable training and checking requirements of BCAR-OPS1, expires before 31st Oct 2020, that validity period of the following are extended by 120 days:</p> <ol style="list-style-type: none"> (1) licence proficiency check (LPC) (2) operator proficiency checks (OPC) (3) operator emergency and safety equipment training (Fire / Smoke wet drill) (4) operator cabin crew line check (Airbus crew only) 	<p>In an effort to maintain an equivalent level of safety, the following mitigations should be considered:</p> <p>Reductions in operating limitations such as Crosswind/tailwind contaminated runways/Severe weather Use of higher take-off/approach minima no operational MEL items that may unacceptably increase pilot workload, etc.</p> <p>Two pilots operating under alleviation should not be scheduled together, or when both pilots are operating under the alleviation,, then one of them should be a TRE/TRI use CPT(Cockpit Procedure Training) or similar tool and/or aircraft to provide refresher on knowledge and SOPs including normal and non-normal operations. if practicable Conduct partial PPC on the actual aircraft. Use of distance learning to provide a refresher on knowledge and SOPs including normal and non-normal operations.</p>	<p>We accept differences of other States</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
			Pairing lower experience crew members with more experienced crew members.	



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>3.9.4.2 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>The requirement for PIC of an aeroplane to make at least three take-offs and landings within the preceding 90 days is extended to 120 days</p>	<p>Not-recent pilots are paired with fully recent TRE/TRI Pilots could be clustered into 3 groups: 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). Partially recent pilots are paired with fully recent pilots or partially recent TRE/TRI Apply one or more operational limitations to alleviated crew pairings such as: First sector with the most recent pilot assuming the role of pilot flying; Reduction in maximum crosswind / tailwind limitations; Avoidance of contaminated 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 FDP limits;</p>	<p>We accept differences of other States</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
			No MEL items that may unacceptably increase pilot workload	



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	3.9.4.3 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.	The requirement for co-pilot of an aeroplane to make at least three take-offs and landings within the preceding 90 days is extended to 120 days	Not-recent pilots are paired with fully recent TRE/TRI Pilots could be clustered into 3 groups: 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). Partially recent pilots are paired with fully recent pilots or partially recent TRE/TRI Apply one or more operational limitations to alleviated crew pairings such as: First sector with the most recent pilot assuming the role of pilot flying; Reduction in maximum crosswind / tailwind limitations; Avoidance of contaminated 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 FDP	We accept differences of other States



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
			limits; No MEL items that may unacceptably increase pilot workload	
ANNEX 6 Chapter 7 Reference Standard	<p 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 Difference		We accept differences of other States



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>	Not applicable		We accept differences of other States

Brunei Darussalam

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>	No differences	Brunei Darussalam issue validation of foreign pilot licence (includes medical certificate)	Brunei Darussalam accept other Contracting State differences
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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
<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>Not applicable</p>	<p>Brunei Darussalam issue validation of foreign pilot licence</p>	<p>Brunei Darussalam accept other Contracting State differences</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>			
<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 difference</p>	<p>N/A</p>	<p>Brunei DCA accepts other ICAO member state 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>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 difference	N/A	Brunei DCA accepts other ICAO member state Differences



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>	Brunei Darussalam has issued an exemption extending the Operator Proficiency check for checks that are expiring between 30 March and 30 June extending the validity of the OPC for a maximum period of 6 months	a)Most of the proficiency checks are done outside of Brunei and with the restriction of travelling, operator are unable to ensure the pilots are checked for their proficiency b)The operator shall provide an alternative methods of checking the pilots to ensure the pilot remains competent to operate the aircraft such as online classes and checking	Brunei DCA accepts other ICAO member state Differences
ANNEX 6 Chapter 3 Reference Standard	<p 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>	No difference	N/A	Brunei DCA accepts other ICAO member state Differences



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>No difference</p>	<p>N/A</p>	<p>Brunei DCA accepts other ICAO member state Differences</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>N/A</p>	<p>Brunei DCA accepts other ICAO member state 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 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>	Brunei Darussalam has issued an exemption extending the Operator Proficiency check for checks that are expiring between 30 March and 30 June extending the validity of the OPC for a maximum period of 6 months	a)Most of the proficiency checks are done outside of Brunei and with the restriction of travelling, operator are unable to ensure the pilots are checked for their proficiency b)The operator shall provide an alternative methods of checking the pilots to ensure the pilot remains competent to operate the aircraft such as online classes and checking	Brunei DCA accepts other ICAO member state Differences

Cambodia				
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>	Validity of Medical Assessment will be extended for 3 months	SSCA will issue advisory Circular to extend the validity of the medical from 31 March 2020 until 30 June 2020	SSCA accepts other ICAO Contracting States Members' Differences



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>	Validity of license will be extended for 3 months	SSCA will issue advisory Circular to extend the validity of the license from 31 March 2020 until 30 June 2020	SSCA accepts other ICAO Contracting States Members’ Differences



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>No Differences</p>	<p>Cambodia still maintain flight for the pilot to maintain the recency.</p>	<p>SSCA accepts other ICAO Contracting States Members’ 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>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	Cambodia still maintain flight for the pilot to maintain the recency.	SSCA accepts other ICAO Contracting States Members' Differences



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>	PPC validity period may be extended by 3 months according to air operators requested for the exemption.	All air operators are required to conduct a risk assessment and submit the exemption for the extension of their PPC validity by 3 months. Mandatory mitigation measures shall include oral tests and touch drills and Proficiency Check on real Aircraft may be observed/conducted by by SSCA FOIs rated on the aircraft type.	SSCA accepts other ICAO Contracting States Members' Differences
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>	N/A	Cambodia has no General Aviation for International operator yet	SSCA accepts other ICAO Contracting States Members' Differences



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>	N/A	Cambodia has no General Aviation for International operator yet	SSCA accepts other ICAO Contracting States Members' Differences
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>	N/A	Cambodia has no Helicopter Operations for International operator yet	SSCA accepts other ICAO Contracting States Members' Differences



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>	N/A	Cambodia has no Helicopter Operations for International operator yet	SSCA accepts other ICAO Contracting States Members' Differences

China

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>	No Differences	Not applicable	China will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the QRG or being evaluated and shall achieve equivalent safety level.
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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
<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>Not applicable</p>	<p>China will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the QRG or being evaluated and shall achieve equivalent safety level.</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>No Differences</p>	<p>Not applicable</p>	<p>China will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the QRG or being evaluated and shall achieve equivalent safety level.</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 Differences	Not applicable	China will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the QRG or being evaluated and shall achieve equivalent safety level.



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>	No Differences	Not applicable	China will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the QRG or being evaluated and shall achieve equivalent safety level.
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	Not applicable	China will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the QRG or being evaluated and shall achieve equivalent safety level.



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>No Differences</p>	<p>Not applicable</p>	<p>China will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the QRG or being evaluated and shall achieve equivalent safety level.</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 Differences</p>	<p>Not applicable</p>	<p>China will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the QRG or being evaluated and shall achieve equivalent safety level.</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>	No Differences	Not applicable	China will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the QRG or being evaluated and shall achieve equivalent safety level.

Cook Islands (the)

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>	No difference	Cook Islands personnel currently use New Zealand licences (PEL) and initially some were issued 60 day medical extensions by CAA New Zealand as exemption 20/EXE/56 which can be downloaded from their web site	Cook Islands accepts differences filed by other states based on applicable mitigation measure
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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>	No difference	Not applicable	Cook Islands accepts differences filed by other states based on applicable mitigation measures



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 difference</p>	<p>Not applicable</p>	<p>Cook Islands accepts differences filed by other states based on applicable mitigation measures</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 difference	Not applicable	Cook Islands accepts differences filed by other states based on applicable mitigation measures



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>	<p>No difference</p>	<p>Note due to inability to utilise Flight simulators based in Australia, Saab SF 340 revised SOPs have been approved for operational competency checks to be conducted fully in the aircraft</p>	<p>Cook Islands accepts differences filed by other states based on applicable mitigation measure</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>	<p>No difference</p>	<p>Not applicable</p>	<p>Cook Islands accepts differences filed by other states based on applicable mitigation measures</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>No difference</p>	<p>Not applicable</p>	<p>Cook Islands accepts differences filed by other states based on applicable mitigation measures</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>Not applicable</p>	<p>Cook Islands accepts differences filed by other states based on applicable mitigation measures</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>	<p>No difference</p>	<p>Note due to inability to utilise Flight simulators based in Australia, Saab SF 340 revised SOPs have been approved for operational competency checks to be conducted fully in the aircraft</p>	<p>Cook Islands accepts differences filed by other states based on applicable mitigation measures</p>

Fiji

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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>Exemption ASDOps/0420-0007E and PEL/0420-0011E gives a 6 month extension from the original date of expiry of the licence, rating or operational competency review, within which period the privileges of that licence, rating or operational competency review may continue to be exercised. The 6 month extension applies automatically. Applications received are filed for record purposes.</p>	<p>This exemption applies to those persons required by Fiji ANR 53, 54, 56 & 66 to maintain medical currency of their licences and ratings, including those operating overseas under foreign authority validation. The exemption gives a 6 months extension from the original date of expiry of medical. The 6 month medical extension applies automatically. A further extension may be considered in due course if COVID 19 restrictions remain in force for an extended period of time</p>	<p>Fiji will accept differences filed by other States in accordance with applicable mitigating measures.</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>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>Exemption PEL/0420-0012E and PEL/0520-0019E give a 6 month extension from the original date of expiry of the licence, rating or operational competency review, within which period the privileges of that licence, rating or operational competency review may continue to be exercised. The 6 month extension applies automatically and no application is required. Applications received are filed for record purposes.</p>	<p>This exemption applies to those persons required by Fiji ANR 58, 61 & 66 to maintain currency of their licence and ratings, including those operating overseas under foreign authority validation, and have a flight review, proficiency check or rating that has expired or expires between 21st April 2020 and 20th October 2020. The exemption gives a 6 month extension from the original date of expiry of the licence, rating or operational competency review, within which period the privileges of that licence, rating or operational competency review may continue to be exercised. The 6 month extension applies automatically and no application is required. A further extension may be considered in due course if COVID 19 restrictions remain in force for an extended period of time.</p>	<p>Fiji will accept differences filed by other States in accordance with applicable mitigating measures.</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>No Difference</p>	<p>Nil</p>	<p>Fiji will accept differences filed by other States in accordance with applicable mitigating measures.</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 Difference	Nil	Fiji will accept differences filed by other States in accordance with applicable mitigating measures.



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>	No Difference	Nil	Fiji will accept differences filed by other States in accordance with applicable mitigating measures.
ANNEX 6 Chapter 3 Reference Standard	<p 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>	No Difference	Nil	Fiji will accept differences filed by other States in accordance with applicable mitigating measures.



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>No Difference</p>	<p>Nil</p>	<p>Fiji will accept differences filed by other States in accordance with applicable mitigating measures.</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>Nil</p>	<p>Fiji will accept differences filed by other States in accordance with applicable mitigating measures.</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>	No Difference	Nil	Fiji will accept differences filed by other States in accordance with applicable mitigating measures.

Hong Kong (SAR), China

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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>	No difference		Recognition of other state differences may be considered subject to the availability of the confirmation from the concerned State Authority that: (i) there are no additional safety risks on the flight operations of those operators under their oversight arisen from such differences, or such risks have been properly mitigated; and (ii) the crew under their oversight are physically and mentally fit to secure a safe operation of aircraft.

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 difference</p>		<p>Recognition of other state differences may be considered subject to the availability of the confirmation from the concerned State Authority that:</p> <p>(i) there are no additional safety risks on the flight operations of those operators under their oversight arisen from such differences, or such risks have been properly mitigated; and</p> <p>(ii) the operators and the crew under their oversight are competent to secure a safe operation of aircraft.</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>No difference</p>		<p>Recognition of other state differences may be considered subject to the availability of the confirmation from the concerned State Authority that:</p> <p>(i) there are no additional safety risks on the flight operations of those operators under their oversight arisen from such differences, or such risks have been properly mitigated; and</p> <p>(ii) the operators and the crew under their oversight are competent to secure a safe operation of aircraft.</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 difference		Recognition of other state differences may be considered subject to the availability of the confirmation from the concerned State Authority that: (i) there are no additional safety risks on the flight operations of those operators under their oversight arisen from such differences, or such risks have been properly mitigated; and (ii) the operators and the crew under their oversight are competent to secure a safe operation of aircraft



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 difference		Recognition of other state differences may be considered subject to the availability of the confirmation from the concerned State Authority that: (i) there are no additional safety risks on the flight operations of those operators under their oversight arisen from such differences, or such risks have been properly mitigated; and (ii) the operators and the crew under their oversight are competent to secure a safe operation of aircraft.



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 difference		Recognition of other state differences may be considered subject to the availability of the confirmation from the concerned State Authority that: (i) there are no additional safety risks on the flight operations of those operators under their oversight arisen from such differences, or such risks have been properly mitigated; and (ii) the operators and the crew under their oversight are competent to secure a safe operation of aircraft.



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	3.9.4.3 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 difference		Recognition of other state differences may be considered subject to the availability of the confirmation from the concerned State Authority that: (i) there are no additional safety risks on the flight operations of those operators under their oversight arisen from such differences, or such risks have been properly mitigated; and (ii) the operators and the crew under their oversight are competent to secure a safe operation of aircraft.



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 difference		Recognition of other state differences may be considered subject to the availability of the confirmation from the concerned State Authority that: (i) there are no additional safety risks on the flight operations of those operators under their oversight arisen from such differences, or such risks have been properly mitigated; and (ii) the operators and the crew under their oversight are competent to secure a safe operation of aircraft.



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 difference		Recognition of other state differences may be considered subject to the availability of the confirmation from the concerned State Authority that: (i) there are no additional safety risks on the flight operations of those operators under their oversight arisen from such differences, or such risks have been properly mitigated; and (ii) the operators and the crew under their oversight are competent to secure a safe operation of aircraft.

India

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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>The period of validity of medical assessment of pilots expiring during the period 23-03-2020 to 20-06-2020 (both dates inclusive) has been extended by 90 days with conditions.</p>	<p>a. Due to outbreak of COVID 19 and subsequent lock down in India, the access to Aeromedical Examiners is highly restricted.</p> <p>b. 1.The validity of medical assessment for pilots not more than 60 years of age and date of expiry of medical assessment falls between 23.03.2020 and 20.06.2020 (both dates inclusive) has been extended by 90 days from the date of expiry of validity period, provided the pilot has not been advised any limitations/ recommendations during their previous medical examination, other than the following limitations-</p> <ul style="list-style-type: none"> (i)Subject to wearing of look over glasses while exercising the privileges of the licence and to carry a spare set of spectacles while flying. (ii)Advised to use ear defenders in noisy environment. (iii)Advised to reduce weight to acceptable BMI by diet control and regular exercises. <p>2.The validity of medical</p>	<p>India recognises differences filed by other contracting States. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other document issued.</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>assessment for pilots not more than 60 years of age and date of expiry of medical assessment falls between 23.03.2020 and 20.06.2020 (both dates inclusive) has been extended by 45 days from the date of expiry of validity period, if the pilot has been advised any other limitations/ recommendations during their previous medical examination, except those mentioned in para b. 1 above.</p> <p>3. The validity of medical assessment for pilots more than 60 years of age and date of expiry of medical assessment falls between 23.03.2020 and 20.06.2020 (both dates inclusive) has been extended by 45 days from the date of expiry of validity period.</p> <p>4. Operators conducting Multi Crew operations are required to ensure that any crew pairing does not include both the pilots operating under medical assessment validity extension.</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>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>India gives pilot licences with expiry dates. The validity period of pilot licenses expiring during the period 23-03-2020 to 20-06-2020 have been extended by 90 days.</p>	<p>a. With the outbreak of COVID 19, lock down has been imposed in India with travel restrictions within and outside India. Therefore, it is not possible to undergo checks or assessment to revalidate the ratings/ licenses.</p> <p>b. Scheduled/ Non-Scheduled Commercial Operations:</p> <p>1. Both or either operating pilots, without valid proficiency checks are permitted, provided the Pilot-in-command has recent experience of three take-off/ landing in the previous 90 days (on aeroplane/ simulator) and has more than 500 hours as PIC on type.</p> <p>2. Both the operating pilot, with valid proficiency checks are not permitted without recent experience of three take-off/ landing in the previous 90 days (on aeroplane/ simulator) except in the case where:</p> <p>(i) The Pilot-in-command currency is extended by 45 days subject to Co-pilot</p>	<p>India recognises differences filed by other contracting States. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other document issued.</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>meeting the three take-off/landing currency in the previous 90 days and has more than 500 hrs on aeroplane type as Co-pilot. (ii) The Co-Pilot currency is extended by 45 days subject to the Pilot-in-command meeting the recent experience of three take-off/landing in the previous 90 days.</p> <p>3. LVO is not permitted, if either of the pilot is utilising privileges of the licence under extension of proficiency, IR and currency requirements.</p> <p>4. Pre-flight briefing shall be elaborated and crew to be provided with additional time for pre-flight briefing and detailed cockpit preparation and review of non-normal and emergency procedures.</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>The validity of recent experience requirements of three take-off/landing in previous 90 days has been extended by 45 days provided date of expiry falls between 23.03.2020 and 20.06.2020 (both dates inclusive) with conditions.</p>	<p>a. With the outbreak of COVID 19, lock down has been imposed in India with travel restrictions within and outside India. Thereby, a possibility may arise where three take-off/ landing currency in preceding 90 days may not be maintained.</p> <p>b. Scheduled/ Non-Scheduled Commercial Operations:</p> <p>1. Both or either operating pilots, without valid proficiency checks are permitted, provided the Pilot-in-command has recent experience of three take-off/ landing in the previous 90 days (on aeroplane/ simulator) and has more than 500 hours as PIC on type. 2.Both the operating pilot, with valid proficiency checks are not permitted without recent experience of three take-off/ landing in the previous 90 days (on aeroplane/ simulator) except in the case where: (i)The Pilot-in-command currency is extended by 45 days subject to Co-pilot meeting the three</p>	<p>India recognises differences filed by other contracting States. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other document issued.</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>take-off/landing currency in the previous 90 days and has more than 500 hrs on aeroplane type as Co-pilot. (ii) The Co-Pilot currency is extended by 45 days subject to the Pilot-in-command meeting the recent experience of three take-off/landing in the previous 90 days.</p> <p>3. LVO is not permitted, if either of the pilot is utilising privileges of the licence under extension of proficiency, IR and currency requirements.</p> <p>4. Pre-flight briefing shall be elaborated and crew to be provided with additional time for pre-flight briefing and detailed cockpit preparation and review of non-normal and emergency procedures. of the pilot does not meet the proficiency and currency requirements.</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. 	Cruise relief pilot not applicable in India.	Not applicable	India recognises differences filed by other contracting States. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other document issued.



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>	<p>The validity of Pilot Proficiency checks / instrument rating, has been extended by 90 days provided the date of expiry falls between 23.03.2020 and 20.06.2020 (both dates inclusive).</p>	<p>a. With the outbreak of COVID 19, lock down has been imposed in India with travel restrictions within and outside India. Therefore, it is not possible to undergo checks or assessment to revalidate/ exercise the privileges of the ratings/ licenses.</p> <p>b. Scheduled/ Non-Scheduled Commercial Operations:</p> <ol style="list-style-type: none"> 1. Both or either operating pilots, without valid proficiency checks are permitted, provided the Pilot-in-command has recent experience of three take-off/ landing in the previous 90 days (on aeroplane/ simulator) and has more than 500 hours as PIC on type. 2. Both the operating pilot, with valid proficiency checks are not permitted without recent experience of three take-off/ landing in the previous 90 days (on aeroplane/ simulator) except in the case where : <ol style="list-style-type: none"> (i) The Pilot-in-command currency is extended by 45 	<p>India recognises differences filed by other contracting States. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other document issued.</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>days subject to Co-pilot meeting the three take-off/landing currency in the previous 90 days and has more than 500 hrs on aeroplane type as Co-pilot.</p> <p>(ii) The Co-Pilot currency is extended by 45 days subject to the Pilot-in-command meeting the recent experience of three take-off/landing in the previous 90 days.</p> <p>3. LVO is not permitted, if either of the pilot is utilising privileges of the licence under extension of proficiency, IR and currency requirements.</p> <p>4. Pre-flight briefing shall be elaborated and crew to be provided with additional time for pre-flight briefing and detailed cockpit preparation and review of non-normal and emergency procedures of the pilot does not meet the proficiency and currency requirements.</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.	The validity of PIC recent experience requirements of three take-off/landing in previous 90 days has been extended by 45 days provided date of expiry falls between 23.03.2020 and 20.06.2020 (both dates inclusive)..	a. With the outbreak of COVID 19, lock down has been imposed in India with travel restrictions within and outside India. Thereby, a possibility may arise where three take-off/ landing currency in preceding 90 days may not be maintained. b. 1. Multi-Crew operations: 1.1 Both the operating pilot, without three take-off/ landing currency in the previous 90 days (on aeroplane/ simulator) are not permitted. 1.2 Either of the operating pilots, without three take-off/ landing in 90 days, is permitted, provided the other pilot has recent experience of three take-off/ landing in the previous 90 days (on aeroplane/ simulator). 2. Single Pilot Operations: 2.1 The validity of three take-off/ landings in 90 days is extended for 45 days provided the pilot has a minimum of 1000 hours total experience and 50 hours experience of single-pilot operations in the preceding 6 months.	India recognises differences filed by other contracting States. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other document issued.



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
			3. Pre-flight briefing shall be elaborated and crew to be provided with additional time for pre-flight briefing and detailed cockpit preparation and review of non-normal and emergency procedures.	



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	3.9.4.3 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.	The validity of Co-Pilot recent experience requirements of three take-off/landing in previous 90 days has been extended by 45 days provided date of expiry falls between 23.03.2020 and 20.06.2020 (both dates inclusive).	a. With the outbreak of COVID 19, lock down has been imposed in India with travel restrictions within and outside India. Thereby, a possibility may arise where three take-off/ landing currency in preceding 90 days may not be maintained. b. 1. Multi-Crew operations: 1.1 Both the operating pilot, without three take-off/ landing currency in the previous 90 days (on aeroplane/ simulator) are not permitted. 1.2 Either of the operating pilots, without three take-off/ landing in 90 days, is permitted, provided the other pilot has recent experience of three take-off/ landing in the previous 90 days (on aeroplane/ simulator). 2. Single Pilot Operations: 2.1 The validity of three take-off/ landings in 90 days is extended for 45 days provided the pilot has a minimum of 1000 hours total experience and 50 hours experience of single-pilot operations in the preceding 6 months	India recognises differences filed by other contracting States. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other document issued



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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
			3. Pre-flight briefing shall be elaborated and crew to be provided with additional time for pre-flight briefing and detailed cockpit preparation and review of non-normal and emergency procedures days (on aircraft/ simulator).	
ANNEX 6 Chapter 7 Reference Standard	<p 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>	Not applicable	No international helicopter operation.	India recognises differences filed by other contracting States. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other document issued.



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>	Not applicable	No international helicopter operation.	India recognises differences filed by other contracting States. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other document issued.

Indonesia

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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>DGCA provides an extension of 180 days for medical certificate expired on 31 March 2020 and the extension period is limited up to 31 March 2021. This exemption is eligible for the certificate holder who work for Indonesia air operator certified under AOC 121 and 135 and OC 91 as a flight crew with age limitation of maximum 40 years old for a single pilot aircraft operations, and maximum 60 years old for multi crew aircraft operations.</p>	<p>Rationale: Access to medical assessment will be significantly limited due to social quarantine applied nationwide (according to President Decree). Cooperative arrangement on prevention the spread of contagious disease through air transport, established under Director General Decree will limit passenger aircraft operation, such as into transporting medical logistic and medical sample. Condition/Mitigation: Air operator certificate holder must maintain flight crew eligible for the alleviation and monitor their medical condition. Any decrease in medical condition during the extension period MUST be reported immediately to DGCA with proper supporting data. Medical certificate holder without limitation described in the certificate except the use of glasses, artificial limbs, hearing aids, and without medical history of infected by covid-19, cardiovascular, lungs, and kidney.</p>	<p>Indonesia accepts other ICAO Member States' filed differences</p>

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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>No differences</p>		<p>Indonesia accepts other ICAO Member States' filed 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>			
<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>During period of 26 May 2020 until 31 December 2020, operator may assign flight crew to perform their duty as pilot-in-command or co-pilot without fulfilling recent experience requirements.</p>	<p>Rational: Inability to comply with the requirements due to reduced flight operations and the unavailability of flight simulation training devices. Condition/Mitigation: Operation may be performed with at least one pilot of the minimum flight crew shall be fully recent.</p>	<p>Indonesia accepts other ICAO Member States' filed differences</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
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		Indonesia accepts other ICAO Member States' filed differences



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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>	During period of 26 May 2020 until 31 December 2020, operator may assigns flight crew whose proficiency check has been due to perform their duty. Limitation applied to special authorization such as CAT II or CAT III and RNP-AR	Rationale: Inability of personnel to travel to training facility (FSTD). Condition/Mitigation: Perform recurrent aircraft ground training (type rating) and ground check. Flight experience (total and on type) of more than 3 years or having 2.000 flight hour on type continuously. Determination to be skillful and qualified based on the last proficiency check report and safety issue. Operator to provide risk assessment and mitigation regarding the flight operation conducted by pilot without fulfilling proficiency check requirements.	Indonesia accepts other ICAO Member States' filed differences
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>	During period of 26 May 2020 until 31 December 2020, operator may assign flight crew to perform their duty as pilot-in-command without fulfilling recent experience requirements.	Rationale: Inability to comply with the requirements due to reduces flight operations and the unavailability of flight simulation training devices. Condition/Mitigation: Operation may be performed with at least one pilot of the minimum flight crew shall be fully recent.	Indonesia accepts other ICAO Member States' filed differences



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>During period of 26 May 2020 until 31 December 2020, operator may assign flight crew to perform their duty as co-pilot without fulfilling recent experience requirements.</p>	<p>Rationale: Inability to comply with the requirements due to reduces flight operations and the unavailability of flight simulation training devices. Condition/Mitigation: Operation may be performed with at least one pilot of the minimum flight crew shall be fully recent.</p>	<p>Indonesia accepts other ICAO Member States' filed differences</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>During period of 26 May 2020 until 31 December 2020, operator may assigns personnel to perform their duty as pilot-in-command or co-pilot without fulfilling recent experience requirements</p>	<p>Rationale: inability to comply with the requirements due to reduced flight operations and the unavailability of flight simulation training devices. Condition/Mitigation: Operation may be performed with at least one pilot of the minimum flight crew shall be fully recent.</p>	<p>Indonesia accepts other ICAO Member States' filed 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 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>	During period of 26 May 2020 until 31 December 2020, operator may assigns flight crew whose proficiency check has been due, to perform their duty.	Rationale: Inability of personnel to travel to training facility. Condition/Mitigation: Perform recurrent aircraft technical ground training (type rating) and ground check. Flight experience (total and on the type) of more than 3 years or having 2.000 flight hour on type continuously. Determined to be skillful and qualified based on the last proficiency check report and its related safety issue. Operator to provide risk assessment and mitigation regarding the flight operation conducted by pilot without fulfilling proficiency check requirements.	Indonesia accepts other ICAO Member States' filed differences

Japan				
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>	No Differences	Standard Regulation Applies	JCAB accepts differences of other states during this time.

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>The validity periods of aviation English language proficiency endorsements which expire between April 1, 2020 and August 31, 2020, will be exempted for 6 months from the next day after the expiration of the validity periods under permission of the Minister of Land, Infrastructure, Transport and Tourism (MLIT) in accordance with Article 63-4 Ordinance for Enforcement of the Civil Aeronautics Act.</p> <p>The permission is granted by issuing a permission to an applicant.</p> <p>All personnel subject to the exemption have to carry the permission attached to their aviation English language proficiency endorsements.</p>	<p>a. The holders of aviation English language proficiency endorsements have difficulty in taking the language proficiency test to revalidate the endorsement due to COVID-19 pandemic.</p> <p>b. All personnel subject to the exemption have to carry the permission attached to their aviation English language proficiency endorsements.</p>	<p>JCAB accepts differences of other states during this time.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	<p style="text-align: center;">PERSONNEL LICENSING</p> <p style="text-align: center;">Standard or Recommended Practice</p>	<p style="text-align: center;">Details of Difference (COVID-19, related)</p>	<p style="text-align: center;">Remarks - to include: a. Rationale b. Conditions/Mitigations</p>	<p style="text-align: center;">Recognition of other State Differences</p>
	<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>The alleviations are subject to mitigating measures. The criteria used for composition of the flight crew will distinguish between pilots who are “fully recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 1 or 2 take-offs, approaches and landings in the preceding 90 days.</p> <p>In addition, the pilot’s qualifications (e.g. instructor or check pilot) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators. This resolution will be valid until March 31 2021.</p>	<p>a. Rationale The COVID-19 crisis has disrupted or significantly reduced civil air transport operations, making it difficult for pilots to have takeoff and landing opportunities or to reach locations where appropriate flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b. Conditions/mitigations Japan requires the following: <input type="checkbox"/> Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition; and <input type="checkbox"/> The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties.</p>	<p>JCAB accepts differences of other states during this time.</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 Differences	Standard Regulation Applies	JCAB accepts differences of other states during this time.



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>	<p>Regarding those who are due for a proficiency check, the pilots who cannot access to flight simulation training devices due to travel and training restrictions caused by COVID-19 pandemic must complete interim proficiency check from operations inspector before the pilots engages in commercial operations with an operator. However, the pilots who cannot complete aforementioned interim proficiency check may engage in commercial operations with an operator under conditions on the right column.</p> <p>This alleviation applies for the period established by Japan and ending no later than 31 March 2021, though interval between proficiency checks beyond 12 months is unacceptable under any circumstances.</p>	<p>a. Rationale Standard Japan uses QRG Pilot Proficiency Checks Ver 2.2 as a reference and establishes some mitigation policy subject to conditions below. On basis, same as resent experience, the matter is the proficiency check in this section.</p> <p>b. Conditions/Mitigations Japan requires the following individual qualifications with certain pilots’ combination in the multi-crew operational environment, especially in case of a composite flight with the alleviated crew. The operator also has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. These are conditions for this mitigations: <input type="checkbox"/> Alternative oral proficiency check conducted by operations inspector, focusing on knowledge and SOPs including normal and non-normal operations, must be examined and</p>	<p>JCAB accepts differences of other states during this time.</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
			passed; <input type="checkbox"/> Regarding flight crew combinations and pairing, alleviated crews operating together is prohibited. Both flight crew must be captain-approved crew and the pilot-in-command has to be fully recent and non-alleviated; <input type="checkbox"/> The use of multiple alleviations is also prohibited; and <input type="checkbox"/> The alleviated crew who engage in commercial operations with an operator shall carry the copy of "Notifications of Specific Approvals" during his/her operation.	
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	Standard Regulation Applies	JCAB accepts differences of other states during this time.



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>No Differences</p>	<p>Standard Regulation Applies</p>	<p>JCAB accepts differences of other states during this time.</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 Differences</p>	<p>Standard Regulation Applies</p>	<p>JCAB accepts differences of other states during this time.</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 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	JCAB accepts differences of other states during this time.

Kiribati

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>	Partially Implemented	Kiribati validate foreign Medical Assessment and may be extended up to 3 months at the discretion of the the Director of Civil Aviation in Kiribati	Kiribati Accepts Differences filed by Other states based on applicable mitigation Measures
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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
<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>Not Applicable</p>	<p>Kiribati is not issuing a licence but validate any foreign licence</p>	<p>Kiribati accepts differences filed by other states</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>Partially Implemented</p>	<p>There is no provision for Recent experience – co-pilot</p>	<p>Kiribati accepts differences filed by other states based on applicable mitigation measure</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	There is no provision for Cruise relief pilot since the biggest fleet operated in Kiribati is B737-800 travelled at certain distances cover at most 4 hours.	Kiribati accept differences filed by other States based on applicable mitigation measures.



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>	No Difference	There is a provision for this in the Civil Aviation Rules.	Kiribati accepts differences filed by other states based on applicable mitigation measures
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>	No Difference	Kiribati Civil Aviation Rules has include recent experience for pilot in command under Rule Part 61.	Kiribati accepts differences filed by other states based on applicable mitigation measures



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>Not Applicable</p>	<p>There is no provision for Co-pilots</p>	<p>Kiribati accepts differences filed by other states based on applicable mitigation measures</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>Not Applicable</p>	<p>There is no provision for this</p>	<p>Kiribati accepts differences filed by other states based on applicable mitigation measures</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>	Not Applicable	There is no helicopter operations in Kiribati at this stage and thus no provision in the regulations.	Kiribati accepts differences filed by other states based on applicable mitigation measures

Lao People's Democratic Republic

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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>	No differences	Lao Civil Aviation Regulation (LCAR) Part 2 (2.11.1.8(c) (4)) applies for all Flight crew and ATC license holders operating under AOC holders issued by Department of Civil Aviation of Lao PDR and Lao Air Navigation Service (LANS). However, for those holder of Medical Certificate issued by DCA Lao PDR that are working with Foreign AOC outside Lao PDR that are affecting by travel restrictions measures due to the Covid-19 pandemic which is preceding expiry or expired shall be exempted for this requirements unless otherwise they shall comply with local CAA requirements for further operational measures. Detailed exemptions and consequent documents related are published on www.dcal.gov.la	Lao PDR 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
<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>The Validity of the flight crew licenses including ratings specified in which will be expired after 31 March 2020 are subject to extend until 30 June 2020.</p>	<p>- Pursuant to Prime Minister’s Order No. 06/PM, dated 29 March 2020 on reinforcement measures on containment, prevention and full response to the COVID-19 pandemic and consequence Prime Minister Office Notice No.481/PMO on the extension of Prime Minister Order No.06/PM until 03 May 2020 - Operational measures during the alleviation shall be strictly followed by all AOC holders under Notice 01 issued by Director General of Department of Civil Aviation of Lao PDR published on DCAL website as following link www.dcal.gov.la</p>	<p>Lao PDR recognizes differences of other states</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	<p style="text-align: center;">PERSONNEL LICENSING</p> <p style="text-align: center;">Standard or Recommended Practice</p>	<p style="text-align: center;">Details of Difference (COVID-19, related)</p>	<p style="text-align: center;">Remarks - to include: a. Rationale b. Conditions/Mitigations</p>	<p style="text-align: center;">Recognition of other State Differences</p>
	<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>	The DCA Lao PDR issues an exemption for recent experience requirements for PIC which expires after 31 March 2020 is subject to extend for 90 days	- Pursuant to Prime Minister’s Order No. 06/PM, dated 29 March 2020 on reinforcement measures on containment, prevention and full response to the COVID-19 pandemic and consequence Prime Minister Office Notice No.481/PMO on the extension of Prime Minister Order No.06/PM until 03 May 2020 - Due to lack of availability of FFS in house. Most of PPCs are conducted on approved FFS represented aircraft type and its variant related to AOC current fleets are located outside the country, which is now travelling, is restricted. Therefore, applicable alleviation and exemptions are granted. However, all AOC holders shall strictly follow the Notice 01 issued by DCAL published on DCAL website as following links www.dcal.gov.la for operational measures to address during the Covid_19 pandemic.	Lao PDR recognizes differences of other states



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 Differences	Lao Civil Aviation Regulation (LCAR) Part 8 (8.4.1.9(d), 8.10.1.5) Applies	Lao PDR recognizes differences of other states



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>	Pilot Proficiency Checks on each type or variant of aeroplane required to maintain flight crew license and pilot recency in which required to conduct on approved Full Flight Simulation (FFS) that are not available during Covid_19 pandemic are subject to extend for 90 days from the date of the last check.	- Pursuant to Prime Minister's Order No. 06/PM, dated 29 March 2020 on reinforcement measures on containment, prevention and full response to the COVID-19 pandemic and consequence Prime Minister Office Notice No.481/PMO on the extension of Prime Minister Order No.06/PM until 03 May 2020 - Due to lack of availability of FFS in house. Most of PPCs are conducted on approved FFS represented aircraft type and its variant related to AOC current fleets are located outside the country, which is now travelling, is restricted. Therefore, applicable alleviation and exemptions are granted. However, all AOC holders shall strictly follow the Notice 01 issued by DCAL published on DCAL website as following links www.dcal.gov.la for operational measures to address during the Covid_19 pandemic.	Lao PDR recognizes differences of other states



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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 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.	The DCA Lao PDR issues an exemption for recent experience requirements for PIC which expires after 31 March 2020 is subject to extend for 90 days. This is not applicable for Single Pilot Operations.	- Pursuant to Prime Minister’s Order No. 06/PM, dated 29 March 2020 on reinforcement measures on containment, prevention and full response to the COVID-19 pandemic and consequence Prime Minister Office Notice No.481/PMO on the extension of Prime Minister Order No.06/PM until 03 May 2020 - Due to lack of availability of FFS in house. Most of PPCs are conducted on approved FFS represented aircraft type and its variant related to AOC current fleets are located outside the country, which is now travelling, is restricted. Therefore, applicable alleviation and exemptions are granted. However, all AOC holders shall strictly follow the Notice 01 issued by DCAL published on DCAL website as following links www.dcal.gov.la for operational measures to address during the Covid_19 pandemic.	Lao PDR recognizes differences of other states



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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 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.	The DCA Lao PDR issues an exemption for recent experience requirements for co-pilot which expires after 31 March 2020 is subject to extend for 90 days.	- Pursuant to Prime Minister’s Order No. 06/PM, dated 29 March 2020 on reinforcement measures on containment, prevention and full response to the COVID-19 pandemic and consequence Prime Minister Office Notice No.481/PMO on the extension of Prime Minister Order No.06/PM until 03 May 2020 - Due to lack of availability of FFS in house. Most of PPCs are conducted on approved FFS represented aircraft type and its variant related to AOC current fleets are located outside the country, which is now travelling, is restricted. Therefore, applicable alleviation and exemptions are granted. However, all AOC holders shall strictly follow the Notice 01 issued by DCAL published on DCAL website as following links www.dcal.gov.la for operational measures to address during the Covid_19 pandemic.	Lao PDR recognizes differences of other states.



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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 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>The DCA Lao PDR issues an exemption for some type and variant of Helicopters, recent experience requirements for PIC and co-pilot after 31 March 2020 is subject to extend for 90 days. This is not applicable for Single Pilot Operations.</p>	<p>- Pursuant to Prime Minister’s Order No. 06/PM, dated 29 March 2020 on reinforcement measures on containment, prevention and full response to the COVID-19 pandemic and consequence Prime Minister Office Notice No.481/PMO on the extension of Prime Minister Order No.06/PM until 03 May 2020 - Due to lack of availability of FFS in house. Most of PPCs are conducted on approved FFS represented aircraft type and its variant related to AOC current fleets are located outside the country, which is now travelling, is restricted. Therefore, applicable alleviation and exemptions are granted. However, all AOC holders shall strictly follow the Notice 01 issued by DCAL published on DCAL website as following links www.dcal.gov.la for operational measures to address during the Covid_19 pandemic.</p>	<p>Lao PDR recognizes differences of other states.</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
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>	Pilot Proficiency Checks on each type or variant of helicopters required to maintain flight crew license and pilot recency in which required to conduct on approved Full Flight Simulation (FFS) that are not available during Covid_19 pandemic are subject to extend for 90 days from the date of the last check.	- Pursuant to Prime Minister's Order No. 06/PM, dated 29 March 2020 on reinforcement measures on containment, prevention and full response to the COVID-19 pandemic and consequence Prime Minister Office Notice No.481/PMO on the extension of Prime Minister Order No.06/PM until 03 May 2020 - Due to lack of availability of FFS in house. Most of PPCs are conducted on approved FFS represented aircraft type and its variant related to AOC current fleets are located outside the country, which is now travelling, is restricted. Therefore, applicable alleviation and exemptions are granted. However, all AOC holders shall strictly follow the Notice 01 issued by DCAL published on DCAL website as following links www.dcal.gov.la for operational measures to address during the Covid_19 pandemic.	Lao PDR recognizes differences of other states.

Macao (SAR), China

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COVID-19 Alleviation measures by ICAO Region sorted by State

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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>	No Difference		Recognition of a Contracting State's COVID-19 Contingency Related Difference (CCRD) will be considered provided that mitigating measures have been taken by the Contracting State and the risks have been mitigated.



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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>Macao, China extended the validity of instrument rating of some pilot licences. Licence holder must carry an exemption letter in which the extended validity is specified.</p>	<p>a. Concerned aircraft type FSTDs are located outside of Macao, China and not accessible due to COVID-19 related travel restrictions.</p> <p>b. Pilots shall carry the Exemption Letter and any other documentation issued.</p>	<p>Recognition of a Contracting State’s COVID-19 Contingency Related Difference (CCRD) will be considered provided that mitigating measures have been taken by the Contracting State and the risks have been mitigated.</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>			
<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 difference</p>		<p>Recognition of a Contracting State’s COVID-19 Contingency Related Difference (CCRD) will be considered provided that mitigating measures have been taken by the Contracting State and the risks have been mitigated.</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. 	No difference		Recognition of a Contracting State's COVID-19 Contingency Related Difference (CCRD) will be considered provided that mitigating measures have been taken by the Contracting State and the risks have been mitigated.



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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>Macao, China allows the PPC to be performed up to 10 months after the previous PPC. An operator may apply for further short term extension when the operator can conduct most parts of a normal PPC in a FTD and/or in an aircraft.</p>	<p>a. . Concerned aircraft type FSTDs are located outside of Macao, China and not accessible due to COVID-19 related travel restrictions.</p> <p>b.</p> <ol style="list-style-type: none"> 1. Operator must request an exemption from the CAA Macao, China with the proposed mitigation actions. 2. The extension are not granted to pilots with marginal performance during the previous PPC. 3. Pilots must complete an alternate training and checking program acceptable to the CAA Macao, China. 4. Flight crew operation limitations relevant to the operator are stated in the exemption letter which must be carried by the flight crew. 	<p>Recognition of a Contracting State’s COVID-19 Contingency Related Difference (CCRD) will be considered provided that mitigating measures have been taken by the Contracting State and the risks have been mitigated.</p>



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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 difference		Recognition of a Contracting State's COVID-19 Contingency Related Difference (CCRD) will be considered provided that mitigating measures have been taken by the Contracting State and the risks have been mitigated.
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 difference		Recognition of a Contracting State's COVID-19 Contingency Related Difference (CCRD) will be considered provided that mitigating measures have been taken by the Contracting State and the risks have been mitigated.



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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>	No difference		Recognition of a Contracting State’s COVID-19 Contingency Related Difference (CCRD) will be considered provided that mitigating measures have been taken by the Contracting State and the risks have been mitigated.



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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>	Macao, China allows the PPC to be performed up to 10 months after the previous PPC.	a. . Concerned aircraft type FSTDs are located outside of Macao, China and not accessible due to COVID-19 related travel restrictions. b. 1. Operator must request an exemption from the CAA Macao, China with the proposed mitigation actions. 2. The extension are not granted to pilots with marginal performance during the previous PPC. 3. Pilots must complete an alternate training and checking program acceptable to the CAA Macao, China. 4. Flight crew operation limitations relevant to the operator are stated in the exemption letter which must be carried by the flight crew.	Recognition of a Contracting State's COVID-19 Contingency Related Difference (CCRD) will be considered provided that mitigating measures have been taken by the Contracting State and the risks have been mitigated.

Malaysia

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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>	No differences	As per SARPs	Differences filed by other contracting States will be recognized by Malaysia during the COVID-19 pandemic. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other documentation issued.

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>CAAM issued an extension enabling flight crew and aviation personnel whose licenses expire from 18 March 2020 to 30 November 2020 to exercise the privileges of their licenses for an extended period of up to 31 December 2020. This applies to the following CAAM's relevant FODs: a. FCL.016 (a) - Validation of license; b. FCL.025 (a)(4) and (c)(1) – Theoretical knowledge validity period; c. FCL.040 (a) – Privileges of licenses; d. FCL.055 (c) – English Language Proficiency; e. FCL.075 – Validity of licenses, ratings and certificates; f. FCL.625 IR (a) – Instrument rating validity; g. FCL.725 – Requirements for the issue of class and type rating; h. FCL.740 (a) – Type/class rating; i. FCL.940 – Instructor rating validity; j. FCL.1025 (a) – Examiner rating validity; k. MED.D.030 – Validity of ME Certificates; l. ORA.GEN.135 (a) - Certificate of Approval, Certificate of Qualification, User Approval Certificate continued validity; m. ORA.ATO.126 – Training timeline; n. ORO APPENDIX 3 – Flight Operations Officer/ Flight</p>	<p>Rationale Extension of Movement Control Order (MCO) by the Government of Malaysia until it is lifted. Mitigation a. Adherence to CAAM Civil Aviation Notice (CAN) 3/2020 and subsequent notices; b. Adherence to Guidelines on the exemption for expired certificates/qualifications/ ratings; c. Operator has developed SOP on flight crew pairing and additional measures on cross checking of license before flight to ensure validity;</p>	<p>Differences filed by other contracting States will be recognized by Malaysia during the COVID-19 pandemic. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other documentation issued.</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>Dispatcher Training Program. o. ATCO language recurrent periodic assessment as per ANSRM 6.1.4</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>CAAM issued an extension enabling flight crew whose qualifications expire from 18 March 2020 to 30 November 2020 to exercise the privileges of their licenses and qualifications for an extended period of up to 31 December 2020. This applies to the following CAAM’s relevant FOD:</p> <p>a. ORO.FC.130 (a) & (b) – Recurrent training and checking; b. ORO.FC.230 (b) (1), (c)(1), (d), (e), and (f) - Recurrent training and checking; c. ORO.TC.135 (a) – Recurrent training. d. FCL.060 – Recent experience; e. FCL.075 – Validity of licenses, ratings and certificates;</p>	<p>Rationale Extension of MCO by the Government of Malaysia until it is lifted. Mitigation a. Adherence to CAN 3/2020 and subsequence notices; b. Adherence to Guidelines on the exemption for expired certificates/qualifications/ ratings; c. Operator has developed SOP on flight crew pairing and additional measures on cross checking of license before flight to ensure validity;</p>	<p>Differences filed by other contracting States will be recognized by Malaysia during the COVID-19 pandemic. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other documentation issued.</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. 	<p>CAAM issued an extension enabling flight crew whose qualifications expire from 18 March 2020 to 30 November 2020 to exercise the privileges of their licenses and qualifications for an extended period of up to 31 December 2020. This applies to the following CAAM's relevant FOD:</p> <ul style="list-style-type: none"> a. ORO.FC.130 (a) & (b) – Recurrent training and checking; b. ORO.FC.230 (b) (1), (c)(1), (d), (e), and (f) - Recurrent training and checking; c. ORO.TC.135 (a) – Recurrent training. d. FCL.060 – Recent experience; e. FCL.075 – Validity of licenses, ratings and certificates; 	<p>Rationale Extension of MCO by the Government of Malaysia until it is lifted.</p> <p>Mitigation a. Adherence to CAN 3/2020 and subsequence notices; b. Adherence to Guidelines on the exemption for expired certificates/qualifications/ ratings; c. Operator has developed SOP on flight crew pairing and additional measures on cross checking of license before flight to ensure validity;</p>	<p>Differences filed by other contracting States will be recognized by Malaysia during the COVID-19 pandemic. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other documentation issued.</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;">9.4.4 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>	CAAM issued an extension enabling flight crew whose qualifications expire from 18 March 2020 to 30 November 2020 to exercise the privileges of their licenses and qualifications for an extended period of up to 31 December 2020. This applies to the following CAAM’s relevant FOD: a. ORO.FC.130 (a) & (b) – Recurrent training and checking; b. ORO.FC.230 (b) (1), (c)(1), (d), (e), and (f) - Recurrent training and checking. c. ORA.GEN.135 (a) - Certificate of Approval, Certificate of Qualification, User Approval Certificate continued validity; d. FCL.725 – Requirements for the issue of class and type rating	Rationale Extension of MCO by the Government of Malaysia until it is lifted. Mitigation a. Adherence to CAN 3/2020 and subsequence notices; b. Adherence to Guidelines on the exemption for expired certificates/qualifications/ ratings; c. Operator has developed SOP on flight crew pairing and additional measures on cross checking of license before flight to ensure validity;	Differences filed by other contracting States will be recognized by Malaysia during the COVID-19 pandemic. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other documentation issued.



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.	CAAM issued an extension enabling flight crew whose qualifications expire from 18 March 2020 to 30 November 2020 to exercise the privileges of their licenses and qualifications for an extended period of up to 31 December 2020. This applies to the following CAAM FOD: a. ORO.FC.130 (a) & (b) – Recurrent training and checking; b. ORO.FC.230 (b) (1), (c)(1), (d), (e), and (f) - Recurrent training and checking; c. ORO.TC.135 (a) – Recurrent training; d. FCL.060 – Recent experience.	Rationale Extension of MCO by the Government of Malaysia until it is lifted. Mitigation a. Adherence to CAN 3/2020 and subsequence notices; b. Adherence to Guidelines on the exemption for expired certificates/qualifications/ ratings; c. Operator to develop SOP on flight crew pairing and additional measures on cross checking of license before flight to ensure validity;	Differences filed by other contracting States will be recognized by Malaysia during the COVID-19 pandemic. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other documentation issued.



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	3.9.4.3 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.	CAAM issued an extension enabling flight crew whose qualifications expire from 18 March 2020 to 30 November 2020 to exercise the privileges of their licenses and qualifications for an extended period of up to 31 December 2020. This applies to the following CAAM FOD: a. ORO.FC.130 (a) & (b) – Recurrent training and checking; b. ORO.FC.230 (b) (1), (c)(1), (d), (e), and (f) - Recurrent training and checking; c. ORO.TC.135 (a) – Recurrent training; d. FCL.060 – Recent experience.	Rationale Extension of MCO by the Government of Malaysia until it is lifted. Mitigation a. Adherence to CAN 3/2020 and subsequence notices; b. Adherence to Guidelines on the exemption for expired certificates/qualifications/ ratings; c. Operator to develop SOP on flight crew pairing and additional measures on cross checking of license before flight to ensure validity;	Differences filed by other contracting States will be recognized by Malaysia during the COVID-19 pandemic. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other documentation issued.



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>	CAAM issued an extension enabling flight crew whose qualifications expire from 18 March 2020 to 30 November 2020 to exercise the privileges of their licenses and qualifications for an extended period of up to 31 December 2020. This applies to the following CAAM FOD: a. ORO.FC.130 (a) & (b) – Recurrent training and checking; b. ORO.FC.230 (b) (1), (c)(1), (d), (e), and (f) - Recurrent training and checking; c. ORO.TC.135 (a) – Recurrent training; d. FCL.060 – Recent experience.	Rationale Extension of MCO by the Government of Malaysia until it is lifted. Mitigation a. Adherence to CAN 3/2020 and subsequence notices; b. Adherence to Guidelines on the exemption for expired certificates/qualifications/ ratings; c. Operator to develop SOP on flight crew pairing and additional measures on cross checking of license before flight to ensure validity;	Differences filed by other contracting States will be recognized by Malaysia during the COVID-19 pandemic. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other documentation issued.



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>	CAAM issued an extension enabling flight crew whose qualifications expire from 18 March 2020 to 30 November 2020 to exercise the privileges of their licenses and qualifications for an extended period of up to 31 December 2020. This applies to the following CAAM FOD: a. ORO.FC.130 (a) & (b) Recurrent training and checking; b. ORO.FC.230 (b) (1), (c)(1), (d), (e), and (f) - Recurrent training and checking; c. ORO.TC.135 (a) – Recurrent training; d. FCL.060 – Recent experience	Extension of MCO by the Government of Malaysia until it is lifted. Mitigation a. Adherence to CAN 3/2020 and subsequence notices; b. Adherence to Guidelines on the exemption for expired certificates/qualifications/ ratings; c. Operator to develop SOP on flight crew pairing and additional measures on cross checking of license before flight to ensure validity;	Differences filed by other contracting States will be recognized by Malaysia during the COVID-19 pandemic. Contracting State Air Crew shall carry the State Exemption/ Extension Letter and any other documentation issued.

Maldives

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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>DIFFERENCE NOT APPLICABLE FROM 31 JUL 2020</p> <p>Validity periods of medical certificates of aircrew and air traffic controllers are extended by 60 days. Update (1 July 2020): Validity periods of medical certificates of aircrew and air traffic controllers expiring by 30th June 2020 is extended till 31st July 2020 - Regulatory reference: MCAR Aircrew, Annex IV - Part MED, MED.A.045, MED.C.030.</p>	<p>DIFFERENCE NOT APPLICABLE FROM 31 JUL 2020</p> <p>a. Rationale: Applicants to obtain an aviation medical have to physically visit a clinic or hospital which potentially leads to unnecessary interactions during a pandemic, in which social distancing is advised. Applicants may directly come in contact with sick people. Aim of this difference is to reduce the severity of the disruptions that would otherwise occur due to non-availability of a sufficient number of crew members and to ensure a certain level of business continuity for organisations. b. Conditions/mitigations: Applicants shall hold a valid aviation medical without limitations, except visual ones.</p>	<p>YES</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>- Validity periods of flight crew members licences, ratings and endorsements are extended till 31st March 2021.</p> <p>- Regulatory reference: MCAR Aircrew, Annex 1 - Part FCL, FCL.625, FCL.740</p>	<p>a. Rationale: As a result of the extreme operational and resource constraints caused by COVID-19 outbreak, licence holders are not able to timely reach or gain access to flight simulation training devices (FSTD) to complete the necessary training and checking required to revalidate the validity periods of their type and instrument ratings. b. Conditions/mitigations: 1. A refresher training needs to be provided for the flight crew members by the organisation. 2. Completion of an assessment of the flight crew members by the organisation. The assessment must ensure that the required level of knowledge to operate the applicable class or type is maintained.</p>	<p>YES</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>None</p>	<p>-</p>	<p>Yes</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. 	None	NA	Yes



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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>	Validity periods of pilot proficiency checks are extended till 31 March 2021. - Regulatory reference: MCAR Air Operations, Annex VI Part ORO, ORO.FC.130, ORO.FC.230.	a. Rationale: As a result of the extreme operational and resource constraints caused by COVID-19 outbreak, pilots are not able to timely reach or gain access to flight simulation training devices (FSTD) to carry out pilot proficiency checks to demonstrate competence to the organisations. b. Conditions/mitigations: 1. A refresher training needs to be provided for the flight crew members by the organisation. 2. Completion of an assessment of the flight crew member by the organisation. The assessment must ensure that the required level of knowledge to operate the applicable class or type is maintained.	Yes
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>	None	NA	Yes



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>	None	NA	Yes
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>	None	NA	Yes



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>	None	NA	Yes

Marshall Islands (the)

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>	No Difference	Not Applicable	YES, RMI DCA would recognize or accept the validity of the other State’s certificate and licenses based on their temporary differences submitted via the CCRD.
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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
<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 Difference</p>	<p>Not Applicable</p>	<p>YES, RMI DCA would recognize or accept the validity of the other State’s certificate and licenses based on their temporary differences submitted via the CCRD.</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>No Difference</p>	<p>Not Applicable</p>	<p>YES, RMI DCA would recognize or accept the validity of the other State’s certificate and licenses based on their temporary differences submitted via the CCRD.</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 Difference	Not Applicable	YES, RMI DCA would recognize or accept the validity of the other State’s certificate 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 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>	No Difference	Not Applicable	YES, RMI DCA would recognize or accept the validity of the other State’s certificate and licenses based on their temporary differences submitted via the CCRD.
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 Difference	Not Applicable	YES, RMI DCA would recognize or accept the validity of the other State’s certificate 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	<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>Not Applicable</p>	<p>YES, RMI DCA would recognize or accept the validity of the other State’s certificate and licenses based on their temporary differences submitted via the CCRD.</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>Not Applicable</p>	<p>YES, RMI DCA would recognize or accept the validity of the other State’s certificate and licenses based on their temporary differences submitted via the CCRD.</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
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 Difference	Not Applicable	YES, RMI DCA would recognize or accept the validity of the other State’s certificate and licenses based on their temporary differences submitted via the CCRD.

Micronesia (Federated States of)

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>	No Difference	Nil	Recongnize other state differences as appropriate
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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>	No Difference	Nil	Recognize other state differences as appropriate



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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>No Difference</p>	<p>Nil</p>	<p>Recognize other state differences as appropriate</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
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 Difference	Nil	Recongnize other state differences as appropriate



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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 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>	No Difference	Nil	Recognize other state differences as appropriate
ANNEX 6 Chapter 3 Reference Standard	<p 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>	No Difference	Nil	Recognize other state differences as appropriate



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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 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>Nil</p>	<p>Recognize other state differences as appropriate</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>Nil</p>	<p>Recognize other state differences as appropriate</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
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>	No Difference	Nil	Recognize other state differences as appropriate

Mongolia				
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 validity period of class 1, 2 and 3 medical certificates issued by CAAM are extended to 01 Oct 2020.	In accordance with Safety board meeting (no.02/20) decision: 1. Class 1 medical certificate extended by 3 months if holders are 50 years of age or more. 2. Class 1 medical certificate extended to 01 Oct 2020 if holders are less than 50 years of age. 4. Class 2 and 3 medical certificate extended to 01 Oct 2020.	We accept other states differences

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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>	No Difference	Standard regulations apply	We accept other states differences



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>No difference</p>	<p>MCAR-61.37</p>	<p>We accept other states 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. 			



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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 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>	Pilot proficiency check period extended till 31 Jan 2021	In accordance with Safety board meeting (no.02/20) decision the air operators required to conduct the pilot competency assessment on aircraft in accordance with paragraph 121.607(a) /3/ of MCAR-121 during the extended time.	We accept other states differences
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>			



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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>			
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>			



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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>			

Myanmar				
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>	No Differences	Myanmar Civil Aviation Requirements (MCAAR) Part-2, 4.1.8(c)(4)	Accept Other Contracting States' Differences

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>Myanmar Civil Aviation Requirements (MCAR) Part-2, 2.1.7</p>	<p>Accept Other Contracting States’ 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>			
<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 Differences</p>	<p>Myanmar Civil Aviation Requirements (MCAR) Part-8 applies</p>	<p>Accept Other Contracting States’ 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>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	Myanmar Civil Aviation Requirements (MCAR) Part-8 applies	Accept Other Contracting States' Differences



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>	No differences	Myanmar Civil Aviation Requirements (MCAR) Part-8 applies	Accept Other Contracting States’ Differences.
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>	No Differences	Myanmar Civil Aviation Requirements (MCAR) Part-12 applies	Accept Other Contracting States’ Differences.



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>No Differences</p>	<p>Myanmar Civil Aviation Requirements (MCAR) Part-12 applies</p>	<p>Accept Other Contracting States' Differences.</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 Differences</p>	<p>Myanmar Civil Aviation Requirements (MCAR) Part-14 applies</p>	<p>Accept Other Contracting States' 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 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>	No Differences	Myanmar Civil Aviation Requirements (MCAR) Part-14 applies	Accept Other Contracting States' Differences.

Nepal

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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>Extension has been granted by CAA Nepal with its circulars dated 19th March 2020, 27th March 2020, 23rd April 2020 and 24 May 2020 taking into account practical difficulties amid COVID19 pandemic. The alleviation was further extended till 31st July 2020. The extension was valid till 30 September 2020 from 31 August 2020 earlier. The alleviation is valid till 30 November 2020.</p>	<p>a. rationale -difficulties in access to medical examiner b. mitigation means -no uncontrolled underlying medical condition accepted -individuals under investigation from CAA Nepal in account of accident or incident do not qualify for extension. -extension applies to each individual in case to case basis and acceptable SRA -deadline of extension tightly controlled in monthly frequency</p>	<p>Nepal agrees with difference filed by other States</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>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>CAAN had extended the validity period of personnel licenses till 31st July 2020 with a circular with alleviation provisions. The extension was valid till 30 September 2020 from 31 August 2020 earlier. The alleviation is valid till 30 November 2020.</p>	<p>a. rationale -difficulties to meet all relevant personnel licensing requirements amid COVID19 pandemic b. mitigation means -individuals under investigation from CAA Nepal in account of accident or incident do not qualify for extension. -extension applies to each individual in case to case basis and acceptable SRA -deadline of extension tightly controlled in monthly frequency</p>	<p>Nepal agrees with difference filed by other States</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>General extension has been granted by CAA Nepal with its circulars dated 19th March 2020, 27th March 2020, 23rd April 2020 and 24 May 2020 taking into account practical difficulties amid COVID19 pandemic. The extension was valid till 31st July 2020. The extension was valid till 30 September 2020 from 31 August 2020 earlier. The alleviation is valid till 30 November 2020.</p>	<p>a. rationale -difficulties in access to flight simulators in COVID19 pandemic b. mitigation means -individuals under investigation from CAA Nepal in account of accident or incident do not qualify for extension. -extension applies to each individual in case to case basis and acceptable SRA -deadline of extension tightly controlled in monthly frequency</p>	<p>Nepal agrees with difference filed by other States</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. 	<p>General extension has been granted by CAA Nepal with its circulars dated 19th March 2020, 27th March 2020, 23rd April 2020 and 24 May 2020 taking into account practical difficulties amid COVID19 pandemic. The extension was valid till 31st July 2020. The extension was valid till 30 September 2020 from 31 August 2020 earlier. The alleviation is valid till 30 November 2020.</p>	<p>a. rationale -difficulties in access to flight simulators in COVID19 pandemic b. mitigation means -individuals under investigation from CAA Nepal in account of accident or incident do not qualify for extension. -extension applies to each individual in case to case basis and acceptable SRA -deadline of extension tightly controlled in monthly frequency</p>	<p>Nepal agrees with difference filed by other States</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;">9.4.4 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>	General extension has been granted by CAA Nepal with its circulars dated 19th March 2020, 27th March 2020, 23rd April 2020 and 24 May 2020 taking into account practical difficulties amid COVID19 pandemic. The extension was valid till 31st July 2020. The extension was valid till 30 September 2020 from 31 August 2020 earlier. The alleviation is valid till 30 November 2020.	a. rationale -difficulties in access to flight simulators in COVID19 pandemic b. mitigation means -individuals under investigation from CAA Nepal in account of accident or incident do not qualify for extension. -extension applies to each individual in case to case basis and acceptable SRA -deadline of extension tightly controlled in monthly frequency	Nepal agrees with difference filed by other States
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>	General extension has been granted by CAA Nepal with its circulars dated 19th March 2020, 27th March 2020, 23rd April 2020 and 24 May 2020 taking into account practical difficulties amid COVID19 pandemic. The extension was valid till 31st July 2020. The extension was valid till 30 September 2020 from 31 August 2020 earlier. The alleviation is valid till 30 November 2020.	a. rationale -difficulties in access to flight simulators in COVID19 pandemic b. mitigation means -individuals under investigation from CAA Nepal in account of accident or incident do not qualify for extension. -extension applies to each individual in case to case basis and acceptable SRA -deadline of extension tightly controlled in monthly frequency	Nepal agrees with difference filed by other States



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>General extension has been granted by CAA Nepal with its circulars dated 19th March 2020, 27th March 2020, 23rd April 2020 and 24 May 2020 taking into account practical difficulties amid COVID19 pandemic. The extension was valid till 31st July 2020. The extension was valid till 30 September 2020 from 31 August 2020 earlier. The alleviation is valid till 30 November 2020.</p>	<p>a. rationale -difficulties in access to flight simulators in COVID19 pandemic b. mitigation means -individuals under investigation from CAA Nepal in account of accident or incident do not qualify for extension. -extension applies to each individual in case to case basis and acceptable SRA -deadline of extension tightly controlled in monthly frequency</p>	<p>Nepal agrees with difference filed by other States</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>General extension has been granted by CAA Nepal with its circulars dated 19th March 2020, 27th March 2020, 23rd April 2020 and 24 May 2020 taking into account practical difficulties amid COVID19 pandemic. The extension was valid till 31st July 2020. The extension was valid till 30 September 2020 from 31 August 2020 earlier. The alleviation is valid till 30 November 2020.</p>	<p>a. rationale -difficulties in access to flight simulators in COVID19 pandemic b. mitigation means -individuals under investigation from CAA Nepal in account of accident or incident do not qualify for extension. -extension applies to each individual in case to case basis and acceptable SRA -deadline of extension tightly controlled in monthly frequency</p>	<p>Nepal agrees with difference filed by other States</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 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>	General extension has been granted by CAA Nepal with its circulars dated 19th March 2020, 27th March 2020, 23rd April 2020 and 24 May 2020 taking into account practical difficulties amid COVID19 pandemic. The extension was valid till 31st July 2020. The extension was valid till 30 September 2020 from 31 August 2020 earlier. The alleviation is valid till 30 November 2020.	a. rationale -difficulties in access to flight simulators in COVID19 pandemic b. mitigation means -individuals under investigation from CAA Nepal in account of accident or incident do not qualify for extension. -extension applies to each individual in case to case basis and acceptable SRA -deadline of extension tightly controlled in monthly frequency	Nepal agrees with difference filed by other States

New Zealand

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>	No Difference	NIL	New Zealand will accept mitigations from other States in accordance with applicable mitigating measures.
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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>	No Difference	Nil	New Zealand will accept mitigations from other States in accordance with applicable mitigating measures



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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>No Difference</p>	<p>Nil</p>	<p>New Zealand will accept mitigations from other States in accordance with applicable mitigating measures</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 Difference	Nil	New Zealand will accept mitigations from other States in accordance with applicable mitigating measures



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>	No Difference	Nil	New Zealand will accept mitigations from other States in accordance with applicable mitigating measures
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>	No Difference	Nil	New Zealand will accept mitigations from other States in accordance with applicable mitigating measures



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>No Difference</p>	<p>Nil</p>	<p>New Zealand will accept mitigations from other States in accordance with applicable mitigating measures</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>Nil</p>	<p>New Zealand will accept mitigations from other States in accordance with applicable mitigating measures.</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>	No Difference	Nil	New Zealand will accept mitigations from other States in accordance with applicable mitigating measures

Pakistan

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>	No difference from 15th May 2020.	COVID-19	PCAA accepts other ICAO member states differences
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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>	Further extension up to 10th July 2020, has been granted by DGCAA Pakistan, to all Pilots and Cabin Crew, whose annual PCAA license renewal / IR renewal falls due w.e.f. 13th March 2020.	COVID-19	PCAA accepts other ICAO member state differences.



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>No difference</p>	<p>N/A</p>	<p>PCAA accepts other ICAO member state 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>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 difference	N/A	PCAA accepts other ICAO member state differences



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>	<p>1. Extension of three (03) months has been granted by DGCAA, Pakistan to all pilots whose annual license renewal / IR falls due w.e.f. 13th March, 2020.. Extension of three (03) months has been granted by DGCAA, Pakistan to all pilots whose annual license renewal / IR falls due w.e.f. 13th March, 2020.</p> <p>2. Normal simulator training program shall resume as soon as COVID-19 threat and foreign travel restrictions are removed.</p> <p>3. Due to substantial non improvement in COVID 19 situation and also the onset of second wave of COVID 19 all over the world further extension till 31th of October,2020 has been granted.</p>	<p>a) It has been concluded that travelling and simulator environment is contagious vis-a -vis COVID-19. Hence extension to validity of Pilot License / IR. b) Operator has been directed for alternate means of checks for pilots. Six monthly simulator training / Check (OPC), may be substituted with four (04) hours (02 hours as PF and 02 hours as PM) of Route Check conducted by Designated Examiner and / or monitored by PCAA Flight Inspector.</p>	<p>PCAA accepts other ICAO member state differences.</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>	<p>No difference.</p>	<p>N/A</p>	<p>PCAA accepts other ICAO member state 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 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</p>	<p>N/A</p>	<p>PCAA accepts other ICAO member state differences.</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</p>	<p>N/A</p>	<p>PCAA accepts other ICAO member state 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 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	N/A	PCAA accepts other ICAO member state differences.

Papua New Guinea

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>	NO DIFFERENCE		PNG accepts validity of other State certificates
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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>	NO DIFFERENCE		PNG accepts validity of other State certificates



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>NO DIFFERENCE</p>		<p>PNG accepts validity of other State certificates</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 DIFFERENCE		PNG accepts validity of other State certificates



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>	Alternative means of Compliance Approved Flight Simulation training device not been used however, Pilot proficiency checks are conducted on the aircraft.	a.Travel restrictions imposed under the SOE prohibits the use of approved simulators located overseas. b.Aircraft operators required to establish an acceptable safe practice guide and submit to the Director for approval. Approval granted will be limited to allow a pilot to complete the next due operational competency assessment (OCA) on the aircraft. This OCA is valid for 6 months.	PNG accepts validity of other State certificates
ANNEX 6 Chapter 3 Reference Standard	<p 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>	NO DIFFERENCE		PNG accepts validity of other State certificates



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>	NO DIFFERENCE		PNG accepts validity of other State certificates
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>	NO DIFFERENCE		PNG accepts validity of other State certificates



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>	NO DIFFERENCE		PNG accepts validity of other State certificates

Philippines (the)

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>	No Differences	Standard Regulation Applies: Philippine Civil Aviation Regulation (PCAR) Part 2.10	We accept other ICAO Member States' Differences
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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
<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>The validity of licenses for aviation personnel is extended up to the resumption of CAAP's normal operations, as determined by the Philippines. Only licenses and certificates expiring on/or after 15 March 2020 will be covered by the extension as per Memorandum Circular No 10-2020 dated 13 March 2020.</p>	<p>To help alleviate the pressure accumulated from the potential expiration of the pilot's medical certificates and ratings, extensions were the solutions granted to ICAO Member States. Which the CAAP has adopted.</p> <p>Based on the Resolution No. 11 Series of 2020 of the Inter-Agency Task Force (IATF) for the Management of Emerging infectious Disease dated 12 March 2020, imposing 30 days community quarantine in the National Capital Region (NCR) due to Coronavirus Disease 2019 pandemic and the suspension of work in the executive branch, disrupting the normal operations of CAAP. Philippines has a limited flights most of them are cargo, transport of medical supplies.</p>	<p>We accept other ICAO Member States' 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>			
<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 differences</p>	<p>Standard Regulation Applies: Philippine Civil Aviation Regulation (PCAR) Part 8.4.1.9</p>	<p>We accept other ICAO Member States’ 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>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	Standard Regulation Applies: Philippine Civil Aviation Regulation (PCAR) Part 8.4.1.9	We accept other ICAO Member States' Differences



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>	No differences	Standard Regulation Applies: Philippine Civil Aviation Regulation (PCAR) Part 8.10.1.20	We accept other ICAO Member States’ Differences
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>	No differences	Standard Regulation Applies: Philippine Civil Aviation Regulation (PCAR) Part 8.4.1.9	We accept other ICAO Member States’ Differences



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>No differences</p>	<p>Standard Regulation Applies: Philippine Civil Aviation Regulation (PCAR) Part 8.4.1.9</p>	<p>We accept other ICAO Member States' Differences</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 differences</p>	<p>Standard Regulation Applies: Philippine Civil Aviation Regulation (PCAR) Part 8.4.1.9 and 8.10.1.30.2</p>	<p>We accept other ICAO Member States' 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 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>	No differences	Standard Regulation Applies: Philippine Civil Aviation Regulation (PCAR) Part 8.10.1.20 and 8.10.1.30.2	We accept other ICAO Member States' Differences

Republic of Korea (the)

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>	No difference	N/A	The Office of Civil Aviation of the Republic of Korea recognizes the differences of other Contracting States with a proviso that medical certificates holders are younger than 60 years old without any limitations.
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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>	No Difference	N/A	The Office of Civil Aviation of the Republic of Korea recognizes the differences of other Contracting 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
	<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 difference.</p>	<p>N/A</p>	<p>The Office of Civil Aviation of the Republic of Korea recognizes the differences of other Contracting States.</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 difference.	N/A	The Office of Civil Aviation of the Republic of Korea recognizes the differences of other Contracting States.



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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 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 difference.	N/A	The Office of Civil Aviation of the Republic of Korea recognizes the differences of other Contracting States.
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>	No difference.	N/A	The Office of Civil Aviation of the Republic of Korea recognizes the differences of other Contracting States.



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>No difference.</p>	<p>N/A</p>	<p>The Office of Civil Aviation of the Republic of Korea recognizes the differences of other Contracting States.</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>N/A</p>	<p>The Office of Civil Aviation of the Republic of Korea recognizes the differences of other Contracting States.</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 difference.	N/A	The Office of Civil Aviation of the Republic of Korea recognizes the differences of other Contracting States.

Singapore

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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>	No difference.		Recognition of a Contracting State's COVID-19 Contingency Related Difference (CCRD) will take into consideration assurances from the Contracting State that (i) any resulting safety risks have been mitigated; and (ii) its operators remain competent in conducting operations safely.

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 difference.</p>		<p>Recognition of a Contracting State's COVID-19 Contingency Related Difference (CCRD) will take into consideration assurances from the Contracting State that (i) any resulting safety risks have been mitigated; and (ii) its operators remain competent in conducting operations safely.</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>			
<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 difference.</p>		<p>Recognition of a Contracting State’s COVID-19 Contingency Related Difference (CCRD) will take into consideration assurances from the Contracting State that (i) any resulting safety risks have been mitigated; and (ii) its operators remain competent in conducting operations safely.</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. 	No difference		Recognition of a Contracting State's COVID-19 Contingency Related Difference (CCRD) will take into consideration assurances from the Contracting State that (i) any resulting safety risks have been mitigated; and (ii) its operators remain competent in conducting operations safely.



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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 difference.		Recognition of a Contracting State’s COVID-19 Contingency Related Difference (CCRD) will take into consideration assurances from the Contracting State that (i) any resulting safety risks have been mitigated; and (ii) its operators remain competent in conducting operations safely.
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>	No difference.		Recognition of a Contracting State’s COVID-19 Contingency Related Difference (CCRD) will take into consideration assurances from the Contracting State that (i) any resulting safety risks have been mitigated; and (ii) its operators remain competent in conducting operations safely.



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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>Recognition of a Contracting State's COVID-19 Contingency Related Difference (CCRD) will take into consideration assurances from the Contracting State that (i) any resulting safety risks have been mitigated; and (ii) its operators remain competent in conducting operations safely.</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>Recognition of a Contracting State's COVID-19 Contingency Related Difference (CCRD) will take into consideration assurances from the Contracting State that (i) any resulting safety risks have been mitigated; and (ii) its operators remain competent in conducting operations safely.</p>



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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 difference.		Recognition of a Contracting State’s COVID-19 Contingency Related Difference (CCRD) will take into consideration assurances from the Contracting State that (i) any resulting safety risks have been mitigated; and (ii) its operators remain competent in conducting operations safely.

Solomon Islands

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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>DCA Letter to Industry of 25 March 2020 gives a 3-month extension from the original date of expiry of the licence, rating or operational competency review, within which period the privileges of that licence, rating or operational competency review may continue to be exercised. The 3-month currency extension applies automatically and no application to the CAA is required</p>	<p>This exemption applies to those people required by Civil Aviation Rule Parts 61, 63, 65, 115, 121, 125, 135 and 137 to maintain currency of their licences and ratings, including those operating overseas under foreign authority validation, and have a flight review, proficiency check or rating that has expired or expires between 15 March 2020 and 24 June 2020. The exemption gives a 3-month extension from the original date of expiry of the licence, rating or operational competency review, within which period the privileges of that licence, rating or operational competency review may continue to be exercised. The 3-month currency extension applies automatically and no application to the CAA is required. A further extension may be considered in due course if COVID-19 restrictions remain in force for an extended period of time</p>	<p>Solomon Islands CAA will accept mitigations from other States in accordance with applicable mitigating measures.</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>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 Difference</p>	<p>Nil</p>	<p>Solomon Islands will accept mitigations from other States in accordance with applicable mitigating measures</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>No Difference</p>	<p>Nil</p>	<p>Solomon Islands will accept mitigations from other States in accordance with applicable mitigating measures</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 Difference	Nil	Solomon Islands will accept mitigations from other States in accordance with applicable mitigating measures



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>	No Difference	Nil	Solomon Islands will accept mitigations from other States in accordance with applicable mitigating measures
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>	No difference	Nil	Solomon Islands will accept mitigations from other States in accordance with applicable mitigating measures



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>No Difference</p>	<p>Nil</p>	<p>Solomon Islands will accept mitigations from other States in accordance with applicable mitigating measures</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>Nil</p>	<p>Solomon Islands will accept mitigations from other States in accordance with applicable mitigating measures</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>	No Difference	Nil	Solomon Islands will accept mitigations from other States in accordance with applicable mitigating measures

Sri Lanka

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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>All Medical Certificates that expire from 15th October 2020 to 31st December 2020 are extended by 90 days from the date of expiry and holder shall carry an attachment to this effect.</p>	<p>a. During COVID-19 pandemic period the Aeromedical center is inoperative and applicants do not have access to carry out required medical examinations.</p> <p>b. i. The pilot in command, co-pilot and Aircraft operator shall ensure that while operating an aircraft in a multi-crew environment only one crew member shall hold an extended Licence. ii. Applicants with medical conditions are subject to the approval by the CAASL Medical Assessor. If any further clarification needed, required to submit requested medical reports as per the Medical Standards of CAASL. iii. Licence holders who become aware of a medical condition during this time shall notify CAASL Aeromedical center. iv. Holders of Class I, II, III medicals certificates that expire needs to submit a request for extension and shall be sent through the operator.</p>	<p>Sri Lanka accepts the differences of the other Members States included in the COVID-19 Core CCRD subject to the availability of the confirmation from the concerned state during this period.</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>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 Difference.</p>	<p>Standard Regulation Applicable.</p>	<p>Sri Lanka accepts the differences of the other Members States included in the COVID-19 Core CCRD subject to the availability of the confirmation from the concerned state during this period.</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 Differences</p>	<p>Standard Regulation Applies</p>	<p>Sri Lanka accepts the differences of the other ICAO Members States included in the COVID-19 CCRD subject to the availability of the confirmation from the concerned state during this period.</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 Differences	Standard Regulation Applies	Sri Lanka accepts the differences of the other ICAO Members States included in the COVID-19 CCRD subject to the availability of the confirmation from the concerned state during this period.



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>	No Difference	State Regulation Applies	Sri Lanka accepts the differences of the other ICAO Members States included in the COVID-19 CCRD subject to the availability of the confirmation from the concerned state during this period.
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>	No Differences	Standard Regulation Applies	Sri Lanka accepts the differences of the other ICAO Members States included in the COVID-19 CCRD subject to the availability of the confirmation from the concerned state during this period.



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>No Differences</p>	<p>Standard Regulation Applies</p>	<p>Sri Lanka accepts the differences of the other ICAO Members States included in the COVID-19 CCRD subject to the availability of the confirmation from the concerned state during this period.</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 Differences</p>	<p>Standard Regulation Applies</p>	<p>Sri Lanka accepts the differences of the other ICAO Members States included in the COVID-19 CCRD subject to the availability of the confirmation from the concerned state during this period.</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 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	Sri Lanka accepts the differences of the other ICAO Members States included in the COVID-19 CCRD subject to the availability of the confirmation from the concerned state during this period.

Thailand

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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
<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>The validity period of all classes of medical certificates held by personnel who fly domestic flights that expire not later than 30 June 2020 shall be extended for 90 days from the expiration date; The validity period of all classes of medical certificates held by personnel who fly international flights that expire not later than 30 June 2020 shall be extended until 15 August 2020; This extension of the validity period of medical certificates under the first paragraph and the second paragraph shall not apply to those with special medical limitations or OML limitation under The Notification of the Civil Aviation Authority of Thailand on Classes of Medical Certificate Issuance Standards B.E. 2563 and those who has reached his/her 60th birthday.</p>	<p>a. Rational At the beginning of Corona-virus disease outbreak, the holders of medical certificate have difficulty in taking the required medical examination. b. Conditions/Mitigations 1. Pilots who hold exempted licences or certificates under this notification shall not pair with other pilots holding exempted licences or certificates on the same aircraft in the same period. 2. Air traffic controllers who hold exempted licences or certificates under this notification shall not pair with other air traffic controllers holding exempted licences or certificates more than half of all air traffic controllers working within the same air traffic control unit in the same period. 3. The certificates were valid on the date that the exemption was issued and must not have been administratively suspended, revoked or subject to other such enforcement activity.</p>	<p>Thailand will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the ICAO Quick Reference Guide (QRG) or being evaluated and shall achieve equivalent safety level. The extension of medical certificates with limitations/restrictions reducing the standard validity is not accepted.</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>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>The validity period of all types of licences that expire not later than 30 June 2020 shall be extended for 90 days from the expiration date.</p>	<p>a. Rational The beginning the Corona-virus disease outbreak, the flight crews may not able to timely revalidate theirs licences.</p> <p>b. Conditions/Mitigations 1. Pilots who hold exempted licences or certificates under this notification shall not pair with other pilots holding exempted licences or certificates on the same aircraft in the same period. 2. Air traffic controllers who hold exempted licences or certificates under this notification shall not pair with other air traffic controllers holding exempted licences or certificates more than half of all air traffic controllers working within the same air traffic control unit in the same period. 3. The licences were valid on the date that the exemption was issued and must not have been administratively suspended, revoked or subject to other such enforcement activity.</p>	<p>Thailand will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the ICAO Quick Reference Guide (QRG) or being evaluated and shall achieve equivalent safety level.</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 differences.</p>	<p>Standard Regulation Applies.</p>	<p>Thailand will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the ICAO Quick Reference Guide (QRG) or being evaluated and shall achieve equivalent safety level.</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 differences.	Standard Regulation Applies.	Thailand will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the ICAO Quick Reference Guide (QRG) or being evaluated and shall achieve equivalent safety level.



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>	<p>- Flight Crew proficiency check that expired after 1st March 2020 may continue to exercise the privileges of their licences for an extended period of up to 90 days.</p>	<p>- Theoretical training for all subjects may be arranged using various instructional material such as picture, video, online training or CBT with respect to WHO recommendation for social distancing.</p> <p>- Pilot benefiting from this exemption shall receive recurrent training, followed by the completion of assessment established by operator to determine level of knowledge and skill to meet regulatory requirement.</p>	<p>Thailand will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the ICAO Quick Reference Guide (QRG) or being evaluated and shall achieve equivalent safety level.</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>	<p>No Differences.</p>	<p>Standard Regulation Applies.</p>	<p>Thailand will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the ICAO Quick Reference Guide (QRG) or being evaluated and shall achieve equivalent safety level.</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>No Differences.</p>	<p>Standard Regulation Applies.</p>	<p>Thailand will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the ICAO Quick Reference Guide (QRG) or being evaluated and shall achieve equivalent safety level.</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 Differences.</p>	<p>Standard Regulation Applies.</p>	<p>Thailand will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the ICAO Quick Reference Guide (QRG) or being evaluated and shall achieve equivalent safety level.</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>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>- Flight Crew proficiency check that expired after 1st March 2020 may continue to exercise the privileges of their licences for an extended period of up to 90 days.</p>	<p>- Theoretical training for all subjects may be arranged using various instructional material such as picture, video, online training or CBT with respect to WHO recommendation for social distancing. - Pilot benefiting from this exemption shall receive recurrent training, followed by the completion of assessment established by operator to determine level of knowledge and skill to meet regulatory requirement.</p>	<p>Thailand will recognise and accept alleviations from other States in accordance with applicable mitigating measures which are either consistent with the ICAO Quick Reference Guide (QRG) or being evaluated and shall achieve equivalent safety level.</p>

Timor-Leste				
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>No Difference</p>		<p>CAATL Accepts Other ICAO States Members 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
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>	No Difference		CAATL Accepts Other ICAO States Members Differences



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>No Difference</p>		<p>CAATL Accepts Other ICAO States Members 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>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 Difference		CAATL Accepts Other ICAO States Members Differences



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>	No Difference		CAATL Accepts Other ICAO States Members Differences
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 Difference		CAATL Accepts Other ICAO States Members Differences



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>No Difference</p>		<p>CAATL Accepts Other ICAO States Members Differences</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>CAATL Accepts Other ICAO States Members Differences</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 Difference		CAATL Accepts Other ICAO States Members Differences

Tonga

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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>Pursuant to the Civil Aviation Act 2014 Section 65, all medical certificates with expiry dates for the month of May and June shall be extended for an additional 60 days.</p>	<p>a. Due to the Covid-19 pandemic, Tonga have closed its border from international travel.</p> <p>b. Any conditions, restrictions, or endorsements on the existing medical certificate must continue to be complied with in order to exercise the privileges of the licence. If a licence holder is aware of, or has reasonable grounds to suspect any change in his or her medical condition or the existence of any previously undetected medical condition that may interfere with the safe exercise of the privileges to which certificate relates, the licence holder – must advise the Director of the changes as soon as practicable; and may not exercise the privileges to which the licence holder’s medical certificates relates.</p>	<p>Tonga will accept mitigation from other States in accordance with applicable mitigating measures</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
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>	No Difference	Nil	Tonga will accept mitigation from other States in accordance with applicable mitigating measures.



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>No Difference</p>	<p>Nil</p>	<p>Tonga will accept mitigation from other States in accordance with applicable mitigating measures.</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 Difference	Nil	Tonga will accept mitigation from other States in accordance with applicable mitigating measures.



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>	Pursuant to the Civil Aviation Act 2014 Section 45 (i) Section 35 (b) (i) all licence ratings (OCA, Route Check, IFR and VFR) are exempted from the requirement of renewal. Exemption shall be on a duration of six (6) months effective 11th May 2020 until the 11th November 2020.	a. Due to the effect of Covid-19 pandemic, Tonga have closed its border from international travel. b. All licence holders are reminded, that if they become aware of, or has reasonable grounds to suspect any change in his or her ability to perform or conduct safely the privileges of his or her licence, the licence holder – must advise the Director of any change as soon as practicable; and may not exercise the privileges to which the licence holder’s licence relates.	Tonga will accept mitigation from other States in accordance with applicable mitigating measures.
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>	No Difference	Nil	Tonga shall accept mitigation from other States in accordance with applicable mitigating measures.



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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 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>Nil</p>	<p>Tonga shall accept mitigation from other States in accordance with applicable mitigating measures.</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>Nil</p>	<p>Tonga shall accept mitigation from other States in accordance with applicable mitigating measures.</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>	No Difference	Nil	Tonga shall accept mitigation from other States in accordance with applicable mitigating measures.

Vanuatu				
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>	No difference	Nil	Vanuatu will accept mitigations from 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>	No difference	Nil	Vanuatu will accept mitigations from 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
	<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 difference</p>	<p>Nil</p>	<p>Vanuatu will accept mitigations from other States.</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 difference	Nil	Vanuatu will accept mitigations from other States.



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>	Exemption 03/EXE/2020 gives a 3 months exemption from the 1st August, 2020 to the 30th November, 2020, the original date of the expiry of the licence, rating or operational competency review. Within this period, the privileges of the licence, rating or operational competency review may continue to be exercised.	Vanuatu is currently in a State of Emergency (SOE) and all international borders have been closed. Under this SOE, Vanuatu is also recovering from damages done by Tropical Cyclone Harold in the northern parts of the country as well as Volcanic ashfall in the southern parts of the country. This exemption applies to licence-holders whose aviation documents expire between 1st August, 2020 to 30th November, 2020. This exemption shall remain in effect until 30th November, 2020 unless withdrawn earlier in writing by the Director CAAV.	Vanuatu will accept mitigations from other States.
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>	No difference	Nil	Vanuatu will accept mitigations from other States.



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>No difference</p>	<p>Nil</p>	<p>Vanuatu will accept mitigations from other States.</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>Nil</p>	<p>Vanuatu will accept mitigations from other States.</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>	Exemption 03/EXE/2020 gives a 3 months exemption from the 1st August, 2020 to the 30th November, 2020, the original date of the expiry of the licence, rating or operational competency review. Within this period, the privileges of the licence, rating or operational competency review may continue to be exercised.	Vanuatu is currently in a State of Emergency (SOE) and all international borders have been closed. Under this SOE, Vanuatu is also recovering from damages done by Tropical Cyclone Harold in the northern parts of the country as well as Volcanic ashfall in the southern parts of the country. This exemption applies to licence-holders whose aviation documents expire between 1st August, 2020 to 30th November, 2020. This exemption shall remain in effect until 30th November, 2020 unless withdrawn earlier in writing by the Director CAAV.	Vanuatu will accept mitigations from other States.

Viet Nam

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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>The CAAV issues an extension until 30 June 2020 to Medical Certificates expire between 31 March 2020 and 30 June 2020</p>	<p>a. Due to the Corona-virus disease outbreak.</p> <p>b. The AOC holders are not allowed to assign more than one flight crew and one cabin crew whose name in the list of medical certificate extension on duty at the same time; The AOC holders are not allowed to assign flight crew and cabin crew whose name in the list of extension to perform their duty independently.</p>	<p>Vietnam recognizes differences of other States.</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
ANNEX 1 Chapter 1 Reference Standard	<p>1.2.5.1.2 A Contracting State, having issued a licence, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence.</p> <p><i>Note 1.— Until 2 November 2022, the maintenance of competency of flight crew or remote flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6.</i></p> <p><i>Note 1.— As of 3 November 2022, the maintenance of competency of flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6.</i></p> <p><i>Note 2.— Until 2 November 2022, maintenance of competency may be satisfactorily recorded in the operator’s records, or in the flight crew member’s personal log book or licence.</i></p> <p><i>Note 2.— As of 3 November 2022, maintenance of competency may be satisfactorily recorded in the operator’s records, or in the flight crew or the remote flight crew member’s personal log book or licence.</i></p> <p><i>Note 3.— Until 2 November 2022, flight crew members may, to the extent deemed feasible by the State of Registry, demonstrate their continuing competency in FSTDs approved by that State.</i></p> <p><i>Note 3.— As of 3 November 2022, flight crew and remote flight crew members may, to the extent deemed feasible by the State of Registry, or Licensing Authority of the State of the Operator, respectively, demonstrate their continuing competency in FSTDs approved by that State.</i></p>	<p>The CAAV issues a 60 days extension to licences that expire before 31 May 2020</p>	<p>a. Due to the Corona-virus disease outbreak.</p> <p>b. The AOC holders are not allowed to assign more than one flight crew and one cabin crew whose name in the list of licensed extension on duty at the same time; The AOC holders are not allowed to assign flight crew and cabin crew whose name in the list of extension to perform their duty independently.</p>	<p>Vietnam recognizes differences of other States.</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>	<p>The CAAV issues an extension until 30 June 2020 to recent experience expire between 31 March 2020 and 30 June 2020</p>	<p>a. Due to the Corona-virus disease outbreak. b. The AOC holders are not allowed to assign more than one flight crew whose name in the list of extension on duty at the same time; The AOC holders are not allowed to assign flight crew and cabin crew whose name in the list of extension to perform their duty independently.</p>	<p>Vietnam recognizes differences of other States.</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. 	<p>The CAAV issues an extension until 30 June 2020 to recent experience expire between 31 March 2020 and 30 June 2020</p>		<p>Vietnam recognizes differences of other States.</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;">9.4.4 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>	The CAAV issues an extension until 30 June 2020 to Pilot proficiency checks expire between 31 March 2020 and 30 June 2020	a. Due to the Corona-virus disease outbreak. b. The AOC holders are not allow to assign more than one flight crew whose name in the list of extension on duty at the same time; The AOC holders are not allowed to assign flight crew and cabin crew whose name in the list of extension to perform their duty independently.	Vietnam recognizes differences of other States.
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>	The CAAV issues an extension until 30 June 2020 to recent experience expire between 31 March 2020 and 30 June 2020	a. Due to the Corona-virus disease outbreak. b. The AOC holders are not allow to assign more than one flight crew whose name in the list of extension on duty at the same time; The AOC holders are not allowed to assign flight crew and cabin crew whose name in the list of extension to perform their duty independently.	Vietnam recognizes differences of other States.



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>The CAAV issues an extension until 30 June 2020 to recent experience expire between 31 March 2020 and 30 June 2020</p>	<p>a. Due to the Corona-virus disease outbreak. b. The AOC holders are not allow to assign more than one flight crew whose name in the list of extension on duty at the same time; The AOC holders are not allowed to assign flight crew and cabin crew whose name in the list of extension to perform their duty independently.</p>	<p>Vietnam recognizes differences of other States.</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>The CAAV issues an extension until 30 June 2020 to qualifications expire between 31 March 2020 and 30 June 2020</p>	<p>a. Due to the Corona-virus disease outbreak. b. The AOC holders are not allow to assign more than one flight crew whose name in the list of extension on duty at the same time; The AOC holders are not allowed to assign flight crew and cabin crew whose name in the list of extension to perform their duty independently.</p>	<p>Vietnam recognizes differences of other States.</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>	The CAAV issues an extension until 30 June 2020 to Pilot proficiency checks expire between 31 March 2020 and 30 June 2020	a. Due to the Corona-virus disease outbreak. b. The AOC holders are not allow to assign more than one flight crew whose name in the list of extension on duty at the same time; The AOC holders are not allowed to assign flight crew and cabin crew whose name in the list of extension to perform their duty independently.	Vietnam recognizes differences of other States.

ESAF

Angola

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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>	No Differences	Standard Regulation Applies	We accept other ICAO States Members Differences



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>	No Differences	Standard Regulation Applies	We accept other ICAO States Members Differences



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>Standard Regulation Applies</p>	<p>We accept other ICAO States Members 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>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		We accept other ICAO States Members Differences



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>	Extension of some aircraft types from conducting normal Proficiency Check in an approved FSTD due to unavailability.	a. No local availability of aircraft type FSTD. b. Air operators to follow a safety case assessment checklist and to carry out classroom refreshers with respect to WHO recommendation for physical distancing. All to be conducted as per the published INAVIC AIC 009/2020.	We accept other ICAO States Members Differences
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 Regulation Applies	We accept other ICAO States Members Differences



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>No Differences</p>	<p>Standard Regulation Applies</p>	<p>We accept other ICAO States Members Differences</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 Differences</p>	<p>Standard Regulation Applies</p>	<p>We accept other ICAO States Members 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 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>	<p>No Differences</p>	<p>Standard Regulation Applies</p>	<p>We accept other ICAO States Members Differences</p>

Botswana

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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>Rational</p> <p>Due to requirements of AMEs to provide clinical care to COVID-19 patients, implementation of social distancing practices, closure of workspaces and implementation of other preventive measures some States are unable to ensure that AMEs are available to conduct medical examinations; or affected aviation professionals are unable to travel to medical facilities for a medical examination.</p> <p>Potential undesirable consequence:</p> <ul style="list-style-type: none"> <input type="checkbox"/> Ineligible to perform duties due to licensing requirements to hold a valid medical certificate. <input type="checkbox"/> Medical incapacitation that can lead to a safety consequence because of a medical condition if extension of medical certificate is not done in accordance with risk assessment and safety management principles. (As per AIC 25/2020 of 14 May 2020) <p>Mitigation:</p>	<p>YES BOTSWANA WILL RECOGNISE OTHER STATES 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>Medical Assessment (Civil Aviation (Personnel Licensing) (General) Regulations 2013, Regulation 126 and Civil Aviation (Personnel Licensing) (Flight Crew) Regulations 2013, Regulation 40</p> <p>The validity of medical assessment for pilots not more than 60 years of age and date of expiry of medical assessment falls between 01/04/2020 and 30/09/2020 (both dates inclusive) has been extended by 90 days from the date of expiry of validity period, provided the pilot has not been advised any limitations/recommendations during previous medical examination, other than the following limitations:</p> <p>Subject to wearing of look over glasses while exercising the privileges of the licence and carry a spare set of spectacles while flying, Advised to use ear defenders in noisy environment, Advised to reduce weight to</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>acceptable BMI by diet control and regular exercises.</p> <p>The validity of medical assessment for pilots not more than 60 years of age and date of expiry of medical assessment falls between 01/04/2020 and 30/09/2020 (both dates inclusive) has been extended by 45 days from the date of expiry of validity period, if the pilot has been advised any other limitations/recommendations during their previous medical examination, except those mentioned in para 1 above.</p> <p>The validity of medical assessment for pilots more than 60 years of age and date of expiry of medical assessment falls between 01/04/2020 and 30/09/2020 (both dates inclusive) has been extended by 45 days from the date of expiry of validity period.</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>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>1. Keeping the above in view, the Directorate of Flight Safety Oversight has in relaxation of the relevant provisions of Civil Aviation (Personnel Licensing) (Flight Crew) Regulations 2013, Regulations 11, 21, 22, 23, 24, 25, 27, 41, 43, 44, 49, 53, 54, 55, 56, 58, 61, 62, 63 and Civil Aviation (Personnel Licensing) (General) Regulations 2013, Regulations 6, 8, 9, 48 and 65, approved the extension of the validity of licenses, ratings and other tests/knowledge examinations, as given below, by 180 days, provided the date of expiry falls between 01/04/2020 and 30/09/2020 (both dates inclusive)</p>	<p>1. To meet the requirement of the abovementioned Standard, some States issue licences and/or ratings with an expiration date. Because of social distancing practices, closure of workspaces and other preventive measures these States are unable to process licence or rating revalidation.</p> <p>As per AIC 25/2020 of 14 May 2020</p> <p>Mitigation</p> <p>1. Medical Assessment (Civil Aviation (Personnel Licensing) (General) Regulations 2013, Regulation 126 and Civil Aviation (Personnel Licensing) (Flight Crew) Regulations 2013, Regulation 40</p> <p>1.1 The validity of medical assessment for pilots not more than 60 years of age and date of expiry of medical assessment falls between 01/04/2020 and 30/09/2020 (both dates inclusive) has been extended by 90 days from the date of expiry of</p>	<p>YES BOTSWANA WILL RECOGNISE OTHER STATES 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>		<p>validity period, provided the pilot has not been advised any limitations/recommendations during previous medical examination, other than the following limitations:</p> <ul style="list-style-type: none"> a) Subject to wearing of look over glasses while exercising the privileges of the licence and carry a spare set of spectacles while flying, b) Advised to use ear defenders in noisy environment, c) Advised to reduce weight to acceptable BMI by diet control and regular exercises. <p>2. The validity of medical assessment for pilots not more than 60 years of age and date of expiry of medical assessment falls between 01/04/2020 and 30/09/2020 (both dates inclusive) has been extended by 45 days from the date of expiry of validity period, if the pilot has been advised any other limitations/recommendations during their previous medical examination, except those mentioned in para 1 above.</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>3. The validity of medical assessment for pilots more than 60 years of age and date of expiry of medical assessment falls between 01/04/2020 and 30/09/2020 (both dates inclusive) has been extended by 45 days from the date of expiry of validity period.</p> <p>2. This alleviation allows pilots from States that issue licences or ratings with an expiry date to conduct an international operation after that date.</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>The validity of recent experience requirements of three take-off/landing in previous 90 days, as stipulated in Civil Aviation (Aircraft Operations) Regulations, 2013, Regulations 29 and 30 by 45 days provided date of expiry falls between 01/04/2020 and 30/09/2020 (both dates inclusive).</p>	<p>Rationale:</p> <p>Temporarily allow operators to assign pilots to act as pilot-in-command or co-pilot or cruise relief pilot although not meeting all recent experience requirements. (As per AIC 25/2020 of 14 May 2020)</p> <p>Mitigations:</p> <p>3.1 Commercial Operations (Scheduled/Non-Scheduled)</p> <p>a) Both or either operating pilots, without valid proficiency checks are permitted, provided the Pilot-in-command has recent experience of three take-off/landing in the previous 90 days (on aeroplane/simulator) and has more than 500hrs as PIC on type.</p> <p>b) Both the operating pilot, with valid proficiency checks are not permitted without recent experience of three take-off/landing in the previous 90 days (on aeroplane/simulator) except in the case where:</p>	<p>YES BOTSWANA WILL RECOGNISE OTHER STATES 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
			i. The Pilot-in-command currency extended by 45 days subject to Co-pilot meeting the three take-off/landing currency in the previous 90 days and has more than 500hrs on aeroplane type as Co-pilot.	
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. 	NIL	NIL	YES BOTSWANA WILL RECOGNISE OTHER STATES DIFFERENCES



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>		<p>Rationale:</p> <p>Operators may have difficulties in complying with proficiency check requirements due physical distancing policies, the unavailability of flight simulation training devices (FSTDs), and or inability of personnel to travel to the operators training facilities etc., as a consequence of the COVID-19 pandemic. (As per AIC 25/2020 of 14 May 2020)</p> <p>Mitigation</p> <p>3.1 Commercial Operations (Scheduled/Non-Scheduled)</p> <p>a) Both or either operating pilots, without valid proficiency checks are permitted, provided the Pilot-in-command has recent experience of three take-off/landing in the previous 90 days (on aeroplane/simulator) and has more than 500hrs as PIC on type.</p> <p>b) Both the operating pilot, with valid proficiency checks are not permitted without</p>	YES BOTSWANA WILL RECOGNISE OTHER STATES DIFFERENCES



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>recent experience of three take-off/landing in the previous 90 days (on aeroplane/simulator) except in the case where:</p> <ul style="list-style-type: none"> i. The Pilot-in-command currency extended by 45 days subject to Co-pilot meeting the three take-off/landing currency in the previous 90 days and has more than 500hrs on aeroplane type as Co-pilot. ii. The Co-pilot currency is extended by 45 days subject to the Pilot-in-command meeting recent experience of three take-off/landing in the previous 90 days. c) Pre-flight briefing shall be elaborated and crew to be provided with additional time for pre-flight briefing and detailed cockpit preparation and review of non-normal and emergency procedures. 	



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.	2.1 The validity of recent experience requirements of three take-off/landing in previous 90 days, as stipulated in Civil Aviation (Aircraft Operations) Regulations, 2013, Regulations 29 and 30 by 45 days provided date of expiry falls between 01/04/2020 and 30/09/2020 (both dates inclusive).	Rationale: Operators may have difficulties in complying with proficiency check requirements due physical distancing policies, the unavailability of flight simulation training devices (FSTDs), and or inability of personnel to travel to the operators training facilities etc., as a consequence of the COVID-19 pandemic As per AIC 25/2020 of 14 May 2020 Mitigation:	YES BOTSWANA WILL RECOGNISE OTHER STATES DIFFERENCES



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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 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.	2.1 The validity of recent experience requirements of three take-off/landing in previous 90 days, as stipulated in Civil Aviation (Aircraft Operations) Regulations, 2013, Regulations 29 and 30 by 45 days provided date of expiry falls between 01/04/2020 and 30/09/2020 (both dates inclusive).	Rational Operators may have difficulties in complying with proficiency check requirements due physical distancing policies, the unavailability of flight simulation training devices (FSTDs), and or inability of personnel to travel to the operators training facilities etc., as a consequence of the COVID-19 pandemic As per AIC 25/2020 of 14 May 2020 Mitigation ii. The Co-pilot currency is extended by 45 days subject to the Pilot-in-command meeting recent experience of three take-off/landing in the previous 90 days. c) Pre-flight briefing shall be elaborated and crew to be provided with additional time for pre-flight briefing and detailed cockpit preparation and review of non-normal and emergency procedures.	YES BOTSWANA WILL RECOGNISE OTHER STATES DIFFERENCES



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>	2.1 The validity of recent experience requirements of three take-off/landing in previous 90 days, as stipulated in Civil Aviation (Aircraft Operations) Regulations, 2013, Regulations 29 and 30 by 45 days provided date of expiry falls between 01/04/2020 and 30/09/2020 (both dates inclusive).	Rationale: Temporarily allow operators to assign pilots to act as pilot-in-command or co-pilot or cruise relief pilot although not meeting all recent experience requirements. As per AIC 25/2020 of 14 May 2020 Mitigations a) Both or either operating pilots, without valid proficiency checks are permitted, provided the Pilot-in-command has recent experience of three take-off/landing in the previous 90 days (on aeroplane/simulator) and has more than 500hrs as PIC on type. i. The Pilot-in-command currency extended by 45 days subject to Co-pilot meeting the three take-off/landing currency in the previous 90 days and has more than 500hrs on aeroplane type as Co-pilot.	YES BOTSWANA WILL RECOGNISE OTHER STATES DIFFERENCES



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>	<p>2.1 The validity of recent experience requirements of three take-off/landing in previous 90 days, as stipulated in Civil Aviation (Aircraft Operations) Regulations, 2013, Regulations 29 and 30 by 45 days provided date of expiry falls between 01/04/2020 and 30/09/2020 (both dates inclusive).</p>	<p>Rationale:</p> <p>Operators may have difficulties in complying with proficiency check requirements due physical distancing policies, the unavailability of flight simulation training devices (FSTDs), and or inability of personnel to travel to the operators training facilities etc., as a consequence of the COVID-19 pandemic.</p> <p>Mitigation</p> <p>6.1 Multi-Crew operations:</p> <p>a) Both or either operating pilots, without valid proficiency checks, are permitted provided the Pilot-in-command has recent experience of three take-off/landing in the previous 90 days (on helicopter/simulator) and has a total of 1000hrs experience on helicopter including 200hrs on type.</p> <p>b) Both the operating pilot, without three take-off/landing in the previous 90 days (on helicopter/simulator) are not</p>	<p>YES BOTSWANA WILL RECOGNISE OTHER STATES DIFFERENCES</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>permitted.</p> <p>c) Either of the operating pilots, without three take-off/landing in the previous 90 days is permitted provided the other pilot has recent experience of three take-off/landing in the previous 90 days (on helicopter/simulator).</p> <p>6.2 Single Pilot Operations:</p> <p>a) The validity of three take-off/landing in 90 days is extended for 45 days provided the pilot has a minimum of 1000 hours total experience and 100 hours experience of single-pilot operations in the preceding 12 months.</p> <p>b) Pre-flight briefing shall be elaborated and crew to be provided with additional tie for pre-flight briefing and detailed cockpit preparation and review of non-normal and emergency procedures.</p>	

Burundi

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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>	[No difference to the certification and licensing Standards	The Standard Applies	Burundi will recognize 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	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>	No difference to the certification and licensing Standards	The Standard Applies	Burundi will recognize the validity of other States’ ceitificates and licenses based on their temporary differences submitted via the CCRD



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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 difference</p>	<p>Standard Regulation Applies</p>	<p>Burundi recognizes differences of other ICAO member States</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 difference	Standard Regulation Applies	Burundi recognizes differences of other ICAO member States



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>	No difference	Standard Regulation Applies	Burundi recognizes differences of other ICAO member States
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>	No difference	Standard Regulation Applies	Burundi recognizes differences of other ICAO member States



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>No difference</p>	<p>Standard Regulation Applies</p>	<p>Burundi recognizes differences of other ICAO member States</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 Regulation Applies</p>	<p>Burundi recognizes differences of other ICAO member States</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>	No difference	Standard Regulation Applies	Burundi recognizes differences of other ICAO member States

Comoros (the)				

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>a) Issuance of Licenses As the Union of the Comoros has not issued licenses for Pilot, Cabin crew and aircraft maintenance technician, these exceptional measures are not applicable.</p> <p>b) Air traffic controller Permits: The Union of the Comoros has not issued ATC licenses. However, permits are issued to allow air traffic controllers to perform their duties in the Union of the Comoros.</p> <ul style="list-style-type: none"> - The period of validity of permits which expires before March 31, 2021, is extended up to three (03) months from the expiring date without exceeding March 31, 2021, subject to certain conditions - The air traffic controllers' medical certificates provided for in RAC 01 Part PEL 3.A.105 are extended for three (03) months from the expiring date without exceeding March 31, 2021. <p>c) Validation of foreign licenses: The period of validity of foreign license validation, which expires before March 31, 2021, is extended up to three (03) months from the expiring date without exceeding March 31, 2021, subject to certain</p>	<p>a) Due to COVID 19 pandemic restrictions, there is inability for flight crew, aircraft maintenance technician and air traffic controllers to go to a medical expertise centre for medical check-up.</p> <p>b) The flight crew, aircraft maintenance technician and air traffic controller must obtain the extension authorization from CAA by submitting an application to the Authority. The extension is granted provided that:</p> <ol style="list-style-type: none"> 1) For flight crew and aircraft maintenance technician validations: -License extended or annotated following emergency measures related to COVID-19 taken by the State issuing the license; -Medical certificate and its annotations, as the case may be. ANACM will proceed to an authentication of the said license, medical certificate and its annotations as the case may be. 2) For Air Traffic Controllers: -have a traffic control qualification valid on March 	<p>Comoros recognize differences of other ICAO member States</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
		conditions.	26, 2020; -A safety risk assessment must be carried out by ASECNA which clearly identifies the alternative training and control/ evaluation programs in order to ensure that the level of knowledge required to keep the traffic control position is maintained. -The unavailability of a training centre can be mitigated by online training or other means (CBT / Video / etc.). It is essential to take into account the modules and procedures relating to the management of abnormal and emergency situations specific to the control position concerned. The risk assessment must specify how full compliance with the regulations will be established once the extension has expired; -provide, according to the result of the safety risk assessment, a declaration on honour attesting that the controllers concerned have revised the theoretical courses on the manoeuvres and the specific normal, abnormal and emergency procedures;	



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>	As Comoros are not providing licenses, this statement is not applicable	Not applicable	Comoros recognize differences of other ICAO member 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
	<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 difference</p>	<p>a) OPS-1.N.045 applies. No extension of recent experience of pilot-in-command and co-pilot has been decided for the moment. b) N/A</p>	<p>Comoros recognizes differences of other ICAO member States</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	a) N/A No provisions for recent experience of cruise relief pilot. This provision will be taken into account in the next amendment of RAC 06 b) N/A	Comoros recognizes differences of other ICAO member States



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>	<p>The validity periods of operator proficiency check (OPC) which expire before 31 March 2021 will be extended up to three (03) months from the expiring date without exceeding March 31, 2021.</p>	<p>a) Due to COVID 19 pandemic restrictions, there is inability for flight crew to execute their recurrent OPC (operator proficiency check) because of unavailability of flight simulation training devices (FSTD) or instructor/examiners to perform necessary training and checking.</p> <p>b) The flight crew must obtain the extension authorization from CAA by submitting an application to the Authority. The extension is granted provided that:</p> <ul style="list-style-type: none"> - flight crew members must hold a class or type rating valid at the date of March 26, 2020; - a safety risk assessment must clearly identify alternative control programs to ensure that the level of knowledge required to operate the class or type is maintained. It is essential to take into account the assessment of abnormal and emergency procedures specific to the class or type. The risk assessment must specify how full compliance with the regulations will be established once the 	<p>Comoros recognizes differences of other ICAO member States</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
			extension has expired; - they must provide, following the result of the safety risk assessment, a declaration of honour certifying that they (the flight crew members concerned) have revised the theoretical courses on the manoeuvres and the specific normal, abnormal and emergency procedures for the class or type.	
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 difference	a) OPS-2 §3.9.4.2 applies. No extension of recent experience of pilot-in-command has been decided for the moment. b) Not applicable	Comoros recognizes differences of other ICAO member States
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 difference	a) OPS-2 §3.9.4.3 applies. No extension of recent experience of co-pilot has been decided for the moment. b) Not applicable	Comoros recognizes differences of other ICAO member States



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 difference	a) RAC 06, Part OPS-3 applies. No commercial helicopter operator available. No extension of helicopter pilot recent experience has been decided for the moment. b) Not applicable	Comoros recognizes differences of other ICAO member States



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>	No difference	a) RAC 06, Part OPS-3 applies. No commercial helicopter operator available. No extension of helicopter pilot proficiency checks has been decided for the moment. b) Not applicable	Comoros recognizes differences of other ICAO member States

Djibouti

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>	No Allaviation measures have been taken	NA	Djibouti accepts relevant differences filed by other States.
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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>	No alleviation measures have been taken	NA	Djibouti accepts relevant differences filed by 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
	<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 Allaviation measures have been taken</p>	<p>NA</p>	<p>Djibouti accepts relevant differences filed by other states</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 alleviation measures have been taken	NA	Djibouti accepts relevant differences filed by other states



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>	No alleviation measures have been taken	NA	Djibouti accepts relevant differences filed by other states
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 alleviation measures have been taken	NA	Djibouti accepts relevant differences filed by other states



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>No alleviation measures have been taken</p>	<p>NA</p>	<p>Djibouti accepts relevant differences filed by other states</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 alleviation measures have been taken</p>	<p>NA</p>	<p>Djibouti accepts relevant differences filed by other states</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>	No alleviation measures have been taken	NA	Djibouti accepts relevant differences filed by other states

Eswatini

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>	No difference		The Kingdom of Eswatini will recognise differences of other States submitted via the CCRD
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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>	No difference		



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>	<p>No difference</p>		<p>The Kingdom of Eswatini will recognise differences of other States submitted via the CCRD</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 difference		The Kingdom of Eswatini will recognise differences of other States 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 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>No difference</p>		<p>The Kingdom of Eswatini will recognise differences of other States submitted via the CCRD</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>	<p>No difference</p>		<p>The Kingdom of Eswatini will recognise differences of other States submitted via the CCRD</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>No difference</p>		<p>The Kingdom of Eswatini will recognise differences of other States submitted via the CCRD</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>The Kingdom of Eswatini will recognise differences of other States submitted via the CCRD</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>	No difference		The Kingdom of Eswatini will recognise differences of other States submitted via the CCRD

Ethiopia				
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>	No Differences	Standard Regulation Applies	We accept other ICAO States Members Differences



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>	No Differences	Standard Regulation Applies	We accept other ICAO States Members Differences



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>No Differences</p>	<p>We accept other ICAO Standard Regulation Applies</p>	<p>We accept other ICAO States Members Differences</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
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	Standard Regulation Applies	We accept other ICAO States Members Differences



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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 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	Standard Regulation Applies	We accept other ICAO States Members Differences
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>	No Differences	Standard Regulation Applies	We accept other ICAO States Members Differences



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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 Differences</p>	<p>Standard Regulation Applies</p>	<p>We accept other ICAO States Members Differences</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 Differences</p>	<p>Standard Regulation Applies</p>	<p>We accept other ICAO States Members Differences</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
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>	No Differences	Standard Regulation Applies	We accept other ICAO States Members Differences

Kenya

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>	No Difference		Kenya recognizes differences of other States.
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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>	No Difference	Standard Regulation Applies	Kenya recognizes differences of other States.



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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 Difference</p>		<p>Kenya recognizes differences of other States.</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
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 Difference		Kenya recognizes differences of other States.



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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 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 Difference		Kenya recognizes differences of other States
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>	No Difference		Kenya recognizes differences of other States



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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>Kenya recognizes differences of other States</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>Kenya recognizes differences of other States</p>



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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 Difference		Kenya recognizes differences of other States

Madagascar

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>	NO DIFFERENCE		So far, Madagascar has not declared non-acceptance of temporary differences notified by other states. If applicable, a notification will be sent to ICAO
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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
<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 DIFFERENCE</p>		<p>So far, Madagascar has not declared non-acceptance of temporary differences notified by other states. If applicable, a notification will be sent to ICAO.</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>NO DIFFERENCE</p>		<p>So far, Madagascar has not declared non-acceptance of temporary differences notified by other states. If applicable, a notification will be sent to ICAO.</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 DIFFERENCE		So far, Madagascar has not declared non-acceptance of temporary differences notified by other states. If applicable, a notification will be sent to ICAO.



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>	NO DIFFERENCE		So far, Madagascar has not declared non-acceptance of temporary differences notified by other states. If applicable, a notification will be sent to ICAO.
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>	NO DIFFERENCE		So far, Madagascar has not declared non-acceptance of temporary differences notified by other states. If applicable, a notification will be sent to ICAO



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>NO DIFFERENCE</p>		<p>So far, Madagascar has not declared non-acceptance of temporary differences notified by other states. If applicable, a notification will be sent to ICAO</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>So far, Madagascar has not declared non-acceptance of temporary differences notified by other states. If applicable, a notification will be sent to ICAO</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 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 DIFFERENCE		So far, Madagascar has not declared non-acceptance of temporary differences notified by other states. If applicable, a notification will be sent to ICAO

Malawi

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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>1.Class I, II, III medical certificates will be extended from 26th May until 26th August 2020 (90 days) subject to the conditions attached to each certificate. The medical extension for Class I, II and III medical certificates is granted for a period of three (3) months instead 45 days.</p> <p>2.Extension of Designated Aviation Medical Examiners whose appointment expire from will be extended from 26th May until 26 August 2020 (90 days)</p>	<p>Mitigation Measures</p> <p>(1)Class I, II, III medical certificate holders applicants on medical protocols will be required to complete a signed medical examination form/self-declaration and submit to the Designated Aviation Medical examiners or Medical Assessors prior to the medical extension being applicable</p> <p>(2) Applicants with medical conditions continue to provide the follow-up medical reports as per the technical standards (e.g. annual cardiology review and another test for Coronary Artery Disease).</p> <p>(3) The pilot in command and co-pilot must ensure that while operating an aircraft in a multicrew environment that one crew has a valid medical certificate, no crew can operate in a singlecrew operations on an extended medical.</p> <p>(4) DAMEs to not conduct new medical examination during</p>	<p>Malawi will accept the differences of the other ICAO Members States during this time.</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
			this time. (5) Applicants who become aware of medical condition during this time should notify the DAME or Medical Assessor	

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>The DCA issues an extension enabling licensed personnel whose licences expire between 26 May 2020 and 30 June 2020 to exercise the privileges of their licenses for an extended period of up to 26 August 2020. This applies to the following licence categories:</p> <ol style="list-style-type: none"> 1.Pilot 2.Air Traffic Controller 3.Cabin Safety/Cabin Crew 4.Aircraft Maintenance Engineer 5.Designated Examiners 6.Operators conducting Multi Crew operations are to ensure that any crew pairing does not include two pilotsoperating under this exemption. 	<p>Malawi will accept the differences filed by the other ICAO Members during this time.</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>The DCA issues a 90 days extension to licensed personnel/ AOC holders’ personnel whose Dangerous Goods, Crew Resource Management, Safety and Emergency Procedures Training, Line Checks and Pilot Proficiency Checks expire between 26th May 2020 and 30 June 2020 will be able to continue to use all the privileges of their licences for up to 26 August 2020.</p> <p>Operators conducting Multi-Crew operations are to ensure that any crew pairing does not include two pilots operating under this exemption.</p>	<p>Air Operator Certificate holders will have relief from AOC Regulations for Pilot Proficiency Checking, Dangerous Goods Training and Checking requirements for up to 26th August 2020.</p>	<p>Malawi will accept the differences filed by the other ICAO Members during this time.</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. 	<p>The DCA issues a 90 days extension to licensed personnel/ AOC holders' personnel whose Dangerous Goods, Crew Resource Management, Safety and Emergency Procedures Training, Line Checks and Pilot Proficiency Checks expire between 26th May 2020 and 30 June 2020 will be able to continue to use all the privileges of their licences for up to 26 August 2020.</p> <p>Operators conducting Multi-Crew operations are to ensure that any crew pairing does not include two pilots operating under this exemption.</p>	<p>Air Operator Certificate holders will have relief from AOC Regulations for Pilot Proficiency Checking, Dangerous Goods Training and Checking Requirements for up to 26th August 2020.</p>	<p>Malawi will accept the differences filed by the other ICAO Members during this time.</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
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>The DCA issues a 90 days extension to licensed personnel/ AOC holders' personnel whose Dangerous Goods, Crew Resource Management, Safety and Emergency Procedures Training, Line Checks and Pilot Proficiency Checks expire between 26th May 2020 and 30 June 2020 will be able to continue to use all the privileges of their licences for up to 26 August 2020.</p> <p>Operators conducting Multi-Crew operations are to ensure that any crew pairing does not include two pilots operating under this exemption.</p>	<p>Air Operator Certificate holders will have relief from AOC Regulations for Pilot Proficiency Checking, Dangerous Goods Training and Checking requirements for up to 26th June 2020.</p>	<p>Malawi will accept the differences filed by the other ICAO Members during this time.</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.	The DCA issues a 90 days extension to licensed personnel/ AOC holders' personnel whose Dangerous Goods, Crew Resource Management, Safety and Emergency Procedures Training, Line Checks and Pilot Proficiency Checks expire between 26th May 2020 and 30 June 2020 they will be able to continue to use all the privileges of their licences for up to 26 August 2020. Operators conducting Multi-Crew operations are to ensure that any crew pairing does not include two pilots operating under this exemption.	Air Operator Certificate holders will have relief from AOC Regulations for Pilot Proficiency Checking, Dangerous Goods Training and Checking requirements for up to 26th August 2020.	Malawi will accept the differences filed by the other ICAO Members during this time.



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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.	The DCA issues a 90 days extension to licensed personnel/ AOC holders' personnel whose Dangerous Goods, Crew Resource Management, Safety and Emergency Procedures Training, Line Checks and Pilot Proficiency Checks expire between 26th May 2020 and 30 June 2020 they will be able to continue to use all the privileges of their licences for up to 26 August 2020. Operators conducting Multi-Crew operations are to ensure that any crew pairing does not include two pilots operating under this exemption.	Air Operator Certificate holders will have relief from AOC Regulations for Pilot Proficiency Checking, Dangerous Goods Training and Checking requirements for up to 26th August 2020.	Malawi will accept the differences filed by the other ICAO Members during this time.



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>	<p>The DCA issues a 90 days extension to licensed personnel/ AOC holders’ personnel whose Dangerous Goods, Crew Resource Management, Safety and Emergency Procedures Training, Line Checks and Pilot Proficiency Checks expire between 26th May 2020 and 30 June 2020 they will be able to continue to use all the privileges of their licences for up to 26 August 2020.</p> <p>Operators conducting Multi-Crew operations are to ensure that any crew pairing does not include two pilots operating under this exemption.</p>	<p>Air Operator Certificate holders will have relief from AOC Regulations for Pilot Proficiency Checking, Dangerous Goods Training and Checking requirements for up to 26th August 2020.</p>	<p>Malawi will accept the differences filed by the other ICAO Members during this time.</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 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>The DCA issues a 90 days extension to licensed personnel/ AOC holders' personnel whose Dangerous Goods, Crew Resource Management, Safety and Emergency Procedures Training, Line Checks and Pilot Proficiency Checks expire between 26th May 2020 and 30 June 2020 they will be able to continue to use all the privileges of their licences for up to 26 August 2020.</p> <p>Operators conducting Multi-Crew operations are to ensure that any crew pairing does not include two pilots operating under this exemption.</p>	<p>Air Operator Certificate holders will have relief from AOC Regulations for Pilot Proficiency Checking, Dangerous Goods Training and Checking requirements for up to 26th August 2020.</p>	<p>Malawi will accept the differences filed by the other ICAO Members during this time.</p>

Mauritius

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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>Class 1, and Cabin crew Medical Certificates coming due from 30 March 2020 will be extended for periods up to 30 November 2020.</p>	<p>Considering the current health emergency, the DCA Mauritius 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.</p> <p>Applicants should carry the State Exemption/Extension Letter DCA-2020-01 or any other documentation issued with their medical certificate/license with special remark to make inspectors aware of the exemption. As mitigation measure:</p> <p>Crew 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</p>	<p>Differences filed by other contracting States will be accepted by Mauritius 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
			and properly exercise these privileges. In this case, the aeronautical personnel will notify to the DCA Mauritius as soon as possible.	



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>Valid Flight Crew proficiency that expire before 31 July 2020 will be extended for periods up to 30 November 2020</p> <p>This applies to the following licence categories:</p> <p>Licences, Ratings and Certificates of Aircrew (flight and cabin), Instructors, Examiners, Aircraft Maintenance Licence Holders and Air Traffic Controllers</p>	<p>Applicants should carry the State Exemption/Extension Letter DCA-2020-01 or any other documentation issued</p> <p>As mitigation measure: FSTD Centers are not available due to travel restrictions.</p> <p>Also gathering pilots together for training and checking purposes can develop disease.</p> <p>Pilots shall receive a refresher training and pass an assessment before extension of type rating.</p>	<p>Differences filed by other contracting States will be accepted by Mauritius 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>			
<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>limited to multi-pilot operations, the 90-day period is extended to 150 days as long as the pilot undertakes line flying under the supervision of a flight crew member specifically nominated by the operator and trained for the task.</p> <p>The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators.</p>	<p>Applicants should carry the State Exemption/Extension Letter DCA-2020-01 or any other documentation issued</p>	<p>Differences filed by other contracting States will be accepted by Mauritius during the COVID -19 pandemic</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. 	<p>limited to multi-pilot operations, the 90-day period the 90-day period is extended to 120 days.</p> <p>The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators.</p>	<p>Applicants should carry the State Exemption/Extension Letter DCA-2020-01 or any other documentation issued</p>	<p>Differences filed by other contracting States will be accepted by Mauritius during the COVID -19 pandemic</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;">9.4.4 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>	Operators are exempted from the standard validity periods of training and checking Flight Crew proficiency check and that expires before 31 July 2020 may continue to exercise the privileges of their licence for an extended period of up end of November 2020.	Air Operator Certificate holders will have relief from MCAR AOCR Pilot Proficiency Checking, and recurrent training for 4 month or until 30 November 2020 Applicants should carry the State Exemption/Extension Letter DCA-2020-01 or any other documentation issued	Differences filed by other contracting States will be accepted by Mauritius during the COVID -19 pandemic
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>	NO DIFFERENCE		



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>NO 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>NO 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 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>	NO DIFFERENCE		

Mozambique

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>	Alleviation period (dates) Start: 20/04/2020 End: 30/09/2020)	a. Rational b. Conditions/Mitigation ref MOZCAT 67.00.7.2(2) URL (if available):	Direct acceptance of other states differences. YES No difference at all
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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
<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>Mozambique has extended Pilots, Aircraft maintenance technicians, Flight operations officer, Air traffic controllers licences which expired within dates 01/07/2020 and 30/09/2020 up to 30/09/2020</p>	<p>Pilots (captain and first officer) whose licences have been extended according to AIC 05/2020, shall not be scheduled on the same flight. Ref: AIC 11/20</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>			
<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>4.2.Exempt crew members from the qualification and training requirements contained in MOZCAR regulations 121, 135 and 127 until 30 September 2020 relating to:</p> <ul style="list-style-type: none"> i. recent experience; ii. pilot proficiency check <p>AIC 11/20 From July20</p>		<p>Mozambique recognizes other ICAO States temporary differences</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
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>4.2.a Exempt crew members from the qualification and training requirements contained in MOZCAR part 121, 135 and 127 until 30 Sept 2020 relating to:</p> <ul style="list-style-type: none"> i. recent experience; ii. pilot proficiency check <p>AIC 11/20 From 01 July 2020</p>	<p>Air operators conducting multi-pilot operations should be required not to escalate crews where both pilots have taken advantage of any of the exemptions proposed in this document</p>	<p>Mozambique recognizes other ICAO States temporary differences</p>



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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>YES</p> <p>4.2.a Exempt crew members from the qualification and training requirements contained in MOZCAR part 121, 135 and 127 until 30 September 2020 relating to:</p> <ul style="list-style-type: none"> i. recent experience; ii. pilot proficiency check <p>AIC 11/20 From July 20</p>	<p>4.2.c and d. The Exemption as well as the extension referred to in 4.2.a and 4.2.b may be granted upon acceptance of the assessment and mitigation of the underlying risk through the specification and implementation of measures that guarantee an equivalent level of safety by the interested Organizations;</p> <p>Air operators conducting multi-pilot operations should be required not to escalate crews where both pilots have taken advantage of any of the exemptions proposed in this document.</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>NO DIFFERENCE</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
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>		
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>4.2.a Exempt crew members from the qualification and training requirements contained in MOZCAR part 121, 135 and 127 until 30 September 2020 relating to:</p> <ul style="list-style-type: none"> i. recent experience; ii. pilot proficiency check <p>AIC 11/20 From July 20</p>	<p>4.2.c and d. The Exemption as well as the extension referred to in 4.2.a and 4.2.b may be granted upon acceptance of the assessment and mitigation of the underlying risk through the specification and implementation of measures that guarantee an equivalent level of safety by the interested Organizations;</p> <p>Air operators conducting multi-pilot operations should be required not to escalate crews where both pilots have taken advantage of any of the exemptions proposed in this document.</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>	<p>4.2.a Exempt crew members from the qualification and training requirements contained in Mozcar regulations 121, 135 and 127 until 30 September 2020 relating to:</p> <ul style="list-style-type: none"> i. recent experience; ii. pilot proficiency check <p>AIC 11/20 From July 20</p>	<p>4.2.c and d. The Exemption as well as the extension referred to in 4.2.a and 4.2.b may be granted upon acceptance of the assessment and mitigation of the underlying risk through the specification and implementation of measures that guarantee an equivalent level of safety by the interested Organizations;</p> <p>Air operators conducting multi-pilot operations should be required not to escalate crews where both pilots have taken advantage of any of the exemptions proposed in this document.</p>	<p>Mozambique recognizes other ICAO States temporary differences</p>

Namibia

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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>The validity period of aviation documents that would have expired or will expire during the lockdown period are extended by means of a Aviation Directive, currently the Directive extends the validity of all aviation documents until the 30th June 2020, this date may however be extended base on the developments around Covid-19. Affected document holders are required to make renewal applications by the latter date. With receipt of the aforesaid application the validity period of the aviation documents in this case will expire on 15th July 2020 (i.e., to allow processing of applications by this date).</p>	<p>The Namibian lockdown regulation allows for people to visit medical facilities, thus most of the Aviation Metical Examiners can conduct metical citification for license holder. This may not be possible for all licence holders thus an Aviation Directive issued by the Executive Director extended the validity of all Aviation documents until the end of the lock down and the licence holders are able to freely access Medical facilities freely. Namibian Licence holders are required to carry their expired aviation document together with the Aviation Directive as issued by the Executive Director</p>	<p>Namibian will recognise aviation medical documents extended under similar condition by other states.</p>



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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>During the lockdown period Namibia will not be able to amend validity periods on all it licences, however all Namibian Licence holders are required to carry their expired aviation document together with the Aviation Directive as issued by the Executive Director and subsequent amendments thereof</p>	<p>Only the validity period of aviation documents that would have expired or will expire during the lockdown period are extended by means of a Aviation Directive, currently the Directive extends the validity of all aviation documents until the 30th June 2020, this date may however be extended base on the developments around Covid-19. Affected document holders are required to make renewal applications by the latter date. With receipt of the aforesaid application the validity period of the aviation documents in this case will expire on 15th July 2020 (i.e., to allow processing of applications by this date, or as amended). As most of the industry and normal operations are effected, only a limited number of aviation document holders will be using their documents thus minimising the risk level.</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>			
<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>Nil relief given</p>		<p>Namibian will recognise aviation documents extended under similar condition by other states</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. 	Nil relief given		Namibian will recognise aviation documents extended under similar condition by other states.



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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>	<p>The validity period of aviation documents that would have expired or will expire during the lockdown period are extended by means of a Aviation Directive, currently the Directive extends the validity of all aviation documents of this type until the 30th September 2020, this date may however be extended base on the developments around Covid-19.</p>	<p>Namibian lock down procedures does not all for any schools to operate until we are at level 4 lock down, estimated to be mid august 2020</p>	<p>Namibian will recognise aviation documents extended under similar condition by other states.</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>Nil relief given</p>		<p>Namibian will recognise aviation documents extended under similar condition by other states.</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
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>Nil Relief given</p>		<p>Namibian will recognise aviation documents extended under similar condition by other states.</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>Nil relief given</p>		<p>Namibian will recognise aviation documents extended under similar condition by other states.</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 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>	The validity period of aviation documents that would have expired or will expire during the lockdown period are extended by means of a Aviation Directive, currently the Directive extends the validity of all aviation documents of this type until the 30th September 2020, this date may however be extended base on the developments around Covid-19.	Namibian lock down procedures does not all for any schools to operate until we are at level 4 lock down, estimated to be mid august 2020	Namibian will recognise aviation documents extended under similar condition by other states.

Rwanda

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>	No difference	Lock down lifted on free movement .crews free to confirm to standards	Rwanda will recognize the validity of certificates from other States and the temporary differences and/or exemptions issued based on mitigation measures by COVID-19.
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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>	No difference	Standard Regulations Apply	Rwanda will recognize the validity of certificates from other States and the temporary differences and/or exemptions issued based on mitigation measures by COVID-19.



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>No Differences</p>	<p>Standard Regulations Apply</p>	<p>Rwanda will recognize the validity of certificates from other States and the temporary differences and/or exemptions issued based on mitigation measures by COVID-19</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. 	Rwanda has not Issued any cruise relief Ratings	Standard Regulations Will Apply whenever issued	Rwanda will recognize the validity of certificates from other States and the temporary differences and/or exemptions issued based on mitigation measures by COVID-19



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>	Rwanda Extended the period of validation of Pilot Proficiency checks by 90 days due Unavailability of FSTD	Pilots must not breach Recency to ensure consistency	Rwanda will recognize the validity of certificates from other States and the temporary differences and/or exemptions issued based on mitigation measures by COVID-19
ANNEX 6 Chapter 3 Reference Standard	<p 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>	No Differences	Standard Regulations Apply	Rwanda will recognize the validity of certificates from other States and the temporary differences and/or exemptions issued based on mitigation measures by COVID-19



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>No Differences</p>	<p>Standard Regulations Apply</p>	<p>Rwanda will recognize the validity of certificates from other States and the temporary differences and/or exemptions issued based on mitigation measures by COVID-19</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 Differences</p>	<p>Standard Regulations Apply</p>	<p>Rwanda will recognize the validity of certificates from other States and the temporary differences and/or exemptions issued based on mitigation measures by COVID-19</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>	Rwanda Extended the period of validation of Pilot Proficiency checks by 90 days due Unavailability of FSTD	Pilots must not breach Recency to ensure consistency	Rwanda will recognize the validity of certificates from other States and the temporary differences and/or exemptions issued based on mitigation measures by COVID-19

Seychelles

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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>No Difference.</p> <p>Validity periods of rating and certificates of licence holders expiring prior to October 2020 are extended if required in accordance with conditions laid down in the published COVID-19 Exemption Document GEN-2020/03/25/001 until 20th November 2020.</p>	<p>Due to the inability of the two AMEs to conduct medicals during the month of April due to their active involvement in the handling of the pandemic cases and conducting WHO measures crew members holding medical certificates expiring in April were unable to revalidate them.</p> <p>Following consultation with the AMEs emphasis was laid on the need to not extend any medical certificate beyond 45 days as allowed by Annex 1.</p> <p>Revalidation of medical certificates resumed in May.</p> <p>Coincidentally amongst the medical certificate holders affected in April were a pool of instructor/examiner that were being utilized by one operator to maintain the recency requirement for take-off and landings in 90 days, therefore only those medical certificates were extended until 31st May 2020 but were revalidated prior to that date.</p>	<p>Seychelles accepts other ICAO Member State's Temporary Differences under the pandemic period.</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>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>Extension of validity periods of ratings and certificates on types that require FSTDs for the conduct of revalidations and other types where operators rely on examiners from other States.</p> <p>Validity periods of rating and certificates of licence holders expiring prior to October 2020 are extended if required in accordance with conditions laid down in the published COVID-19 Exemption Document GEN-2020/03/25/001 until 20th November 2020.</p> <p>Licence holderse conducting commercial operations are issued with individual exemption letters extending the validity periods of certificates and ratings.</p>	<p>Due to non-availability of FSTDs in Seychelles operators conducting LPC/OPC, Instructor and Examiner revalidation and assessment of competence in FSTDs are not able to have access to FSTDs in other States due to travel restrictions imposed by both Seychelles and other State's public health authorities.</p> <p>Operators conducting aircraft training utilizing examiners from other States are unable to have access to such examiners to conduct revalidation of ratings and certificates due to travel restrictions imposed by public health authorities.</p> <p>All operators conduct risk assessment for operations with ratings and certificates beyond the allowed validity.</p> <p>A320 operator conducted classroom briefing and assessment of competence on simulator pairing of captain/first officer based on the planned simulator training syllabus.</p>	<p>Seychelles accepts other ICAO Member State's Temporary Differences under the pandemic period.</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>	<p>Extension of validity periods of ratings and certificates on types that require FSTDs for the conduct of revalidations and other types where operators rely on examiners from other States.</p> <p>Recency periods of licence holders expiring prior to October 2020 are extended if required in accordance with conditions laid down in the published COVID-19 Exemption Document GEN-2020/03/25/001 until 20th November 2020.</p> <p>The operator is issued with a general exemption letter covering all flight crew members.</p> <p>The number of take-off and landings remains at 3.</p>	<p>Operators may have difficulties in complying with recency requirements due to reduced flight operations and/or the unavailability of flight simulators as a consequence of the COVID-19 pandemic.</p> <p>All operators conduct risk assessment for operations with ratings and certificates beyond the allowed validity.</p> <p>Additional consideration is given in their risk assessment to the cumulative effect of the extended recency period and extended validity period of pilot proficiency checks.</p> <p>Light aircraft operators are opting to conduct non-commercial flights to maintain recency.</p> <p>A320 operator is opting on prioritizing flights for instructor/examiners to maintain recency with the limited flight available and to subsequently pair partially recent crew with full recent one or non-recent crew with instructors/examiners.</p>	<p>Seychelles accepts other ICAO Member State’s Temporary Differences under the pandemic period.</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>		<p>Due to non-availability of FSTDs in Seychelles operators conducting LPC/OPC, Instructor and Examiner revalidation and assessment of competence in FSTDs are not able to have access to FSTDs in other States due to travel restrictions imposed by both Seychelles and other State’s public health authorities.</p> <p>Operators conducting aircraft training utilizing examiners from other States are unable to have access to such examiners to conduct revalidation of ratings and certificates due to travel restrictions imposed by public health authorities.</p> <p>All operators conduct risk assessment for operations with ratings and certificates beyond the allowed validity.</p> <p>A320 operator conducted classroom briefing and assessment of competence on simulator pairing of captain/first officer based on the planned simulator training syllabus.</p>	<p>Seychelles accepts other ICAO Member State’s Temporary Differences under the pandemic period</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.	No Difference Seychelles does not have certified operators of International general Aviation Aircraft in accordance with Annex 6 Part II		Seychelles accepts other ICAO Member State's Temporary Differences under the pandemic period
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 Difference Seychelles does not have certified operators of International general Aviation Aircraft in accordance with Annex 6 Part II		Seychelles accepts other ICAO Member State's Temporary Differences under the pandemic period



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>	Seychelles only has Domestic light helicopter operator operating in accordance with Annex 6 Part III	Domestic helicopter operators is opting to conduct non-commercial flights to maintain recency	Seychelles accepts other ICAO Member State’s Temporary Differences under the pandemic period



COVID-19 Alleviation measures by ICAO Region sorted by State

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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>	Seychelles only has a single Domestic light helicopter operator operating in accordance with Annex 6 Part III	Domestic helicopter operators is opting to conduct non-commercial flights to maintain recency	Seychelles accepts other ICAO Member State's Temporary Differences under the pandemic period

Somalia

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>	As Somalia is not providing Licenses, this statement is not applicable		Somalia recognizes differences filed by other States
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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>As Somalia is not providing Licenses, this statement is not applicable</p>		<p>Somalia recognizes differences filed by other States.</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>	<p>As Somalia is not providing Licenses , this statement is not applicable</p>		<p>Somalia recognizes differences filed by other States.</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. 	<p>As Somalia is not providing Licenses this statement is not applicable</p>		<p>Somalia recognizes differences filed by other States.</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;">9.4.4 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>	As Somalia is not providing Licenses, this statement is not applicable		Somalia recognizes differences filed by other States.
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>	As Somalia is not providing Licenses, his statement is not applicable		Somalia recognizes differences filed by other States.



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>As Somalia is not providing Licenses, this statement is not applicable</p>		<p>Somalia recognizes differences filed by other States.</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>As Somalia is not providing Licenses, this statement is not applicable</p>		<p>Somalia recognizes differences filed by other States.</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>	As Somalia is not providing Licenses and approval of training device , this statement is not applicable		Somalia recognizes differences filed by other States.

South Africa

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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>1.Class I, II, III medical certificates will be extended from 26th March until 26 June 2020 (90 days)subject to the conditions attached to each certificate. The medical extension for Class I, II and III medical certificates is granted for a period of three (3) months instead 45 days. 2.Extension of Designated Aviation Medical Examiners whose appointment expire from will be extended from 26th March until 26 June 2020 (90 days)</p>	<p>Mitigation Measures 1) Class I, II, III medical certificate holders applicants on medical protocols will be required to complete a signed medical examination form/self-declaration and submit to the Designated Aviation Medical examiners or Medical Assessors prior to the medical extension being applicable 2) Applicants with medical conditions continue to provide the follow-up medical reports as per the technical standards (e.g. annual cardiology review and another test for Coronary Artery Disease). 3) The pilot in command and co-pilot must ensure that while operating an aircraft in a multicrew environment that one crew has a valid medical certificate, no crew can operate in a multicrew on an extended medical. 4) DAMEs to not conduct new medical examination during this time. 5.Applicants who become aware of medical condition during this time should notify the DAME or Medical Assessor</p>	<p>RSA will accept the differences of the other ICAO Members States during this time.</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>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>	<ol style="list-style-type: none"> 1. The SACAA granted a 90 days extension to licensed personnel whose licences expire between 26 March 2020 and 30 April 2020. 2. The current flight review or proficiency check expired after 01 March 2020 will be able to continue to use all privileges of their licenses up to 26 June 2020. 3. No new aviation personnel licences will be issued during the lockdown period. 4. VERIFICATIONS OF LICENSES ISSUED BY SOUTH AFRICAN CIVIL AVIATION AUTHORITY: <ol style="list-style-type: none"> i. Only urgent verifications that meets the following criteria will be issued during lockdown period: ii. In a case where the pilot is employed by a foreign operator issued with a validation based on South African Civil Aviation license. <p>The request should be accompanied by the following over and above the normal requirements:</p>	<p>The SACAA issues an extension enabling licensed personnel whose licences expire between 26 March 2020 and 30 April 2020 to exercise the privileges of their licenses for an extended period of up to 26 June 2020. This applies to the following licence categories:</p> <ul style="list-style-type: none"> o Pilot o Air Traffic Controller o Cabin Safety/Cabin Crew o Aircraft Maintenance Engineer o Flight Engineers o Designated Examiners <p>Operators conducting Multi Crew operations are to ensure that any crew pairing does not include two pilots operating under this exemption.</p>	<p>RSA will accept the differences filed by the other ICAO Members during this time.</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>a. Letter of employment b. valid passport with proof that pilot is outside South Africa.</p> <p>5. VALIDATIONS:</p> <p>i. No initial issues will be issued to pilots.</p> <p>ii. Existing validations will be renewed provided that the pilot operating exclusively outside the Borders of South Africa.</p> <p>iii. The foreign license is valid, or provision is made by the Contracting State to extend the validity of the license.</p> <p>iv. Verification has been received from the Contracting State.</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>	The SACAA issues a 90 days extension to licensed personnel/ AOC holders’ personnel whose Dangerous Goods, Crew Resource Management, Safety and Emergency Procedures Training, Line Checks and Pilot Proficiency Checks expire between 26th March 2020 and 30 April 2020 you will be able to continue to use all the privileges of your licence for up to 26 June 2020. Operators conducting Multi-Crew operations are to ensure that any crew pairing does not include two pilots operating under this exemption.	Air Operator Certificate holders will have relief from Part 121 and Part 135 Pilot Proficiency Checking, Dangerous Goods Training and Checking Requirements for up to 26th June 2020.	RSA will accept the differences filed by the other ICAO Members during this time.



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. 	<p>The SACAA issues a 90 days extension to licensed personnel/ AOC holders' personnel whose Dangerous Goods, Crew Resource Management, Safety and Emergency Procedures Training, Line Checks and Pilot Proficiency Checks expire between 26th March 2020 and 30 April 2020 you will be able to continue to use all the privileges of your licence for up to 26 June 2020. Operators conducting Multi-Crew operations are to ensure that any crew pairing does not include two pilots operating under this exemption.</p>	<p>Air Operator Certificate holders will have relief from Part 121 and Part 135 Pilot Proficiency Checking, Dangerous Goods Training and Checking Requirements for up to 26th June 2020.</p>	<p>RSA will accept the differences filed by the other ICAO Members during this time.</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;">9.4.4 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>	The SACAA issues a 90 days extension to licensed personnel/ AOC holders’ personnel whose Dangerous Goods, Crew Resource Management, Safety and Emergency Procedures Training, Line Checks and Pilot Proficiency Checks expire between 26th March 2020 and 30 April 2020 you will be able to continue to use all the privileges of your licence for up to 26 June 2020. Operators conducting Multi-Crew operations are to ensure that any crew pairing does not include two pilots operating under this exemption.	Air Operator Certificate holders will have relief from Part 121 and Part 135 Pilot Proficiency Checking, Dangerous Goods Training and Checking Requirements for up to 26th June 2020.	RSA will accept the differences filed by the other ICAO Members during this time.



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.	The SACAA issues a 90 days extension to licensed personnel/ AOC holders' personnel whose Dangerous Goods, Crew Resource Management, Safety and Emergency Procedures Training, Line Checks and Pilot Proficiency Checks expire between 26th March 2020 and 30 April 2020 you will be able to continue to use all the privileges of your licence for up to 26 June 2020. Operators conducting Multi-Crew operations are to ensure that any crew pairing does not include two pilots operating under this exemption.	Air Operator Certificate holders will have relief from Part 121 and Part 135 Pilot Proficiency Checking, Dangerous Goods Training and Checking Requirements for up to 26th June 2020.	RSA will accept the differences filed by the other ICAO Members during this time.



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	3.9.4.3 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.	The SACAA issues a 90 days extension to licensed personnel/ AOC holders' personnel whose Dangerous Goods, Crew Resource Management, Safety and Emergency Procedures Training, Line Checks and Pilot Proficiency Checks expire between 26th March 2020 and 30 April 2020 you will be able to continue to use all the privileges of your licence for up to 26 June 2020. Operators conducting Multi-Crew operations are to ensure that any crew pairing does not include two pilots operating under this exemption.	Air Operator Certificate holders will have relief from Part 121 and Part 135 Pilot Proficiency Checking, Dangerous Goods Training and Checking Requirements for up to 26th June 2020.	RSA will accept the differences filed by the other ICAO Members during this time.



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>	The SACAA issues a 90 days extension to licensed personnel/ AOC holders’ personnel whose Dangerous Goods, Crew Resource Management, Safety and Emergency Procedures Training, Line Checks and Pilot Proficiency Checks expire between 26th March 2020 and 30 April 2020 you will be able to continue to use all the privileges of your licence for up to 26 June 2020. Operators conducting Multi-Crew operations are to ensure that any crew pairing does not include two pilots operating under this exemption.	Air Operator Certificate holders will have relief from Part 121 and Part 135 Pilot Proficiency Checking, Dangerous Goods Training and Checking Requirements for up to 26th June 2020.	RSA will accept the differences filed by the other ICAO Members during this time.



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>	The SACAA issues a 90 days extension to licensed personnel/ AOC holders' personnel whose Dangerous Goods, Crew Resource Management, Safety and Emergency Procedures Training, Line Checks and Pilot Proficiency Checks expire between 26th March 2020 and 30 April 2020 you will be able to continue to use all the privileges of your licence for up to 26 June 2020. Operators conducting Multi-Crew operations are to ensure that any crew pairing does not include two pilots operating under this exemption.	Air Operator Certificate holders will have relief from Part 121 and Part 135 Pilot Proficiency Checking, Dangerous Goods Training and Checking Requirements for up to 26th June 2020.	RSA will accept the differences filed by the other ICAO Members during this time.

South Sudan

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>	No Differences since we don't registered aircraft	We validate the certificate issued by the foreign country	
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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>Yes, no differences because we South Sudan CAA don't issued any license but we validate the license from other contracted State.</p>		<p>We accept other State 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>			
<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>N/A</p> <p>No Differences with the other States</p>	<p>We continue to support personnel involves on operations</p>	<p>We do validation</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 differences	We do validate other states' issued certificates	No differences



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>	We do check pilot proficiency	N/A	We accept state differences
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>	N/A		We accept other State differences



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>N/A</p>	<p>We don't train pilots because we don't issue licences</p>	<p>We validate other states licenses.</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>N/A</p>		<p>No 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 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>	N/A		We do validation

Uganda

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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>Holders of Medical Certificates who have already benefited from an extension which expires before 30th September, 2020 may be extended for an additional 45 days. The extensions shall be issued on specific case by case basis and a satisfactory renewal/extension application submission.</p>	<p>a) Standard Regulation Applies - Civil Aviation (Personnel Licensing) Regulations, 2020; Regulation 12. b) Uganda has issued Aeronautical Information Circular (AIC 35/20) on compliance for Pilots during the COVID-19 period c) Due to current COVID 19 Pandemic for pilots outside the state who are conducting humanitarian flights d) Risk Assessment and Mitigation shall be considered while granting the extensions on a case by case basis referring to age, medical history and performance history</p>	<p>Uganda accepts other ICAO States Members 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>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 Difference</p>	<p>a) Standard Regulation Applies b) Valid Flight Crew whose proficiency check expires shall be handled on case by case basis in line with the standard regulatory requirements.</p>	<p>Differences filed by other contracting States will be recognized by Uganda 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>			
<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 Difference</p>		<p>Differences filed by other contracting States will be recognized by Uganda during the COVID-19 pandemic</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 Difference		Differences filed by other contracting States will be recognized by Uganda during the COVID-19 pandemic



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 Difference	Pilot proficiency checks shall be handled case by case basis on request by the operator. Flight Simulated Training Devices (FSTD) validations due to expire after 1st March, 2020 shall be extended for six (6) months provided that the Operator applies for the validation and the requisite documents acceptable to the Authority have been submitted.	Differences filed by other contracting States will be recognized by Uganda during the COVID-19 pandemic
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>	No Difference		Differences filed by other contracting States will be recognized by Uganda 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 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>Differences filed by other contracting States will be recognized by Uganda during the COVID-19 pandemic</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>Differences filed by other contracting States will be recognized by Uganda during the COVID-19 pandemic</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 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 Difference		Differences filed by other contracting States will be recognized by Uganda during the COVID-19 pandemic

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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>1.2.4.4.1 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>Alleviation period. Start: 01 August 2020 End: 31 October 2020 Regualtion. The Civil Aviation (Personnel Licensing) Regulations, 2017. 14. The period of validity of a medical certificate may be extended at the discretion of the Authority, up to 45 days.</p> <p>Details. Tanzania has granted extensions to holders of class 1 and 2 medical certificates whose expiry is due on or before 31 October 2020 for a period of 45 days from the date of expiry. This only apply to medical certificate holders who are outside Tanzania.</p> <p>In addition Licensed Personnel whose Medical Certificates validity shall have been extended in-line with this AIC and expired within this period shall be automatically hereby extended for an additional 45 days</p>	<p>a. Rationale. The Authority has issued Aeronautical Information Circular (AIC 14/20) on Medical requirements compliance for Pilots operating outside Tanzania and cannot access facilities.</p> <p>b. Conditions/Mitigations. 1) Conduct of limited medical examination by alternative means e.g. tele-consultation, in lieu of physical examination 2) Operational limitations due to medical factors have been considered as part of the risk assessment when decisions are made regarding the extension of medical assessment. 3) Continued provision of intercurrent medical reports in cases where reports are required by the Licensing Authority. Availability of CAA Resources 4) Higher priority for examinations and/ or assessments should be given to essential service flights, medical emergency flights, cargo flights transporting essential</p>	<p>Differences filed by other contracting States will be recognized by Tanzania during the COVID-19 pandemic.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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			medical supplies, humanitarian and repatriation flights, medevac and air ambulance services. Monitoring and management of alleviations 5) Review of the risk assessment on a regular basis 6) Procedure for the extension of validity, lifting of extension and the return to standard validity periods. 7) Implementation of a record for tracking the use of the alleviation instrument.	



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>Alleviation period. Start: 01 August 2020 End: 31 October 2020 Regulation. The Civil Aviation (Personnel Licensing) Regulations, 2017. Regulation 11 (2) The Authority shall ensure that other Contracting States are able to confirm the validity of the licence.</p> <p>Details. Licences, which were valid at the point of time as determined by the State, defined in the published alleviation measure. This only apply to licence and certificates holders who are outside Tanzania and cannot access facilities.</p> <p>Alleviation period. Start: 01 August 2020 End: 31 October 2020 Regulation. The Civil Aviation (Operation of Aircraft) Regulations, 2017. 226. (1) A person shall not serve nor shall any AOC holder use a person as a pilot flight crew member unless, since the beginning of the sixth calendar month before that service, that person has passed the proficiency check prescribed by the</p>	<p>a. Rationale Licences for which the privileges of the licence or rating would normally be required to be revalidated during this alleviation period. Either: 1) all revalidation requirements have been met but the administrative process could not be completed, or 2) the revalidation requirements have been met in accordance with other COVID-19 alleviations issued by the State</p> <p>b. Conditions/Mitigations. The following measures address the risk of disruption as described in the problem statement. 1) A companion document outlining the State's alleviation standards is carried by the pilot 2) The pilot or operator confirms the States over which the flight will overfly and the destination accept the published temporary differences. 3) If applicable, pilot complies with any relevant Annex 6 alleviation standards published by the</p>	<p>Differences filed by other contracting States will be recognized by Tanzania 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>	<p>Authority in the make and model of aircraft on which their services are required.</p> <p>Details.</p> <ol style="list-style-type: none"> 1) The united Republic of Tanzania has reviewed methods of continuing with proficiency checks at standard intervals and found no alternative than to grant an alleviation 2) Applies to pilots engaged in commercial operations with an operator of large aircraft 3) Applies to pilots that are due for a proficiency check 	<p>State</p> <p>a. Rationale. The Authority has issued Aeronautical Information Circular with Opeartional Guidelines to supplement (AIC 14/20).</p> <p>b. Conditions/Mitigations. In an effort to maintain an equivalent level of safety, the following mitigations have been considered:</p> <ol style="list-style-type: none"> 1) Reductions in operating limitations such as <ul style="list-style-type: none"> o Crosswind/tailwind o contaminated runways/Severe weather o Use of higher take-off/approach minima o no operational MEL items that may unacceptably increase pilot workload, etc. 2) Two pilots operating under exemption should not be scheduled together, or when both pilots are operating under the exemption, then one of them should be a check pilot or flight instructor 3) Use of distance learning to provide a refresher on knowledge and SOPs including normal and 	



COVID-19 Alleviation measures by ICAO Region sorted by State

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			non-normal operations 4) Pairing lower experience crew member with more experienced crew member.	



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 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>Alleviation period. Start: 01 August 2020 End: 31 October 2020 Regulation. The Civil Aviation (Operation of Aircraft) Regulations, 2017. 50.-(1) An operator shall not assign a PIC or a co-pilot to operate at the flight controls of an aeroplane during take-off and landing unless that pilot has operated the flight controls for at least three take-offs and landings within the preceding ninety days on the same type of aeroplane or in a synthetic flight trainer approved for that purpose.</p> <p>Details. 1) Consideration needs to be given to the likely impact of a significantly reduced operation. 2) Alleviations should be commensurate to the recent experience gained by the concerned pilots. Therefore, pilots could be clustered into 3 groups: o fully recent (3 TO/LDG in 90 days), o partially recent (1 or 2 TO/LDG in 90 days), and o not recent (no TO/LDG in 90 days). 3) The extent of alleviations should be proportionate to the</p>	<p>a. Rationale. The Authority has issued Aeronautical Information Circular with Operational Guidelines to supplement (AIC 14/20).</p> <p>b. Conditions/Mitigations. 1) Not-recent pilots are paired with fully recent instructors or examiners. Partially recent pilots are paired with fully recent pilots or partially recent instructors or examiners (see table below) 2) Apply one or more operational limitations to alleviated crew pairings such as: o First sector with the most recent pilot assuming the role of pilot flying; o Reduction in maximum crosswind / tailwind limitations; o Avoidance of contaminated runways / severe weather; o Higher takeoff / approach minima; o Dispatching only with a functioning autoland system, if installed, or to airports with multiple approach capabilities, including autoland; o Operate with additional</p>	<p>Differences filed by other contracting States will be recognized by Tanzania during the COVID-19 pandemic.</p>



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		<p>concerned pilots' flight experience (total and on the type) and qualifications.</p> <p>4) The operator's risk assessment should:</p> <ul style="list-style-type: none"> o address the potential severity of the pilot's competency deterioration related to the extended absence from flying duties. o consider the cumulative effect of other relevant alleviations, for example extension of pilot proficiency checks (operator proficiency and licence proficiency) plus lack of recency. o provide appropriate mitigations measures to reduce the risks identified as far as possible. o Consider the recency of the PIC in the Operator's risk assessment. o Ensure the implementation of criteria to manage crew pairing o Take into consideration the aerodrome categorization <p>5) Plan to return the alleviated pilots to within recency at the earliest available opportunity</p>	<p>flight crew members;</p> <ul style="list-style-type: none"> o Operate with reduced FDP limits; o No MEL items that may unacceptably increase pilot workload. 	



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. 	<p>Alleviation period. Start: 01 August 2020 End: 31 October 2020 Regulation. The Civil Aviation (Operation of Aircraft) Regulations, 2017. 50.- (2) An operator shall not assign a pilot to act in the capacity of cruise relief pilot unless, within the preceding 90 days, that pilot has either- (a) operated as a PIC, 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 synthetic flight trainer approved for the purpose, and has practiced approach and landing procedures, where the approach and landing procedure practice may be performed as the pilot who is not flying the aeroplane.</p> <p>Details. 1) Consideration needs to be given to the likely impact of a significantly reduced operation. 2) Alleviations should be commensurate to the recent experience gained by the</p>	<p>a. Rationale. The Authority has issued Aeronautical Information Circular with Opeartional Guidelines to supplement (AIC 14/20).</p> <p>b. Conditions/Mitigations. 1) Not-recent pilots are paired with fully recent instructors or examiners. 2) Partially recent pilots are paired with fully recent pilots or partially recent instructors or examiners (see table below) 3) Apply one or more operational limitations to alleviated crew pairings such as: o First sector with the most recent pilot assuming the role of pilot flying; o Reduction in maximum crosswind / tailwind limitations; o Avoidance of contaminated runways / severe weather; o Higher takeoff / approach minima; o Dispatching only with a functioning autoland system, if installed, or to airports with multiple approach capabilities, including autoland; o Operate with additional</p>	<p>Differences filed by other contracting States will be recognized by Tanzania during the COVID-19 pandemic.</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>concerned pilots. Therefore, pilots could be clustered into 3 groups:</p> <ul style="list-style-type: none"> o fully recent (3 TO/LDG in 90 days), o partially recent (1 or 2 TO/LDG in 90 days), and o not recent (no TO/LDG in 90 days). <p>3) The extent of alleviations should be proportionate to the concerned pilots' flight experience (total and on the type) and qualifications.</p> <p>4) The operator's risk assessment should:</p> <ul style="list-style-type: none"> o address the potential severity of the pilot's competency deterioration related to the extended absence from flying duties. o consider the cumulative effect of other relevant alleviations, for example extension of pilot proficiency checks (operator proficiency and licence proficiency) plus lack of recency. o provide appropriate mitigations measures to reduce the risks identified as far as possible. o Consider the recency of the PIC in the Operator's risk assessment. o Ensure the implementation of criteria to manage crew pairing o Take into consideration the 	<p>flight crew members;</p> <ul style="list-style-type: none"> o Operate with reduced FDP limits; o No MEL items that may unacceptably increase pilot workload. 	



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
		aerodrome categorization 5) Plan to return the alleviated pilots to within recency at the earliest available opportunity		



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>	<p>Alleviation period. Start: 01 August 2020 End: 31 October 2020 Regulation. The Civil Aviation (Operation of Aircraft) Regulations, 2017. 52.-(1) An 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 and where the operation may be conducted under instrument flight rules, an operator shall ensure that the pilot's competence to comply with such rules is demonstrated to the check pilot of the operator or to the Authority.</p> <p>Details. 1) Consideration needs to be given to the likely impact of a significantly reduced operation. 2) Alleviations should be commensurate to the recent experience gained by the concerned pilots. Therefore, pilots could be clustered into 3 groups: o fully recent (3 TO/LDG in 90 days), o partially recent (1 or 2 TO/LDG in 90 days), and o not recent (no TO/LDG in 90 days).</p>	<p>a. Rationale. The Authority has issued Aeronautical Information Circular with Opeartional Guidelines to supplement (AIC 14/20).</p> <p>b. Conditions/Mitigations. 1) Not-recent pilots are paired with fully recent instructors or examiners. 2) Partially recent pilots are paired with fully recent pilots or partially recent instructors or examiners (see table below) 3) Apply one or more operational limitations to alleviated crew pairings such as: o First sector with the most recent pilot assuming the role of pilot flying; o Reduction in maximum crosswind / tailwind limitations; o Avoidance of contaminated runways / severe weather; o Higher takeoff / approach minima; o Dispatching only with a functioning autoland system, if installed, or to airports with multiple approach capabilities, including autoland; o Operate with additional</p>	<p>Differences filed by other contracting States will be recognized by Tanzania during the COVID-19 pandemic.</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
		<ul style="list-style-type: none"> • The extent of alleviations should be proportionate to the concerned pilots' flight experience (total and on the type) and qualifications. 3) The operator's risk assessment should: <ul style="list-style-type: none"> o address the potential severity of the pilot's competency deterioration related to the extended absence from flying duties. o consider the cumulative effect of other relevant alleviations, for example extension of pilot proficiency checks (operator proficiency and licence proficiency) plus lack of recency. o provide appropriate mitigations measures to reduce the risks identified as far as possible. o Consider the recency of the PIC in the Operator's risk assessment. o Ensure the implementation of criteria to manage crew pairing o Take into consideration the aerodrome categorization 4) Plan to return the alleviated pilots to within recency at the earliest available opportunity 	<p>flight crew members;</p> <ul style="list-style-type: none"> o Operate with reduced FDP limits; o No MEL items that may unacceptably increase pilot workload. 	



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>3.9.4.2 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>Alleviation period. Start: 01 August 2020 End: 31 October 2020 Regulation. The Civil Aviation (Operation of Aircraft) Regulations, 2017. 50. (3) An operator shall not assign a co-pilot to operate at the flight controls during take-off and landing unless, on the same type of aeroplane within the preceding ninety days, that co-pilot has operated the flight controls, as pilot in command or as co-pilot, during three take-offs and landings or has otherwise demonstrated competence to act as co-pilot on a synthetic flight trainer approved for the purpose.</p> <p>Details. 1) Consideration needs to be given to the likely impact of a significantly reduced operation. 2) Alleviations should be commensurate to the recent experience gained by the concerned pilots. Therefore, pilots could be clustered into 3 groups: o fully recent (3 TO/LDG in 90 days), o partially recent (1 or 2 TO/LDG in 90 days), and o not recent (no TO/LDG in 90 days).</p>	<p>a. Rationale. The Authority has issued Aeronautical Information Circular with Opeartional Guidelines to supplement (AIC 14/20).</p> <p>b. Conditions/Mitigations. 1) Not-recent pilots are paired with fully recent instructors or examiners. 2) Partially recent pilots are paired with fully recent pilots or partially recent instructors or examiners (see table below) 3) Apply one or more operational limitations to alleviated crew pairings such as: o First sector with the most recent pilot assuming the role of pilot flying; o Reduction in maximum crosswind / tailwind limitations; o Avoidance of contaminated runways / severe weather; o Higher takeoff / approach minima; o Dispatching only with a functioning autoland system, if installed, or to airports with multiple approach capabilities, including autoland; o Operate with additional</p>	<p>Differences filed by other contracting States will be recognized by Tanzania during the COVID-19 pandemic.</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) The extent of alleviations should be proportionate to the concerned pilots' flight experience (total and on the type) and qualifications.</p> <p>4) The operator's risk assessment should:</p> <ul style="list-style-type: none"> o address the potential severity of the pilot's competency deterioration related to the extended absence from flying duties. o consider the cumulative effect of other relevant alleviations, for example extension of pilot proficiency checks (operator proficiency and licence proficiency) plus lack of recency. o provide appropriate mitigations measures to reduce the risks identified as far as possible. o Consider the recency of the PIC in the Operator's risk assessment. o Ensure the implementation of criteria to manage crew pairing o Take into consideration the aerodrome categorization <p>5) Plan to return the alleviated pilots to within recency at the earliest available opportunity</p>	<p>flight crew members;</p> <ul style="list-style-type: none"> o Operate with reduced FDP limits; o No MEL items that may unacceptably increase pilot workload. 	



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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 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>Alleviation period. Start: 01 August 2020 End: 31 October 2020 Regulation. The Civil Aviation (Operation of Aircraft) Regulations, 2017. 50. (3) An operator shall not assign a co-pilot to operate at the flight controls during take-off and landing unless, on the same type of aeroplane within the preceding ninety days, that co-pilot has operated the flight controls, as pilot in command or as co-pilot, during three take-offs and landings or has otherwise demonstrated competence to act as co-pilot on a synthetic flight trainer approved for the purpose.</p> <p>Details. 1) Consideration needs to be given to the likely impact of a significantly reduced operation. 2) Alleviations should be commensurate to the recent experience gained by the concerned pilots. Therefore, pilots could be clustered into 3 groups: o fully recent (3 TO/LDG in 90 days), o partially recent (1 or 2 TO/LDG in 90 days), and o not recent (no TO/LDG in 90 days).</p>	<p>a. Rationale. The Authority has issued Aeronautical Information Circular with Operational Guidelines to supplement (AIC 14/20).</p> <p>b. Conditions/Mitigations. 1) Not-recent pilots are paired with fully recent instructors or examiners. 2) Partially recent pilots are paired with fully recent pilots or partially recent instructors or examiners (see table below) 3) Apply one or more operational limitations to alleviated crew pairings such as: o First sector with the most recent pilot assuming the role of pilot flying; o Reduction in maximum crosswind / tailwind limitations; o Avoidance of contaminated runways / severe weather; o Higher takeoff / approach minima; o Dispatching only with a functioning autoland system, if installed, or to airports with multiple approach capabilities, including autoland; o Operate with additional</p>	<p>Differences filed by other contracting States will be recognized by Tanzania during the COVID-19 pandemic.</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
		3) The extent of alleviations should be proportionate to the concerned pilots' flight experience (total and on the type) and qualifications. 4) The operator's risk assessment should: o address the potential severity of the pilot's competency deterioration related to the extended absence from flying duties. o consider the cumulative effect of other relevant alleviations, for example extension of pilot proficiency checks (operator proficiency and licence proficiency) plus lack of recency. o provide appropriate mitigations measures to reduce the risks identified as far as possible. o Consider the recency of the PIC in the Operator's risk assessment. o Ensure the implementation of criteria to manage crew pairing o Take into consideration the aerodrome categorization 5) Plan to return the alleviated pilots to within recency at the earliest available opportunity	flight crew members; o Operate with reduced FDP limits; o No MEL items that may unacceptably increase pilot workload.	



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>	<p>Alleviation period. Start: 01 August 2020 End: 31 October 2020 Regulation. The Civil Aviation (Operation of Aircraft) Regulations, 2017. 59.-(1) A person shall not act a PIC or co-pilot of an aircraft unless within the preceding ninety days that person has-</p> <p>(a) made three take-offs and landings as the sole manipulator of the flight controls in an aircraft of the same category and class and if a type rating is required, of the same type;</p> <p>Details.</p> <p>1) Consideration needs to be given to the likely impact of a significantly reduced operation. 2) Alleviations should be commensurate to the recent experience gained by the concerned pilots. Therefore, pilots could be clustered into 3 groups: o fully recent (3 TO/LDG in 90 days), o partially recent (1 or 2 TO/LDG in 90 days), and o not recent (no TO/LDG in 90 days). 3) The extent of alleviations should be proportionate to the concerned pilots’ flight</p>	<p>a. Rationale. The Authority has issued Aeronautical Information Circular with Operational Guidelines to supplement (AIC 14/20).</p> <p>b. Conditions/Mitigations. 1) Not-recent pilots are paired with fully recent instructors or examiners. 2) Partially recent pilots are paired with fully recent pilots or partially recent instructors or examiners (see table below) 3) Apply one or more operational limitations to alleviated crew pairings such as: o First sector with the most recent pilot assuming the role of pilot flying; o Reduction in maximum crosswind / tailwind limitations; o Avoidance of contaminated runways / severe weather; o Higher takeoff / approach minima; o Dispatching only with a functioning autoland system, if installed, or to airports with multiple approach capabilities, including autoland; o Operate with additional</p>	<p>Differences filed by other contracting States will be recognized by Tanzania during the COVID-19 pandemic.</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
		experience (total and on the type) and qualifications. 4) The operator's risk assessment should: o address the potential severity of the pilot's competency deterioration related to the extended absence from flying duties. o consider the cumulative effect of other relevant alleviations, for example extension of pilot proficiency checks (operator proficiency and licence proficiency) plus lack of recency. o provide appropriate mitigations measures to reduce the risks identified as far as possible. o Consider the recency of the PIC in the Operator's risk assessment. o Ensure the implementation of criteria to manage crew pairing o Take into consideration the aerodrome categorization 5) Plan to return the alleviated pilots to within recency at the earliest available opportunity	flight crew members; o Operate with reduced FDP limits; o No MEL items that may unacceptably increase pilot workload.	



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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>ANNEX 6 Chapter 7 Reference Standard</p>	<p>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>Alleviation period. Start: 01 August 2020 End: 31 October 2020 Regulation. The Civil Aviation (Operation of Aircraft) Regulations, 2017. 52.-(1) An 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 and where the operation may be conducted under instrument flight rules, an operator shall ensure that the pilot's competence to comply with such rules is demonstrated to the check pilot of the operator or to the Authority.</p> <p>Details. United Republic of Tanzania has reviewed methods of continuing with proficiency checks at standard intervals and found no alternative than to grant an alleviation 1) Applies to pilots engaged in commercial operations with an operator of large aircraft 2) Applies to pilots that are due for a proficiency check.</p>	<p>a. Rationale. The Authority has issued Aeronautical Information Circular with Operational Guidelines to supplement (AIC 14/20).</p> <p>b. Conditions/Mitigations. In an effort to maintain an equivalent level of safety, the following mitigations should be considered: 1) Reductions in operating limitations such as o Crosswind/tailwind o contaminated runways/Severe weather o Use of higher take-off/approach minima o no operational MEL items that may unacceptably increase pilot workload, etc. 2) Two pilots operating under exemption should not be scheduled together, or when both pilots are operating under the exemption, then one of them should be a check pilot or flight instructor 3) Use of distance learning to provide a refresher on knowledge and SOPs including normal and non-normal operations 4) Pairing lower experience</p>	<p>Differences filed by other contracting States will be recognized by Tanzania during the COVID-19 pandemic.</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
			crew member with more experienced crew member.	

Zambia

<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>45 days then 90 days.</p>	<p>45 days then 90 days with Physicians Medical where possible if unable to get approved AME</p>	<p>Will accept other ICAO States Members Temporary Differences related to Covid-19 Pandemic Period</p>



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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>	Nil	Nil	Will accept other ICAO States Members Temporary Differences related to Covid-19 Pandemic Period



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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>None</p>	<p>Nil</p>	<p>To be notified</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
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. 	None	Nil	To be notified



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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>	Nil	None	To be notified
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>	Nil	None	To be notified



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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 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>	Nil	None	To be notified
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>	None	Nil	To be notified



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>	None	Nil	To be notified

Zimbabwe

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>	No difference	N/A	Yes
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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>	No difference	N/A	Yes



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>No difference</p>	<p>N/A</p>	<p>YES</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 difference	N/A	YES



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>	No difference	N/A	YES
ANNEX 6 Chapter 3 Reference Standard	<p 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>	No difference	N/A	YES



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 style="text-align: center;">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>N/A</p>	<p>YES</p>
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>No difference</p>	<p>N/A</p>	<p>YES</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>	No difference	N/A	YES

EURNAT

Albania

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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>		Standard Regulation Applies	We accept other ICAO States Members Differences

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>	



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>No Differences</p>	<p>Standard Regulation Applies</p>	<p>We accept other ICAO States Members 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>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	Standard Regulation Applies	We accept other ICAO States Members Differences



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>	No Differences	Standard Regulation Applies	We accept other ICAO States Members Differences
ANNEX 6 Chapter 3 Reference Standard	<p 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>	No Differences	Standard Regulation Applies	We accept other ICAO States Members Differences



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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 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 Differences</p>	<p>Standard Regulation Applies</p>	<p>We accept other ICAO States Members Differences</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 Differences</p>	<p>Standard Regulation Applies</p>	<p>We accept other ICAO States Members 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 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>	No Differences	Standard Regulation Applies	We accept other ICAO States Members Differences

Algeria

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>	No differences	Standard Regulation Applies	We accept other ICAO States Members Temporary Differences under Covid-19 Pandemic Period
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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>	English language proficiencies endorsed in flight crew licences, expired after march 31, 2020, are extended for 4 month from their expiry dates.		



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>	<p>No 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>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		We accept other ICAO States Members Temporary Differences under Covid-19 Pandemic Period



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>	<p>Flight crew whose validity proficiency check expires after march 31, 2020 continue to exercise the privileges of their licences for an extended period by 4 month from their expiry dates ;</p> <p>Validity of cabin crew certificate, expiring after march 31, 2020, is extended for 4 month for their expiry date.</p>		<p>We accept other ICAO States Members Temporary Differences under Covid-19 Pandemic Period</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>No differences</p>		<p>We accept other ICAO States Members Temporary Differences under Covid-19 Pandemic Period</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>No differences</p>		<p>We accept other ICAO States Members Temporary Differences under Covid-19 Pandemic Period</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>	<p>No differences</p>		

Andorra

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>As Andorra is not delivering Licenses, this statement is not applicable</p>		<p>Andorra accepts relevant differences filed by other States.</p>
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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
<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>As Andorra is not delivering Licenses, this statement is not applicable</p>		<p>Andorra accepts relevant differences filed by other States.</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>As Andorra is not delivering Licenses, this statement is not applicable</p>		<p>Andorra accepts relevant differences filed by other States.</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. 	<p>As Andorra is not delivering Licenses, this statement is not applicable</p>		<p>Andorra accepts relevant differences filed by other States.</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>9.4.4 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>	As Andorra is not delivering Licenses, this statement is not applicable		Andorra accepts relevant differences filed by other States.
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>	As Andorra is not delivering Licenses, this statement is not applicable		Andorra accepts relevant differences filed by other States.



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>As Andorra is not delivering Licenses, this statement is not applicable</p>		<p>Andorra accepts relevant differences filed by other States.</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>As Andorra is not approving operators (they are all Swiss and French), this statement is not applicable</p>		<p>Andorra accepts relevant differences filed by other States.</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>	As Andorra is not approving operators (they are all Swiss and French), this statement is not applicable		Andorra accepts relevant differences filed by other States.

Armenia

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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>An extension of validity period of medical certificates for up to 3 months has been granted for certificates with the expiration dates from 16th of March, 2020 to 16thst of July, with the new dates of expiration no later than 16th of July, 2020, due to Covid-19 Pandemia lockdown.</p>	<p>On March 16th An Emergency state was declared in Republic of Armenia, country entering into complete lockdown with strict travel restrictions. Medical certification of Aviation personnel was discontinued with the aim of restricting all possible risks related to contacts with healthcare facilities, medical personnel, interpersonal contacts. Decision was made to extend the validity of acting medical certificates that had the expiration date for that period of time, but with the new date of expiration not later than July 16. Instructions were based on the decree of the Commandant for the State of Emergency of the Republic of Armenia. Strict restrictions were lifted on May 4, 2020. Medical certification of Aviation Personnel is envisioned to be resumed from the 1st of June, 2020.</p>	<p>Armenia recognizes differences declared by other states in accordance with applicable mitigating measures.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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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>	No Difference		Yes



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 difference</p>		<p>Yes, if differences are according to EASA guidelines</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 Difference		Yes, if differences are according to EASA guidelines



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>	No difference		Yes, if differences are according to EASA guidelines
ANNEX 6 Chapter 3 Reference Standard	<p 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>	No difference		Yes, if differences are according to EASA guidelines



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>No difference</p>		<p>Yes, if differences are according to EASA guidelines</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>Yes, if differences are according to EASA guidelines</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 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>	Yes	Until the resolution of situation operator proficiency checks are required to be conducted once a year	Yes, if differences are according to EASA guidelines

Austria

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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>The validity periods of all medical certificates which expire before the end of July 2020, except such containing other than visual limitations are automatically extended by 4 months: www.austrocontrol.at/jart/prj3/a c/data/dokumente/ZPH_LFA_L SA_026_2020-03-23_1603694.p df</p>	<p>This was necessary, since no aero medical examiners who could revalidate medical certificates are available due to the COVID-19 crisis. Personnel with other than visual limitations have to apply for a revalidation at the CAA. All personnel subject to the exemption have to carry an attachment to their medical certificate/license to make inspectors aware of the exemption.</p>	<p>Austria recognizes differences of other states.</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>Austria extended the validity of all ratings and certificates which expire before the end of July 2020 by 4 months. All personnel subject to the exemption has to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted: www.austrocontrol.at/jart/prj3/a c/data/dokumente/ZPH_LFA_L SA_026_2020-03-23_1603694.p df</p>	<p>Since the majority of FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates at the moment. Also maintenance personnel licenses cannot be renewed due to the lockdown. Due to this situation it is also not possible for the CAA to reissue all licenses to extend the ratings/certificates accordingly, which is why the attachment to the license was created.</p>	<p>Austria recognizes differences of other states.</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>	<p>Subject to the evaluation of a risk assessment, the alleviation provided by Austria allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either: a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period. The alleviations are subject to mitigating measures.</p> <p>a) A reduction of the number of required take-offs, approaches and landings from 3 to 2 is possible for pilots who fulfill a minimum requirement of experience or qualification on the same aeroplane type or class (minimum flight experience of at least 1500 flight hours, type rating instructor or line training captain) and that have carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days.</p> <p>b) An extension of the recency period from 90 days to 120 days is possible for pilots who remain under supervision of line training pilots.</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions / mitigations Austria requires the following: Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. The corresponding risk analysis has to consider possible cumulative effects when applying additional alleviations relating to COVID-19, crew composition and a possible incapacitation of the most</p>	<p>Alleviations which allow a crew composition with all required flight crew members not being fully compliant with A6 9.4.1.1 are only recognised if the flight crew member is engaged in commercial air transport for an Austrian commercial air transport operator.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>experienced pilot in recency. The criteria used for the alleviation will take into account the pilot's flight experience and qualifications (e.g. instructor). The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days. The implementation of the alleviation is subject to prior acceptance by the competent authority.</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. 	<p>Subject to the evaluation of a risk assessment, the alleviation provided by Austria allows individual operators to assign flight crew member tasks to cruise relief pilots who are not meeting all recent experience requirements.</p> <p>An extension of the recency period from 90 days to 150 days is possible for pilots who have operated as cruise relief pilot within the preceding 150 days on at least one flight and who fulfill the requirements as experienced flight crew members and the recent experience requirements as defined by the operator.</p> <p>The alleviations are subject to mitigating measures.</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions / mitigations Austria requires the following: Individual pilot's recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. The corresponding risk analysis has to consider possible cumulative effects when applying additional alleviations relating to COVID-19, crew composition and a possible incapacitation of the most</p>	<p>Alleviations which allow a crew composition with all required flight crew members not being fully compliant with A6 9.4.1.1 are only recognised if the flight crew member is engaged in commercial air transport for an Austrian commercial air transport operator.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>experienced pilot in recency. The criteria used for the alleviation will take into account the pilot's flight experience and qualifications (e.g. instructor). The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days. The implementation of the alleviation is subject to prior acceptance by the competent authority.</p>	



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>	<p>The validity period of recurrent operator's proficiency checks for each individual pilot is extended by Austria for a period of 4 months. If, towards the end of the extension, Austria considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) b) Conditions / mitigations Austria limits the alleviation to recurrent checks only. Austria requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures. An appropriate risk analysis including appropriate mitigation measures has to be conducted. The following recurrent checks have to be</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</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
			returned to the original period as soon as possible, latest on March 31st, 2021	
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.	Austria has not identified the need to alleviate recency standards for GA operations.		
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.	Austria has not identified the need to alleviate recency standards for GA operations.		



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>	<p>Subject to the evaluation of a risk assessment, the alleviation provided by Austria allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either: a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period. The alleviations are subject to mitigating measures. a) A reduction of the number of required take-offs, approaches and landings from 3 to 2 is possible for pilots who fulfill a minimum requirement of experience or qualification on the same aeroplane type or class (minimum flight experience of at least 1500 flight hours, type rating instructor or line training captain) and that have carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days. b) An extension of the recency period from 90 days to 120 days is possible for pilots who remain under supervision of line training pilots.</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements. b) Conditions / mitigations Austria requires the following: Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. The corresponding risk analysis has to consider possible cumulative effects when applying additional alleviations relating to COVID-19, crew composition and a possible incapacitation of the most experienced pilot in recency.</p>	<p>Alleviations which allow a crew composition with all required flight crew members not being fully compliant with A6 7.4.1.1 are only recognised if the flight crew member is engaged in commercial air transport for an Austrian commercial air transport operator.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>The criteria used for the alleviation will take into account the pilot's flight experience and qualifications (e.g. instructor). The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days. The implementation of the alleviation is subject to prior acceptance by the competent authority.</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
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>	<p>The validity period of recurrent operator's proficiency checks for each individual pilot is extended by Austria for a period of 4 months. If, towards the end of the extension, Austria considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Austria limits the alleviation to recurrent checks only. Austria requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures. An appropriate risk analysis including appropriate mitigation measures has to be conducted. The following recurrent checks have to be returned to the original</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</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
			period as soon as possible, latest on March 31st, 2021.	

Azerbaijan

<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>The validity periods of all medical certificates which expire before the end of June 2020 are automatically extended by 3 months by General Exemption related to COVID-19.</p>	<p>All personnel have to apply for a revalidation to the State Civil Aviation Agency. All personnel subject to the exemption have to carry their medical certificate/license with special remark to make inspectors aware of the exemption.</p>	<p>Azerbaijan Republic recognizes differences of other states.</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>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>Azerbaijan Republic extended the validity of all ratings and certificates which expire before the end of June 2020 by 6 months. All personnel subject to the exemption has to carry an attachment to the license/certificate and medical certificate with the special remark related to the exemption granted.</p>	<p>Since the majority of FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates in timely manner. Due to this situation it is also not possible for the SCAA to reissue all licenses to extend the ratings/certificates according the procedure, which is why the special remark issued to the license.</p>	<p>Azerbaijan Republic recognizes differences of other states.</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>			
<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 Difference</p>	<p>Azerbaijan Aviation Regulation –OPS-1. GUIDANCE FOR APPLICATION AND GRANTING OF THE EXEMPTIONS</p>	<p>We accept other ICAO States Members 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. 	No Differences	Azerbaijan Aviation Regulation –OPS-1. GUIDANCE FOR APPLICATION AND GRANTING OF THE EXEMPTIONS	We accept other ICAO States Members Differences.



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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 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>	Extension of some aircraft Types from conducting normal Proficiency Check in an Approved FSTD due to unavailability.	1. No local availability of some aircrafts type FSTD. 2. Air operators to follow a safety case assessment checklist and to carry out classroom refreshers with respect to WHO recommendation for physical distancing	We accept other ICAO States Members Differences
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	Azerbaijan Aviation Regulation –OPS-1. GUIDANCE FOR APPLICATION AND GRANTING OF THE EXEMPTIONS	We accept other ICAO States Members Differences



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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 Differences</p>	<p>Azerbaijan Aviation Regulation –OPS-1. GUIDANCE FOR APPLICATION AND GRANTING OF THE EXEMPTIONS</p>	<p>We accept other ICAO States Members Differences</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 Differences</p>	<p>Azerbaijan Aviation Regulation –OPS-1. GUIDANCE FOR APPLICATION AND GRANTING OF THE EXEMPTIONS</p>	<p>We accept other ICAO States Members Differences</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>	Extension of some aircraft Types from conducting normal Proficiency Check in an Approved FSTD due to unavailability.	1. No local availability of some aircrafts type FSTD. 2. Air operators to follow a safety case assessment checklist and to carry out classroom refreshers with respect to WHO recommendation for physical distancing	We accept other ICAO States Members Differences

Belarus

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>	Order C.A.A. "On temporary norms to minimize the consequences of the spread of the pandemic COVID-19" No. 128 of April 29, 2020. P 1.1... Holders of medical certificates of the first and second class of those outside the Republic of Belarus to extend the validity of the certificates of aviation personnel until July 30, 2020		BELARUS WILL ACCEPT ALLEGATIONS FROM OTHER STATES IN ACCORDANCE WITH APPLICABLE MITIGATING MEASURES DURING THE COVID-19 PANDEMIC
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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>	NO DIFFERENCE	NIL	



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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>Order C.A.A. "On temporary norms to minimize the consequences of the spread of the pandemic COVID-19" No. 128 of April 29, 2020. P 1.3 ... in order to maintain the flight qualification of the flight crew, inspectors, flight instructors and flight personnel, with the objective impossibility of performing 3 independent flights within 90 preceding days, to organize a monthly simulator training (simulator in the aircraft cockpit) for less than three hours working out a six-month training, according to the program of access to flights after a break in flight work from 90 days to one year</p>		<p>BELARUS WILL ACCEPT ALLEGATIONS FROM OTHER STATES IN ACCORDANCE WITH APPLICABLE MITIGATING MEASURES DURING THE COVID-19 PANDEMIC</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. 	NO DIFFERENCE	NIL	



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>	Order C.A.A. "On temporary norms to minimize the consequences of the spread of the pandemic COVID-19" No. 128 of April 29, 2020. p.1.2... when the training of the flight crew is organized and if there is no comprehensive simulator of the appropriate type of aircraft in the territory of the Republic of Belarus, the training is replaced by a train in the cockpit of the aircraft..		BELARUS WILL ACCEPT ALLEGATIONS FROM OTHER STATES IN ACCORDANCE WITH APPLICABLE MITIGATING MEASURES 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 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.	Order C.A.A. "On temporary norms to minimize the consequences of the spread of the pandemic COVID-19" No. 128 of April 29, 2020. Приказ ДА «О временных нормах по минимизации последствий распространения пандемии COVID-19» № 128 от 29.04.2020 г. 1.3 ... in order to maintain the flight qualification of the flight crew, inspector, flight instructor and flight personnel with the objective impossibility of performing 3 independent flights within 90 preceding days, to organize a monthly simulator training (simulator in the aircraft cockpit) for less than three hours with a half-year working out training, according to the program of admission to flights after a break in flight work from 90 days to one year.		BELARUS WILL ACCEPT ALLEGATIONS FROM OTHER STATES IN ACCORDANCE WITH APPLICABLE MITIGATING MEASURES 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 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.	Order C.A.A. "On temporary norms to minimize the consequences of the spread of the pandemic COVID-19" No. 128 of April 29, 2020. P. 1.3 ... in order to maintain the flight qualification of the flight crew, inspector, flight instructor and flight personnel with the objective impossibility of performing 3 independent flights within 90 preceding days, to organize a monthly simulator training (simulator in the aircraft cockpit) for less than three hours with a half-year working out training, according to the program of admission to flights after a break in flight work from 90 days to one year.		BELARUS WILL ACCEPT ALLEGATIONS FROM OTHER STATES IN ACCORDANCE WITH APPLICABLE MITIGATING MEASURES 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>	Order C.A.A. "On temporary norms to minimize the consequences of the spread of the pandemic COVID-19" No. 128 of April 29, 2020. P. 1.3 ... in order to maintain the flight qualification of the flight crew, inspector, flight instructor and flight personnel with the objective impossibility of performing 3 independent flights within 90 preceding days, to organize a monthly simulator training (simulator in the aircraft cockpit) for less than three hours with a half-year working out training, according to the program of admission to flights after a break in flight work from 90 days to one year.		



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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 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>	Order C.A.A. "On temporary norms to minimize the consequences of the spread of the pandemic COVID-19" No. 128 of April 29, 2020. P. 1.2 ... when organizing training simulations for flight personnel and provided that there is no integrated simulator of the appropriate type of aircraft on the territory of the Republic of Belarus, replace simulator training with a simulator in the aircraft cabin		BELARUS WILL ACCEPT ALLEGATIONS FROM OTHER STATES IN ACCORDANCE WITH APPLICABLE MITIGATING MEASURES DURING THE COVID-19 PANDEMIC

Belgium

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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>The validity period of class 1 and 3 medical certificates issued by Belgium are extended by 4 months.</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates.</p> <p>b) Conditions/mitigations Belgium requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p> <p>Medical certificates with the extended validity period exceeding their standard validity period more than two times</p>



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				are not recognised.

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>The validity period of the licences issued by Belgium is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to:</p> <ol style="list-style-type: none"> 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences. 	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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>		<p>/ assessment activities</p> <p>b) Conditions/mitigations Belgium requires:</p> <p>1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Belgium, will be attached to the licence.</p> <p>2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds</p>	



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			<p>relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate. Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Belgium, will be attached to the licence.</p> <p>3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.</p>	



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<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>Subject to the evaluation of a risk assessment, the alleviation provided by [the State] allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either:</p> <p>a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both.</p> <p>The alleviations are subject to mitigating measures. The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions / mitigations Belgium requires the following. Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties.</p> <p>Appropriate mitigations measures to minimise the identified risks have to be determined and applied, with one or more operational</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p> <p>Alleviations which allow a crew composition with all required flight crew members that have not carried out any flight or</p>



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		unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days.	restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).	flight simulator session in the preceding 90 days are not recognised.

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<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>Subject to the evaluation of a risk assessment, the alleviation provided by Belgium allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either:</p> <ul style="list-style-type: none"> a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both. <p>The alleviations are subject to mitigating measures. The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions / mitigations Belgium requires the following. Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. Appropriate mitigations measures to minimise the identified risks have to be determined and applied, with one or more operational restriction valid for the complete flight crew to</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p> <p>Alleviations which allow a crew composition with all required flight crew members that have not carried out any flight or</p>



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		simulators. No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days.	reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).	flight simulator session in the preceding 90 days are not recognised.



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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>The validity period of operator's proficiency checks for each individual pilot is extended by Belgium for a period of 4 months. If, towards the end of the extension, Belgium considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Belgium requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p>



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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.	The validity period of operator's proficiency checks for each individual pilot is extended by Belgium for a period of 4 months. If, towards the end of the extension, Belgium considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.	a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions / mitigations Belgium requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.	As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.



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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.	The validity period of operator’s proficiency checks for each individual pilot is extended by Belgium for a period of 4 months. If, towards the end of the extension, Belgium considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.	a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators’ capability to perform pilot’s competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions / mitigations Belgium requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.	As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.



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>	<p>The validity period of operator’s proficiency checks for each individual pilot is extended by Belgium for a period of 4 months. If, towards the end of the extension, Belgium considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators’ capability to perform pilot’s competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Belgium requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p>



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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>	<p>The validity period of operator's proficiency checks for each individual pilot is extended by Belgium for a period of 4 months. If, towards the end of the extension, Belgium considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Belgium requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p>

Bosnia and Herzegovina

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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>Due to special circumstances caused by “CoVID19” in Bosnia and Herzegovina the validity periods of all medical certificates (such containing other than visual limitations), which expire till 31/07/2020, will be extended for 4-month period after an application has been submitted to BHDCA.</p>	<p>During pandemic crisis some of aero-medical examiners are not available to revalidate medical certificates due to the COVID-19 crisis. Personnel with other than visual limitations have to apply for a revalidation at the BHDCA. All personnel subject to the derogation must have an evidence thereof attached to their medical certificate/license to make inspectors aware of the derogation.</p>	<p>Bosnia and Herzegovina recognizes differences of other states.</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>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>Due to special circumstances caused by “CoVID19” in Bosnia and Herzegovina the validity periods of all medical certificates (such containing other than visual limitations), which expire till 31/07/2020, will be extended for 4-month period after an application has been submitted to BHDCA.</p>	<p>During pandemic crisis for all personnel access to some FSTD is difficult or not possible due to movement restrictions to undergo checks or assessments to revalidate ratings/certificates at the moment. All personnel (FCL and ATCO staff) subject to the derogation must have an evidence thereof attached to their medical certificate/license to make inspectors aware of the derogation.</p>	<p>Bosnia and Herzegovina recognizes differences of other states.</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 difference</p>	<p>N/A</p>	<p>Bosnia and Herzegovina recognizes differences of other states.</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. 	No difference	N/A	Bosnia and Herzegovina recognizes differences of other states.



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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 difference	N/A	Bosnia and Herzegovina recognizes differences of other states.
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>	No difference	N/A	Bosnia and Herzegovina recognizes differences of other states.



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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>N/A</p>	<p>Bosnia and Herzegovina recognizes differences of other states.</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>N/A</p>	<p>Bosnia and Herzegovina recognizes differences of other states.</p>



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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 difference	N/A	Bosnia and Herzegovina recognizes differences of other states

Bulgaria

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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>The validity period of class 1 and 3 medical certificates issued by [the State] are extended by 4 months.</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates.</p> <p>b) Conditions/mitigations [The State] requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.</p>	

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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>The validity period of the licences issued by [the Republic of Bulgaria] is extended by 4 months.</p> <p>If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p> <p>Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to:</p> <ol style="list-style-type: none"> 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences. 4. For holders of aircraft 	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences</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>	<p>maintenance licenses issued in accordance with Part 66 that have been valid by the 13th of March 2020, and whose regular period of validity expires before 31st of July 2020, the validity of such licenses is extended by 4 months.</p> <p>5. In no case, shall the personnel on whom there is any pending compliance action in accordance with point 66.B.500 of Part 66, be able to exercise certification privileges.</p> <p>6. Prior to the end of the 4 month period referred to in (4), if DG CAA-Bulgaria considers that the reasons for the issuance of this exemption still apply, the validity of the license may be extended for a further 4 months or until the end of the validity period of this exemption, whatever occurs first.</p>	<p>experience difficulties in access to synthetic training devices to complete their scheduled recurrent training / assessment activities</p> <p>b) Conditions/mitigations [The State] requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures.</p> <p>Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by [the State], will be attached to the licence.</p>	



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			<p>2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate.</p> <p>Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by [the State], will be attached to the licence.</p> <p>3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g.</p>	



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			computer-based training or the rescheduling of refresher training as soon as possible.	



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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>Subject to the evaluation of a risk assessment, the alleviation provided by [the State] allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either:</p> <p>a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both.</p> <p>The alleviations are subject to mitigating measures.</p> <p>The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account.</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions / mitigations [The State] requires the following.</p> <p>Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition.</p> <p>The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties.</p> <p>Appropriate mitigations measures to minimise the identified risks have to be</p>	



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		<p>The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators.</p> <p>No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days.</p>	<p>determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).</p>	
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>Refer to 9.4.1.1</p> <p>EASA considers the 9.4.1.1 alleviation suitable to cover 9.4.2.1, as addressing the overall flight crew composition.</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>The validity period of operator’s proficiency checks for each individual pilot is extended by [the State] for a period of 4 months.</p> <p>If, towards the end of the extension, [the State] considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators’ capability to perform pilot’s competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations [The State] requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</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.	Refer to Annex 6 Part I 9.4.1.1		
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.	Refer to Annex 6 Part I 9.4.1.1		



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>	<p>Refer to Annex 6 Part I 9.4.1.1 if needed by the State.</p> <p>EASA has not identified the need to alleviate recency standards for helicopter CAT operations.</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>	<p>The validity period of operator's proficiency checks for each individual pilot is extended by [the State] for a period of 4 months.</p> <p>If, towards the end of the extension, [the State] considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations [The State] requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and</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
			emergency procedures.	

Croatia

<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>The validity period of class 1, 2 and 3 medical certificates issued by Republic of Croatia are extended by 4 months.</p>	<p>a) Rationale Holders of Class 1, 2 and 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates.</p> <p>b) Conditions/mitigations Republic of Croatia requires that medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation’.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</p> <p>Medical certificates with the extended validity period exceeding their standard validity period more than two times are not recognised.</p>
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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
<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>The validity period of the licences of pilots issued by Republic of Croatia is extended by 4 months.</p> <p>If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p> <p>Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to:</p> <p>1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator;</p> <p>2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator.</p> <p>3) Appropriate instructor certificates (FI, TRI, SFI, CRI, MCCI)</p> <p>3) unit endorsements issued in</p>	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training (OPC) and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings.</p> <p>Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events.</p> <p>Holders of air traffic controller licences</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</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>air traffic controller licences.</p>	<p>experience difficulties in access to synthetic training devices to complete their scheduled recurrent training / assessment activities</p> <p>b) Conditions/mitigations Republic of Croatia requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures.</p> <p>Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, issued by Republic of Croatia.</p> <p>2) Licence holders of a valid licence prior to applying the alleviation and who operate</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>outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate.</p> <p>Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, issued by Republic of Croatia.</p> <p>3) All instructor certificates issued by Republic of Croatia to pilots operating within the operator that expire before July 31st 2020 will be revalidated until July 31st 2020.</p> <p>All instructor certificates issued by Republic of Croatia of pilots not operating within the operator that expire before November 30th 2020 will be revalidated until November 30th 2020.</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

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			3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.	



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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 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>	n/a		<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</p> <p>Alleviations which allow a crew composition with all required flight crew members not being fully compliant with A6 9.4.1.1 is not recognised.</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. 	n/a		<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</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
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>The validity period of operator's proficiency checks for each individual pilot is extended by Croatia for a period of 4 months, provided that the regular validity period expires before 31 July 2020</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Croatia requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</p>



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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.	n/a		
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.	n/a		



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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>	n/a		



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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>	The validity period of operator's proficiency checks for each individual pilot is extended by Croatia for a period of 4 months, provided that the regular validity period expires before 31 July 2020	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Croatia requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</p>

Cyprus

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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>1.2.4.4.1 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>The validity periods of class 1 and 3 medical certificates issued by Cyprus are extended by 4 months.</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 pandemic in their State. This would result in the expiry of said certificates.</p> <p>b) Conditions/mitigations Cyprus requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139.</p> <p>As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Commission Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies .</p> <p>Commission Regulation (EU) No 452/2014 of 29 April 2014 laying down technical requirements and administrative procedures related to air operations of third country operators pursuant to Regulation (EC) No 216/2008 of the European Parliament</p>



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				and of the Council (OJ EU L 133, 6.5.2014, p. 12).

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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>The validity period of the licences issued by Cyprus is extended by 4 months.</p> <p>If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p> <p>Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to:</p> <ol style="list-style-type: none"> 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator; 3) No unit endorsement to air traffic controller licence. 	<p>a) Rationale Holders of commercial pilot licences who are required both to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges, are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events.</p> <p>For Holders of air traffic controller licences no endorsement.</p> <p>b) Conditions/mitigations Cyprus requires:</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>		<p>1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence with the new expiry date either by the authorized Examiner or Cyprus DCA.</p> <p>2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh the required level of</p>	



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			<p>theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate.</p> <p>3) Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence with the new expiry date either by the authorized Examiner or Cyprus DCA</p> <p>4) In the case of ATCO unit no endorsements in ATCO licences.</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>	No difference		
ANNEX 6 Chapter 9 Reference Standard	<p style="text-align: center;">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 difference		



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>ANNEX 6 Chapter 9 Reference Standard</p>	<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>The validity period of operator's proficiency checks for each individual pilot is extended by Cyprus for a period of 4 months.</p> <p>If, towards the end of the extension, Cyprus considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale The COVID-19 pandemic has resulted in drastic travel restrictions. The closure of borders between the majority of EU Member States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and, in some cases, may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions/mitigations Cyprus requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139.</p> <p>As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.</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.	No difference		
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 difference		



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 difference		



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>	<p>The validity period of operator's proficiency checks for each individual pilot is extended by Cyprus for a period of 4 months.</p> <p>If, towards the end of the extension, Cyprus considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale The COVID-19 pandemic has resulted in drastic travel restrictions. The closure of borders between the majority of EU Member States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and, in some cases, may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions/mitigations Cyprus requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139.</p> <p>As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.</p>

Czech Republic

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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>The validity period of class 1 and 3 medical certificates issued by the Czech Republic are extended by 4 months.</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates.</p> <p>b) Conditions/mitigations The Czech Republic requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.</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>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>The validity period of the licences issued by the Czech Republic is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to: 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences.</p>	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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>/ assessment activities b) Conditions/mitigations The Czech Republic requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by the Czech Republic, will be attached to the licence. 2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional</p>	



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			<p>privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate. Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by [the State], will be attached to the licence. Based on UCS, significant reduction of traffic is leading to ATCo who are not keeping the same skills and knowledge as during the high density of traffic. Therefore UCS of main ANSP requires that ATCo receive refresher training by means established by the ANSP.</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>Subject to the evaluation of a risk assessment, the alleviation provided by the Czech Republic allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either:</p> <p>a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both.</p> <p>The alleviations are subject to mitigating measures.</p> <p>The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account.</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions / mitigations The Czech Republic requires the following.</p> <p>Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition.</p> <p>The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties.</p> <p>Appropriate mitigations measures to minimise the identified risks have to be</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p> <p>Alleviations which allow a crew composition with all required flight crew members that have not carried out any flight or</p>



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		<p>The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators.</p> <p>No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days.</p>	<p>determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).</p>	<p>flight simulator session in the preceding 90 days are not recognised.</p>
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>Refer to 9.4.1.1</p>		



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>	<p>The validity period of operator’s proficiency checks for each individual pilot is extended by the Czech Republic for a period of 4 months.</p> <p>If, towards the end of the extension, the Czech Republic considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators’ capability to perform pilot’s competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations The Czech Republic requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p>



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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.	Refer to Annex 6 Part I 9.4.1.1		
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.	Refer to Annex 6 Part I 9.4.1.1		



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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>			



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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>	<p>The validity period of operator's proficiency checks for each individual pilot is extended by the Czech Republic for a period of 4 months.</p> <p>If, towards the end of the extension, the Czech Republic considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations The Czech Republic requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type –</p>	



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			specific abnormal and emergency procedures.	

Denmark

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COVID-19 Alleviation measures by ICAO Region sorted by State

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<p>ANNEX 1 Chapter 1 Reference Standard</p>	<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>The validity periods of class 1 and 3 medical certificates issued by Denmark are extended by 4 months.</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 pandemic in their State. This would result in the expiry of said certificates. b) Conditions/mitigations Denmark requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139. As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Commission Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies : Commission Regulation (EU) No 452/2014 of 29 April 2014 laying down technical requirements</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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				and administrative procedures related to air operations of third country operators pursuant to Regulation (EC) No 216/2008 of the European Parliament and of the Council (OJ EU L 133, 6.5.2014, p. 12).

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>The validity period of the licences issued by Denmark is extended by 4 months.</p> <p>If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p> <p>Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to:</p> <p>1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator;</p> <p>2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots</p>	<p>a) Rationale Holders of commercial pilot licences who are required both to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges, are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic</p>	

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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>involved in the operation of aeroplanes and helicopters outside an operator; 3) unit endorsements issued in air traffic controller licences.</p>	<p>controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training / assessment activities.</p> <p>b) Conditions/mitigations Denmark requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type -specific abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new</p>	

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			<p>expiry date, issued by Denmark, will be attached to the licence.</p> <p>2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate.</p> <p>Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Denmark, will be attached to the licence.</p> <p>3) In the case of ATCO unit endorsements in ATCO licences, the air</p>	



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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
			navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.	



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>Subject to the evaluation of a risk assessment, the alleviation provided by [the State] allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either:</p> <p>a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both.</p> <p>The alleviations are subject to mitigating measures.</p> <p>The criteria used for composition of the flight crew will distinguish between pilots who are "recent", "partially recent" or "not recent". "Partially recent" means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions/mitigations Denmark requires the following: Individual pilot's recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties.</p> <p>Appropriate mitigation measures to minimise</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139.</p> <p>As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies</p>



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		<p>30 days. In addition, the pilot's flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days.</p>	<p>the identified risks have to be determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).</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>The 9.4.1.1 alleviation is suitable to cover the alleviation from point 9.4.2.1, as it is addressing the overall flight crew composition.</p>		



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<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>	<p>The validity period of operator's proficiency checks for each individual pilot is extended by Denmark for a period of 4 months. If, towards the end of the extension, Denmark considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale The COVID-19 pandemic has resulted in drastic travel restrictions. The closure of borders between the majority of EU Member States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions/mitigations Denmark requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139. As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies</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
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.	The 9.4.1.1 alleviation is suitable to cover the alleviation from point 3.9.4.2 as it is addressing the overall flight crew composition.		
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.	The 9.4.1.1 alleviation is suitable to cover the alleviation from point 3.9.4.3 as it is addressing the overall flight crew composition.		



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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 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>	N/A		



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<p>ANNEX 6 Chapter 7 Reference Standard</p>	<p>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>The validity period of operator’s proficiency checks for each individual pilot is extended by [the State] for a period of 4 months. If, towards the end of the extension, Denmark considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale The COVID-19 pandemic has resulted in drastic travel restrictions. The closure of borders between the majority of EU Member States have limited the operators’ capability to perform pilot’s competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions/mitigations Denmark requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139. As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.</p>

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Estonia				
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>The validity period of class 1 and 3 medical certificates issued by Estonia are extended by 4 months</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination are not able to reach to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in Estonia. This would result in the expiry of said certificates. b) Conditions/mitigations Estonia requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation'</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. Medical certificates with the extended validity period exceeding their standard validity period more than two times are not recognised.</p>

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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>The validity period of the licences issued by Estonia is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to: 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences.</p>	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</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>		<p>/ assessment activities b) Conditions/mitigations Estonia requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Estonia, will be attached to the licence. 2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh</p>	



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			<p>the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate. Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Estonia, will be attached to the licence. 3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.</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>	NIL	NIL	NIL
ANNEX 6 Chapter 9 Reference Standard	<p style="text-align: center;">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. 	NIL	NIL	NIL



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<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>The validity period of operator's proficiency checks for each individual pilot is extended by Estonia for a period of 4 months.</p> <p>If, towards the end of the extension, Estonia considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Estonia requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</p>



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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.	NIL	NIL	NIL
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.	NIL	NIL	NIL



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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 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>	NIL	NIL	NIL



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>	The validity period of operator's proficiency checks for each individual pilot is extended by Estonia for a period of 4 months. If, towards the end of the extension, Estonia considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.	a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions / mitigations Estonia requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.	As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/ mitigations associated with those differences are adequate.

Finland				

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>The validity period of class 1 and 3 medical certificates issued by Finland are extended by 4 months.</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates.</p> <p>b) Conditions/mitigations Finland requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States. Medical certificates with the extended validity period exceeding their standard validity period more than two times are not recognised.</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>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>The validity period of the licences issued by Finland is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to: 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences.</p>	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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>/ assessment activities b) Conditions/mitigations Finland requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Finland, will be attached to the licence. 2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate. Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Finland, will be attached to the licence. 3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

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<p>ANNEX 6 Chapter 9 Reference Standard</p>	<p 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>Subject to the evaluation of a risk assessment, the alleviation provided by Finland allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either:</p> <p>a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both.</p> <p>The alleviations are subject to mitigating measures.</p> <p>The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account.</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions / mitigations Finland requires the following.</p> <p>Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition.</p> <p>The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties.</p> <p>Appropriate mitigations measures to minimise the identified risks have to be</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p> <p>Alleviations which allow a crew composition with all required flight crew members that have not carried out any flight or</p>



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		<p>The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators.</p> <p>No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days.</p>	<p>determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).</p>	<p>flight simulator session in the preceding 90 days are not recognised.</p>



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<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>Subject to the evaluation of a risk assessment, the alleviation provided by Finland allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either:</p> <ul style="list-style-type: none"> a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both. <p>The alleviations are subject to mitigating measures.</p> <p>The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot's flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account.</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions / mitigations Finland requires the following.</p> <p>Individual pilot's recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition.</p> <p>The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties.</p> <p>Appropriate mitigations measures to minimise the identified risks have to be</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p> <p>Alleviations which allow a crew composition with all required flight crew members that have not carried out any flight or</p>



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		<p>The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators.</p> <p>No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days.</p>	<p>determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).</p>	<p>flight simulator session in the preceding 90 days are not recognised.</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>The validity period of operator's proficiency checks for each individual pilot is extended by Finland for a period of 4 months.</p> <p>If, towards the end of the extension, Finland considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Finland requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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
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.	The validity period of operator's proficiency checks for each individual pilot is extended by Finland for a period of 4 months. If, towards the end of the extension, Finland considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.	a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions / mitigations Finland requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.	As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.



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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.	The validity period of operator's proficiency checks for each individual pilot is extended by Finland for a period of 4 months. If, towards the end of the extension, Finland considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.	a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions / mitigations Finland requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.	As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.



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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>The validity period of operator’s proficiency checks for each individual pilot is extended by Finland for a period of 4 months. If, towards the end of the extension, Finland considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators’ capability to perform pilot’s competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions / mitigations Finland requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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>The validity period of operator's proficiency checks for each individual pilot is extended by Finland for a period of 4 months.</p> <p>If, towards the end of the extension, Finland considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations FinInd requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p>

France

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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>The validity period of class 1 medical certificates issued by France is extended by 4 months. The validity period of class 3 medical certificates issued by France and expiring before 31 July 2020 is extended by 4 months. The validity may be further extended for a period of up to 4 months or until 15 November 2020, whichever comes first.</p>	<p>a) Rationale : Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in France. This would result in the expiry of said certificates. b) Conditions/mitigations : France requires that Class 1 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitation/restriction reducing its standard validity length. France requires that Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones prior to applying the</p>	<p>France recognises the extension of the validity of medical certificates by other States, based on Regulation (EU) n °2018/1139, provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States. Medical certificates with an extended validity period exceeding their standard validity period more than two times are not recognised. The extension of medical certificates with limitations/restrictions reducing the standard validity is not accepted.</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
			alleviation; other limitations being examined on a case-by-case basis by the medical assessor on specific application by the operator and for operational reasons	

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>The validity period of the licences issued by France is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings) associated to the licence, the extension regards the validity period applies to: 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters within a operator. 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside a operator. The validity of a pilot licence or a rating therein cannot reliably be judged by the validities on the license as some validities may be extended. The correct validity can in these cases be derived by application of the extension provisions on an attachment which is to be</p>	<p>a) Rationale : The COVID-19 outbreak has resulted in drastic travel restrictions and closure of borders between a majority of States. Holders of Part-FCL pilot licences who are required to perform their licence proficiency check (LPC) to revalidate the validity period of their type and instrument ratings in order to continue to exercise their privileges on behalf of their operator are not able to timely reach or gain access to flight simulation training devices (FSTD) or examiners, or to perform training and checking on the aircraft (if applicable) to complete the necessary training and checking. To ensure continuity France decided to extend the period of validity of several licence components for a period of 4 months with the option to extend for an additional 4 months but latest until 30.11.2020 if a revalidation is not possible before the expiry date and if the relevant conditions are fulfilled. The extension is granted by France through a general decision provided that the mitigating measures are</p>	<p>France recognises the extension of validity of licences and certificates by other States, based on Regulation (EU) n °2018/1139, provided that the conditions/mitigations associated with those differences are adequate (this will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States), and provided that a document allows for an unambiguous reading of the extended validity.</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>carried along with the licence. 3) The validity of unit endorsements issued in air traffic controller licences is extended by 8 months or until 15 November 2020, whichever comes first. ///Reference to Standard 4.2.2.2 : The recency requirement “preceding 24 months” is extended by France to a period of preceding 28 months for holder of an aircraft maintenance licences (issued in accordance with Annex III (Part-66) to Regulation (EU) No 1321/2014)and for certifying staff and support staff of an approved maintenance organisation (in accordance with Annex II (Part-145) to Regulation (EU) No 1321/2014).</p>	<p>fulfilled and confirmed on an attachment to the licence. The validity of a license or a rating therein can during the relevant timeframe not reliably be judged by the validity dates on the licence. Given the emergency situation, an amendment of every single licence benefitting from a prolonged validity according to the exemption was not realisable. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training / assessment activities. b) Conditions/mitigations : In cases where the real validity date of a licence or one of its ratings deviate from the date mentioned in the licence the pilot is responsible to carry along a licence attachment. From the data in this attachment the real validity date maybe derived. In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated</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>by other means, e.g. computer-assisted training or the rescheduling of refresher training as soon as possible. ///Reference to Standard 4.2.2.2 : a) Rationale : The COVID-19 outbreak has resulted in drastic travel restrictions. Local restrictions may prevent approved organisations and qualified staff to demonstrate fulfilment of the requirements for continuation of their certificates or privileges within the time limits. b) Conditions/Mitigations : France requires that, when the certifying staff works for an approved maintenance organisation, this organisation can apply this extension to the recency requirements of its certifying staff when the approved maintenance organisation is not pending from suspensions, revocations or limitations, or has not been subject to suspension by the competent authority within the last 24 months.</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>Subject to the evaluation of a risk assessment, the alleviation provided by France allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either: a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both. The alleviations are subject to mitigating measures. The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out</p>	<p>a) Rationale : The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions / mitigations : France requires the following. Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. Appropriate mitigations measures to minimise the identified risks have to be determined and applied, with one or more operational restriction valid for the complete flight crew to</p>	<p>As regards the certificates and licences issued by other States, France accepts relevant differences, based on Regulation (EU) n °2018/1139, provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States. Alleviations which allow a crew composition with all required flight crew members that have not carried out any flight or flight simulator session in the preceding 90 days are not 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
		any flight / simulator activity in the preceding 90 days.	reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).	
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. 	Refer to 9.4.1.1 France considers the 9.4.1.1 alleviation suitable to cover 9.4.2.1, as addressing the overall flight crew composition.	Refer to 9.4.1.1	Refer to 9.4.1.1



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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>The validity period of operator's proficiency checks for each individual pilot is extended by France for a period of 4 months. If, towards the end of the extension, France considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale : The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations : France requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by other States, France accepts relevant differences, based on Regulation (EU) n °2018/1139, provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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.	Refer to 9.4.1.1	Refer to 9.4.1.1	Refer to 9.4.1.1
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.	Refer to 9.4.1.1	Refer to 9.4.1.1	Refer to 9.4.1.1



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>	Refer to 9.4.1.1	Refer to 9.4.1.1	Refer to 9.4.1.1

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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>	<p>The validity period of operator's proficiency checks for each individual pilot is extended by France for a period of 4 months. If, towards the end of the extension, France considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale : The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations : France requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by other States, France accepts relevant differences, based on Regulation (EU) n °2018/1139, provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p>

Georgia

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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>	No difference		Yes



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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>	No difference		Yes



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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>No difference</p>		<p>Yes, if differences are according to EASA guidelines</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. 	No difference		Yes, if differences are in accordance with EASA guidelines



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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>	No difference		Yes
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 difference		Yes, if the difference is in accordance with EASA guidelines



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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>Yes, if the difference is in accordance with EASA guidelines</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>Yes, if in accordance with EASA guidelines</p>



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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>	Yes	Until the resolution of COVID-19 situation Operator Proficiency checks are required to be conducted once a year.	Yes, if the difference is in accordance with EASA guidelines

Germany

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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>The validity period of class 1 and 3 medical certificates issued by the Federal Republic of Germany are extended by 4 months.</p>	<p>a) Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates. b) The Federal Republic of Germany requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences are automatically recognised on Basis of Regulation (EU) 2018/1139. As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Commission Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.</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>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>The validity period of the licences issued by the Federal Republic of Germany is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to: 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences.</p>	<p>a) Rationale: Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139. As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, commission Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.</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>/ assessment activities b) Conditions/mitigations: The Federal Republic of Germany requires 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by the Federal Republic of Germany, will be attached to the licence. 2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate. Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by the Federal Republic of Germany, will be attached to the licence. 3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.</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>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>Subject to the evaluation of a risk assessment, the alleviation allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either: a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both. The alleviations are subject to mitigating measures. The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in</p>	<p>a) The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements. b) The Federal Republic of Germany requires the following: Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. Appropriate mitigations measures to minimise the identified risks have to be determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. Alleviations which allow a crew composition with all required flight crew members not being fully compliant with ICAO Annex 6, Standard 9.4.1.1 is not recognised.</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
		the preceding 90 days.	reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).	
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. 	Refer to 9.4.1.1 Germany considers the 9.4.1.1 alleviation suitable to cover 9.4.2.1, as addressing the overall flight crew composition.		



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>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</p>	<p>a) The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators’ capability to perform pilot’s competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) The Federal Republic of Germany requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures. Training on the actual aircraft is subject to prior approval and requires a solid risk assessment and mitigation measures in form of CBT, video demonstration and an assessment.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</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
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>The 9.4.1.1 alleviation is suitable to cover the alleviation from point 3.9.4.2 as it is addressing the overall flight crew composition.</p>		
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>The 9.4.1.1 alleviation is suitable to cover the alleviation from point 3.9.4.3 as it is addressing the overall flight crew composition.</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 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>	N/A		



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<p>ANNEX 6 Chapter 7 Reference Standard</p>	<p>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>The validity period of operator's proficiency checks for each individual pilot is extended by [The Federal Republic of Germany] for a period of 4 months. If, towards the end of the extension, The Federal Republic of Germany considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale The COVID-19 pandemic has resulted in drastic travel restrictions. The closure of borders between the majority of EU Member States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions/mitigations The Federal Republic of Germany requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures. Training on the actual aircraft is subject to prior approval and requires a solid risk assessment and mitigation measures in form of CBT, video demonstration and an</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139.</p> <p>As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.</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
			assessment.	

Gibraltar, UK Crown dependencies:

<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>Not applicable. Gibraltar does not issue pilot licenses.</p>		<p>Differences from other States will be accepted.</p>



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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>	Not applicable. Gibraltar does not issue pilot licenses.		Differences from other States will be accepted.



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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>Not applicable. Gibraltar does not issue pilot licenses.</p>		<p>Differences from other States will be accepted.</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. 	Not applicable. Gibraltar does not issue pilot licenses.		Differences from other States will be accepted.



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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 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>	Not applicable. Gibraltar does not issue pilot licenses.		Differences from other States will be accepted.
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>	Not applicable. Gibraltar does not issue pilot licenses.		Differences from other States will be accepted.



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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>Not applicable. Gibraltar does not issue pilot licenses.</p>		<p>Differences from other States will be accepted.</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>Not applicable. Gibraltar does not issue pilot licenses.</p>		<p>Differences from other States will be accepted.</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
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>	Not applicable. Gibraltar does not issue pilot licenses.		Differences from other States will be accepted.

Greece

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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>The validity period of class 1 and 3 medical certificates issued by Greece are extended by 4 months If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months</p>	<p>a. Rational Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates.</p> <p>b. Conditions/Mitigation Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p> <p>Medical certificates with the extended validity period exceeding their standard validity period more than two times</p>



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				are not recognised.

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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>The validity period of the licences issued by Greece is extended by 4 months.</p> <p>If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p> <p>Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to:</p> <p>1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator;</p> <p>2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator.</p> <p>3) unit endorsements issued in air traffic controller licences.</p>	<p>a) Rationale</p> <p>Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings.</p> <p>Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events.</p> <p>Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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>scheduled recurrent training / assessment activities</p> <p>b) Conditions/mitigations Greece requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures.</p> <p>Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Greece, will be attached to the licence.</p> <p>2) Licence holders of a valid licence prior to applying the alleviation and who operate</p>	



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			<p>outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate.</p> <p>Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Greece, will be attached to the licence.</p> <p>3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.</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>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>Subject to the evaluation of a risk assessment, the alleviation provided by Greece allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either:</p> <p>a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both.</p> <p>The alleviations are subject to mitigating measures.</p> <p>The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot's flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account.</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions / mitigations Greece requires the following.</p> <p>Individual pilot's recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition.</p> <p>The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties.</p> <p>Appropriate mitigations measures to minimise the</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p> <p>Alleviations which allow a crew composition with all required flight crew members that have not</p>



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		<p>The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators.</p> <p>No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days.</p>	<p>identified risks have to be determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed)</p>	<p>carried out any flight or flight simulator session in the preceding 90 days are not recognised.</p>
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>The 9.4.1.1 alleviation is suitable to cover 9.4.2.1, as addressing the overall flight crew composition.</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>The validity period of operator’s proficiency checks for each individual pilot is extended by Greece for a period of 4 months.</p> <p>If, towards the end of the extension, Greece considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators’ capability to perform pilot’s competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Greece requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p>



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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>The 9.4.1.1 alleviation is suitable to cover the alleviation from point 3.9.4.2 as it is addressing the overall flight crew composition</p>		
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>The 9.4.1.1 alleviation is suitable to cover the alleviation from point 3.9.4.2 as it is addressing the overall flight crew composition</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
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 Difference		



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<p>ANNEX 6 Chapter 7 Reference Standard</p>	<p>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>The validity period of operator's proficiency checks for each individual pilot is extended by Greece for a period of 4 months.</p> <p>If, towards the end of the extension, Greece considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Greece requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p>



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Guernsey, UK Crown dependencies				
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>	No difference.	Guernsey does not issue licences or medical certificates but validates licences and associated medical certificates of contracting states that have met our normal policy criteria within the Guernsey Aviation Requirements (GARs).	Guernsey will continue to recognise and accept the validity of certificates and licenses issued by those States that have met our normal policy criteria for the issuance of a certificate of validation based on Guernsey Aviation Requirements (GARs).

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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>No difference.</p>	<p>Guernsey does not issue licences or medical certificates.</p>	<p>Not applicable.</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>			
<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 difference.</p>		<p>Other State's differences accepted.</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. 	No difference.		Other State's differences accepted.



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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>	OPC/LVO/CRM-HF/SEP/CCPC /Line Checks which expire prior to 31st October 2020 have been granted an extension until 31st October 2020.	Extensions are only applicable to checks that expire before 31st October 2020 and only cover operational checks in GAR 121/135. For licence validations to remain valid type ratings, medicals and licences must conform with the requirements of the state of issue. AOCs must inform the DCA if use is to made of these alleviations by submitting a risk assessment	
ANNEX 6 Chapter 3 Reference Standard	<p 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>	No difference.		Other State's differences accepted.



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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>Other State's differences accepted.</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>Other State's differences accepted.</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
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 difference.		Other State's differences accepted.

Hungary

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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>The validity period of class 1 and 3 medical certificates issued by Hungary are extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Further details can be found at: https://www.nkh.gov.hu/documents/11106/181514/LSZH+31425+2020-ITM+FCL.pdf/c4bb7619-4409-48b4-bee8-284789bf0916?version=1.0&type=pdf.</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates. b) Conditions/mitigations Hungary requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies .</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>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>The validity period of the licences issued by Hungary is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to: 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences. Further details can be found at: https://www.nkh.gov.hu/documents/11106/181514/LSZH+31425+2020-ITM+FCL.pdf/c4bb7619-4409-48b4-bee8-284789bf0916?version=1.0&type=pdf, https://www.nkh.gov.hu/docume</p>	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training</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>nts/11106/181514/LSZH+32911+2020-ITM.pdf/27ceac4f-5314-43d7-b523-7e2cd9b3427b?version=1.0&type=pdf, https://www.nkh.gov.hu/documents/11106/181514/LRHF+31617+2020+ITM+ATCO.pdf /003412d5-3c09-467f-96b7-d157f0ec0112?version=1.0&type=pdf</p>	<p>/ assessment activities b) Conditions/mitigations Hungary requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Hungary, will be attached to the licence. 2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate. Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Hungary, will be attached to the licence. 3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.</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
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>	Subject to the evaluation of a risk assessment, the alleviation provided by Hungary allows Wizz Air Hungary Ltd. to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either: a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both. The alleviations are subject to mitigating measures. The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out	a) Rationale The COVID-19 crisis resulted in the cessation/significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements. b) Conditions/mitigations - Hungary requires the following: Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. Appropriate mitigations measures to minimise the identified risks have to be determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g.	As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.



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		any flight / simulator activity in the preceding 90 days.	reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).	
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. 	Refer to 9.4.1.1 Hungary considers the 9.4.1.1 alleviation suitable to cover 9.4.2.1, as addressing the overall flight crew composition.		



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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>The validity period of operator's proficiency checks for each individual pilot is extended by Hungary for a period of 4 months. If, towards the end of the extension, Hungary considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Further details can be found at: https://www.nkh.gov.hu/documents/11106/181514/LFHF+31619+2020-ITM+OPS.pdf/b024011d-52b3-42f2-a2b4-52b7768aa61a?version=1.0&type=pdf</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions/mitigations: Hungary requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139. As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.</p>



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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.	The 9.4.1.1 alleviation is suitable to cover the alleviation from point 3.9.4.2 as it is addressing the overall flight crew composition		
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.	The 9.4.1.1 alleviation is suitable to cover the alleviation from point 3.9.4.3 as it is addressing the overall flight crew composition.		



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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>	N/A		



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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>	The validity period of operator's proficiency checks for each individual pilot is extended by Hungary for a period of 4 months. If, towards the end of the extension, Hungary considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Further details can be found https://www.nkh.gov.hu/documents/11106/181514/LFHF+31619+2020-ITM+OPS.pdf/b024011d-52b3-42f2-a2b4-52b7768aa61a?version=1.0&type=pdf	a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions / mitigations Hungary requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.	As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139. As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.

Iceland

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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>The validity period of class 1 and 3 medical certificates issued by Iceland are extended by 4 months.</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates. b) Conditions/mitigations Iceland requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation’.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EC) No 216/2008 of the European Parliament and of the Council as implemented with Regulation No 75/2016. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EC) No 2016/2008 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States. Medical certificates with the extended validity period exceeding their</p>



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				standard validity period more than two times are not recognised.

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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>The validity period of the licences issued by Iceland is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to: 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences (validity extended until 24 November 2020).</p>	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EC) 2016/2008 of the European Parliament and of the Council as implemented with Regulation No 75/2016. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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>		<p>/ assessment activities b) Conditions/mitigations Iceland requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Iceland, will be attached to the licence. 2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh</p>	



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			<p>the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate. Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Iceland, will be attached to the licence. 3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.</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>	Subject to the evaluation of a risk assessment, the alleviation provided by Iceland allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either: a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both. The alleviations are subject to mitigating measures. The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out	a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements. b) Conditions / mitigations Iceland requires the following. Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. Appropriate mitigations measures to minimise the identified risks have to be determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g.	As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EC) No 216/2008 of the European Parliament and of the Council as implemented with Regulation No 75/2016. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EC) 216/2008 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States. Alleviations which allow a crew composition with



COVID-19 Alleviation measures by ICAO Region sorted by State

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		any flight / simulator activity in the preceding 90 days.	reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).	all required flight crew members that have not carried out any flight or flight simulator session in the preceding 90 days are not recognised.
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. 	Refer to 9.4.1.1. which is suitable to cover 9.4.2.1, as addressing the overall flight crew composition.	Refer to 9.4.1.1. which is suitable to cover 9.4.2.1, as addressing the overall flight crew composition.	Refer to 9.4.1.1. which is suitable to cover 9.4.2.1, as addressing the overall flight crew composition.



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>	<p>The validity period of operator’s proficiency checks for each individual pilot is extended by Iceland for a period of 4 months. If, towards the end of the extension, Iceland considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators’ capability to perform pilot’s competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions / mitigations Iceland requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EC) No 216/2008 of the European Parliament and of the Council as implemented with Regulation No 75/2016. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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.	Refer to 9.4.1.1	Refer to 9.4.1.1	Refer to 9.4.1.1
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.	Refer to 9.4.1.1	Refer to 9.4.1.1	Refer to 9.4.1.1



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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 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>	Refer to 9.4.1.1	Refer to 9.4.1.1	Refer to 9.4.1.1



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>	<p>The validity period of operator's proficiency checks for each individual pilot is extended by Iceland for a period of 4 months. If, towards the end of the extension, Iceland considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions / mitigations Iceland requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EC) No 216/2008 of the European Parliament and of the Council as implemented with Regulation No 75/2016.. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EC) No 216/2008 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p>

Ireland				

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>The validity periods of class 1 and class 3 medical certificates issued by Ireland are extended by 4 months up to and including 31 July 2020.</p>	<p>See IAA Aeronautical Notice P.30 and P.31 dated 20.03.2020 for full details</p> <p>a) Rationale Holders of Class 1 and class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 pandemic in their State. This would result in the expiry of said certificates. b) Conditions/mitigations Ireland requires that Class 1 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation. Specifically: a) The validity period of the Class 1 medical certificate expires between the effective</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139. As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Commission Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>date of this Exemption and 31 July 2020; b) The holder of the medical certificate operates under the management system of a Part-ORO Organisation; c) The holder shall submit a declaration of fitness to the Part-ORO Organisation on IAA Form Number RPPL.F.DCV19. The Part-ORO Organisation shall accept the extension of the validity of the medical certificate for a period not exceeding 4 months; and d) The completed declaration form shall be carried by the pilot licence holder when exercising their privileges.</p>	

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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>The validity period of the licences issued by Ireland is extended by 4 months up to and including 31 July 2020.</p>	<p>a) Rationale Holders of commercial pilot licences who are required both to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges, are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139. As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Commission Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.</p>

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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>/ assessment activities.</p> <p>b) Conditions/mitigations Ireland requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by [the State], will be attached to the licence. 2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds</p>	



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			<p>relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate.</p> <p>Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by [the State], will be attached to the licence.</p> <p>3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.</p> <p>See IAA Aeronautical Notice P.30 and P.31 for full details, available on IAA website at : www.iaa.ie</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>	N/A		As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139. As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.



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. 	N/A		As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139. As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.



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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 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>The validity period of operator's proficiency checks for each individual pilot is extended by Ireland for a period of 4 months.</p>	<p>a) Rationale The COVID-19 pandemic has resulted in drastic travel restrictions. The closure of borders between the majority of EU Member States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions/mitigations See IAA Aeronautical Notice P.30 for specific details. Ireland requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139.</p> <p>As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.</p>



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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>			
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>			



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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>			



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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>			

Isle of Man, UK Crown dependenc

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>	N/A	The IOM does not issue licences or medical certificates but validates licences and associated medical certificates of contracting states that have met our normal policy criteria	The IOM will continue to recognise and accept the validity of certificates and licenses issued by those States that have met our normal policy criteria for the issuance of a certificate of validation based on their temporary differences submitted via the CCRD
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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>	N/A	The IOM does not issue licences or medical certificates	N/A



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>N/A</p>	<p>The Isle of Man does not issue AOC</p>	<p>The IOM will continue to recognise and accept pilot qualifications from foreign operators that have met the routine criteria for the issuance of a Foreign Carrier Permit based on their temporary differences submitted via the CCRD</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. 	N/A	The Isle of Man does not issue AOC and does not issue licences	The IOM will continue to recognise and accept pilot experience from foreign operators that have met the routine criteria for the issuance of a Foreign Carrier Permit 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 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>	N/A	The Isle of Man does not issue AOC	The IOM will continue to recognise and accept pilot experience from foreign operators that have met the routine criteria for the issuance of a Foreign Carrier Permit based on their temporary differences submitted via the CCRD
ANNEX 6 Chapter 3 Reference Standard	<p 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>	N/A	The Isle of Man does not issue AOC and does not issue licences	N/A



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>	N/A	The Isle of Man does not issue AOC and does not issue licences	N/A
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>	N/A	The Isle of Man does not issue AOC and does not issue licences	For commercial air transport helicopter operations - the IOM will continue to recognise and accept pilot currency from foreign operators that have met the routine criteria for the issuance of a Foreign Carrier Permit 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 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>	N/A	The Isle of Man does not issue AOC and does not issue licences	For commercial air transport helicopter operations - the IOM will continue to recognise and accept pilot proficiency from foreign operators that have met the routine criteria for the issuance of a Foreign Carrier Permit based on their temporary differences submitted via the CCRD

Israel

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 validity period of airmen medical certificates issued by the CAAI whose validity period end on the dates between 10/03/2020 until 10/05/2020 is automatically extended by two months from the final date expiry of the individual medical certificate	in accordance with emergency regulations (new Corona Virus) (extension of validity period and postponement of dates), 2020	Israel shall recognize differences filed by other states as long as long as they are within the guidelines presented in the Israeli details of difference and mitigations.
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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>	No Difference	Standard regulations apply	



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	<p style="text-align: center;">PERSONNEL LICENSING</p> <p style="text-align: center;">Standard or Recommended Practice</p>	<p style="text-align: center;">Details of Difference (COVID-19, related)</p>	<p style="text-align: center;">Remarks - to include: a. Rationale b. Conditions/Mitigations</p>	<p style="text-align: center;">Recognition of other State Differences</p>
	<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>Exemption FSD-153-2020 granted to Israel-certified airline EI Al allows crew members to be assigned to operate at the flight controls despite not having met the recent experience requirements of the standard, provided the following conditions are met:</p> <ol style="list-style-type: none"> 1) the flightcrew member operating the controls has conducted, either 3 take-offs and 3 landings within the preceding 120 days, or one take off and one landing within the preceding 30 days, in an aircraft of the same type or in a flight simulator approved for the purpose. <p>A flightcrew member who has been active in the preceding 120 days, but who does not meet the above conditions, may regain their qualification by conducting a take off and landing under the supervision of a company check airman.</p> <ol style="list-style-type: none"> 2) The flight crewmember is not considered "inexperienced" under the company's procedures. 3) The other flightcrew member assigned to the 	<p>Minimization of regular flight schedule and lack of domestic access to approved simulators requires alleviation to the recent experience requirements, provided the following conditions are met:</p> <ol style="list-style-type: none"> 1) The exemption is granted until 30/11/2020, unless otherwise suspended. 2) A risk assessment and mitigation activities are conducted for the operations under the Air operator's SMS. 	<p>Israel shall recognize differences filed by other states as long as they are within the guidelines presented in the Israeli details of difference and mitigations.</p>



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		take-off and landing meets the requirements of the standard. 4) The Pilot-in-command has accumulated 5,000 hours of flight experience in large airplanes, at least 100 of which on an aircraft of the same type being operated.		
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 Difference	Standard regulations apply	



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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 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>	Exemptions granted to Israeli Air carriers (certified under chapter 13 of IANR.OPS) allow extension of the validity of a proficiency check for a period of four months after its individual expiry for each individual flight crew, provided the following is met: 1) The flightcrew member has received refresher training, followed by the completion of an assessment by means established by the operator to determine that the required level of knowledge to operate the applicable class or type is maintained. That assessment shall include class – or type – specific abnormal and emergency procedures, and shall be approved by the CAAI.	Lack of domestic access to approved simulators requires temporary extension of proficiency check validity provided the mitigation measures provided in the exemption are taken, and subject to the operation meeting the following conditions: 1) The exemption is granted until 30/11/2020, unless otherwise suspended. 2) A risk assessment and mitigation activities are conducted for the operations under the Air operator's SMS.	Israel shall recognize differences filed by other states as long as they are within the guidelines presented in the Israeli details of difference and mitigations.
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>	No difference	Standard regulations apply	



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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 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 apply</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 apply</p>	



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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 difference	Standard regulations apply	

Italy

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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
<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>The validity period of class 1 and 3 medical certificates issued by Italy are extended by 4 months.</p>	<p>a. Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates.</p> <p>b. Conditions/Mitigation Italy requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139.</p> <p>As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies .</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>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>The validity period of the licences issued by Italy is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to:</p> <ol style="list-style-type: none"> 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences. 	<p>a. Rationale</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139.</p> <p>As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies .</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 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>Subject to the evaluation of a risk assessment, the alleviation provided by Italy allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either:</p> <p>a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both.</p> <p>The alleviations are subject to mitigating measures.</p> <p>The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account.</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions / mitigations Italy requires the following.</p> <p>Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition.</p> <p>The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties.</p> <p>Appropriate mitigations measures to minimise the identified risks have to be</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139.</p> <p>As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.</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>The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators.</p> <p>No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days.</p>	<p>determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).</p>	
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>The 9.4.1.1 alleviation is suitable to cover the alleviation from point 9.4.2.1, as it is addressing the overall flight crew composition.</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;">9.4.4 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>The validity period of operator's proficiency checks for each individual pilot is extended by Italy for a period of 4 months. If, towards the end of the extension, Italy considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Italy requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139.</p> <p>As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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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>	<p>The 9.4.1.1 alleviation is suitable to cover the alleviation from point 3.9.4.2 as it is addressing the overall flight crew composition</p>		
ANNEX 6 Chapter 3 Reference Standard	<p style="text-align: center;">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>The 9.4.1.1 alleviation is suitable to cover the alleviation from point 3.9.4.3 as it is addressing the overall flight crew composition</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 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 style="text-align: center;">N/A</p>		



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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>	<p>The validity period of operator’s proficiency checks for each individual pilot is extended by Italy for a period of 4 months.</p> <p>If, towards the end of the extension, Italy considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators’ capability to perform pilot’s competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Italy requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139.</p> <p>As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.</p>

Jersey, UK Crown dependencies



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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>	No difference.	Jersey does not issue licences or medical certificates but validates licences and associated medical certificates of contracting states that have met our normal policy criteria within the Jersey Aviation Requirements (JARQs)	Jersey will continue to recognise and accept the validity of certificates and licenses issued by those States that have met our normal policy criteria for the issuance of a certificate of validation based on Jersey Aviation Requirements (JARQs)



COVID-19 Alleviation measures by ICAO Region sorted by State

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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>No difference.</p>	<p>Jersey does not issue licences or medical certificates</p>	<p>Not applicable.</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>			
<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 difference.</p>		<p>Other State's differences accepted.</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
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 difference.		Other State's differences accepted.



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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>	OPC/LVO/CRM-HF/SEP/CCPC /Line Checks which expire prior to 31st October 2020 have been granted an extension until 31st October 2020.	Extensions are only applicable to checks that expire before 31st October 2020 and only cover operational checks in JARQ 91/125. For licence validations to remain valid type ratings, medicals and licences must conform with the requirements of the state of issue. AOCs must inform the DCA if use is to made of these alleviations submitting a risk assessment	Other State's differences accepted.
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>	No difference.		Other State's differences accepted.



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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>Other State's differences accepted.</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>Other State's differences accepted.</p>



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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 difference.		Other State's differences accepted.

Kazakhstan

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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>	NO DIFFERENCES.	Standard procedures apply according to the paragraph 32 of Chapter 2 of the Order of the Minister for investment and development of Kazakhstan dated June 5, 2017 №324 “On approval of Rules of medical examination and inspection of civil aviation of the Republic of Kazakhstan” “The validity of the medical certificate begins on the date of expiry of previous medical certificate. The holder of a medical certificate shall undergo a medical examination to extend the validity of their medical certificate on a convenient day, but no more than 45 calendar days before the expiration of the current medical certificate”.	The Republic of Kazakhstan recognizes differences of other states.

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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>The validity of licences, ratings and special remarks of aviation personnel which expire before October 31, 2020 is extended until November 30, 2020 and confirmed by a certificate of extension according to Order of the General Director of the Aviation administration of Kazakhstan No 128 dated 27 of April 2020.</p> <p>The developed procedures exempt aviation personnel from passing standard procedures for extending the validity of licences, ratings, special remarks, as well as periods of passing courses to maintain the professional level until November 30, 2020.</p> <p>The periods of training to maintain the professional level of aviation personnel are extended until November 30, 2020, if they cannot be completed due to the Pandemic.</p> <p>At the end of the state of emergency and/or when it is possible to start flights, the flight crew members are checked by the qualification level conducted by the flight</p>	<p>In the context of the COVID-19 pandemic, a state of emergency was introduced in the Republic of Kazakhstan, international and domestic scheduled flights were limited and some cities in Kazakhstan were closed for quarantine, which restricts the movement of the population around the city. Similar measures were taken by countries where international aviation training centers are located.</p> <p>The situation has led to the fact that aviation personnel do not have access to training courses or simulators checks, the passing of which is one of the conditions for extending the validity of the aviation personnel licences.</p> <p>The problems of the implementation of control and supervision functions, as well as certification observations are also faced by aviation inspectors of the Aviation Administration of Kazakhstan. They are limited in travelling abroad and in travelling around the regions within the country..</p>	<p>The Republic of Kazakhstan recognizes differences of other states.</p>



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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>examiner with the drawing up of an Act, with a task for training and an entry in the flight book.</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>The validity of licences, ratings and special remarks of aviation personnel which expire before October 31, 2020 is extended until November 30, 2020 and confirmed by a certificate of extension according to Order of the General Director of the Aviation administration of Kazakhstan No 128 dated 27 of April 2020.</p> <p>The developed procedures exempt aviation personnel from passing standard procedures for extending the validity of licences, ratings, special remarks, as well as periods of passing courses to maintain the professional level until November 30, 2020.</p> <p>The periods of training to maintain the professional level of aviation personnel are extended until November 30, 2020, if they cannot be completed due to the Pandemic.</p> <p>At the end of the state of emergency and/or when it is possible to start flights, the flight crew members are checked by the qualification level conducted by the flight examiner with the drawing up of</p>	<p>In the context of the COVID-19 pandemic, a state of emergency was introduced in the Republic of Kazakhstan, international and domestic scheduled flights were limited and some cities in Kazakhstan were closed for quarantine, which restricts the movement of the population around the city.</p> <p>Similar measures were taken by countries where international aviation training centers are located.</p> <p>The situation has led to the fact that aviation personnel do not have access to training courses or simulators checks, the passing of which is one of the conditions for extending the validity of the aviation personnel licences.</p> <p>The problems of the implementation of control and supervision functions, as well as certification observations are also faced by aviation inspectors of the Aviation Administration of Kazakhstan. They are limited in travelling abroad and in travelling around the regions within the country..</p>	<p>The Republic of Kazakhstan recognizes differences of other states</p>



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		an Act, with a task for training and an entry in the flight book.		



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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>The validity of licences, ratings and special remarks of aviation personnel which expire before October 31, 2020 is extended until November 30, 2020 and confirmed by a certificate of extension according to Order of the General Director of the Aviation administration of Kazakhstan No 128 dated 27 of April 2020.</p> <p>The developed procedures exempt aviation personnel from passing standard procedures for extending the validity of licences, ratings, special remarks, as well as periods of passing courses to maintain the professional level until November 30, 2020.</p> <p>The periods of training to maintain the professional level of aviation personnel are extended until November 30, 2020, if they cannot be completed due to the Pandemic.</p> <p>At the end of the state of emergency and/or when it is possible to start flights, the flight crew members are checked by the qualification level conducted by the flight examiner with the drawing up of</p>	<p>In the context of the COVID-19 pandemic, a state of emergency was introduced in the Republic of Kazakhstan, international and domestic scheduled flights were limited and some cities in Kazakhstan were closed for quarantine, which restricts the movement of the population around the city.</p> <p>Similar measures were taken by countries where international aviation training centers are located.</p> <p>The situation has led to the fact that aviation personnel do not have access to training courses or simulators checks, the passing of which is one of the conditions for extending the validity of the aviation personnel licences.</p> <p>The problems of the implementation of control and supervision functions, as well as certification observations are also faced by aviation inspectors of the Aviation Administration of Kazakhstan. They are limited in travelling abroad and in travelling around the regions within the country.</p>	<p>The Republic of Kazakhstan recognizes differences of other states.</p>



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		an Act, with a task for training and an entry in the flight book.		



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>	<p>The validity of licences, ratings and special remarks of aviation personnel which expire before October 31, 2020 is extended until November 30, 2020 and confirmed by a certificate of extension according to Order of the General Director of the Aviation administration of Kazakhstan No 128 dated 27 of April 2020.</p> <p>The developed procedures exempt aviation personnel from passing standard procedures for extending the validity of licences, ratings, special remarks, as well as periods of passing courses to maintain the professional level until November 30, 2020.</p> <p>The periods of training to maintain the professional level of aviation personnel are extended until November 30, 2020, if they cannot be completed due to the Pandemic.</p> <p>At the end of the state of emergency and/or when it is possible to start flights, the flight crew members are checked by the qualification level conducted by the flight examiner with the drawing up of</p>	<p>In the context of the COVID-19 pandemic, a state of emergency was introduced in the Republic of Kazakhstan, international and domestic scheduled flights were limited and some cities in Kazakhstan were closed for quarantine, which restricts the movement of the population around the city.</p> <p>Similar measures were taken by countries where international aviation training centers are located.</p> <p>The situation has led to the fact that aviation personnel do not have access to training courses or simulators checks, the passing of which is one of the conditions for extending the validity of the aviation personnel licences.</p> <p>The problems of the implementation of control and supervision functions, as well as certification observations are also faced by aviation inspectors of the Aviation Administration of Kazakhstan. They are limited in travelling abroad and in travelling around the regions within the country.</p>	<p>The Republic of Kazakhstan recognizes differences of other states.</p>



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
		an Act, with a task for training and an entry in the flight book.		



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>3.9.4.2 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>The validity of licences, ratings and special remarks of aviation personnel which expire before October 31, 2020 is extended until November 30, 2020 and confirmed by a certificate of extension according to Order of the General Director of the Aviation administration of Kazakhstan No 128 dated 27 of April 2020.</p> <p>The developed procedures exempt aviation personnel from passing standard procedures for extending the validity of licences, ratings, special remarks, as well as periods of passing courses to maintain the professional level until November 30, 2020.</p> <p>The periods of training to maintain the professional level of aviation personnel are extended until November 30, 2020, if they cannot be completed due to the Pandemic.</p> <p>At the end of the state of emergency and/or when it is possible to start flights, the flight crew members are checked by the qualification level conducted by the flight</p>	<p>In the context of the COVID-19 pandemic, a state of emergency was introduced in the Republic of Kazakhstan, international and domestic scheduled flights were limited and some cities in Kazakhstan were closed for quarantine, which restricts the movement of the population around the city.</p> <p>Similar measures were taken by countries where international aviation training centers are located.</p> <p>The situation has led to the fact that aviation personnel do not have access to training courses or simulators checks, the passing of which is one of the conditions for extending the validity of the aviation personnel licences.</p> <p>The problems of the implementation of control and supervision functions, as well as certification observations are also faced by aviation inspectors of the Aviation Administration of Kazakhstan. They are limited in travelling abroad and in travelling around the regions within the country.</p>	<p>The Republic of Kazakhstan recognizes differences of other states.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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		examiner with the drawing up of an Act, with a task for training and an entry in the flight book.		



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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>ANNEX 6 Chapter 3 Reference Standard</p>	<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>The validity of licences, ratings and special remarks of aviation personnel which expire before October 31, 2020 is extended until November 30, 2020 and confirmed by a certificate of extension according to Order of the General Director of the Aviation administration of Kazakhstan No 128 dated 27 of April 2020.</p> <p>The developed procedures exempt aviation personnel from passing standard procedures for extending the validity of licences, ratings, special remarks, as well as periods of passing courses to maintain the professional level until November 30, 2020.</p> <p>The periods of training to maintain the professional level of aviation personnel are extended until November 30, 2020, if they cannot be completed due to the Pandemic.</p> <p>At the end of the state of emergency and/or when it is possible to start flights, the flight crew members are checked by the qualification level conducted by the flight</p>	<p>In the context of the COVID-19 pandemic, a state of emergency was introduced in the Republic of Kazakhstan, international and domestic scheduled flights were limited and some cities in Kazakhstan were closed for quarantine, which restricts the movement of the population around the city.</p> <p>Similar measures were taken by countries where international aviation training centers are located.</p> <p>The situation has led to the fact that aviation personnel do not have access to training courses or simulators checks, the passing of which is one of the conditions for extending the validity of the aviation personnel licences.</p> <p>The problems of the implementation of control and supervision functions, as well as certification observations are also faced by aviation inspectors of the Aviation Administration of Kazakhstan. They are limited in travelling abroad and in travelling around the regions within the country.</p>	<p>The Republic of Kazakhstan recognizes differences of other states.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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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>	<p>The validity of licences, ratings and special remarks of aviation personnel which expire before October 31, 2020 is extended until November 30, 2020 and confirmed by a certificate of extension according to Order of the General Director of the Aviation administration of Kazakhstan No 128 dated 27 of April 2020.</p> <p>The developed procedures exempt aviation personnel from passing standard procedures for extending the validity of licences, ratings, special remarks, as well as periods of passing courses to maintain the professional level until November 30, 2020.</p> <p>The periods of training to maintain the professional level of aviation personnel are extended until November 30, 2020, if they cannot be completed due to the Pandemic.</p> <p>At the end of the state of emergency and/or when it is possible to start flights, the flight crew members are checked by the qualification level conducted by the flight</p>	<p>In the context of the COVID-19 pandemic, a state of emergency was introduced in the Republic of Kazakhstan, international and domestic scheduled flights were limited and some cities in Kazakhstan were closed for quarantine, which restricts the movement of the population around the city.</p> <p>Similar measures were taken by countries where international aviation training centers are located.</p> <p>The situation has led to the fact that aviation personnel do not have access to training courses or simulators checks, the passing of which is one of the conditions for extending the validity of the aviation personnel licences.</p> <p>The problems of the implementation of control and supervision functions, as well as certification observations are also faced by aviation inspectors of the Aviation Administration of Kazakhstan. They are limited in travelling abroad and in travelling around the regions within the country.</p>	<p>The Republic of Kazakhstan recognizes differences of other states.</p>



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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>	<p>The validity of licences, ratings and special remarks of aviation personnel which expire before October 31, 2020 is extended until November 30, 2020 and confirmed by a certificate of extension according to Order of the General Director of the Aviation administration of Kazakhstan No 128 dated 27 of April 2020.</p> <p>The developed procedures exempt aviation personnel from passing standard procedures for extending the validity of licences, ratings, special remarks, as well as periods of passing courses to maintain the professional level until November 30, 2020.</p> <p>The periods of training to maintain the professional level of aviation personnel are extended until November 30, 2020, if they cannot be completed due to the Pandemic.</p> <p>At the end of the state of emergency and/or when it is possible to start flights, the flight crew members are checked by the qualification level conducted by the flight</p>	<p>In the context of the COVID-19 pandemic, a state of emergency was introduced in the Republic of Kazakhstan, international and domestic scheduled flights were limited and some cities in Kazakhstan were closed for quarantine, which restricts the movement of the population around the city.</p> <p>Similar measures were taken by countries where international aviation training centers are located.</p> <p>The situation has led to the fact that aviation personnel do not have access to training courses or simulators checks, the passing of which is one of the conditions for extending the validity of the aviation personnel licences.</p> <p>The problems of the implementation of control and supervision functions, as well as certification observations are also faced by aviation inspectors of the Aviation Administration of Kazakhstan. They are limited in travelling abroad and in travelling around the regions within the country.</p>	<p>The Republic of Kazakhstan recognizes differences of other states.</p>



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Kyrgyzstan

<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>The validity period of medical certificates and certificates of aviation personnel has been extended for up to 90 calendar days; expiration dates that occur after March 22, 2020, but no later than August 31, 2020. Order of the Director of CAA of the Kyrgyz Republic № 202 /n dated on April 30, 2020.</p>	<p>Operators and an air navigation services provider must provide CAA with information on aviation personnel using a basic risk assessment. Risk assessment criteria are sent to all operators and providers of the Kyrgyz Republic. This procedure applies only to aviation personnel during an emergency</p>	<p>The Kyrgyz Republic recognizes differences of other states.</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
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>	No differences		The Kyrgyz Republic recognizes differences of other states.



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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 differences</p>	<p>In the Kyrgyz Republic, standards remain until July 1, 2020. At the moment, assessment procedures for flight crew members are being developed for a period exceeding 90 days to 120 days in the event of a pandemic extension.</p>	<p>The Kyrgyz Republic recognizes differences of other states.</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. 	No differences		The Kyrgyz Republic recognizes differences of other states.



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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>	In accordance with CAA order № 105 on March 23, 2020, airlines are allowed to conduct simulator training in the cockpit in accordance with the program approved by the CAA.	At the moment, verification procedures are being developed taking into account the recommendations of ICAO and IATA, in the event of a pandemic extension until the end of 2020.	The Kyrgyz Republic recognizes differences of other states.
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>	General aviation operators are not registered in the Kyrgyz Republic	No differences	The Kyrgyz Republic recognizes differences of other states.



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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 differences</p>	<p>General aviation operators are not registered in the Kyrgyz Republic</p>	<p>The Kyrgyz Republic recognizes differences of other states.</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 differences</p>		<p>The Kyrgyz Republic recognizes differences of other states.</p>



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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		The Kyrgyz Republic recognizes differences of other states.

Latvia

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<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>The validity period of class 1, class 2 and 3 medical certificates issued by Latvia are extended by 4 months</p>	<p>a) Rationale Holders of Class 1, class 2 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates.</p> <p>b) Conditions/mitigations Latvia requires that Class 1, class 2 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p> <p>Medical certificates with the extended validity period exceeding their standard validity period more than two times</p>



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				are not recognised.

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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>The validity period of the licences issued by Latvia is extended by 4 months.</p> <p>If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p> <p>Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to:</p> <ol style="list-style-type: none"> 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences. 	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings.</p> <p>Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events.</p> <p>Holders of air traffic controller licences experience difficulties in</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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>access to synthetic training devices to complete their scheduled recurrent training / assessment activitiesb) Conditions/mitigations Latvia requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures.</p> <p>Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Latvia, will be attached to the licence.</p> <p>2) Licence holders of a valid licence prior to applying the</p>	



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			<p>alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate.</p> <p>Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Latvia, will be attached to the licence.</p> <p>3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher</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
			training as soon as possible.	



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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>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>Refer to 9.4.1.1 Subject to the evaluation of a risk assessment, the alleviation provided by Latvia allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either: a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both.</p> <p>The alleviations are subject to mitigating measures.</p> <p>The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account.</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions / mitigations Latvia requires the following.</p> <p>Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition.</p> <p>The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties.</p> <p>Appropriate mitigations measures to minimise the identified risks have to be determined and applied, with</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p> <p>Alleviations which allow a crew composition with all required flight crew members that have not carried out any flight or</p>



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		<p>The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators.</p> <p>No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days.</p>	<p>one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).</p>	<p>flight simulator session in the preceding 90 days are not recognised.</p>
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>Refer to 9.4.1.1</p> <p>EASA considers the 9.4.1.1 alleviation suitable to cover 9.4.2.1, as addressing the overall flight crew composition.</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>The validity period of operator's proficiency checks for each individual pilot is extended by Latvia for a period of 4 months. If, towards the end of the extension, Latvia considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Latvia requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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
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.	Refer to Annex 6 Part I 9.4.1.1		
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.	Refer to Annex 6 Part I 9.4.1.1		



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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>	EASA has not identified the need to alleviate recency standards for helicopter CAT operations.		

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<p>ANNEX 6 Chapter 7 Reference Standard</p>	<p>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>The validity period of operator's proficiency checks for each individual pilot is extended by Latvia for a period of 4 months. If, towards the end of the extension, Latvia considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Latvia requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p>



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Lithuania				
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>	Lithuania extended the validity of all ratings and certificates which expire before the end of July 2020 by 4 months. More information: https://tka.lt/oro-transportas/2020/03/26/bus-pratesiamas-tka-i-sduotu-licenciju-leidimu-ir-pazy-mejimu-galiojimo-laikas/		Lithuania recognizes differences of other states.

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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>			



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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>			



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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. 			



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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>			
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>			



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ANNEX 6 Chapter 3 Reference Standard	<p style="text-align: center;">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 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>			



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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>			

Luxembourg

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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>The validity period of class 1 and 3 medical certificates issued by Luxembourg are extended by 4 months.</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates. b) Conditions/mitigations Luxembourg requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation’.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. Medical certificates with the extended validity period exceeding their standard validity period more than two times are not recognised.</p>

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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>The validity period of the licences issued by Luxembourg is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to: 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences.</p>	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</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>/ assessment activities b) Conditions/mitigations [The State] requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Luxembourg, will be attached to the licence. 2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate. Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Luxembourg, will be attached to the licence. 3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.</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>	No difference		As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. Alleviations which allow a crew composition with all required flight crew members not being fully compliant with A6 9.4.1.1 is not recognised.



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 difference		Refer to 9.4.1.1



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>	<p>The validity period of operator's proficiency checks for each individual pilot is extended by Luxembourg for a period of 4 months. If, towards the end of the extension, Luxembourg considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions / mitigations Luxembourg requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</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.	No difference		Refer to 9.4.1.1
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 difference		Refer to 9.4.1.1



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 difference		Refer to 9.4.1.1



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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>	The validity period of operator's proficiency checks for each individual pilot is extended by Luxembourg for a period of 4 months. If, towards the end of the extension, Luxembourg considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months	a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions / mitigations Luxembourg requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.	As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/ mitigations associated with those differences are adequate.

Malta				

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>The validity period of class 1 and 3 medical certificates issued by Malta are extended by 4 months. If towards the end of the exemption, the reasons for granting the alleviation still exist, the validity period may be further extended on a case-by-case basis up to an additional 4 months.</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates. b) Conditions/mitigations Malta requires that Class 1 and Class 3 medical certificate holders benefiting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.</p>	<p>Certificates and licences issued by EASA Member States: the differences will be automatically recognised based on Regulation (EU) 2018/1139. Certificates and licences issued by non-EASA States: The recognition of acceptance of validity of certificates and licences affected by the special temporary measures (related to COVID-19) is in accordance with Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators.</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>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>The validity period of the licences issued by Malta is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to: 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences.</p>	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training</p>	<p>Certificates and licences issued by EASA Member States; the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. Certificates and licences issued by non-EASA States: The recognition of acceptance of validity of certificates and licences affected by the special temporary measures (related to COVID-19) is in accordance with Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators.</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>		<p>/ assessment activities</p> <p>b) Conditions/mitigations Malta requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures.</p> <p>Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Malta, will be attached to the licence.</p> <p>2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall</p>	



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			<p>have received a briefing from an instructor who holds relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate. Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Malta, will be attached to the licence.</p> <p>3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.</p>	



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<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>Subject to the evaluation of a risk assessment, the alleviation provided by Malta allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either: a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both. The alleviations are subject to mitigating measures. The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot's flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements. b) Conditions / mitigations Malta requires the following: Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. Appropriate mitigations measures to minimise the identified risks have to be determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g.</p>	<p>Certificates and licences issued by EASA Member States: the differences will be automatically recognised based on Regulation (EU) 2018/1139.</p> <p>Certificates and licences issued by non-EASA States: The recognition of acceptance of validity of certificates and licences affected by the special temporary measures (related to COVID-19) is in accordance with Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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		any flight / simulator activity in the preceding 90 days.	reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).	



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<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>Subject to the evaluation of a risk assessment, the alleviation provided by Malta allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either: a) reducing the number of required take offs, approaches and landings; or b) extending the 90 day period; or c) both. The alleviations are subject to mitigating measures. The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take offs, approaches and landings in the preceding 90 days, or 1 take off, approach and landing in the last 30 days. In addition, the pilot's flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out</p>	<p>a) Rationale The COVID 19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements. b) Conditions / mitigations Malta requires the following: Individual pilot's recency and qualifications, and their combination in the multi crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. Appropriate mitigations measures to minimise the identified risks have to be determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g.</p>	<p>Certificates and licences issued by EASA Member States: the differences will be automatically recognised based on Regulation (EU) 2018/1139. Certificates and licences issued by non-EASA States: The recognition of acceptance of validity of certificates and licences affected by the special temporary measures (related to COVID-19) is in accordance with Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators.</p>



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		any flight / simulator activity in the preceding 90 days.	reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed)	
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>	The validity period of operator’s proficiency checks for each individual pilot is extended by Malta for a period of 4 months. If, towards the end of the extension, Malta considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.	a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators’ capability to perform pilot’s competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions / mitigations Malta requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.	Certificates and licences issued by EASA Member States: the differences will be automatically recognised based on Regulation (EU) 2018/1139. Certificates and licences issued by non-EASA States: The recognition of acceptance of validity of certificates and licences affected by the special temporary measures (related to COVID-19) is in accordance with Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators.



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>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>Subject to the evaluation of a risk assessment, the alleviation provided by Malta allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either: a) reducing the number of required take offs, approaches and landings; or b) extending the 90 day period; or c) both. The alleviations are subject to mitigating measures. The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take offs, approaches and landings in the preceding 90 days, or 1 take off, approach and landing in the last 30 days. In addition, the pilot's flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out</p>	<p>a) Rationale The COVID 19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements. b) Conditions / mitigations Malta requires the following: Individual pilot's recency and qualifications, and their combination in the multi crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. Appropriate mitigations measures to minimise the identified risks have to be determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g.</p>	<p>Certificates and licences issued by EASA Member States: the differences will be automatically recognised based on Regulation (EU) 2018/1139.</p> <p>Certificates and licences issued by non-EASA States: The recognition of acceptance of validity of certificates and licences affected by the special temporary measures (related to COVID-19) is in accordance with Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators.</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
		any flight / simulator activity in the preceding 90 days.	reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed)	



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>ANNEX 6 Chapter 3 Reference Standard</p>	<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>Subject to the evaluation of a risk assessment, the alleviation provided by Malta allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either: a) reducing the number of required take offs, approaches and landings; or b) extending the 90 day period; or c) both. The alleviations are subject to mitigating measures. The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take offs, approaches and landings in the preceding 90 days, or 1 take off, approach and landing in the last 30 days. In addition, the pilot's flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out</p>	<p>a) Rationale The COVID 19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements. b) Conditions / mitigations Malta requires the following: Individual pilot's recency and qualifications, and their combination in the multi crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. Appropriate mitigations measures to minimise the identified risks have to be determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g.</p>	<p>Certificates and licences issued by EASA Member States: the differences will be automatically recognised based on Regulation (EU) 2018/1139.</p> <p>Certificates and licences issued by non-EASA States: The recognition of acceptance of validity of certificates and licences affected by the special temporary measures (related to COVID-19) is in accordance with Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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		any flight / simulator activity in the preceding 90 days.	reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed)	
ANNEX 6 Chapter 7 Reference Standard	<p 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>	Not Applicable		



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>	The validity period of operator's proficiency checks for each individual pilot is extended by Malta for a period of 4 months. If, towards the end of the extension, Malta considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months	a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions / mitigations Malta requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.	Certificates and licences issued by EASA Member States, the differences will be automatically recognised based on Regulation (EU) 2018/1139. Certificates and licences issued by non-EASA States: The recognition of acceptance of validity of certificates and licences affected by the special temporary measures (related to COVID-19) is in accordance with Regulation 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators.

Monaco

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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>	Non applicable – Monaco n'émet pas de Certificat Médical. L'extension de validité d'une licence monégasque s'appuie sur la reconnaissance de l'extension de validité d'une licence EASA ou FAA.	Non Applicable	Reconnaissance complète

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>La durée de validité des licences émises par Monaco peut être augmentée, sur demande auprès de l'autorité et au cas par cas, de 4 mois. Cette extension est donnée sur la base d'une reconnaissance d'une licence EASA ou FAA étendue. L'extension de période de validité s'applique à : 1) Qualifications de classe, type et qualifications de vol aux instruments apposées sur des licences de pilote commercial (CPL, MPL, ATPL) de pilotes opérant des avions et hélicoptères au sein d'un opérateur; 2) Qualifications de classe, type et qualifications de vol aux instruments apposées sur des licences de pilote commercial (PPL, CPL, ATPL) de pilotes opérant des avions et hélicoptères hors d'un opérateur; La validité d'une licence de pilote ou d'une qualification qui y est apposée ne peut pas être valablement déterminée par les validités qui figurent sur la licence, car certaines validités peuvent avoir été allongées. La validité réelle, dans ce cas, peut être déterminée par l'application des mesures d'extension portées sur un document annexe qui est</p>	<p>a) Justification : L'épidémie de COVID-19 a eu pour conséquence des restrictions drastiques de déplacements et la fermeture de frontières entre la majorité des Etats. Les détenteurs de licences qui doivent se soumettre à un contrôle de compétence pour proroger la validité de leur qualification de type, de classe et qualification de vol aux instruments valide afin de continuer à exercer leurs privilèges pour le compte de leur opérateur ne sont pas en mesure d'accéder aux simulateurs de vol ni à des examinateurs en temps voulu, ou de se soumettre aux formations et contrôles nécessaires. Pour assurer la continuité Monaco a décidé d'étendre la période de validité de plusieurs éléments de la licence de pilote pour une durée de 4 mois. La prolongation est accordée par Monaco au cas par cas et sur demande. La validité de la licence ou d'une qualification qui y est apposée, pendant la période actuelle, ne peut pas être déterminée par les validités qui figurent sur la licence.</p>	<p>Reconnaissance complète</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>	<p>détenu avec la licence.</p>	<p>En effet compte tenu de la situation de crise une modification de chaque licence bénéficiant de validité prolongée par dérogation n'était pas réalisable. b) Conditions / atténuation des risques : Dans les cas où la validité effective de la qualification est différente de la date mentionnée sur la licence, le pilote doit se munir du document annexe en plus de sa licence. Les informations figurant sur ce document annexe permettent de connaître les dates de validité réelles.</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>L’allègement prévu par Monaco permet aux exploitants, sur demande auprès de l’autorité et au cas par cas, d’attribuer des tâches de membre d’équipage de conduite à des pilotes qui ne satisfont pas à toutes les exigences en matière d’expérience récente. Les allègements concernent l’un ou l’autre de ces cas : a) la réduction du nombre de décollages, d’approches et d’atterrissages requis ; ou b) la prolongation de la période de 90 jours. Les autorisations exceptionnelles seront traitées au cas par cas.</p>	<p>a) Justification : La crise COVID-19 a entraîné l’arrêt/la réduction significative des opérations de transport aérien commercial et des difficultés à se rendre sur les lieux où des simulateurs de vol appropriés sont disponibles. Il en résulte que certains pilotes ne sont pas en mesure de répondre aux exigences en matière d’expérience récente. b) Conditions / atténuation des risques : Les autorisations exceptionnelles seront établies sur la base d’une évaluation des risques établie par l’exploitant afin de déterminer la probabilité et la gravité potentielle de la détérioration des compétences de l’équipage liée à l’absence prolongée des fonctions de vol.</p>	<p>Reconnaissance complète</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. 	Allègement non applicable à Monaco.		



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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>Monaco étend au cas par cas, et sur demande formulée par l'opérateur à l'autorité, la validité des contrôles de compétence des pilotes de 4 mois.</p>	<p>a) Justification : L'épidémie de COVID-19 a entraîné des restrictions drastiques en matière de déplacement. La fermeture des frontières entre la majorité des États membres de l'UE a limité la capacité des exploitants à organiser les contrôles de compétence des pilotes. La réalisation de ces contrôles sur aéronef n'est pas toujours possible et peut, dans certains cas, présenter des risques plus importants que ceux liés à l'allègement.</p> <p>b) Conditions / atténuation des risques : Les autorisations exceptionnelles seront établies sur la base d'une démonstration d'incapacité de l'exploitant à réaliser les contrôles de compétences. Le cas échéant, l'exploitant fournira une analyse de risques afin d'identifier les à mettre en œuvre pour mitiger les risques inhérents à la situation exceptionnelle. Sur cette base, l'autorité évalue la pertinence de la demande et statue sur la délivrance d'une autorisation exceptionnelle.</p>	<p>Reconnaissance complète</p>



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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.	voir 9.4.4.1		
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.	voir 9.4.4.1		



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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>	voir 9.4.4.1		



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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>	<p>Monaco étend au cas par cas, et sur demande formulée par l'opérateur à l'autorité, la validité des contrôles de compétence des pilotes de 4 mois.</p>	<p>a) Justification : L'épidémie de COVID-19 a entraîné des restrictions drastiques en matière de déplacement. La fermeture des frontières entre la majorité des États membres de l'UE a limité la capacité des exploitants à organiser les contrôles de compétence des pilotes. La réalisation de ces contrôles sur aéronef n'est pas toujours possible et peut, dans certains cas, présenter des risques plus importants que ceux liés à l'allègement.</p> <p>b) Conditions / atténuation des risques : Les autorisations exceptionnelles seront établies sur la base d'une démonstration d'incapacité de l'exploitant à réaliser les contrôles de compétences. Le cas échéant, l'exploitant fournira une analyse de risques afin d'identifier les à mettre en œuvre pour mitiger les risques inhérents à la situation exceptionnelle. Sur cette base, l'autorité évalue la pertinence de la demande et statue sur la délivrance d'une autorisation exceptionnelle.</p>	<p>Reconnaissance complète</p>



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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>The validity period of class 1 medical certificates issued by Montenegro that expired after 15 March 2020 and that will expire after 31 May 2020, shall be extended until 30 November 2020.</p> <p>THE DECISION on granting exemptions from the application of laid down obligations of extending the validity periods of licences, ratings, certificates and attestations (Ref. No.: 01/2-348/20-576/2)</p>	<p>a) Rationale Holders of Class 1 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates.</p> <p>b) Conditions/mitigations Montenegro requires that Class 1 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.</p>	<p>Montenegro recognizes differences of other States.</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>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>The validity period of the pilot licences issued by Montenegro that expired after 15 March 2020 and that will expire after 31 May 2020, shall be extended until 30 November 2020.</p> <p>The validity period of the ATCOs licences. Endorsements and authorisations issued by Montenegro that expired after 15 March 2020 and that will expire after 31 May 2020, shall be extended until 31 July 2020</p> <p>THE DECISION on granting exemptions from the application of laid down obligations of extending the validity periods (Ref. No 01/2-348/20-576/6)</p> <p>THE DECISION on granting exemptions from the application of laid down obligations of extending the validity periods of licences, ratings, certificates and attestations (Ref. No.: 01/2-348/20-576/2)</p>	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings.</p> <p>Holders of air traffic controller licence are not able to reach or gain access to synthetic training devices to complete the necessary and appropriate trainings and assessments. This would result in the expiry of their ratings.</p> <p>b) Conditions/mitigations Montenegro requires that</p>	<p>Montenegro recognizes differences of other States.</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>licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures.</p> <p>Copy of the Decision on granting exemptions from the application of laid down obligations of extending the validity periods of licences, ratings, certificates and attestations holders shall be carried by licence holders in order to be able to exercise privileges from their licences.</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>	No difference.		Montenegro recognizes differences of other States.
ANNEX 6 Chapter 9 Reference Standard	<p style="text-align: center;">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 difference.		Montenegro recognizes differences of other States.



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>	<p>Pilot proficiency checks validity period that expired after 15 March 2020 and that will expire after 31 May 2020, shall be extended until 30 November 2020.</p> <p>THE DECISION on granting exemptions from the application of laid down obligations of extending the validity periods of conducted trainings and checks (Ref. No.: 01/2-348/20-576/3)</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Montenegro requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures</p>	<p>Montenegro recognizes differences of other States.</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.	No difference.		Montenegro recognizes differences of other States.
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 difference.		Montenegro recognizes differences of other States.



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 difference.		Montenegro recognizes differences of other States.



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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 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>	<p>The validity period of operator's proficiency checks that expired after 15 March 2020 and that will expire after 31 May 2020, shall be extended until 30 November 2020 for each individual pilot.</p> <p>THE DECISION on granting exemptions from the application of laid down obligations of extending the validity periods of conducted trainings and checks (Ref. No.: 01/2-348/20-576/3).</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Montenegro requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and</p>	<p>Montenegro recognizes differences of other States.</p>



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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>	No differences	,	



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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 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. 	N /A		



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<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>For an AOC holder the extension of the Pilot Proficiency check can be further extended to 31 December 2021 after submission of an approved safety risk mitigation plan.</p>	<p>a. Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of States have limited the operators' capability to perform pilot's competence checks in a flight simulator and training organizations.</p> <p>b. Conditions/Mitigations The operator must update the tracking system to monitor the proficiency checks expiries and conduct them as soon as possible. The operator must carry out a risk assessment and provide appropriate mitigations actions (relationship between proficiency checks not performed and lack of recency must be taken into account when scheduling crews) Also, it requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained..</p>	<p>Morocco shall recognize temporary differences filed by other states via the CCRD as long as the extensions is made for a period not exceeding 4 months and it is carried out based on risk assessments and, if necessary, complemented by additional risk mitigation measures. Alleviations likely to be unacceptable:</p> <ul style="list-style-type: none"> •Operators using this temporary alleviation for commercial reasons or reasons not associated with Covid-19 restrictions. •Interval between proficiency checks beyond 12 months under any circumstances. •Interval between proficiency checks beyond 9 months without a risk assessment and safety risk mitigation plan produced by the operator and approved by the State



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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 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		
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		



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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 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		



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<p>ANNEX 6 Chapter 7 Reference Standard</p>	<p>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>For an AOC holder the extension of the Pilot Proficiency check can be further extended to 31 December 2021 after submission of an approved safety risk mitigation plan.</p>	<p>a. Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of States have limited the operators' capability to perform pilot's competence checks in a flight simulator and training organizations.</p> <p>b. Conditions/Mitigations The operator must update the tracking system to monitor the proficiency checks expiries and conduct them as soon as possible. The operator must carry out a risk assessment and provide appropriate mitigations actions (relationship between proficiency checks not performed and lack of recency must be taken into account when scheduling crews) Also, it requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained.</p>	<p>Morocco shall recognize temporary differences filed by other states via the CCRD as long as the extensions is carried out based on risk assessments and, if necessary, complemented by additional risk mitigation measures. Alleviations likely to be unacceptable:</p> <ul style="list-style-type: none"> •Operators using this temporary alleviation for commercial reasons or reasons not associated with Covid-19 restrictions. •Interval between proficiency checks beyond 12 months under any circumstances. •Interval between proficiency checks beyond 9 months without a risk assessment and safety risk mitigation plan produced by the operator and approved by the State



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Netherlands (the)

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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>The validity period of class 1 and 3 medical certificates issued by The Netherlands are extended by 4 months.</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates.</p> <p>b) Conditions/mitigations The Netherlands requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation’.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p> <p>Medical certificates with the extended validity period exceeding their standard validity period more than two times</p>



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				are not recognised.

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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>The validity period of the licences issued by The Netherlands is extended by 4 months.</p> <p>If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p> <p>Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to:</p> <ol style="list-style-type: none"> 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences. 	<p>a) Rationale</p> <p> Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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>/ assessment activities.</p> <p>b) Conditions/mitigations The Netherlands requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures.</p> <p>Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by The Netherlands, will be attached to the licence.</p> <p>2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>an instructor who holds relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate. Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by The Netherlands, will be attached to the licence.</p> <p>3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.</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>ANNEX 6 Chapter 9 Reference Standard</p>	<p 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>Subject to the evaluation of a risk assessment, the alleviation provided by The Netherlands allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either:</p> <p>a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both.</p> <p>The alleviations are subject to mitigating measures.</p> <p>The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account.</p> <p>The period of the alleviation is</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions / mitigations The Netherlands requires the following.</p> <p>Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition.</p> <p>The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties.</p> <p>Appropriate mitigations measures to minimise the identified risks have to be</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p> <p>Alleviations which allow a crew composition with all required flight crew members that have not carried out any flight or</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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		<p>limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators.</p> <p>No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days.</p>	<p>determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).</p>	<p>flight simulator session in the preceding 90 days are not recognised.</p>
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>The Netherlands considers the 9.4.1.1 alleviation suitable to cover 9.4.2.1, as addressing the overall flight crew composition.</p>	<p>N/A</p>	<p>See 9.4.1.1</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>The validity period of operator's proficiency checks for each individual pilot is extended by The Netherlands for a period of 4 months. If, towards the end of the extension, The Netherlands considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations The Netherlands requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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
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 difference	N/A	N/A
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 difference	N/A	N/A



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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 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 difference	N/A	N/A



COVID-19 Alleviation measures by ICAO Region sorted by State

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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>The validity period of operator's proficiency checks for each individual pilot is extended by The Netherlands for a period of 4 months.</p> <p>If, towards the end of the extension, The Netherlands considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations The Netherlands requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p>

North Macedonia

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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>By the Operational Safety Directive (OSD) nm.08-405/1 from 20.03.2020 signed by DG NM CAA, the validity periods of all medical certificates which expire after 01.03.2020 and before 31.07.2020, except such containing other than visual limitations are automatically extended by 4 months: http://www.caa.gov.mk/</p>	<p>a) Rationale Following the recommendations and guidelines of ICAO and EASA, as well as WHO and NM Government, connected to the limited traveling and social distance no aeromedical examiners could revalidate medical certificates due to the COVID-19 crisis.</p> <p>b) Conditions/Mitigations Personnel with other than visual limitations have to apply for a revalidation at the CAA. All personnel subject to the exemption have to carry an attachment to their medical certificate/license to make inspectors aware of the exemption</p>	<p>North Macedonia recognized differences of other states as long as s they are within the guidelines presented in the North Macedonia details of difference and mitigation.</p>

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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>By the Operational Safety Directive (OSD) nm.08-405/1 from 20.03.2020 signed by DG NM CAA, the validity periods of licenses and certificates (including ratings and endorsement) which expire after 01.03.2020 and before 31.07.2020, are automatically extended by 4 months: http://www.caa.gov.mk/</p>	<p>a) Rationale Following the recommendations and guidelines of ICAO and EASA, as well as WHO and NM Government, connected to the limited traveling and social distance majority of FSTD operators closed down and most pilots are under lockdown, due to the COVID-19 crisis. The checks or assessments to revalidate ratings/certificates cannot be done at the moment, as well as personnel licenses, cannot be renewed due to the lockdown. As a result of this situation, the CAA is not in a position to reissue all licenses to extend the ratings/certificates accordingly.</p> <p>b) Conditions/Mitigations Extension of the license should be subject to prior assessment done by the AOC flight instructor using available safety records for the pilot.</p>	<p>North Macedonia recognized differences of other states as long as s they are within the guidelines presented in the North Macedonia details of difference and mitigation.</p>



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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>Standard regulation applies.</p>	<p>No difference.</p>	<p>Differences by other contracting states will be recognized by the Republic of North Macedonia during the COVID-19 crisis.</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. 	Standard regulation applies.	No difference.	Differences by other contracting states will be recognized by the Republic of North Macedonia during the COVID-19 crisis.



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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>	By the Operational Safety Directive (OSD) nm.08-405/1 from 20.03.2020 signed by DG NM CAA, the validity periods of licenses and certificates (including ratings and endorsement) which expire after 01.03.2020 and before 31.07.2020, are automatically extended by 4 months: http://www.caa.gov.mk/	a) Rationale Following the recommendations and guidelines of ICAO and EASA, as well as WHO and NM Government, connected to the limited traveling and social distance majority of FSTD operators closed down and most pilots are under lockdown, due to the COVID-19 crisis. The checks or assessments to revalidate ratings/certificates cannot be done at the moment, as well as personnel licenses, cannot be renewed due to the lockdown. As a result of this situation, the CAA is not in a position to reissue all licenses to extend the ratings/certificates accordingly. b) Conditions/Mitigations Extension of the license should be subject to prior assessment done by the AOC flight instructor using available safety records for the pilot.	North Macedonia recognized differences of other states as long as s they are within the guidelines presented in the North Macedonia details of difference and mitigation.



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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.	Standard regulation applies.	No difference.	Differences by other contracting states will be recognized by the Republic of North Macedonia during the COVID-19 crisis.
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.	Standard regulation applies.	No difference.	Differences by other contracting states will be recognized by the Republic of North Macedonia during the COVID-19 crisis.



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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>	Standard regulation applies.	No difference.	Differences by other contracting states will be recognized by the Republic of North Macedonia during the COVID-19 crisis.



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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>	By the Operational Safety Directive (OSD) nm.08-405/1 from 20.03.2020 signed by DG NM CAA, the validity periods of licenses and certificates (including ratings and endorsement) which expire after 01.03.2020 and before 31.07.2020, are automatically extended by 4 months: http://www.caa.gov.mk/	a) Rationale Following the recommendations and guidelines of ICAO and EASA, as well as WHO and NM Government, connected to the limited traveling and social distance majority of FSTD operators closed down and most pilots are under lockdown, due to the COVID-19 crisis. The checks or assessments to revalidate ratings/certificates cannot be done at the moment, as well as personnel licenses, cannot be renewed due to the lockdown. As a result of this situation, the CAA is not in a position to reissue all licenses to extend the ratings/certificates accordingly. b) Conditions/Mitigations Extension of the license should be subject to prior assessment done by the AOC flight instructor using available safety records for the pilot.	North Macedonia recognized differences of other states as long as s they are within the guidelines presented in the North Macedonia details of difference and mitigation.

Norway

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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>The validity period of class 1 and 3 medical certificates issued by (the state) are extended by 4 months</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates.</p> <p>b) Conditions/mitigations [The State] requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by NON-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations notified by EASA Member States. Medical certificates with the extended validity period exceeding their standard validity period more than two times are not recognised.</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>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>The validity period of the licences issued by [the State] is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p> <p>Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to:</p> <ol style="list-style-type: none"> 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences. 	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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>/ assessment activities</p> <p>b) Conditions/mitigations [The State] requires:</p> <p>1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures.</p> <p>Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by [the State], will be attached to the licence.</p> <p>2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate.</p> <p>Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by [the State], will be attached to the licence.</p> <p>3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.</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>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>Subject to the evaluation of a risk assessment, the alleviation provided by [the State] allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either:</p> <p>a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both.</p> <p>The alleviations are subject to mitigating measures. The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions/mitigations [The State] requires the following.</p> <p>Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. Appropriate mitigations measures to minimise the identified risks have to be determined and applied, with one or more operational restriction valid for the</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States. Alleviations which allow a crew composition with all required flight crew members that have not carried out any flight or flight simulator session in the preceding 90</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>reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days.</p>	<p>complete flight crew to reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).</p>	<p>days are not recognised.</p>
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>Refer to 9.4.1.1</p> <p>EASA considers the 9.4.1.1 alleviation suitable to cover 9.4.2.1, as addressing the overall flight crew composition.</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;">9.4.4 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>The validity period of operator's proficiency checks for each individual pilot is extended by [the State] for a period of 4 months. If, towards the end of the extension, [the State] considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions/mitigations [The State] requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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
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.	Refer to Annex 6 Part I 9.4.1.1		
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.	Refer to Annex 6 Part I 9.4.1.1		



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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 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>Refer to Annex 6 Part I 9.4.1.1 if needed by the State.</p> <p>EASA has not identified the need to alleviate recency standards for helicopter CAT operations.</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 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>	The validity period of operator's proficiency checks for each individual pilot is extended by [the State] for a period of 4 months. If, towards the end of the extension, [the State] considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months	a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions/mitigations: [The State] requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures	As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.

Poland

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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>The validity period of class 1 and 3 medical certificates issued by Poland are extended by 4 months.</p> <p>If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p> <p>Further details of the exemption can be found: - in case of pilots working for air operators --> Link: https://ulc.gov.pl/_download/personel_lotniczy/koronawirus/Exemption_FCL_ORO_inset_ver1.2.pdf</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates.</p> <p>b) Conditions/mitigations Poland requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation'.</p>	<p>We accept other ICAO States Members 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>The validity period of the licences issued by Poland is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to: 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) aircraft maintenance licences (issued in accordance with Annex III (Part-66) to Regulation (EU) No 1321/2014); 4) unit endorsements issued in air traffic controller licences. Language proficiencies validity dates are extended up to 8 months. Further details of the</p>	<p>Since the majority of FSTD closed down and most pilots are under lockdown, it is not possible to undergo checks (airplane/FSTD) or assessments to revalidate ratings/certificates at the moment. Also maintenance personnel licenses cannot be renewed. In cases where the real validity date of a licence or one of its components deviate from the date mentioned in the licence the respective pilot is responsible to carry along a licence attachment. From the data in this attachment the real validity date maybe derived. Pilots/controllers are not able to timely get access to an examination for maintaining their language proficiency. This would result in the expiry of their language proficiency endorsement. In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as</p>	<p>We accept other ICAO States Members Differences /// Reference to Standard 4.2.2.2 --> The privileges of the holder of an aircraft maintenance licence specified in 4.2.2.1 shall be exercised only: c) on condition that, within the preceding 24 months, the licence holder has either had experience in the inspection, servicing or maintenance of an aircraft or components in accordance with the privileges granted by the licence held for not less than six months, or has met the provision for the issue of a licence with the appropriate privileges, to the satisfaction of the Licensing Authority.</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>exemption can be found: - in case of pilots working for air operators --> Link: https://ulc.gov.pl/_download/personel_lotniczy/koronawirus/Exemption_FCL_ORO_full_PL_CA_A.pdf - Aircraft maintenance licences--> https://ulc.gov.pl/_download/personel_lotniczy/koronawirus/EASA_-_Exemption_Article_711_24_03_2020_-_PL_CAW.pdf /// Reference to Standard 4.2.2.2 -->The “preceding 24 months” is extended by [the State] to a period of 30 months.</p>	<p>possible. /// Reference to Standard 4.2.2.2 -> Rationale The COVID-19 outbreak has resulted in drastic travel restrictions. Local restrictions may prevent approved organisations and qualified staff to demonstrate fulfilment of the requirements for continuation of their certificates or privileges within the time limits. Conditions/Mitigations [The State] requires that, when the certifying staff works for an approved maintenance organisation, this organisation can apply this extension to the recency requirements of its certifying staff when the approved organisation is not pending from suspensions, revocations or limitations, or has not been subject to suspension by the competent authority within the last 24 months. In addition point 66.B.500 of Annex III (Part-66) already ensures mitigating measures when stating that the competent authority shall suspend, limit or revoke the aircraft maintenance licence where it has been identified</p>	



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			a safety issue or misconduct by the licence holder.	



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<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>Subject to the evaluation of a risk assessment, the alleviation provided by Poland allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either:</p> <p>a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both.</p> <p>The alleviations are subject to mitigating measures.</p> <p>The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account.</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions / mitigations Poland requires the following.</p> <p>Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition.</p> <p>The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties.</p> <p>Appropriate mitigations measures to minimise the identified risks have to be</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</p> <p>Alleviations which allow a crew composition with all required flight crew members not being fully compliant with A6 9.4.1.1 is not recognised.</p>



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		<p>The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators.</p> <p>No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days.</p>	<p>determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).</p>	
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>Poland considers the 9.4.1.1 alleviation suitable to cover 9.4.2.1, as addressing the overall flight crew composition.</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;">9.4.4 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>The validity period of operator's proficiency checks for each individual pilot is extended by Poland for a period of 4 months. If, towards the end of the extension, Poland considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Poland requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</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.	Poland considers the 9.4.1.1 alleviation suitable to cover 3.9.4.2.		
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.	Poland considers the 9.4.1.1 alleviation suitable to cover 3.9.4.3		



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>	Poland considers the 9.4.1.1 alleviation suitable to cover 7.4.1.1 Poland has not identified the need to alleviate recency standards for helicopter CAT operations.		



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>ANNEX 6 Chapter 7 Reference Standard</p>	<p>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>The validity period of operator's proficiency checks for each individual pilot is extended by Poland for a period of 4 months.</p> <p>If, towards the end of the extension, Poland considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Poland requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/ mitigations associated with those differences are adequate.</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
Portugal				
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 periods of all Portuguese issued medical certificates, regarding to a Portuguese issued license, which expire after March 13th 2020, except such containing other than visual limitations are automatically extended until July 23rd, 2020: http://www.anac.pt/vPT/Generico/InformacaoAeronautica/CircularesInformacaoAeronautica/Documents/CIA_04_2020.pdf	a) Holders of Class 1, Class 2 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates. b) Portugal requires that Class 1, Class 2 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.	Portugal recognizes other States differences.



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>Portugal extended the validity of all ratings and certificates which expire before the end of March 2020 by 4 months. All personnel subject to the exemption has to carry an endorsement in the license/certificate and medical certificate which refers to the exemption granted https://www.anac.pt/vPT/Generico/InformacaoAeronautica/CircularesInformacaoAeronautica/Documents/CIA_03_2020.pdf</p>	<p>Since the majority of FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates at the moment. Also, maintenance personnel licenses cannot be renewed due to the lockdown.</p>	<p>Portugal recognizes other States 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>			



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>	The validity period of the qualifications issued by the Portuguese is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to: 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, and ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator Portugal allows a mix of partially qualified crew mixed with qualified crew in order to maintain operations. Allows some extension, in line with regulation, up to 30 days above previous limit.	a) Rationale: The COVID-19 outbreak imposed drastic travel restrictions. The closure of borders has limited the operator’s capability to perform pilot’s training in flight simulators. The substitution of such training by using an aircraft is not always possible and, in some cases, may pose greater risks than the ones linked to the alleviation. The very significant reduction of traffic does not allow maintaining all crews recent. b) Conditions/Mitigations: Operators shall conduct a risk analysis for each particular extension according the operator’s operations manual and to define adequate mitigation measures. The mitigation measures shall include mixed crews, usage of TRI/TRE and LTC as more experienced pilots to requalify others. Allows an extension of up to 30 days above limits, in line with existing guidance for TREI/TRE requalification.	Portugal recognizes other States differences.



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. 	<p>Portugal allows a mix of partially qualified crew mixed with qualified crew in order to maintain operations. Allows some extension, in line with regulation, up to 30 days above previous limit.</p>	<p>a) Rationale: The COVID-19 outbreak imposed drastic travel restrictions. The closure of borders has limited the operator’s capability to perform pilot’s training in flight simulators. The substitution of such training by using an aircraft is not always possible and, in some cases, may pose greater risks than the ones linked to the alleviation. The very significant reduction of traffic does not allow maintaining all crews recent.</p> <p>b) Conditions/Mitigations: Operators shall conduct a risk analysis for each particular extension according the operator’s operations manual and to define adequate mitigation measures. The mitigation measures shall include mixed crews, usage of TRI/TRE and LTC as more experienced pilots to requalify others. Allows an extension of up to 30 days above limits, in line with existing guidance for TREI/TRE requalification.</p>	<p>Portugal recognizes other States 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 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>	The validity period of recurrent training and checking for each individual pilot is extended by Portugal for a period of 4 months.	a) Rationale: The COVID-19 outbreak imposed drastic travel restrictions. The closure of borders has limited the operator's capability to perform pilot's training in flight simulators. The substitution of such training by using an aircraft is not always possible and, in some cases, may pose greater risks than the ones linked to the alleviation. b) Conditions/Mitigations: Operators shall conduct a risk analysis for each particular extension according the operator's operations manual and to define adequate mitigation measures. The mitigation measures shall include other type of refresher training and proficiency assessment.	Portugal recognizes other States differences.



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.	Portugal allows a mix of partially qualified crew mixed with qualified crew in order to maintain operations. Allows some extension, in line with regulation, up to 30 days above previous limit.	a) Rationale: The COVID-19 outbreak imposed drastic travel restrictions. The closure of borders has limited the operator’s capability to perform pilot’s training in flight simulators. The substitution of such training by using an aircraft is not always possible and, in some cases, may pose greater risks than the ones linked to the alleviation. The very significant reduction of traffic does not allow maintaining all crews recent. b) Conditions/Mitigations: Operators shall conduct a risk analysis for each particular extension according the operator’s operations manual and to define adequate mitigation measures. The mitigation measures shall include mixed crews, usage of TRI/TRE and LTC as more experienced pilots to requalify others. Allows an extension of up to 30 days above limits, in line with existing guidance for TREI/TRE requalification.	Portugal recognizes other States differences.



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	3.9.4.3 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.	Portugal allows a mix of partially qualified crew mixed with qualified crew in order to maintain operations. Allows some extension, in line with regulation, up to 30 days above previous limit.	a) Rationale: The COVID-19 outbreak imposed drastic travel restrictions. The closure of borders has limited the operator’s capability to perform pilot’s training in flight simulators. The substitution of such training by using an aircraft is not always possible and, in some cases, may pose greater risks than the ones linked to the alleviation. The very significant reduction of traffic does not allow maintaining all crews recent. b) Conditions/Mitigations: Operators shall conduct a risk analysis for each particular extension according the operator’s operations manual and to define adequate mitigation measures. The mitigation measures shall include mixed crews, usage of TRI/TRE and LTC as more experienced pilots to requalify others. Allows an extension of up to 30 days above limits, in line with existing guidance for TREI/TRE requalification.	Portugal recognizes other States differences.



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 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>	Portugal allows a mix of partially qualified crew mixed with qualified crew in order to maintain operations. Allows some extension, in line with regulation, up to 30 days above previous limit.	a) Rationale: The COVID-19 outbreak imposed drastic travel restrictions. The closure of borders has limited the operator’s capability to perform pilot’s training in flight simulators. The substitution of such training by using an aircraft is not always possible and, in some cases, may pose greater risks than the ones linked to the alleviation. The very significant reduction of traffic does not allow maintaining all crews recent. b) Conditions/Mitigations: Operators shall conduct a risk analysis for each particular extension according the operator’s operations manual and to define adequate mitigation measures. The mitigation measures shall include mixed crews, usage of TRI/TRE and LTC as more experienced pilots to requalify others. Allows an extension of up to 30 days above limits, in line with existing guidance for TREI/TRE requalification.	Portugal recognizes other States differences.



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>	The validity period of recurrent training and checking for each individual pilot is extended by Portugal for a period of 4 months.	a) Rationale: The COVID-19 outbreak imposed drastic travel restrictions. The closure of borders has limited the operator’s capability to perform pilot’s training in flight simulators. The substitution of such training by using an aircraft is not always possible and, in some cases, may pose greater risks than the ones linked to the alleviation. b) Conditions/Mitigations: Operators shall conduct a risk analysis for each particular extension according the operator’s operations manual and to define adequate mitigation measures. The mitigation measures shall include other type of refresher training and proficiency assessment.	Portugal recognizes other States differences.

Republic of Moldova (the)

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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>The validity periods of all medical certificates which expire during the State of emergency (between 15 of March 2020 to 15 of May 2020) are automatically extended for a period of up to 60 calendar days from the expiration date and confirmed by the Circular no.04 – 27/03/2020 of the Civil Aviation Authority of Republic of Moldova.</p>	<p>This was necessary, since no aero medical examiners who could revalidate medical certificates are available due to the COVID-19 crisis. Personnel with other than visual limitations have to apply for a revalidation at the CAA. All personnel subject to the exemption have to carry an attachment to their medical certificate/license to make inspectors aware of the exemption.</p>	<p>Differences filed by other contracting States will be recognized by the Republic of Moldova 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>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>The validity of licenses for aviation personnel is extended for a period of up to 60 calendar days from the expiration date and confirmed by the Circular no.04 – 27/03/2020 of the Civil Aviation Authority of Republic of Moldova.</p> <p>This procedure applies only for aviation personnel whose licenses, ratings and special remarks expire during the State of emergency (between 15 of March 2020 to 15 of May 2020).</p>	<p>Since the majority of FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates at the moment.</p> <p>Also maintenance personnel licenses cannot be renewed due to the lockdown. Due to this situation it is also not possible for the CAA to reissue all licenses to extend the ratings/certificates accordingly, which is why the attachment to the license was created.</p>	<p>Differences filed by other contracting States will be recognized by the Republic of Moldova 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>			
<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 difference</p>	<p>Standard Regulation Applies</p>	<p>Differences filed by other contracting States will be recognized by the Republic of Moldova during the COVID-19 pandemic</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 difference.	Standard Regulation Applies	Differences filed by other contracting States will be recognized by the Republic of Moldova 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>	The validity of licenses for aviation personnel is extended for a period of up to 60 calendar days from the expiration date and confirmed by the Circular no.04 – 27/03/2020 of the Civil Aviation Authority of Republic of Moldova. This procedure applies only for aviation personnel whose licenses, ratings and special remarks expire during the State of emergency (between 15 of March 2020 to 15 of May 2020).	Since the majority of FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates at the moment. Also maintenance personnel licenses cannot be renewed due to the lockdown. Due to this situation it is also not possible for the CAA to reissue all licenses to extend the ratings/certificates accordingly, which is why the attachment to the license was created.	Differences filed by other contracting States will be recognized by the Republic of Moldova 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 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.	The validity of licenses for aviation personnel is extended for a period of up to 60 calendar days from the expiration date and confirmed by the Circular no.04 – 27/03/2020 of the Civil Aviation Authority of Republic of Moldova. This procedure applies only for aviation personnel whose licenses, ratings and special remarks expire during the State of emergency (between 15 of March 2020 to 15 of May 2020)	Since the majority of FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates at the moment. Also maintenance personnel licenses cannot be renewed due to the lockdown. Due to this situation it is also not possible for the CAA to reissue all licenses to extend the ratings/certificates accordingly, which is why the attachment to the license was created.	Differences filed by other contracting States will be recognized by the Republic of Moldova during the COVID-19 pandemic
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 difference.	Standard Regulation Applies	Differences filed by other contracting States will be recognized by the Republic of Moldova 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>	No difference.	Standard Regulation Applies	Differences filed by other contracting States will be recognized by the Republic of Moldova 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;">7.4.3 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>	The validity of Operator proficiency checks for aviation personnel is extended for a period of up to 60 calendar days from the expiration date and confirmed by the Circular no.04 – 27/03/2020 of the Civil Aviation Authority of Republic of Moldova. This procedure applies only for aviation personnel whose Operator proficiency checks expire during the State of emergency (between 15 of March 2020 to 15 of May 2020). Multi-Crew operations are to ensure that at least on crew member does not operating under this exemption.	Since the majority of FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo Operator proficiency checks Due to this situation it is also not possible for the CAA to monitoring this kind of training. Additional ground training will be performed	Differences filed by other contracting States will be recognized by the Republic of Moldova during the COVID-19 pandemic

Romania

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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
<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>The validity periods of class 1 and 3 medical certificates issued by Romania are extended by 4 months.</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 pandemic in their State. This would result in the expiry of said certificates. b) Conditions/mitigations Romania requires that Class 1 and Class 3 medical certificate holders benefiting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139. As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Commission Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies . (Commission Regulation (EU) No 452/2014 of 29 April 2014 laying down technical requirements and administrative procedures related to air operations of third country operators pursuant to Regulation (EC) No 216/2008 of the European Parliament</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
				and of the Council (OJ EU L 133, 6.5.2014, p. 12.)

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>The validity period of the licences issued by Romania is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to: 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator; 3) unit endorsements issued in air traffic controller licences.</p>	<p>a) Rationale Holders of commercial pilot licences who are required both to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges, are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training</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>/ assessment activities.</p> <p>b) Conditions/mitigations Romania requires:</p> <p>1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Romania, will be attached to the licence.</p> <p>2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional</p>	



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			<p>privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate.</p> <p>Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Romania, will be attached to the licence.</p> <p>3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.</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>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>Subject to the evaluation of a risk assessment, the alleviation provided by Romania allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either:</p> <p>a) reducing the number of required take offs, approaches and landings; or b) extending the 90-day period; or c) both.</p> <p>The alleviations are subject to mitigating measures. The criteria used for composition of the flight crew will distinguish between pilots who are "recent", "partially recent" or "not recent". "Partially recent" means a pilot that has carried out as pilot flying at least 2 take offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot's flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions/mitigations Romania requires the following: Individual pilot's recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. Appropriate mitigation measures to minimise the identified risks have to be determined and applied, with one or more operational restriction valid for the complete flight crew to</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139. As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.</p>



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		<p>reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days.</p>	<p>reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).</p>	
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>The 9.4.1.1 alleviation is suitable to cover the alleviation from point 9.4.2.1, as it is addressing the overall flight crew composition.</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;">9.4.4 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>The validity period of operator's proficiency checks for each individual pilot is extended by Romania for a period of 4 months.</p> <p>If, towards the end of the extension, Romania considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale The COVID-19 pandemic has resulted in drastic travel restrictions. The closure of borders between the majority of EU Member States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions/mitigations Romania requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139.</p> <p>As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.</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>3.9.4.2 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>The 9.4.1.1 alleviation is suitable to cover the alleviation from point 3.9.4.2 as it is addressing the overall flight crew composition.</p>		
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>The 9.4.1.1 alleviation is suitable to cover the alleviation from point 3.9.4.3 as it is addressing the overall flight crew composition.</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
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>	N/A		



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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 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>	<p>The validity period of operator's proficiency checks for each individual pilot is extended by Romania for a period of 4 months.</p> <p>If, towards the end of the extension, Romania considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale The COVID-19 pandemic has resulted in drastic travel restrictions. The closure of borders between the majority of EU Member States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions/mitigations Romania requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EU Member States, the differences are automatically recognised on the basis of Regulation (EU) 2018/1139.</p> <p>As regards recognition or acceptance of the validity of certificates and licences affected by the special temporary measures (related to COVID-19) issued by non-EU States, Regulation No 452/2014 laying down technical requirements and administrative procedures related to air operations of third country operators applies.</p>

Russian Federation (the)

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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>In the Russian Federation the period of validity of a Medical Assessment has been extended to 90 days with a possibility of further prolongation in case of continuation of the COVID-19 specific restrictions.</p>	<p>a. These differences were put into force by the order of the Minister of Transport No. 157 dated 30.04.20 issued on the basis of the Russian Government's Decree No. 440 dated 03.04.2020.</p> <p>b. The captain of the plane is authorized to make decision on permission to fly for the flight deck crew and cabin crew on the basis of the provisions of the order of the Minister of Transport of the Russian Federation No. 50 of 22.04.2002.</p>	<p>The Russian Federation fully recognizes all differences, related to COVID-19, which have been officially published by Member States.</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>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>In the Russian Federation the period of validity of aviation personnel licenses have been extended for 90 days with a possibility of further extension in case of continuation of the COVID-19 existing restrictions.</p>	<p>These differences were put into force by the order of the Minister of Transport No. 157 dated 30.04.20 issued on the basis of the Russian Government's Decree No. 440 dated 03.04.2020. All aviation personnel continue to conduct periodic forms of training using e-learning and remote educational technologies. Pilots continue (where possible) to train on FFS. In case when the FFS training is not available, pilots and other aviation personnel have additional training in the cockpit in accordance with provisions of the Federal aviation regulations (Part 128).</p>	<p>The Russian Federation fully recognizes all differences, related to COVID-19, which have been officially published by other Member States.</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>No differences.</p>		<p>The Russian Federation fully recognizes all differences, related to COVID-19, which have been officially published by other Member States.</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 differences.		The Russian Federation fully recognizes all differences, related to COVID-19, which have been officially published by other Member States.



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>	No Differences.		The Russian Federation fully recognizes all differences, related to COVID-19, which have been officially published by other Member States.
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>	No Differences.		The Russian Federation fully recognizes all differences, related to COVID-19, which have been officially published by other Member States.



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>No Differences.</p>		<p>The Russian Federation fully recognizes all differences, related to COVID-19, which have been officially published by other Member States.</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 Differences.</p>		<p>The Russian Federation fully recognizes all differences, related to COVID-19, which have been officially published by other Member States.</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 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.		The Russian Federation fully recognizes all differences, related to COVID-19, which have been officially published by other Member States.

San Marino				
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>	No Differences	Standard Regulation Applies	The Republic of San Marino recognises 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>	No Differences	Standard Regulation Applies	The Republic of San Marino recognises differences of other states



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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>	<p>The Republic of San Marino have issued a General Exemption via Safety Notice No.04/2020 Issue 02 stating that except for single pilot operations, provided that the 90 days recency requirement of the applicable CAR OPS 1/2A/2H/3 expires before 31 October 2020, the validity period may be extended to 120 days.</p>	<p>Standard Regulation Applies</p>	<p>The Republic of San Marino recognises differences of other states</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
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>The Republic of San Marino have issued a General Exemption via Safety Notice No.04/2020 Issue 02 stating that except for single pilot operations, provided that the 90 days recency requirement of the applicable CAR OPS 1/2A/2H/3 expires before 31 October 2020, the validity period may be extended to 120 days.</p>	<p>Standard Regulation Applies</p>	<p>The Republic of San Marino recognises differences of other states</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
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>	<p>The Republic of San Marino have issued a General Exemption via Safety Notice No.04/2020 Issue 02 extending the Operator Proficiency Checks that are expiring before 31st October 2020 by a period of 4 months</p>	<p>Issued to meet the urgent operational needs for a limited duration due to international travel restrictions caused by the COVID-19 pandemic and the unavailability of FSTD and training facilities</p>	<p>The Republic of San Marino recognises differences of other states</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>The Republic of San Marino have issued a General Exemption via Safety Notice No.04/2020 Issue 02 stating that except for single pilot operations, provided that the 90 days recency requirement of the applicable CAR OPS 1/2A/2H/3 expires before 31 October 2020, the validity period may be extended to 120 days.</p>	<p>Standard Regulation Applies</p>	<p>The Republic of San Marino recognises differences of other states</p>



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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>The Republic of San Marino have issued a General Exemption via Safety Notice No.04/2020 Issue 02 stating that except for single pilot operations, provided that the 90 days recency requirement of the applicable CAR OPS 1/2A/2H/3 expires before 31 October 2020, the validity period may be extended to 120 days.</p>	<p>Standard Regulation Applies</p>	<p>The Republic of San Marino recognises differences of other states</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>The Republic of San Marino have issued a General Exemption via Safety Notice No.04/2020 Issue 02 stating that except for single pilot operations, provided that the 90 days recency requirement of the applicable CAR OPS 1/2A/2H/3 expires before 31 October 2020, the validity period may be extended to 120 days.</p>	<p>Standard Regulation Applies</p>	<p>The Republic of San Marino recognises differences of other states</p>



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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>	The Republic of San Marino have issued a General Exemption via Safety Notice No.04/2020 Issue 02 extending the Operator Proficiency Checks that are expiring before 31st October 2020 by a period of 4 months.	Issued to meet the urgent operational needs for a limited duration due to international travel restrictions caused by the COVID-19 pandemic and the unavailability of FSTD and training facilities	The Republic of San Marino recognises differences of other states

Serbia

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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>The validity period of class 1 and class 3 medical certificates issued by the Republic of Serbia is extended by 4 months.</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. This would result in the expiry of said certificates.</p> <p>b) Conditions/mitigations Republic of Serbia requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones. All personnel subject to the exemption are obliged to carry an attachment to their medical certificate/license issued by Republic of Serbia. In addition, guidance material which includes preventive health measures for aviation personnel during COVID-19 pandemic</p>	<p>Differences filed by other contracting States will be recognized by the Republic of Serbia during the COVID-19 pandemic, unless the CAD deems safety is being compromised.</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
			has been published on CADRS website and distributed to aviation industry.	

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>The validity period of the licences issued by the Republic of Serbia is extended by 4 months.</p> <p>If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p> <p>Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to:</p> <ol style="list-style-type: none"> 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licenses. <p>ATCO The validity period of the ATCO</p>	<p>FCL</p> <p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events.</p>	<p>Differences filed by other contracting States will be recognized by the Republic of Serbia during the COVID-19 pandemic, unless the CAD deems safety is being compromised.</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>licenses issued by the Republic of Serbia is extended by 4 months, for the licences that expire prior to 31.07.2020. If towards the end of the extension, the reasons for granting the alleviation still apply the validity period may be further extended for a period up to 4 months.</p> <p>Since the relevant standard is met by the validity period of the ratings and endorsements associated to the license, the extension regards the validity period applies to:</p> <ol style="list-style-type: none"> 1) unit endorsement issued in air traffic controller licence 2) OJTI endorsement 3) STDI endorsement 4) Assessor endorsement 5) Language proficiency endorsement. 	<p>b) Conditions/mitigations the Republic of Serbia requires:</p> <ol style="list-style-type: none"> 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures. <p>Upon successful completion of the refresher training and the assessment an official document (OAM 07/2020) with the new validaty date, issued by the Republic of Serbia will be attached to the licence.</p> <ol style="list-style-type: none"> 2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh 	



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			<p>the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate.</p> <p>Upon successful completion of the refresher training and the assessment an official document (OAM 07/2020) with the new validaty date, issued by the Republic of Serbia will be attached to the licence</p> <p>ATCO a) Rationale Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training / assessment activities. The COVID-19 outbreak has resulted in drastic travel restrictions and closure of borders between the majority of States. As a consequence Air Traffic</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>Controllers are not able to timely get access to an examination for maintaining their language proficiency. This would result in the expiry of their language proficiency endorsement.</p> <p>b) Conditions/mitigations The Republic of Serbia requires: In the case of ATCO unit endorsements in ATCO licences and licence endorsements, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible. Air Traffic Controllers holding a valid language proficiency endorsement, in the case of unavailability of a Language Assessment Body, air navigation service providers shall ensure that language proficiency is ensured through other means, e.g. on-line courses, classroom courses.</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>	Subject to the evaluation of a risk assessment, the alleviation provided by the Republic of Serbia allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either: a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both. The alleviations are subject to mitigating measures. The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew	a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements. b) Conditions / mitigations The Republic of Serbia requires the following. Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. Appropriate mitigations measures to minimise the identified risks have to be determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g.	Differences filed by other contracting States will be recognized by the Republic of Serbia during the COVID-19 pandemic, unless the CAD deems safety is being compromised.



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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
		members have not carried out any flight / simulator activity in the preceding 90 days.	reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).	
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. 	Refer to 9.4.1.1 Serbia considers the 9.4.1.1 alleviation suitable to cover 9.4.2.1, as addressing the overall flight crew composition	Refer to 9.4.1.1	Differences filed by other contracting States will be recognized by the Republic of Serbia during the COVID-19 pandemic, unless the CAD deems safety is being compromised.



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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 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>The validity period of operator's proficiency checks for each individual pilot is extended by the Republic of Serbia for a period of 4 months. If, towards the end of the extension, the Republic of Serbia considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of States have limited the pilots' capability to perform pilot's licence proficiency checks. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations The Republic of Serbia requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures</p>	<p>Differences filed by other contracting States will be recognized by the Republic of Serbia during the COVID-19 pandemic, unless the CAD deems safety is being compromised.</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
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.	Refer to Annex 6 Part I 9.4.1.1		
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.	Refer to Annex 6 Part I 9.4.1.1		



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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>	Refer to Annex 6 Part I 9.4.1.1		



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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>	<p>The validity period of operator's proficiency checks for each individual pilot is extended by the Republic of Serbia for a period of 4 months. If, towards the end of the extension, the Republic of Serbia considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of States have limited the pilots' capability to perform pilot's licence proficiency checks. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations The Republic of Serbia requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures</p>	<p>Differences filed by other contracting States will be recognized by the Republic of Serbia during the COVID-19 pandemic, unless the CAD deems safety is being compromised.</p>

Slovakia

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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>1.2.4.4.1 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>The validity period of class 1 and 3 medical certificates issued by the Slovak Republic are extended by 4 months.</p> <p>For more information see http://lelectvo.nsat.sk/covid-19-opatrenia/aktualne-vynimky/</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates.</p> <p>b) Conditions/mitigations The Slovak Republic requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on the Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on the Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States. Medical certificates with the extended validity period exceeding their standard validity period more than two times are not recognised.</p>

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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>The validity period of the licences issued by the Slovak Republic is extended by 4 months.</p> <p>If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p> <p>Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to:</p> <ol style="list-style-type: none"> 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences. <p>For more information see http://letectvo.nsat.sk/covid-19-opatrenia/aktualne-vynimky/</p>	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on the Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on the Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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>		<p>training/assessment activities</p> <p>b) Conditions/mitigations The Slovak Republic requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures.</p> <p>Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by [the State], will be attached to the licence.</p> <p>2) Licence holders of a valid licence prior to applying the</p>	



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			<p>alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate.</p> <p>Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by [the State], will be attached to the licence.</p> <p>3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher</p>	



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			training as soon as possible.	



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<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>Subject to the evaluation of a risk assessment, the alleviation provided by the Slovak Republic allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either:</p> <p>a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both.</p> <p>The alleviations are subject to mitigating measures.</p> <p>The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”.</p> <p>“Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days.</p> <p>In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation/significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions/mitigations The Slovak Republic requires the following.</p> <p>Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition.</p> <p>The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties.</p> <p>Appropriate mitigations measures to minimise the identified risks have to be</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on the Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on the Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p> <p>Alleviations which allow a crew composition with all required flight crew members that have not carried out any flight or</p>



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		<p>account.</p> <p>The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators.</p> <p>No alleviations are granted if all required flight crew members have not carried out any flight/simulator activity in the preceding 90 days.</p>	<p>determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).</p>	<p>flight simulator session in the preceding 90 days are not recognised.</p>
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>Refer to 9.4.1.1</p>		



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<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>	<p>The validity period of operator's proficiency checks for each individual pilot is extended by the Slovak Republic for a period of 4 months.</p> <p>If, towards the end of the extension, the Slovak Republic considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions/mitigations The Slovak Republic requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on the Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on the Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p>



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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.	Refer to Annex 6 Part I 9.4.1.1		
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.	Refer to Annex 6 Part I 9.4.1.1		



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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>			



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>	<p>The validity period of operator's proficiency checks for each individual pilot is extended by the Slovak Republic for a period of 4 months.</p> <p>If, towards the end of the extension, [the State] considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions/mitigations The Slovak Republic requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on the Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on the Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p>

Slovenia

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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>The validity period of class 1 and 3 medical certificates issued by Republic of Slovenia are extended by 4 months</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates.</p> <p>b) Conditions/mitigations Republic of Slovenia requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation’.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</p> <p>Medical certificates with the extended validity period exceeding their standard validity period more than two times are not recognised.</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>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>The validity period of the licences issued by Republic of Slovenia is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to:</p> <ol style="list-style-type: none"> 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences. 	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</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>experience difficulties in access to synthetic training devices to complete their scheduled recurrent training / assessment activities</p> <p>b) Conditions/mitigations Republic of Slovenia requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures.</p> <p>Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Republic of Slovenia, will be attached to the licence.</p>	

COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate.</p> <p>Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Republic of Slovenia, will be attached to the licence.</p> <p>3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

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			by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible.	



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>Subject to the evaluation of a risk assessment, the alleviation provided by Republic of Slovenia allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either:</p> <p>a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both.</p> <p>The alleviations are subject to mitigating measures.</p> <p>The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account.</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.</p> <p>b) Conditions / mitigations Republic of Slovenia requires the following.</p> <p>Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition.</p> <p>The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties.</p> <p>Appropriate mitigations measures to minimise the identified risks have to be</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognized without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</p> <p>Alleviations which allow a crew composition with all required flight crew members not being fully compliant with A6 9.4.1.1 is not recognised.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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		<p>The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators.</p> <p>No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days.</p>	<p>determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).</p>	
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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. 			



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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>The validity period of operator's proficiency checks for each individual pilot is extended by the Republic Slovenia for a period of 4 months. If, towards the end of the extension, Republic of Slovenia considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.</p> <p>b) Conditions / mitigations Republic of Slovenia requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.</p>



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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>			
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>			



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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 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>			



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>			

Spain

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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>Para los certificados médicos Clase 1, Clase 2 y Clase 3 emitidos que no incluyan limitaciones, salvo limitaciones visuales, válidos a fecha 14 de marzo de 2020, y cuyo periodo ordinario de validez expirase antes del 31 de julio de 2020, se extiende la validez de dicho certificado por 4 meses.</p>	<p>a) Justificación Los titulares de certificados médicos de las clases 1, 2 y 3 que deben someterse a un examen médico periódico para revalidar sus certificados médicos a fin de seguir ejerciendo sus privilegios de licencia o certificado y que no pueden llegar a un examinador médico aeronáutico o a un centro de medicina aeronáutica o acceder a ellos oportunamente, para completar el examen médico necesario. Además, en muchos casos los examinadores médicos han sido reasignados para apoyar el brote de COVID-19 en su Estado. Esto daría lugar a la expiración de dichos certificados. b) Condiciones/mitigaciones España exige que los titulares de certificados médicos de las clases 1, 2 y 3 que se benefician de este alivio posean un certificado médico válido sin limitaciones, salvo las visuales, antes de aplicar el alivio".</p>	<p>Respecto a los certificados y licencias expedidos por los Estados miembros de EASA, las diferencias se reconocerán sin necesidad de una evaluación técnica adicional en base al Reglamento (UE) 2018/1139. En lo que respecta a los certificados y licencias emitidos por Estados no pertenecientes a EASA, las diferencias se reconocerán también sobre la base del Reglamento (UE) 2018/1139, siempre que las condiciones/mitigaciones asociadas a esas diferencias sean adecuadas. En particular, este será el caso cuando esas condiciones/mitigaciones sean equivalentes a las condiciones/mitigaciones notificadas por los Estados Miembros de EASA. No se reconocen los certificados médicos cuyo periodo de validez</p>



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				ampliado exceda más de dos veces su período de validez estándar.

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>El período de validez de las habilitaciones de tipo y clase, y habilitación por instrumentos expedidas por España se prorrogan por 4 meses. Si, hacia el final de la prórroga, las razones para conceder alivios siguen siendo válidas, el período de validez puede prorrogarse nuevamente por un período de hasta 4 meses. Dado que la norma pertinente se cumple con el período de validez de las habilitaciones y anotaciones (clase, tipo y habilitación de instrumentos, anotación de unidades) asociadas a la licencia, la prórroga en cuanto al período de validez se aplica a: 1) las habilitaciones de clase, de tipo y de instrumentos anotadas en las licencias de piloto comercial (CPL, MPL, ATPL) de pilotos que operan aviones y helicópteros con un operador; 2) las habilitaciones de clase, de tipo y de instrumentos anotadas en las licencias de pilotos (PPL, CPL, ATPL) de pilotos que participan en la operación de aviones y helicópteros fuera de un operador; 3) anotaciones de unidad expedidas en las licencias de controlador de tránsito aéreo.</p>	<p>a) Justificación Los titulares de licencias de piloto comercial a los que se les exige tanto que realicen la verificación de competencia de su licencia para revalidar el período de validez de sus habilitaciones de tipo y de instrumentos, como que cumplan los requisitos de entrenamiento y verificación recurrentes aplicables a los operadores, a fin de seguir ejerciendo sus atribuciones, no pueden llegar a los simuladores de vuelo o acceder a ellos oportunamente, para completar entrenamiento y la verificación necesarias. Ello daría lugar a la expiración de sus habilitaciones. Los titulares de licencias de piloto que operan fuera de un operador, a quienes se exige que realicen una verificación de competencia para revalidar el período de validez de sus habilitaciones de clase, tipo o instrumento, no pueden acceder a las aeronaves o a los simuladores de vuelo o acceder a ellos oportunamente, para completar los vuelos, el entrenamiento y las</p>	<p>Respecto a los certificados y licencias expedidos por los Estados miembros de EASA, las diferencias se reconocerán sin necesidad de una evaluación técnica adicional en base al Reglamento (UE) 2018/1139. En lo que respecta a los certificados y licencias emitidos por Estados no pertenecientes a EASA, las diferencias se reconocerán también sobre la base del Reglamento (UE) 2018/1139, siempre que las condiciones/mitigaciones asociadas a esas diferencias sean adecuadas. En particular, este será el caso cuando esas condiciones/mitigaciones sean equivalentes a las condiciones/mitigaciones notificadas por los Estados Miembros de EASA.</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>		<p>verificaciones necesarias. Los titulares de licencias de controlador de tránsito aéreo experimentan dificultades para acceder a los dispositivos sintéticos de entrenamiento para completar sus actividades periódicas programadas b) Condiciones/mitigaciones España requiere: 1) Los titulares de licencias que tengan una licencia válida antes de aplicar alivios y que operen dentro de un operador deberán haber recibido una formación de refresco, seguida de la realización de una evaluación, por los medios establecidos por el operador, para determinar que se mantiene el nivel de conocimientos necesario para operar la clase o el tipo aplicable. Esa evaluación incluirá procedimientos anormales y de emergencia específicos de la clase o el tipo. Una vez finalizados con éxito el curso de refresco y la evaluación, se anotará en la licencia la nueva fecha de caducidad, o se adjuntará a ésta un documento oficial con la nueva fecha de caducidad, expedido por</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>España, o por un examinador cualificado para ello. 2) Los titulares de una licencia válida antes de aplicar la mitigación y que operen fuera de un operador deberán haber recibido una sesión informativa de un instructor que posea las atribuciones de instrucción pertinentes, a fin de actualizar el nivel requerido de conocimientos teóricos para operar con seguridad la clase o el tipo aplicable y realizar con seguridad las maniobras y procedimientos pertinentes, según proceda. Esa sesión informativa incluirá procedimientos anormales y de emergencia específicos de la clase o el tipo, según proceda. Una vez concluida con éxito la sesión informativa, la nueva fecha de caducidad se dispondrá en la licencia o se adjuntará a ésta un documento oficial con la nueva fecha de caducidad, expedido por España, o por un examinador cualificado para ello. 3) En el caso de los refrendos de unidades del ATCO en las licencias del ATCO, el proveedor de servicios de navegación</p>	



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			aérea (ANSP) garantiza que la posible falta de disponibilidad de dispositivos sintéticos de entrenamiento se mitigue por otros medios, por ejemplo, mediante el entrenamiento por computadora o la reprogramación del entrenamiento de actualización lo antes posible.	

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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 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>Con sujeción a una evaluación de riesgos, el alivio proporcionado por España permite a los operadores individuales asignar funciones de tripulación de vuelo a pilotos que no cumplen todos los requisitos de experiencia reciente. Los alivios se refieren a cualquiera de los dos: a) la disminución del número de despegues, aproximaciones y aterrizajes necesarios; o b) la ampliación del período de 90 días; o c) ambos. Los alivios están sujetos a medidas de mitigación. Los criterios utilizados para la composición de la tripulación de vuelo distinguirán entre pilotos "recientes", "parcialmente recientes" o "no recientes". Por "parcialmente reciente" se entiende un piloto que ha realizado como mínimo 2 despegues, aproximaciones y aterrizajes en los 90 días anteriores, o 1 despegue, aproximación y aterrizaje en los últimos 30 días. Además, se tiene en cuenta la experiencia de vuelo del piloto (total y en el tipo) y las calificaciones (por ejemplo, instructor). El período de reducción se limita al tiempo necesario para que el operador pueda hacer frente a la</p>	<p>a) Justificación La crisis de COVID-19 ha dado lugar al cese / disminución significativa de las operaciones de transporte aéreo comercial y a dificultades para llegar al lugar donde se dispone de simuladores de vuelo adecuados. Esto está llevando a un gran número de pilotos que no son capaces de cumplir con los requisitos de la experiencia reciente. b) Condiciones / mitigaciones España requiere lo siguiente. Se considera que la experiencia reciente y las cualificaciones de cada piloto, y su combinación en el entorno de operaciones con tripulación múltiple, determinan la composición de la tripulación con el alivio. El operador tiene que realizar una evaluación de riesgos para determinar la probabilidad y la gravedad potencial del deterioro de las competencias de la tripulación en relación a la ausencia prolongada de las funciones de vuelo. Se deben determinar y aplicar medidas de mitigación apropiadas para aliviar al</p>	<p>Respecto a los certificados y licencias expedidos por los Estados miembros de EASA, las diferencias se reconocerán sin necesidad de una evaluación técnica adicional en base al Reglamento (UE) 2018/1139. En lo que respecta a los certificados y licencias emitidos por Estados no pertenecientes a EASA, las diferencias se reconocerán también sobre la base del Reglamento (UE) 2018/1139, siempre que las condiciones/mitigaciones asociadas a esas diferencias sean adecuadas. En particular, este será el caso cuando esas condiciones/mitigaciones sean equivalentes a las condiciones/mitigaciones notificadas por los Estados Miembros de EASA. No se reconocen los alivios que permitan una composición de la</p>



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		<p>disminución del programa de vuelos y a la falta de disponibilidad de simuladores de vuelo. No se conceden alivios si todos los miembros de la tripulación de vuelo requeridos no han realizado ninguna actividad de vuelo/simulador en los 90 días anteriores.</p>	<p>mínimo los riesgos identificados, con una o más restricciones operacionales válidas para toda la tripulación de vuelo a fin de reducir su exposición a situaciones difíciles (por ejemplo, aliviando los límites máximos de viento cruzado, introduciendo mínimos de aproximación más elevados, restringiendo las condiciones de la superficie de la pista, despachando con un sistema de aterrizaje automático, si está instalado).</p>	<p>tripulación, en la que ninguno de los miembros de la tripulación de vuelo requeridos haya llevado a cabo sesiones de vuelo o simulador de vuelo en los 90 días precedentes.</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>ANNEX 6 Chapter 9 Reference Standard</p>	<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>Véase 9.4.1.1 EASA considera que el alivio de 9.4.1.1 cubre 9.4.2.1, puesto que se refiere a la composición general de la tripulación de vuelo.</p>	<p>a) Justificación La crisis de COVID-19 ha dado lugar al cese / disminución significativa de las operaciones de transporte aéreo comercial y a dificultades para llegar al lugar donde se dispone de simuladores de vuelo adecuados. Esto está llevando a un gran número de pilotos que no son capaces de cumplir con los requisitos de la experiencia reciente. b) Condiciones / mitigaciones España requiere lo siguiente. Se considera que la experiencia reciente y las cualificaciones de cada piloto, y su combinación en el entorno de operaciones con tripulación múltiple, determinan la composición de la tripulación con el alivio. El operador tiene que realizar una evaluación de riesgos para determinar la probabilidad y la gravedad potencial del deterioro de las competencias de la tripulación en relación a la ausencia prolongada de las funciones de vuelo. Se deben determinar y aplicar medidas de mitigación apropiadas para reducir al</p>	<p>Respecto a los certificados y licencias expedidos por los Estados miembros de EASA, las diferencias se reconocerán sin necesidad de una evaluación técnica adicional en base al Reglamento (UE) 2018/1139. En lo que respecta a los certificados y licencias emitidos por Estados no pertenecientes a EASA, las diferencias se reconocerán también sobre la base del Reglamento (UE) 2018/1139, siempre que las condiciones/mitigaciones asociadas a esas diferencias sean adecuadas. En particular, este será el caso cuando esas condiciones/mitigaciones sean equivalentes a las condiciones/mitigaciones notificadas por los Estados Miembros de EASA. No se reconocen los alivios que permitan una composición de la</p>



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			<p>mínimo los riesgos identificados, con una o más restricciones operacionales válidas para toda la tripulación de vuelo a fin de reducir su exposición a situaciones difíciles (por ejemplo, aliviando los límites máximos de viento cruzado, introduciendo mínimos de aproximación más elevados, restringiendo las condiciones de la superficie de la pista, despachando con un sistema de aterrizaje automático, si está instalado).</p>	<p>tripulación, en la que ninguno de los miembros de la tripulación de vuelo requeridos cumple plenamente con lo dispuesto en el A6 9.4.1.1.</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
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>El período de validez de las verificaciones de la competencia del operador para cada piloto individual es extendido por un período de 4 meses. Si, hacia el final de la prórroga, se considera que las razones para conceder los alivios siguen siendo válidas, el período de validez podrá prorrogarse nuevamente por un período de hasta 4 meses.</p>	<p>a) Justificación: El brote de COVID-19 ha dado lugar a drásticas restricciones de viaje. El cierre de las fronteras entre la mayoría de los Estados de la Unión Europea ha limitado la capacidad de los operadores de realizar verificaciones de competencia de los pilotos dos veces al año en un simulador de vuelo. La realización de esas verificaciones en una aeronave no siempre es posible y, en algunos casos, puede plantear mayores riesgos que los vinculados a los alivios. b) Condiciones/medidas mitigadoras: España exige que los pilotos reciban un curso de actualización, seguida de la realización de una evaluación, por los medios que establezca el operador, para determinar que se mantiene el nivel de conocimientos necesario para operar como miembro de la tripulación de vuelo. Esa evaluación incluirá la clase o el tipo – procedimientos específicos anormales y de emergencia.</p>	<p>Respecto a los certificados y licencias expedidos por los Estados miembros de EASA, las diferencias se reconocerán sin necesidad de una evaluación técnica adicional en base al Reglamento (UE) 2018/1139. En lo que respecta a los certificados y licencias emitidos por Estados no pertenecientes a EASA, las diferencias se reconocerán también sobre la base del Reglamento (UE) 2018/1139, siempre que las condiciones/mitigaciones asociadas a esas diferencias sean adecuadas. En particular, este será el caso cuando esas condiciones/mitigaciones sean equivalentes a las condiciones/mitigaciones notificadas por los Estados Miembros de EASA.</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
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.	El período de validez de las verificaciones de la competencia del operador para cada piloto individual es extendido por un período de 4 meses. Si, hacia el final de la prórroga, se considera que las razones para conceder los alivios siguen siendo válidas, el período de validez podrá prorrogarse nuevamente por un período de hasta 4 meses.	a) Justificación: El brote de COVID-19 ha dado lugar a drásticas restricciones de viaje. El cierre de las fronteras entre la mayoría de los Estados de la Unión Europea ha limitado la capacidad de los operadores de realizar verificaciones de competencia de los pilotos dos veces al año en un simulador de vuelo. La realización de esas verificaciones en una aeronave no siempre es posible y, en algunos casos, puede plantear mayores riesgos que los vinculados a los alivios. b) Condiciones/medidas mitigadoras: España exige que los pilotos reciban un curso de actualización, seguida de la realización de una evaluación, por los medios que establezca el operador, para determinar que se mantiene el nivel de conocimientos necesario para operar como miembro de la tripulación de vuelo. Esa evaluación incluirá la clase o el tipo – procedimientos específicos anormales y de emergencia.	Respecto a los certificados y licencias expedidos por los Estados miembros de EASA, las diferencias se reconocerán sin necesidad de una evaluación técnica adicional en base al Reglamento (UE) 2018/1139. En lo que respecta a los certificados y licencias emitidos por Estados no pertenecientes a EASA, las diferencias se reconocerán también sobre la base del Reglamento (UE) 2018/1139, siempre que las condiciones/mitigaciones asociadas a esas diferencias sean adecuadas. En particular, este será el caso cuando esas condiciones/mitigaciones sean equivalentes a las condiciones/mitigaciones notificadas por los Estados Miembros de EASA.



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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>ANNEX 6 Chapter 3 Reference Standard</p>	<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>El período de validez de las verificaciones de la competencia del operador para cada piloto individual es extendido por un período de 4 meses. Si, hacia el final de la prórroga, se considera que las razones para conceder los alivios siguen siendo válidas, el período de validez podrá prorrogarse nuevamente por un período de hasta 4 meses.</p>	<p>a) Justificación: El brote de COVID-19 ha dado lugar a drásticas restricciones de viaje. El cierre de las fronteras entre la mayoría de los Estados de la Unión Europea ha limitado la capacidad de los operadores de realizar verificaciones de competencia de los pilotos dos veces al año en un simulador de vuelo. La realización de esas verificaciones en una aeronave no siempre es posible y, en algunos casos, puede plantear mayores riesgos que los vinculados a los alivios. b) Condiciones/medidas mitigadoras: España exige que los pilotos reciban un curso de actualización, seguida de la realización de una evaluación, por los medios que establezca el operador, para determinar que se mantiene el nivel de conocimientos necesario para operar como miembro de la tripulación de vuelo. Esa evaluación incluirá la clase o el tipo – procedimientos específicos anormales y de emergencia.</p>	<p>Respecto a los certificados y licencias expedidos por los Estados miembros de EASA, las diferencias se reconocerán sin necesidad de una evaluación técnica adicional en base al Reglamento (UE) 2018/1139. En lo que respecta a los certificados y licencias emitidos por Estados no pertenecientes a EASA, las diferencias se reconocerán también sobre la base del Reglamento (UE) 2018/1139, siempre que las condiciones/mitigaciones asociadas a esas diferencias sean adecuadas. En particular, este será el caso cuando esas condiciones/mitigaciones sean equivalentes a las condiciones/mitigaciones notificadas por los Estados Miembros de EASA.</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
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>El período de validez de las verificaciones de la competencia del operador para cada piloto individual es extendido por un período de 4 meses. Si, hacia el final de la prórroga, se considera que las razones para conceder los alivios siguen siendo válidas, el período de validez podrá prorrogarse nuevamente por un período de hasta 4 meses. EASA no ha identificado la necesidad de aliviar las disposiciones sobre experiencia reciente para operaciones CAT en helicóptero.</p>	<p>a) Justificación: El brote de COVID-19 ha dado lugar a drásticas restricciones de viaje. El cierre de las fronteras entre la mayoría de los Estados de la Unión Europea ha limitado la capacidad de los operadores de realizar verificaciones de competencia de los pilotos dos veces al año en un simulador de vuelo. La realización de esas verificaciones en una aeronave no siempre es posible y, en algunos casos, puede plantear mayores riesgos que los vinculados a los alivios. b) Condiciones/medidas mitigadoras: España exige que los pilotos reciban un curso de actualización, seguida de la realización de una evaluación, por los medios que establezca el operador, para determinar que se mantiene el nivel de conocimientos necesario para operar como miembro de la tripulación de vuelo. Esa evaluación incluirá la clase o el tipo – procedimientos específicos anormales y de emergencia.</p>	<p>Respecto a los certificados y licencias expedidos por los Estados miembros de EASA, las diferencias se reconocerán sin necesidad de una evaluación técnica adicional en base al Reglamento (UE) 2018/1139. En lo que respecta a los certificados y licencias emitidos por Estados no pertenecientes a EASA, las diferencias se reconocerán también sobre la base del Reglamento (UE) 2018/1139, siempre que las condiciones/mitigaciones asociadas a esas diferencias sean adecuadas. En particular, este será el caso cuando esas condiciones/mitigaciones sean equivalentes a las condiciones/mitigaciones notificadas por los Estados Miembros de EASA.</p>



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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>	<p>El período de validez de las verificaciones de la competencia del operador para cada piloto individual es extendido por un período de 4 meses. Si, hacia el final de la prórroga, se considera que las razones para conceder el alivio siguen siendo válidas, el período de validez podrá prorrogarse nuevamente por un período de hasta 4 meses.</p>	<p>a) Justificación: El brote de COVID-19 ha dado lugar a drásticas restricciones de viaje. El cierre de las fronteras entre la mayoría de los Estados de la Unión Europea ha limitado la capacidad de los operadores de realizar verificaciones de competencia de los pilotos dos veces al año en un simulador de vuelo. La realización de esas comprobaciones en una aeronave no siempre es posible y, en algunos casos, puede plantear mayores riesgos que los vinculados a los alivios. b) Condiciones/medidas mitigadoras España exige que los pilotos reciban un curso de actualización, seguida de la realización de una evaluación, por los medios que establezca el operador, para determinar que se mantiene el nivel de conocimientos necesario para operar como miembro de la tripulación de vuelo. Esa evaluación incluirá la clase o el tipo - procedimientos específicos anormales y de emergencia.</p>	<p>Respecto a los certificados y licencias expedidos por los Estados miembros de EASA, las diferencias se reconocerán sin necesidad de una evaluación técnica adicional en base al Reglamento (UE) 2018/1139. En lo que respecta a los certificados y licencias emitidos por Estados no pertenecientes a EASA, las diferencias se reconocerán también sobre la base del Reglamento (UE) 2018/1139, siempre que las condiciones/mitigaciones asociadas a esas diferencias sean adecuadas. En particular, este será el caso cuando esas condiciones/mitigaciones sean equivalentes a las condiciones/mitigaciones notificadas por los Estados Miembros de EASA.</p>

Sweden

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>1.2.4.4.1 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>The validity period of class 1 and 3 medical certificates issued by Sweden are extended by 4 months.</p>	<p>a) Rationale Holders of Class 1 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates. b) Conditions/mitigations Sweden requires that Class 1 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation'. As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU)</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p> <p>Medical certificates with the extended validity period exceeding their standard validity period more than two times</p>



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			2018/1139. As regards the certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. Medical certificates with the extended validity period exceeding their standard validity period more than two times are not recognised.	are not recognised.

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>The validity period of the licences issued by Sweden is extended by 4 months. If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the extension regards the validity period applies to: 1) class ratings, type ratings and instrument ratings endorsed in commercial pilot licences (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences.</p>	<p>a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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>/ assessment activities b) Conditions/mitigations Sweden requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Sweden, will be attached to the licence. 2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh</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>the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate. Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Sweden,, will be attached to the licence. 3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible. As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139. As regards the</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
			certificates and licences issued by non-EASA States the differences will be recognised as well based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate.	

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>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>Subject to the evaluation of a risk assessment, the alleviation provided by Sweden allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either: a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both. The alleviations are subject to mitigating measures. The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”. “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account. The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators. No alleviations are granted if all required flight crew members have not carried out</p>	<p>a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements. b) Conditions / mitigations Sweden requires the following. Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition. The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties. Appropriate mitigations measures to minimise the identified risks have to be determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p> <p>Alleviations which allow a crew composition with all required flight crew members that have not carried out any flight or</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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		any flight / simulator activity in the preceding 90 days.	reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed).	flight simulator session in the preceding 90 days are not recognised.
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. 	Refer to 9.4.1.1 EASA considers the 9.4.1.1 alleviation suitable to cover 9.4.2.1, as addressing the overall flight crew composition.		



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>	<p>The validity period of operator's proficiency checks for each individual pilot is extended by Sweden for a period of 4 months. If, towards the end of the extension, Sweden considers that the reasons for granting the alleviation still apply, the validity period may be further extended for a period of up to 4 months.</p>	<p>a) Rationale: The COVID-19 outbreak has resulted in drastic travel restrictions. The closure of borders between the majority of EU States have limited the operators' capability to perform pilot's competence checks twice a year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation. b) Conditions / mitigations Sweden requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures.</p>	<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</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.	Refer to Annex 6 Part I 9.4.1.1		
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.	Refer to Annex 6 Part I 9.4.1.1		



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>	<p>Refer to Annex 6 Part I 9.4.1.1 if needed by the State.</p> <p>EASA has not identified the need to alleviate recency standards for helicopter CAT operations.</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>			<p>As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.</p> <p>As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.</p>

Switzerland

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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>Due to the COVID-19 pandemic the period of validity may be extended for a period of 4 months with the option of additional 4 months if a renewal/revalidation is not possible before the expiry date</p>	<p>a. Due to i.e. limited mobility or access to AMEs, prohibition to conduct medically non-urgent examinations it may become impossible for license-holders to revalidate their certificates in time and keep (primarily professional) aircrews and air traffic controllers operational. Thus, it contributes to reduce the risk that the aeromedical system will be overstrained and not cope with the demand.</p> <p>b. Extension of validity will only be granted if the license holder has no limitation or no other limitation than visual ones. A potentially necessary second extension will only be granted if the previous Aeromedical Examiner gives a written confirmation that the</p>	<p>We accept other ICAO States Members Differences</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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			aeromedical examination was not possible within due time.	

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>The validity of a licence or a component therein cannot reliably be judged by the validities on the license as some validities may be of longer validity than marked on the licence. The correct validity can in these cases be derived by application of the extension provisions in the relevant licence attachment which is to be carried along with the licence.</p>	<p>a. The COVID-19 outbreak has resulted in drastic travel restrictions and closure of borders between a majority of States. Holders of Part-FCL pilot licences who are required to perform their licence proficiency check (LPC) to revalidate the validity period of their type and instrument ratings in order to continue to exercise their privileges on behalf of their operator are not able to timely reach or gain access to flight simulation training devices (FSTD) or examiners, or to perform training and checking on the aircraft (if applicable) to complete the necessary training and checking. To ensure continuity FOCA decided to extend the period of validity of several licence components for a period of 4 months with the option to extend for an additional 4 months but latest until 19.11.2020 if a revalidation is not possible before the expiry date and if the relevant conditions are fulfilled. The extension is granted by FOCA through a general</p>	<p>We accept other ICAO States Members Differences</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>		<p>decision provided that the mitigating measures are fulfilled and confirmed by the operator on an attachment to the licence.</p> <p>The validity of a license or a component therein can during the relevant timeframe not reliably be judged by the validity dates on the licence as some prolonged validities are not marked in the licence itself. An amendment of every single licence benefitting from a prolonged validity according to the exemption was not realizeable in the current situation.</p> <p>b. In cases where the real validity date of a licence or one of its components deviate from the date mentioned in the licence the respective pilot is responsible to carry along a licence attachment. From the data in this attachment the real validity date maybe derived.</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>	No difference.	n/a	We accept other ICAO States Members Differences
ANNEX 6 Chapter 9 Reference Standard	<p style="text-align: center;">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 difference	n/a	We accept other ICAO States Members Differences



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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>ANNEX 6 Chapter 9 Reference Standard</p>	<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>	<p>Refer to Swiss exemption to EASA according Art. 71(1).</p> <p>Operator may extend validity of training requirements until 19 NOV 2020.</p>	<p>a. No training possible</p> <p>b. crew shall have received refresher training, followed by the completion of an assessment by means established by the operator to determine that the required level of knowledge to operate the applicable class or type is maintained. That assessment shall include class – or type – specific abnormal and emergency procedures.</p>	<p>We accept other ICAO States Members Differences</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
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.	The period for recency experience is extended or the number of required landings may be reduced.	a. The cessation or significant reductions of continuous commercial air transport operations as a result of the COVID-19 outbreak is leading to a large number of pilots not able to meet the recency requirement. b. alleviations may only be granted if through a risk assessment done by the operator mitigating measures accepted by FOCA for the alleviation requested are implemented. A guideline of acceptable alleviations is published on FOCA website.	We accept other ICAO States Members Differences
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.	See 3.9.4.2	See 3.9.4.2	We accept other ICAO States Members Differences



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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>	No difference	n/a	We accept other ICAO States Members Differences



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>	Refer to Swiss exemption to EASA according Art. 71(1). Operator may extend validity of training requirements until 19 NOV 2020.	a.)No training possible b.) crew shall have received refresher training, followed by the completion of an assessment by means established by the operator to determine that the required level of knowledge to operate the applicable class or type is maintained. That assessment shall include class – or type – specific abnormal and emergency procedures.	We accept other ICAO States Members Differences

Tajikistan				
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>	No Differences	Standard Regulation Applies	We accept other ICAO States Members Differences

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>The TJAA will issue an extension enabling licensed personnel whose licences expire after 1st April 2020 to exercise the privileges of their licences for an extended period of up to 30 June 2020. This applies to the following licence categories: Pilot ; Air Traffic Controller ;Cabin Crew ;Aircraft Maintenance Engineer; Flight Dispatcher ;Aeronautical Station Operator ;Air Traffic Safety Electronics Personnel ;Designated Examiners ;</p>	<p>Valid Flight Crew whose proficiency check expires after 1st April 2020 may continue to exercise the privileges of their licences for an extended period of up to 30 June 2020.</p>	<p>Differences filed by other contracting States will be recognized by Tajikistan 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>			
<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 differences</p>	<p>Standard Regulation Applies.</p>	<p>Tajikistan will recognize or accept the validity of other states certificates/licenses based on their temporary differences submitted via the CCRD/EFOD.</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 differences.	Standard Regulation Applies.	Tajikistan accept other states differences.



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>	Flight Crew whose proficiency check expires after 1st April 2020 may continue to exercise the privileges of their licences for an extended period of up to 30 June 2020.	This will be subjected to compliance with flight crew recency requirements.	Differences filed by other contracting States will be recognized by Tajikistan during the COVID-19 pandemic.
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 style="text-align: center;">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 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>			



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>			

Tunisia

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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>-The validity of the Medical Assessments will extend for 61 Days from august 1st of 2020 until October 31 of 2020.</p> <p>-The deadlines for extending the validity of personnel licenses (PNT, PNC, CCA, MEA, and ATE), qualifications, authorizations and certificates associated with their license set out in memorandum n ° 01/2020 of April 29, 2020, are extended to October 31, 2020, with the same conditions already provided in memorandum.</p> <p>Réf:Supplément particulier suivant note de service n °9/2020 du 30/07/2020 aux licences du personnel navigant délivrées par la Tunisie Conformément à la note de service n 01/2020 du 29 avril 2020 relative au Covid 19 : prolongation de validité des licences, des qualifications, certificats et autorisations pour le personnel de l'aéronautique civile.</p> <p>*http://www.transport.tn/uploads/Loi/circulaire_29-04-2020.pdf 30-07-2020</p> <p>*http://www.transport.tn/uploads/Loi/Note_Prolongation.pdf.30</p>	<p>The purpose of this measure is to avoid agglomeration of aeronautical technical personnel during the process of medical examination and issue of licenses.</p>	<p>- Differences filed by other contracting States will be recognized by Tunisia 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
		/07/2020		

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>-The validity of the Medical Assessments will extend for 61 Days from august 1st of 2020 until October 31 of 2020.</p> <p>-The deadlines for extending the validity of personnel licenses (PNT, PNC, CCA, MEA, and ATE), qualifications, authorizations and certificates associated with their license set out in memorandum n ° 01/2020 of April 29, 2020, are extended to October 31, 2020, with the same conditions already provided in memorandum.</p> <p>Réf:Supplément particulier suivant note de service n °9/2020 du 30/07/2020 aux licences du personnel navigant délivrées par la Tunisie Conformément à la note de service n 01/2020 du 29 avril 2020 relative au Covid 19 : prolongation de validité des licences, des qualifications, certificats et autorisations pour le personnel de l'aéronautique civile.</p> <p>*http://www.transport.tn/upload s/Loi/circulaire_29-04-2020.pdf/ 30/7/2020</p> <p>*http://www.transport.tn/upload s/Loi/Note_Prolongation.pdf.</p>	<p>-Since most FSTD are not available due to the COVID-19 crisis and most air operators have suspended operations, it is not possible for licence/certificate holders to undergo checks or assessments to re-validate ratings/certificates at the moment. Due to this situation it is impossible for The Tunisian Civil Aviation Authority to reissue all licences or extend the ratings/certificates accordingly, which is why the attachment to the licence is required.</p>	<p>-Differences filed by other contracting States will be recognized by Tunisia 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>	30-07-2020		
<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>According to: Note de service n °2/2020 du 05/05/2020 issue de la DGAC Tunisienne, relative à l’extention de la durée de l’expérience récente http://www.transport.tn/uploads/Loi/Extension_de_la_duree_exp_erieence.pdf.</p>	<p>The extention of the period of 90 days is granted case by case according to an evaluation based on the total experience of the pilot and the period of 3 years on the type wich is the period of the accomplishment of the entire recurrent training check.</p>	<p>-Differences filed by other contracting States will be recognized by Tunisia during the COVID-19 pandemic</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. 	<p>According to: Note de service n °2/2020 du 05/05/2020 issue de la DGAC Tunisienne, relative à l'extention de la durée de l'expérience récente http://www.transport.tn/uploads/Loi/Extension_de_la_duree_experience.pdf.</p>	<p>The extension of the period of 90 days is granted case by case according to an evaluation based on the total experience of the pilot and the period of 3 years on thr type wich is the period of the accomplishment of the entire recurrent training check.</p>	<p>-Differences filed by other contracting States will be recognized by Tunisia during the COVID-19 pandemic</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
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>	According to « note de service n°01/2020 du 29 Avril 2020 relative au Covid-19 » issued by DGAC, the validity of all training sessions expiring until March ,16, 2020 is extended for 169 calendar days http://www.transport.tn/uploads/Loi/circulaire_29-04-2020.pdf .	Since most, if not all, air operators have suspended operations and most FSTD are not available due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience - cruise relief. Due to this situation, the attachment to the licence is required.	Differences filed by other contracting States will be recognized by Tunisia during the COVID-19 pandemic
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>	According to: Note de service n °2/2020 du 05/05/2020 issue de la DGAC Tunisienne, relative à l'extention de la durée de l'expérience récente http://www.transport.tn/uploads/Loi/Extension_de_la_duree_exp_ience.pdf	The extention of the period of 90 days is granted case by case according to an evaluation based on the total experience of the pilot and the period of 3 years on the type wich is the period of the accomplishment of the entire recurrent training check.	-Differences filed by other contracting States will be recognized by Tunisia 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 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: Note de service n °2/2020 du 05/05/2020 issue de la DGAC Tunisienne, relative à l’extention de la durée de l’expérience récente http://www.transport.tn/uploads/Loi/Extension_de_la_duree_experience.pdf	The extention of the period of 90 days is granted case by case according to an evaluation based on the total experience of the pilot and the period of 3 years on the type wich is the period of the accomplishment of the entire recurrent training check.	-Differences filed by other contracting States will be recognized by Tunisia during the COVID-19 pandemic
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: Note de service n °2/2020 du 05/05/2020 issue de la DGAC Tunisienne, relative à l’extention de la durée de l’expérience récente http://www.transport.tn/uploads/Loi/Extension_de_la_duree_experience.pdf	The extention of the period of 90 days is granted case by case according to an evaluation based on the total experience of the pilot and the period of 3 years on the type wich is the period of the accomplishment of the entire recurrent training check.	-Differences filed by other contracting States will be recognized by Tunisia during the COVID-19 pandemic



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>	According to « note de service n°01/2020 du 29 avril 2020 relative au Covid-19 » issued by DGAC, the validity of all training sessions expiring until March ,16, 2020 is extended for 169 calendar days http://www.transport.tn/uploads/Loi/circulaire_29-04-2020.pdf .	Since most, if not all, air operators have suspended operations and most FSTD are not available due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience - cruise relief. Due to this situation, the attachment to the licence is required.	Differences filed by other contracting States will be recognized by Tunisia during the COVID-19 pandemic

Turkey

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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>Class 1 medical certificates without a medical limitation other than visual, expiring before July 31, 2020, are extended for 4 months from their expiry dates (only for commercial operations). Class 3 medical certificates expiring before July 31, 2020, are extended for 4 months from their expiry dates.</p> <p>http://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/s_ektorel/genelgeler/2020/UOD-HSD-2020-1G_Rev01.pdf</p>	<p>a. Due to the urgent need to reduce the risks related to the COVID -19 pandemic by air transport validity of medical certificates are extended during the COVID-19 pandemic. b. Class 1 medical certificates without a medical limitation other than visual, expiring before July 31, 2020, are extended for 4 months from their expiry dates (only for commercial operations). Class 3 medical certificates expiring before July 31, 2020, are extended for 4 months from their expiry dates. We accept other ICAO States Members 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
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>Type ratings endorsed in flight crew licences issued by Turkish DGCA, expiring before July 31, 2020, are extended for 4 months.</p> <p>-English language proficiencies endorsed in flight crew licences issued by Turkish DGCA, expiring before July 31, 2020, are extended for 4 months from their expiry dates.</p> <p>-Flight dispatchers licences issued by Turkish DGCA, expiring before July 31, 2020, are extended for 4 months from their expiry dates.</p>	<p>a. FSTD Centers are not available due to travel restrictions. Also gathering pilots together for training and checking purposes can develop disease.</p> <p>b. Pilots shall receive a refresher training and pass an assessment before extension of type rating. These training and assessment can be done remotely. Pilots and flight operations officers benefiting these exemptions shall be employed by an air transport operator.</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

Annex Reference	<p style="text-align: center;">PERSONNEL LICENSING</p> <p style="text-align: center;">Standard or Recommended Practice</p>	<p style="text-align: center;">Details of Difference (COVID-19, related)</p>	<p style="text-align: center;">Remarks - to include: a. Rationale b. Conditions/Mitigations</p>	<p style="text-align: center;">Recognition of other State Differences</p>
	<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>	Validity of operator proficiency checks (OPC) under the recurrent training (flight crew) is extended by 4 months. http://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/s_ektorel/genelgeler/2020/UOD-HSD-2020-1G_Rev01.pdf	a. (1)-No local availability of aircraft type FSTD (2)-No local availability of Type Rating Examiners (3)-Inaccessibility of local FSTDs due to reducing of operating cycle (With respect to WHO recommendation for physical distancing and decontamination process of FSTDs)Emergency and safety equipments, • Crew Resource Management b. Completion of following ground courses (may be done by distance learning methods such as e-learning, virtual classroom etc): • aircraft systems, • operational procedures and requirements, including ground de-icing/anti icing and pilot incapacitation • accident/incident and occurrence review.	



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 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>	Validity of operator proficiency checks (OPC) under the recurrent training (flight crew) is extended by 4 months. http://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/sekorel/genelgeler/2020/UOD-HSD-2020-1G_Rev01.pdf	a. (1)-No local availability of aircraft type FSTD (2)-No local availability of Type Rating Examiners (3)-Inaccessibility of local FSTDs due to reducing of operating cycle (With respect to WHO recommendation for physical distancing and decontamination process of FSTDs) b. Completion of following ground courses (may be done by distance learning methods such as e-learning, virtual classroom etc): <ul style="list-style-type: none"> • aircraft systems, • operational procedures and requirements, including ground de-icing/anti icing and pilot incapacitation • accident/incident and occurrence review. • Emergency and safety equipments, • Crew Resource Management 	



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.			
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 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>			



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>	Validity of operator proficiency checks (OPC) under the recurrent training (flight crew) is extended by 4 months. http://web.shgm.gov.tr/documents/sivilhavacilik/files/mevzuat/sekretor/genelgeler/2020/UOD-HSD-2020-1G_Rev01.pdf	a. (1)-No local availability of aircraft type FSTD (2)-No local availability of Type Rating Examiners (3)-Inaccessibility of local FSTDs due to reducing of operating cycle (With respect to WHO recommendation for physical distancing and decontamination process of FSTDs) b. Completion of following ground courses (may be done by distance learning methods such as e-learning, virtual classroom etc): <ul style="list-style-type: none"> • aircraft systems, • operational procedures and requirements, including ground de-icing/anti icing and pilot incapacitation • accident/incident and occurrence review. • Emergency and safety equipments, • Crew Resource Management 	

Turkmenistan

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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>	No Difference		Differences filed by other contracting States will be recognized by the Turkmenistan during the COVID-19 pandemic, unless the CAA deems safety is being compromised.

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>The validity of a licence issued by the Turkmenistan is for the life of the licence holder, unless revoked, surrendered or suspended. However, on the licence the Turkmenistan provides information as to the validity of the privileges, normally specific to an aircraft type in the case of complex aircraft, the entries when entered by an Examiner are ink entries, providing a new expiry date to the rating (privilege). The Turkmenistan issuing authority is still able to confirm the validity of a licence if contacted.</p>		<p>Differences filed by other contracting States will be recognized by the Turkmenistan during the COVID-19 pandemic, unless the CAA deems safety is being compromised.</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>No Difference</p>		<p>Differences filed by other contracting States will be recognized by the Turkmenistan during the COVID-19 pandemic, unless the CAA deems safety is being compromised.</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. 	<p>No Difference The CAA does not have currency requirements for cruise relief pilots.</p>		<p>Differences filed by other contracting States will be recognized by the Turkmenistan during the COVID-19 pandemic, unless the CAA deems safety is being compromised.</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
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>	Operators are exempted from the standard validity periods of training and checking, for proficiency checks that expire between 20 April 2020 and 31 March 2021. Validity periods may be extended till six months.	a. In response to the exceptional circumstances caused by the Covid-19 outbreak where normal revalidation facilities are not available, the Turkmenistan exempts Operators, aircrew, instructors and examiners from the requirement to conduct pilot proficiency checks subject to the conditions below. b. The Operators shall ensure that: 1) an alternative training and checking programme is submitted to the CAA including a Risk Assessment and Flying Staff Instruction, 2) any submission should clearly identify the areas of requirement that unable to be met and detail how full compliance will achieved once this exemption is revoked.	Differences filed by other contracting States will be recognized by the Turkmenistan during the COVID-19 pandemic, unless the CAA deems safety is being compromised.
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>	No Difference		Differences filed by other contracting States will be recognized by the Turkmenistan during the COVID-19 pandemic, unless the CAA deems safety is being compromised.



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>No Difference</p>		<p>Differences filed by other contracting States will be recognized by the Turkmenistan during the COVID-19 pandemic, unless the CAA deems safety is being compromised.</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>Differences filed by other contracting States will be recognized by the Turkmenistan during the COVID-19 pandemic, unless the CAA deems safety is being compromised.</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>	Operators are exempted from the standard validity periods of training and checking, for proficiency checks that expire between 20 April 2020 and 31 March 2021. Validity periods may be extended till six months.	a. In response to the exceptional circumstances caused by the Covid-19 outbreak where normal revalidation facilities are not available, the Turkmenistan exempts Operators, aircrew, instructors and examiners from the requirement to conduct pilot proficiency checks subject to the conditions below. b. The Operators shall ensure that: 1) an alternative training and checking programme is submitted to the CAA including a Risk Assessment and Flying Staff Instruction, 2) any submission should clearly identify the areas of requirement that unable to be met and detail how full compliance will achieved once this exemption is revoked.	Differences filed by other contracting States will be recognized by the Turkmenistan during the COVID-19 pandemic, unless the CAA deems safety is being compromised.

UK Main

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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
<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>Subject to the conditions stated, aircrew holding EU Part FCL Licences are exempted from the standard validity periods of EU Part-MED Class 1 medical certificates that expire on or after 23 March 2020 and before 31 October 2020, until 22nd November 2020.</p> <p>See ORS4 1383 published on the UK CAA website</p> <p>The alleviation is in the form of a 'blanket exemption'. The UK CAA continues to monitor the availability and conduct of medical examinations where they can occur.</p>	<p>a) Rationale:</p> <p>Problem Statement Three issues are impacting the provision of routine periodic medical examinations by Aero medical Examiners (AMEs)</p> <ol style="list-style-type: none"> 1. Some AMEs have been required to be redeployed to provide clinical care in hospitals etc. to COVID-19 patients, 2. Some AMEs have medical conditions themselves that increase risk to them and others in relation to disease transmission and therefore become unavailable to work 3. The UK has implemented strict social distancing regulations that have restricted non-essential travel and closed some medical facilities and workspaces <p>Therefore the capacity of the UK AME system to sustain periodic medicals is substantially diminished, and essential emergency services, humanitarian, repatriation and cargo flights need to continue. The periodic medical</p>	<p>The UK will recognise other States differences that increase expiry to up to one year from any original ICAO-compliant expiry date, provided that:</p> <ol style="list-style-type: none"> 1) The medical certificate was valid on the date that the exemption was issued 2) The medical certificate holder must not have been subject to a reduction in medical fitness at the time of the issue of the validity extension. 3) the medical certificate must not have been administratively suspended, revoked or subject to other such enforcement activity 4) Other States publish their policy for the assessment and oversight of medical certificate holders who have medical restrictions or limitations, or are under additional medical surveillance by their AME or the Medical Assessor of the State.



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			<p>examination of aircrew is only one element of the aviation medical safety system. Pilots are still required to report decreases in medical fitness to the AME or CAA</p> <p>b) Conditions and Mitigations:</p> <p>Validity Extension Conditions:</p> <ol style="list-style-type: none"> 1) On the date of the validity extension (23/3/20), the medical certificate must have been valid. 2) Certificate holders must not have experienced a reduction in medical fitness 3) medical certificate holders who are under additional medical surveillance must continue to comply with the specified requirements (e.g. provision of specialist report and tests) imposed by their AME or the CAA, subject to an up to 3 month grace period. Failure to do so may result in an unfit assessment by the CAA. 4) To demonstrate compliance aircrew should carry their (expired) medical certificate and a copy of the exemption notice as part of 	



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			<p>their licence.</p> <p>Availability of AME and CAA Assessment and Oversight Resources: The majority of AME and CAA assessment and oversight activities are presently being performed remotely with internet access to the CAA medical records and oversight system. A small number of staff continue to process hard copy investigations and medical certificate issue/signatures at the CAA HQ to support the continuous pilot fitness oversight issue. Higher priority is being given for pilots undertaking the essential flights listed above.</p> <p>Monitoring and management of alleviations: Review of the impact of the measures undertaken to date is reviewed on a regular basis. At the present time, the present extension of validity is not envisaged to change, but lifting of extension and the return to standard validity periods will be made once there is evidence that AME capacity</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

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			has returned to a sufficient level, mindful of the pandemic status, health and safety, and public health restrictions.	

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>The validity of a licence issued by the United Kingdom is for the life of the licence holder, unless revoked, surrendered or suspended. However, on the licence the United Kingdom provides information as to the validity of the privileges, normally specific to an aircraft type in the case of complex aircraft, the entries when entered by an Examiner are ink entries, providing a new expiry date to the rating (privilege). However, during the current COVID-19 pandemic subject to the conditions stated, aircrew holding UK issued EU Part FCL Licences are exempted from the standard periods between licence proficiency check if these checks contravene the UK Governments COVID-19 Regulations designed to limit the transmission of the disease. However individual may be assessed as normal, or via other means as to their continued ability to operate the stated aircraft type, this can be by an entry on the licence against the stated type, or via documents to accompany the licence document which will have the details of the issuing authority. See ORS4 1383 published on the UK CAA</p>	<p>a)Rationale: Problem Statement: The issues in the UK are impacting the provision of routine licence proficiency checks with an appropriate Examiners or facilities: 1.Some Examiners have medical conditions themselves that increase risk to them and others in relation to disease transmission and therefore become unavailable to work 2.The UK has implemented strict social distancing practices that have restricted non-essential travel and closed some training facilities and workspaces 3.Many Flight Simulator Training Devices are not available due to travel restriction imposed with the UK and by other States where these devices are based, there is also the hygiene concerns by individuals related to some of the equipment that form part of the devices. b)Mitigations: Therefore, the ability to ensure that aircrew complete their normal licence proficiency check becomes difficult, so the UK has used alleviation that permit: 1.Line check within recent 3</p>	<p>Extension going beyond the 31 March 2021: The United Kingdom would accept similar temporary measures implemented by other States providing that the authenticity of the copy of the original document can be proved by specified measures, until 30 March 2021.</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>website The alleviation is in the form of a ‘blanket exemption’. The UK CAA continues to monitor the availability and conduct of licensing checks where they can occur. The United Kingdom issuing authority is still able to confirm the validity of a licence if contacted.</p>	<p>months/more regular line checks 2. Online interactive technical refresher training 3. Extended pre-flight review of roles and special procedures Availability of CAA Resources: The vast majority of CAA assessment and oversight activities are presently being performed remotely with internet access to the CAA personnel records and oversight system. A small number of staff continue to process licences and certificate issue/signatures to support the licensing oversight issue. Monitoring and management of alleviations: Review of the impact of the measures undertaken to date is on a regular basis. Eg the wording of our exemption has already been modified to improve clarity. At the present time, the present extension of validity is not envisaged to change but lifting of extension and the return to standard validity periods will be made once there is evidence that this can be safely done with the use of FSTDs and examiners, mindful of the</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

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			pandemic status, health and safety, and public health restrictions.	
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>	No difference		



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 difference		



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>	<p>Operators are exempted from the standard validity periods of training and checking, for proficiency checks that expire between 23 March 2020 and 31 October 2020. Validity periods may be extended to 22nd November.</p>	<p>a. In response to the exceptional circumstances caused by the Covid-19 outbreak where normal revalidation facilities are not available, the UK exempts Operators, aircrew, instructors and examiners from the requirement to conduct pilot proficiency checks subject to the conditions below. b. Licence holders shall: (i) hold a valid class or type rating and instrument rating if applicable; (ii) operate under the management system of an organisation; (iii) have received refresher training, followed by the completion of an assessment by means established by the operator to determine that the required level of knowledge to operate the applicable class or type has been maintained. The assessment shall include class or type specific abnormal and emergency procedures.</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.	No difference		
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 difference		



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 difference		



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>	Operators are exempted from the standard validity periods of training and checking, for proficiency checks that expire between 23 March 2020 and 31 October 2020. Validity periods may be extended to 22nd November 2020.	<p>a. In response to the exceptional circumstances caused by the Covid-19 outbreak where normal revalidation facilities are not available, the UK exempts Operators, aircrew, instructors and examiners from the requirement to conduct pilot proficiency checks subject to the conditions below.</p> <p>b. Licence holders shall:</p> <ul style="list-style-type: none"> (i) hold a valid class or type rating and instrument rating if applicable; (ii) operate under the management system of an organisation; (iii) have received refresher training, followed by the completion of an assessment by means established by the operator to determine that the required level of knowledge to operate the applicable class or type has been maintained. The assessment shall include class or type specific abnormal and emergency procedures. 	The UK will accept similar temporary measures implemented by other states providing that the authenticity of the copy of the original document can be proved by specified measures.

Ukraine

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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>In accordance with Article 11 paragraph 6 of the Air Code of Ukraine Chairman of the Competent authority in the field of civil aviation may grant an exemption to an operator, to a license or certificate holder from national regulations and applicable amendments thereto. Upon an individual request to State Aviation Administration of Ukraine (SAAU) aviation personnel whose licenses, ratings and special remarks expire during the COVID 19 pandemic can get an exemption for a period of up to 4 months, but limited by date 30.11.2020 Note - Holders of medical certificates of class 1, class 2, class 3 and class LAPLs who applies for this exemption shall have a valid medical Class 1, Class 2, Class 3 and LAPL certificate without limitation, except ophthalmic. Note - Holders of cabin crew medical certificates who applies for this exemption shall have a valid cabin crew medical certificates without limitation, except ophthalmic.</p>	<p>Due to the COVID 19 pandemic an operator, a license or certificate holder may not be able to comply with established requirement and may request an exemption to such requirement as provided for in Article 11 paragraph 6 of the Air Code of Ukraine which provides for the issuance of exemption on condition that it does not create a safety hazard. SAAU has developed a special exemption procedure for the COVID 19 pandemic case. An operator, a license or certificate holder shall provide to SAAU safety assessment and risk analysis to determine whether the proposed prevention and mitigation measures would be adequate to ensure an equivalent level of safety. Based on the conclusion of the Flight Operations Department of on the possibility of granting a temporary exemption, drawn up as a result of consideration of the applicant's documents with the participation of interested structural units of the State</p>	<p>Ukraine accepts relevant differences filed by other ICAO States Members.</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
			Aviation Administration of Ukraine (SAAU), the Chairman of SAAU shall make decision, which indicates the type of temporary exemption from the national regulations and its duration. All personnel subject to the exemption have to carry CONFIRMATION LETTER to make inspectors aware of the exemption.	



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>In accordance with Article 11 paragraph 6 of the Air Code of Ukraine Chairman of the Competent authority in the field of civil aviation may grant an exemption to an operator, to a license or certificate holder from national regulations and applicable amendments thereto. Upon an individual request to the SAAU aviation personnel whose licenses, ratings and special remarks expire during the COVID 19 pandemic can get an exemption for a period of up to 4 months, but limited by date 30.11.2020. Note - Holders of certificates who applies for this exemption, shall comply with the following: (a) have a valid rating of class or type; (b) shall be in the management system of the organization to which the Aviation Rules of Ukraine apply; (c) an operator shall identify the risks connected with obtaining this Exemption; (d) get advanced training, with an assessment by the method that is set by the operator, to determine that the required level of knowledge of the appropriate class or type for the job is maintained. This assessment shall include specific non-standard and emergency</p>	<p>Due to the COVID 19 pandemic an operator, a license or certificate holder may not be able to comply with established requirement and may request an exemption to such requirement as provided for in Article 11 paragraph 6 of the Air Code of Ukraine which provides for the issuance of exemption on condition that it does not create a safety hazard. SAAU has developed a special exemption procedure for the COVID 19 pandemic case. An operator, a license or certificate holder shall provide to SAAU safety assessment and risk analysis to determine whether the proposed prevention and mitigation measures would be adequate to ensure an equivalent level of safety. Based on the conclusion of the Flight Operations Department of on the possibility of granting a temporary exemption, drawn up as a result of consideration of the applicant's documents with the participation of interested structural units of the State</p>	<p>Ukraine accepts relevant differences filed by other ICAO States Members.</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>	<p>procedures for class or type. Note - Certificate holders who are not full-time employees of the entities aviation activities (freelancer) obtained according to the Aviation Rules of Ukraine, during the period of using this Exemption, shall receive a briefing from an instructor who has the appropriate authority for updating the necessary level of theoretical knowledge for ensuring the safe operation of the appropriate aircraft. This briefing shall include specific non-standard and emergency procedures, depending on the category, class and type of aircraft, and also the applicant's responsibilities.</p>	<p>Aviation Administration of Ukraine (SAAU), the Chairman of SAAU shall make decision, which indicates the type of temporary exemption from the national regulations and its duration. All personnel subject to the exemption have to carry CONFIRMATION LETTER to make inspectors aware of the exemption.</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>In accordance with Article 11 paragraph 6 of the Air Code of Ukraine Chairman of the Competent authority in the field of civil aviation may grant an exemption to an operator, to a license or certificate holder from national regulations and applicable amendments thereto. Upon an individual request to the SAAU aviation personnel whose licenses, ratings and special remarks expire during the COVID 19 pandemic can get an exemption for a period of up to 4 months, but limited by date 30.11.2020 .</p>	<p>Due to the COVID 19 pandemic an operator, a license or certificate holder may not be able to comply with established requirement and may request an exemption to such requirement as provided for in Article 11 paragraph 6 of the Air Code of Ukraine which provides for the issuance of exemption on condition that it does not create a safety hazard. SAAU has developed a special exemption procedure for the COVID 19 pandemic case. An operator, a license or certificate holder shall provide to SAAU safety assessment and risk analysis to determine whether the proposed prevention and mitigation measures would be adequate to ensure an equivalent level of safety. Based on the conclusion of the Flight Operations Department of on the possibility of granting a temporary exemption, drawn up as a result of consideration of the applicant's documents with the participation of interested structural units of the State</p>	<p>Ukraine accepts relevant differences filed by other ICAO States Members</p>



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			Aviation Administration of Ukraine (SAAU), the Chairman of SAAU shall make decision, which indicates the type of temporary exemption from the national regulations and its duration. All personnel subject to the exemption have to carry CONFIRMATION LETTER to make inspectors aware of the exemption.	



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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>In accordance with Article 11 paragraph 6 of the Air Code of Ukraine Chairman of the Competent authority in the field of civil aviation may grant an exemption to operator, a license or certificate holder from national regulations and applicable amendments thereto. Upon an individual request to State Aviation Administration of Ukraine SAAU aviation personnel whose licenses, ratings and special remarks expire during the COVID 19 pandemic can get an exemption for a period of up to 4 months, but limited by date 31.07.2020 (with the possibility of further extension, until 31.11.2020)</p>	<p>Due to the COVID 19 pandemic an operator, a license or certificate holder may not be able to comply with established requirement and may request an exemption to such requirement as provided for in Article 11 paragraph 6 of the Air Code of Ukraine which provides for the issuance of exemption on condition that it does not create a safety hazard. SAAU has developed a special exemption procedure for the COVID 19 pandemic case. An operator, a license or certificate holder shall provide to SAAU safety assessment and risk analysis to determine whether the proposed prevention and mitigation measures would be adequate to ensure an equivalent level of safety. Based on the conclusion of the Flight Operations Department of on the possibility of granting a temporary exemption, drawn up as a result of consideration of the applicant's documents with the participation of interested structural units of the State</p>	<p>Ukraine accepts relevant differences filed by other ICAO States Members</p>



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			Aviation Administration of Ukraine (SAAU), the Chairman of SAAU shall make decision, which indicates the type of temporary exemption from the national regulations and its duration. All personnel subject to the exemption have to carry CONFIRMATION LETTER to make inspectors aware of the exemption.	



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<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>	<p>In accordance with Article 11 paragraph 6 of the Air Code of Ukraine Chairman of the Competent authority in the field of civil aviation may grant an exemption to operator, a license or certificate holder from national regulations and applicable amendments thereto. Upon an individual request to SAAU aviation personnel whose licenses, ratings and special remarks expire during the COVID 19 pandemic can get an exemption for a period of up to 4 months, but limited by date 31.07.2020 (with the possibility of further extension, until 31.11.2020) Note - Holders of certificates who applies for this exemption, shall comply with the following: (a) have a valid rating of class or type; (b) shall be in the management system of the organization to which the Aviation Rules of Ukraine apply; (c) an operator shall identify the risks connected with obtaining this Exemption; (d) get advanced training, with an assessment by the method that is set by the operator, to determine that the required level of knowledge of the appropriate class or type for the job is maintained. This assessment</p>	<p>Due to the COVID 19 pandemic an operator, a license or certificate holder may not be able to comply with established requirement and may request an exemption to such requirement as provided for in Article 11 paragraph 6 of the Air Code of Ukraine which provides for the issuance of exemption on condition that it does not create a safety hazard. SAAU has developed a special exemption procedure for the COVID 19 pandemic case. An operator, a license or certificate holder shall provide to SAAU safety assessment and risk analysis to determine whether the proposed prevention and mitigation measures would be adequate to ensure an equivalent level of safety. Based on the conclusion of the Flight Operations Department of on the possibility of granting a temporary exemption, drawn up as a result of consideration of the applicant's documents with the participation of interested structural units of the State</p>	<p>Ukraine accepts relevant differences filed by other ICAO States Members.</p>



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		<p>shall include specific non-standard and emergency procedures for class or type. Note - Certificate holders who are not full-time employees of the entities aviation activities (freelancer) obtained according to the Aviation Rules of Ukraine, during the period of using this Exemption, shall receive a briefing from an instructor who has the appropriate authority for updating the necessary level of theoretical knowledge for ensuring the safe operation of the appropriate aircraft. This briefing shall include specific non-standard and emergency procedures, depending on the category, class and type of aircraft, and also the applicant's responsibilities.</p>	<p>Aviation Administration of Ukraine (SAAU), the Chairman of SAAU shall make decision, which indicates the type of temporary exemption from the national regulations and its duration. All personnel subject to the exemption have to carry CONFIRMATION LETTER to make inspectors aware of the exemption.</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.	In accordance with Article 11 paragraph 6 of the Air Code of Ukraine Chairman of the Competent authority in the field of civil aviation may grant an exemption to operator, a license or certificate holder from national regulations and applicable amendments thereto. Upon an individual request to SAAU aviation personnel whose licenses, ratings and special remarks expire during the COVID 19 pandemic can get an exemption for a period of up to 4 months, but limited by date 31.07.2020 (with the possibility of further extension, until 31.11.2020) 3	Due to the COVID 19 pandemic an operator, a license or certificate holder may not be able to comply with established requirement and may request an exemption to such requirement as provided for in Article 11 paragraph 6 of the Air Code of Ukraine which provides for the issuance of exemption on condition that it does not create a safety hazard. SAAU has developed a special exemption procedure for the COVID 19 pandemic case. An operator, a license or certificate holder shall provide to SAAU safety assessment and risk analysis to determine whether the proposed prevention and mitigation measures would be adequate to ensure an equivalent level of safety. Based on the conclusion of the Flight Operations Department of on the possibility of granting a temporary exemption, drawn up as a result of consideration of the applicant's documents with the participation of interested structural units of the State	Ukraine accepts relevant differences filed by other ICAO States Members.



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
			Aviation Administration of Ukraine (SAAU), the Chairman of SAAU shall make decision, which indicates the type of temporary exemption from the national regulations and its duration. All personnel subject to the exemption have to carry CONFIRMATION LETTER to make inspectors aware of the exemption.	



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	3.9.4.3 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.	In accordance with Article 11 paragraph 6 of the Air Code of Ukraine Chairman of the Competent authority in the field of civil aviation may grant an exemption to operator, a license or certificate holder from national regulations and applicable amendments thereto. Upon an individual request to SAAU aviation personnel whose licenses, ratings and special remarks expire during the COVID 19 pandemic can get an exemption for a period of up to 4 months, but limited by date 31.07.2020 (with the possibility of further extension, until 31.11.2020)	Due to the COVID 19 pandemic an operator, a license or certificate holder may not be able to comply with established requirement and may request an exemption to such requirement as provided for in Article 11 paragraph 6 of the Air Code of Ukraine which provides for the issuance of exemption on condition that it does not create a safety hazard. SAAU has developed a special exemption procedure for the COVID 19 pandemic case. An operator, a license or certificate holder shall provide to SAAU safety assessment and risk analysis to determine whether the proposed prevention and mitigation measures would be adequate to ensure an equivalent level of safety. Based on the conclusion of the Flight Operations Department of on the possibility of granting a temporary exemption, drawn up as a result of consideration of the applicant's documents with the participation of interested structural units of the State	Ukraine accepts relevant differences filed by other ICAO States Members.



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
			Aviation Administration of Ukraine (SAAU), the Chairman of SAAU shall make decision, which indicates the type of temporary exemption from the national regulations and its duration. All personnel subject to the exemption have to carry CONFIRMATION LETTER to make inspectors aware of the exemption.	



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>ANNEX 6 Chapter 7 Reference Standard</p>	<p 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>In accordance with Article 11 paragraph 6 of the Air Code of Ukraine Chairman of the Competent authority in the field of civil aviation may grant an exemption to operator, a license or certificate holder from national regulations and applicable amendments thereto. Upon an individual request to SAAU aviation personnel whose licenses, ratings and special remarks expire during the COVID 19 pandemic can get an exemption for a period of up to 4 months, but limited by date 31.07.2020 (with the possibility of further extension, until 31.11.2020)</p>	<p>Due to the COVID 19 pandemic an operator, a license or certificate holder may not be able to comply with established requirement and may request an exemption to such requirement as provided for in Article 11 paragraph 6 of the Air Code of Ukraine which provides for the issuance of exemption on condition that it does not create a safety hazard. SAAU has developed a special exemption procedure for the COVID 19 pandemic case. An operator, a license or certificate holder shall provide to SAAU safety assessment and risk analysis to determine whether the proposed prevention and mitigation measures would be adequate to ensure an equivalent level of safety. Based on the conclusion of the Flight Operations Department of on the possibility of granting a temporary exemption, drawn up as a result of consideration of the applicant's documents with the participation of interested structural units of the State</p>	<p>Ukraine accepts relevant differences filed by other ICAO States Members.</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
			Aviation Administration of Ukraine (SAAU), the Chairman of SAAU shall make decision, which indicates the type of temporary exemption from the national regulations and its duration. All personnel subject to the exemption have to carry CONFIRMATION LETTER to make inspectors aware of the exemption.	



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>	<p>In accordance with Article 11 paragraph 6 of the Air Code of Ukraine Chairman of the Competent authority in the field of civil aviation may grant an exemption to operator, a license or certificate holder from national regulations and applicable amendments thereto. Upon an individual request to SAAU aviation personnel whose licenses, ratings and special remarks expire during the COVID 19 pandemic can get an exemption for a period of up to 4 months, but limited by date 31.07.2020 (with the possibility of further extension, until 31.11.2020) Note - Holders of certificates who applies for this exemption, shall comply with the following: (a) have a valid rating of class or type; (b) shall be in the management system of the organization to which the Aviation Rules of Ukraine apply; (c) an operator shall identify the risks connected with obtaining this Exemption; (d) get advanced training, with an assessment by the method that is set by the operator, to determine that the required level of knowledge of the appropriate class or type for the job is maintained. This assessment</p>	<p>Due to the COVID 19 pandemic an operator, a license or certificate holder may not be able to comply with established requirement and may request an exemption to such requirement as provided for in Article 11 paragraph 6 of the Air Code of Ukraine which provides for the issuance of exemption on condition that it does not create a safety hazard. SAAU has developed a special exemption procedure for the COVID 19 pandemic case. An operator, a license or certificate holder shall provide to SAAU safety assessment and risk analysis to determine whether the proposed prevention and mitigation measures would be adequate to ensure an equivalent level of safety. Based on the conclusion of the Flight Operations Department of on the possibility of granting a temporary exemption, drawn up as a result of consideration of the applicant's documents with the participation of interested structural units of the State</p>	<p>Ukraine accepts relevant differences filed by other ICAO States Members.</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>shall include specific non-standard and emergency procedures for class or type. Note - Certificate holders who are not full-time employees of the entities aviation activities (freelancer) obtained according to the Aviation Rules of Ukraine, during the period of using this Exemption, shall receive a briefing from an instructor who has the appropriate authority for updating the necessary level of theoretical knowledge for ensuring the safe operation of the appropriate aircraft. This briefing shall include specific non-standard and emergency procedures, depending on the category, class and type of aircraft, and also the applicant's responsibilities.</p>	<p>Aviation Administration of Ukraine (SAAU), the Chairman of SAAU shall make decision, which indicates the type of temporary exemption from the national regulations and its duration. All personnel subject to the exemption have to carry CONFIRMATION LETTER to make inspectors aware of the exemption</p>	

Uzbekistan

<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>The period of validity of a Medical Assessment may be extended, at the discretion of the Licensing Authority, up to 30 days.</p>	<p>unchanged</p>	<p>our State will recognize or accept the validity of other States' certificates and licenses based on their temporary differences submitted via the CCRD</p>
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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
<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>Not differences</p>	<p>unchanged</p>	<p>our 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

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>	<p>Not differences</p>	<p>unchanged</p>	<p>our 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

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 differences	unchanged	our 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 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>	Not differences	unchanged	our State will recognize or accept the validity of other States' certificates and licenses based on their temporary differences submitted via the CCRD
ANNEX 6 Chapter 3 Reference Standard	<p 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>	Not differences	unchanged	our 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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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>Not differences</p>	<p>unchanged</p>	<p>our State will recognize or accept the validity of other States' certificates and licenses based on their temporary differences submitted via the CCRD</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>Not differences</p>	<p>unchanged</p>	<p>our State will recognize or accept the validity of other States' certificates and licenses based on their temporary differences submitted via the CCRD</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>	Not differences	unchanged	our State will recognize or accept the validity of other States' certificates and licenses based on their temporary differences submitted via the CCRD

MID

Bahrain

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COVID-19 Alleviation measures by ICAO Region sorted by State

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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 provisions of local regulations not deviated which meets the recommendations of ICAO	Air Navigation Technical Reg . – Operations 1 & 3, Civil Aviation Publication-09 and Technical Procedure Manual-01	We accept other States differences



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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>CAA Bahrain has not issued any validity extension to the crew in general. However, depending upon the demands of operations, if and when arise, the lic. rating, certificate validity extended on case-to-case basis after suitable risk assessment.</p>	<p>Air Navigation Technical Regulations. – ANTR-FCL 1 & 3 and Civil Aviation Publication-CAP09 and ANTR - FSDT</p>	<p>We accept other States differences</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>			
<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 Differences</p>	<p>Air Navigation Technical Regulations . – Operations; ANTR.OPS 1</p>	<p>We accept other States 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. 	No Differences	Air Navigation Technical Regulations .- Operations; ANTR.OPS 1	We accept other States differences



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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>	No Differences	Air Navigation Technical Regulations – Operations; ANTR.OPS 1	We accept other States differences
ANNEX 6 Chapter 3 Reference Standard	<p 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>	Not Applicable	Not Applicable. No such operations registered in BCAA	We accept other States differences



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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>Not Applicable</p>	<p>Not Applicable. No such operations registered in BCAA</p>	<p>We accept other States differences</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 differences</p>	<p>Air Navigation Technical Regulations– Operations; ANTR.OPS 3</p>	<p>We accept other States 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 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	Air Navigation Technical Regulations– Operations; ANTR.OPS 3	We accept other States differences

Egypt				
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>	back to normal		Egypt 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
<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>Back to Normal Since 30 Sept., 2020</p>	<p>Back to Normal Since 30 Sept., 2020</p>	<p>Egypt recognizes differences of other states.</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>Back to Normal Since 30 June , 2020</p>		<p>Egypt recognizes differences of other states.</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. 	Back to Normal Since 30 June , 2020		Egypt recognizes differences of other states.



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>	Back to Normal Since 30 June , 2020		Egypt recognizes differences of other states.
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>	Back to Normal Since 30 June , 2020		Egypt recognizes differences of other states.



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>Back to Normal Since 30 June , 2020</p>		<p>Egypt recognizes differences of other states.</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>Back to Normal Since 30 June , 2020</p>		<p>Egypt recognizes differences of other states.</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>	Back to Normal Since 30 June , 2020		Egypt recognizes differences of other states.

Iran (Islamic Republic of)

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>			Iran recognizes differences of other states.
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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
<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>Iran extended the validity of all ratings and certificates which expire before the end of 21 May 2020 by 4 months. All personnel subject to the exemption has to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted(CIR 1200): https://b2n.ir/862103</p> <p>CAO IRI AirOPS ORO.FC.220 CAO IRI AirOPS ORO.FC.230 CAO IRI AirOPS ORO.MLR.100</p>	<p>Since the majority of FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates at the moment. Also maintenance personnel licenses cannot be renewed due to the lockdown. Due to this situation it is also not possible for the CAO to reissue all licenses to extend the ratings/certificates accordingly, which is why the attachment to the license was created.</p>	<p>Iran recognizes differences of other states.</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>NO DIFFERENCES CAO IRI Aircrew FCL.060</p>	<p>NO DIFFERENCES</p>	<p>Iran recognizes differences of other states.</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 DIFFERENCES CAO IRI Aircrew FCL.060	NO DIFFERENCES	



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>	NO DIFFERENCES CAO IRI AirOPS ORO.FC.330	NO DIFFERENCES	Iran recognizes differences of other states
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>	NO DIFFERENCES CAO IRI Aircrew FCL.060	NO DIFFERENCES	Iran recognizes differences of other states



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>	NO DIFFERENCES CAO IRI Aircrew FCL.060	NO DIFFERENCES	Iran recognizes differences of other states
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>	NO DIFFERENCES AMC1 SPA.HOFO.165(i)	NO DIFFERENCES	Iran recognizes differences of other states



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>	NO DIFFERENCES CAO IRI AirOPS ORO.FC.330	NO DIFFERENCES	Iran recognizes differences of other states

Iraq				
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>	no difference.	nil.	Iraq shall recognize differences filed by other states as long as they are within the guidelines presented in Iraq details of difference and mitigations.

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>	no difference	NIL	Iraq shall recognize differences filed by other states as long as they are within the guidelines presented in Iraq details of difference and mitigation.



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>no difference</p>	<p>NIL</p>	<p>Iraq shall recognize differences filed by other states as long as long as they are within the guidelines presented in Iraq details of difference and mitigation.</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 difference	NIL	Iraq shall recognize differences filed by other states as long as they are within the guidelines presented in Iraq details of difference and mitigation.



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>	Proficiency check validity extended by 2 months.	operator proficiency check (OPC) may be extended by (2) months.	Iraq shall recognize differences filed by other states as long as long as they are within the guidelines presented in Iraq details of difference and mitigations.
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 difference	NIL	Iraq shall recognize differences filed by other states as long as long as they are within the guidelines presented in Iraq details of difference and mitigation.



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>	No difference .	Nil.	Iraq shall recognize differences filed by other states as long as they are within the guidelines presented in Iraq details of difference and mitigation.
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>	NO Difference	NIL	Iraq shall recognize differences filed by other states as long as they are within the guidelines presented in Iraq details of difference and mitigation.



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>	Proficiency check validity extended by 2 months.	Nil.	Iraq shall recognize differences filed by other states as long as long as they are within the guidelines presented in Iraq details of difference and mitigations.

Jordan

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>	No Difference Ref: JCAR Part FCL3.105 JCAR Part MED.060	a. Medical Certificate Holders Class 1 and 2 are eligible to apply for an extension for 45 days Medical Certificates holders of Class 3 are eligible to apply for an extension for 45 days b. Details are published in AC-35-COVID19-01	All ICAO Member states differences are recognized only under COVID19 Pandemic period
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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
<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>Ref: JCAR Part FCL 1.025(a),1.075</p>	<p>a. License Holders with expiry date 31 July, 2020 and before are eligible to apply for an extension for 4 months though the exemption granting mechanism in Jordan Exemptions are published at JCARC’s website to ensure that other Contracting States are enabled to be satisfied as to the validity of the license.</p> <p>b. Details are published in AC-35-COVID19-01</p>	<p>All ICAO Member states differences are recognized only under COVID19 Pandemic period</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>No Differences</p> <p>Ref: JCAR Part OPS 1.970</p>	<p>a. Operator flight crew (Pilot-in-command or a co-pilot) with recent experience expiry before 31 July 2020 are eligible to apply for an extension of 30 days though the exemption granting mechanism in Jordan Exemptions are published at JCARC’s website to ensure that other Contracting States are enabled to be satisfied.</p> <p>b. Details are published in AC-35-COVID19-01</p>	<p>All ICAO Member states differences are recognized only under COVID19 Pandemic period</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 Differences Ref: JCAR OPS 1.940 JCAR OPS 1.965	a. Operator flight crew (Pilot-in-command or a co-pilot) with refresher training validity expiry before 31 July 2020 are eligible to apply for an extension of 4 months though the exemption granting mechanism in Jordan Exemptions are published at JCARC's website to ensure that other Contracting States are enabled to be satisfied. b. Details are published in AC-35-COVID19-01	All ICAO Member states differences are recognized only under COVID19 Pandemic period



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>	No Differences Ref: JCAR Part OPS 1.965 (b) (2) & Appendices	a. Operator flight crew with OPC expiry before 31 July 2020 are eligible to apply for OPC validity extension of 4 months though the exemption granting mechanism in Jordan Exemptions are published at JCARC’s website to ensure that other Contracting States are enabled to be satisfied. b. Details are published in AC-35-COVID19-01	All ICAO Member states differences are recognized only under COVID19 Pandemic period
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>	Not Applicable		



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>	Not Applicable		
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>	Not Applicable		



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>	Not Applicable		

Kuwait

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>	No Differences	Standard Regulation Applies	The state of Kuwait, accept other states differences
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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>	No Differences	Standard Regulation Applies	We accept other states differences



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>No Differences</p>	<p>Standard Regulation Applies</p>	<p>We accept other states 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>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	Standard Regulation Applies	We accept other states differences



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>	Extension of some aircraft types from conducting normal PC in approved FSTD due to unavailability of facility.	A. No local availability of Aircraft type FSTD. B. Air operators to follow a safety case assessment checklist and to carry out classroom refreshers With respect to WHO recommendation for physical distancing. All to be conducted as per the published exemption on DGCA website No. Expn 01/2020. (Valid till 31 Oct 2020)	We accept other states differences.
ANNEX 6 Chapter 3 Reference Standard	<p 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>	No Differences	Standard Regulation Applies	We accept other states differences



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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 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 Differences</p>	<p>Standard Regulation Applies</p>	<p>We accept other states differences</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 Differences</p>	<p>Standard Regulation Applies</p>	<p>We accept other states differences</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
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>	No Differences	Standard Regulation Applies	We accept other states differences

Lebanon

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>	No Deviation for the validity period of a medical assessment due to COVID 19		DGCA Recognize other state differences
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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>	No Deviation of the provisions of ICAO and LARs IV due to COVID 19		DGCA accept other state differences



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>No Deviation of the provisions of ICAO and LARs IV due to COVID 19</p>		<p>DGCA accept other state differences</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
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 Deviation of the provisions of ICAO and LARs IV subpart 1 due to COVID 19		DGCA accept other state differences



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>	No Deviation of the provisions of ICAO and LARs IV subpart 1 due to COVID 19		DGCA accept other state differences
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 Deviation of the provisions of ICAO and LARs IV subpart 1 due to COVID 19		DGCA accept other state differences



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>No Deviation of the provisions of ICAO and LARs IV subpart 1 due to COVID 19</p>		<p>DGCA accept other state differences</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 Deviation of the provisions of ICAO and LARs IV due to COVID 19</p>		<p>DGCA accept other state 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 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 Deviation of the provisions of ICAO and LARs IV subpart 1 due to COVID 19		DGCA accept other state differences

Libya

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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>The validity periods of all medical certificates which expire during the State of emergency (between 1 of March 2020 or after) are automatically extended for a period of up to 270 calendar days from the expiration date and confirmed by the Information Notice No.OPS IN-2020/02 of the Civil Aviation Authority of Libya.</p>	<p>This was necessary, since no aero medical examiners who could revalidate medical certificates are available due to the COVID-19 crisis. Personnel with other than visual limitations have to apply for a revalidation at the LYCAA. All personnel subject to the exemption have to carry an attachment to their medical certificate/license to make inspectors aware of the exemption.</p>	<p>Differences filed by other contracting States will be recognized by the State of Libya 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>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>The validity of licenses for aviation personnel is extended for a period of up to 270 calendar days from the expiration date and confirmed by the Information Notice No.OPS IN-2020/02 of the Civil Aviation Authority of Libya. This procedure applies only for aviation personnel whose licenses, ratings and special remarks expire during the State of emergency (between 01 of March 2020 or after).</p>	<p>Since the majority of FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates at the moment. Also maintenance personnel licenses cannot be renewed due to the lockdown. Due to this situation it is also not possible for the LYCAA to reissue all licenses to extend the ratings/certificates accordingly, which is why the attachment to the license was created.</p>	<p>Differences filed by other contracting States will be recognized by the State of Libya 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>			
<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 Differences</p>	<p>Standard Regulation Applies</p>	<p>Differences filed by other contracting States will be recognized by the State of Libya during the COVID-19 pandemic.</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 Differences	Standard Regulation Applies	Differences filed by other contracting States will be recognized by the State of Libya 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>	The validity of licenses for aviation personnel is extended for a period of up to 270 calendar days from the expiration date and confirmed by the Information Notice No.OPS IN-2020/02 of the Civil Aviation Authority of Libya. This procedure applies only for aviation personnel whose licenses, ratings and special remarks expire during the State of emergency (between 01 of March 2020 or after).	Since the majority of FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates at the moment. Also maintenance personnel licenses cannot be renewed due to the lockdown. Due to this situation it is also not possible for the LYCAA to reissue all licenses to extend the ratings/certificates accordingly, which is why the attachment to the license was created.	Differences filed by other contracting States will be recognized by the State of Libya 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 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.	The validity of licenses for aviation personnel is extended for a period of up to 270 calendar days from the expiration date and confirmed by the Information Notice No.OPS IN-2020/02 of the Civil Aviation Authority of Libya. This procedure applies only for aviation personnel whose licenses, ratings and special remarks expire during the State of emergency (between 01 of March 2020 or after).	Since the majority of FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates at the moment. Also maintenance personnel licenses cannot be renewed due to the lockdown. Due to this situation it is also not possible for the LYCAA to reissue all licenses to extend the ratings/certificates accordingly, which is why the attachment to the license was created.	Differences filed by other contracting States will be recognized by the State of Libya 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 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>The validity of licenses for aviation personnel is extended for a period of up to 270 calendar days from the expiration date and confirmed by the Information Notice No.OPS IN-2020/02 of the Civil Aviation Authority of Libya. This procedure applies only for aviation personnel whose licenses, ratings and special remarks expire during the State of emergency (between 01 of March 2020 or after).</p>	<p>Since the majority of FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates at the moment. Also maintenance personnel licenses cannot be renewed due to the lockdown. Due to this situation it is also not possible for the LYCAA to reissue all licenses to extend the ratings/certificates accordingly, which is why the attachment to the license was created.</p>	<p>Differences filed by other contracting States will be recognized by the State of Libya during the COVID-19 pandemic.</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 Differences</p>	<p>Standard Regulation Applies</p>	<p>Differences filed by other contracting States will be recognized by the State of Libya during the COVID-19 pandemic.</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 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>	The validity of Operator proficiency checks for aviation personnel is extended for a period of up to 270 calendar days from the expiration date and confirmed by the Information Notice No.OPS IN-2020/02 of the Civil Aviation Authority of Libya . This procedure applies only for aviation personnel whose Operator proficiency checks expire during the State of emergency (between 01 of March 2020 or after). Multi-Crew operations are to ensure that at least on crew member does not operating under this exemption.	Since the majority of FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo Operator proficiency checks Due to this situation it is also not possible for the LYCAA to monitoring this kind of training. Additional ground training will be performed	Differences filed by other contracting States will be recognized by the State of Libya during the COVID-19 pandemic.

Oman				
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>	No Differences	Standard Regulation applies	We accept other ICAO States member differences



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>	No Differences	Standard Regulation applies	We accept other ICAO States member differences



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>Further 90 days extension from the date of expiry of recency. this extension is Valid until 31st October 2020</p>	<p>Only The 90 days period may be extended up to a maximum of 180 days.</p>	<p>We accept other ICAO Sates member 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 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	Standard Regulation applies	We accept other ICAO Sates member difference



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>	The PACA issues a 120 days extension to licensed personnel/ AOC holders' personnel whose, Crew Resource Management, Safety and Emergency Procedures Training, Line Checks and Pilot Proficiency Checks expire between 25th March 2020 and 31 July 2020, you will be able to continue to use all the privileges of your licence for up to 24th November 2020. Dangerous Goods training certificate expire on or after 16 March 2020 may be extended for a period of four months or until 30 September 2020 inclusive, whichever comes first	4 months extension CBT Computer base Training May Be Conducted Subject to approval by the Authority	We accept other ICAO Sates member difference
ANNEX 6 Chapter 3 Reference Standard	<p 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>	Further 90 days extension from the date of expiry of recency. this extension is Valid until 31st October 2020	Only The 90 days period may be extended up to a maximum of 180 days.	We accept other ICAO Sates member difference



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>Further 90 days extension from the date of expiry of recency. this extension is Valid until 31st October 2020</p>	<p>Only The 90 days period may be extended up to a maximum of 180 days.</p>	<p>We accept other ICAO Sates member 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>No Difference</p>	<p>Standard Regulation applies</p>	<p>We accept other ICAO Sates member 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 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 Difference	Standard Regulation applies	We accept other ICAO Sates member difference

Qatar

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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>The validity period or extended validity periods of pilots medical certificates or cabin crew medical reports which expire before the 31st of December 2020, are automatically extended by 4 months:</p> <p>Qatar Safety Exemption No: CA/ASD/PEL/S/GEN/037/20</p>	<p>a. Rationale – Due to the COVID-19 crisis, it may not be possible for pilots or cabin crew to be able to timely reach or gain access to an aeromedical examiner (AME) or aeromedical centre (AeMC) to complete the necessary medical examination.</p> <p>b. Conditions: (1) Applicable to valid certificates which expire before 31.12.2020, without limitations except visual ones.</p>	<p>The State of Qatar recognizes and accepts differences from this Standard filed by other 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>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>The validity period of pilots qualifications or certificates as Instructors or Examiners which expire before the 31st of December 2020, are automatically extended by 4 months:</p> <p>Qatar Safety Exemption No: CA/ASD/PEL/S/GEN/037/20</p>	<p>a. Rationale – As a result of the COVID-19 crisis, Training Centers or Simulators may not be available due to lockdown orders, or it is not possible / recommended to travel in order to revalidate them.</p> <p>b. Conditions: (1) Only applicable to valid qualifications or certificates which expire before 31.12.2020; (2) Only applicable to pilots working under the management system of a certified organisation; (3) Additional or alternative training must be provided by the organisation; (3) Organisation must assess positively the competence of the applicable pilot; (4) The organisation shall identify aviation safety hazards which may result from the use of this exemption and manage the associated risks.</p>	<p>The State of Qatar recognizes and accepts differences from this Standard filed by other 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>			
<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 Differences</p>	<p>N/A</p>	<p>The State of Qatar recognizes and accepts differences from this Standard filed by other States during the Covid-19 Pandemic.</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 Differences	N/A	The State of Qatar recognizes and accepts differences from this Standard filed by other 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>	<p>Eight months extension to the validity of pilots proficiency checks (Operator Proficiency Checks – OPC), initially up to 31 July 2020 extended to 31 December 2020</p> <p>Qatar Safety Exemption No: CA/ASD/OPS/S/GEN/036/20</p>	<p>Lack of availability of FSTDs and suitably qualified instructors/ examiners due to travel restrictions and social distancing rules.</p> <p>The Operator is required to: (i) identify any resulting aviation safety hazards and manage the associated risks through their SMS; (ii) provide additional training through any means; and (iii) pilots shall have received refresher training followed by the completion of an assessment by means established by the operator to determine that the required level of knowledge to operate the applicable class or type is maintained. That assessment shall include class or type specific abnormal and emergency procedures.</p>	<p>The State of Qatar recognizes and accepts differences from this Standard filed by other States during the Covid-19 Pandemic.</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.	No Differences	N/A	The State of Qatar recognizes and accepts differences from this Standard filed by other States during the Covid-19 Pandemic.
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	N/A	The State of Qatar recognizes and accepts differences from this Standard filed by other 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>	<p>No Difference</p>	<p>N/A</p>	<p>The State of Qatar recognizes and accepts differences from this Standard filed by other States during the Covid-19 Pandemic.</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 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>	Eight months extension to the validity of pilot proficiency checks (Operator Proficiency Checks – OPC), up to 31 December 2020. Qatar Safety Exemption No: CA/ASD/OPS/S/GEN/036/20	Lack of availability of FSTDs and suitably qualified instructors/ examiners due to travel restrictions and social distancing rules. The Operator is required to: (i) identify any resulting aviation safety hazards and manage the associated risks through their SMS; (ii) provide additional training through any means; and (iii) pilots shall have received refresher training followed by the completion of an assessment by means established by the operator to determine that the required level of knowledge to operate the applicable class or type is maintained. That assessment shall include class or type specific abnormal and emergency procedures	The State of Qatar recognizes and accepts differences from this Standard filed by other States during the Covid-19 Pandemic.

Saudi Arabia

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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
<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>Flight crew members, cabin crew members, and flight dispatchers with medical assessments expiring after February 1st 2020 are extended until June 30th 2020 based on general regulatory exemption 4-2020-01 issued on April 12th 2020 by the General Authority of Civil Aviation (GACA). https://gaca.gov.sa/web/en-gb/content/current-regulations-links Air Traffic Controllers with medical assessments expiring after April 10th 2020 are extended until 10th July 2020 based on general regulatory exemption 4-2020-02 issued on April 10th 2020 by the General Authority of Civil Aviation (GACA). https://gaca.gov.sa/web/en-gb/page/covid-19-related-regulatory-exemptions The timeframe of the above Regulatory Exemption has been extended by the Regulatory Exemption 4-2020-02A issued on July 11th 2020. Accordingly, the validity of medical certificates has been extended until December 31st 2020. This text of this exemption can be reached through the following link: https://gaca.gov.sa/web/en-gb/page/covid-19-related-regulatory-exemptions</p>	<p>a- Rationale: Due to the obvious difficulties encountered for aviation workers and medical examiners during the current state of COVID-19 emergency, it was necessary to issue a regulatory exemption to provide certain timely reliefs for certificates expiring after February 1st 2020 until June 30th 2020. b- Conditions/Mitigations 1. The exemption is applicable only to airmen being currently employed by certificated air operators. 2. Expired medical certificated holder must carry a copy of the regulatory exemption in addition to their medical certificates. b- Rationale: Due to the obvious difficulties encountered for aviation personnel and medical examiners during the current state of COVID-19 emergency, it was necessary to issue a regulatory exemption to provide certain timely reliefs for medical certificates expiring after April 10th</p>	<p>Saudi Arabia recognizes differences of other states</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>2020 until June 30th 2020. This initial timeframe was insufficient as the pandemic preventives measures are still required to be implemented. Therefore, it was necessary to extend the validity of Air Traffic Medical Certificate until December 31st 2020.</p> <p>b- Conditions/Mitigations</p> <ol style="list-style-type: none"> 1. The exemption is applicable only to Air Traffic Controllers being currently employed by certificated Air Traffic service providers. 2. Expired medical certificated holder must carry a copy of the regulatory exemption in addition to their medical certificates. 	



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>Flight crew members being currently employed by certificated Air Operators with their licenses' validity expiring after February 1st 2020 are extended until June 30th 2020 based on general regulatory exemption 4-2020-01 issued on April 12th 2020 by the General Authority of Civil Aviation (GACA). https://gaca.gov.sa/web/en-gb/content/current-regulations-links</p> <p>The above Regulatory Exemption has been amended by the Regulatory Exemption 402020-1A issued on June 29th 2020. Accordingly, Flight crew members being currently employed by certificated Air Operators with their licenses' validity expiring after February 1st 2020 are extended until December 31st 2020.</p> <p>https://gaca.gov.sa/web/en-gb/page/covid-19-related-regulatory-exemptions</p>	<p>a- Rationale: due to the current COVID-19 emergency, the majority of FSTD operators are closed down and most flight crew members are under lockdown. b- Mitigation/Condition : 1. The exemption is applicable only to airmen being currently employed by certificated air operators. 2. Each certificated operator must submit detailed lists of affected airmen to the civil aviation authority with the planned mitigating action of providing training via the different methods stipulated in the regulatory exemption. 3. The Air Operators' operations specifications will be amended accordingly to reflect the temporary grant of the regulatory exemption, in addition to carrying a copy of the exemption on board of each operator's aircraft.</p>	<p>Saudi Arabia recognizes differences of other states</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>			



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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 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>Flight crew members being currently employed by certificated Air Operators with their licenses’ validity expiring after February 1st 2020 are extended until June 30th 2020 based on general regulatory exemption 4-2020-01 issued on April 12th 2020 by the General Authority of Civil Aviation (GACA). https://gaca.gov.sa/web/en-gb/content/current-regulations-links</p> <p>The above Regulatory Exemption has been amended by the Regulatory Exemption 402020-1A issued on June 29th 2020. Accordingly, Flight crew members being currently employed by certificated Air Operators with their licenses’ validity expiring after February 1st 2020 are extended until December 31st 2020.</p> <p>https://gaca.gov.sa/web/en-gb/page/covid-19-related-regulatory-exemptions</p>	<p>a- Rationale: due to the current COVID-19 emergency, the majority of FSTD operators are closed down and most flight crew members are under lockdown. b- Mitigation/Condition : 1. The exemption is applicable only to airmen being currently employed by certificated air operators. 2. Each certificated operator must submit detailed lists of affected airmen to the civil aviation authority with the planned mitigating action of providing training via the different methods stipulated in the regulatory exemption. 3. The Air Operators’ operations specifications will be amended accordingly to reflect the temporary grant of the regulatory exemption, in addition to carrying a copy of the exemption on board of each operator’s aircraft. .</p>	<p>Saudi Arabia recognizes differences of other states</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. 	This standard is NOT applicable to KSA Regulations		Saudi Arabia recognizes differences of other states



COVID-19 Alleviation measures by ICAO Region sorted by State

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<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>	<p>Flight crew members being currently employed by certificated Air Operators with their licenses' validity expiring after February 1st 2020 are extended until June 30th 2020 based on general regulatory exemption 4-2020-01 issued on April 12th 2020 by the General Authority of Civil Aviation (GACA). https://gaca.gov.sa/web/en-gb/content/current-regulations-links</p> <p>The above Regulatory Exemption has been amended by the Regulatory Exemption 402020-1A issued on June 29th 2020. Accordingly, Flight crew members being currently employed by certificated Air Operators with their licenses' validity expiring after February 1st 2020 are extended until December 31st 2020.</p> <p>https://gaca.gov.sa/web/en-gb/page/covid-19-related-regulatory-exemptions</p>	<p>a- Rationale: due to the current COVID-19 emergency, the majority of FSTD operators are closed down and most flight crew members are under lockdown. b-Mitigation/Condition : 1- The exemption is applicable only to airmen being currently employed by certificated air operators. 2- Each certificated operator must submit detailed lists of affected airmen to the civil aviation authority with the planned mitigating action of providing training via the different methods stipulated in the regulatory exemption. 3- The Air Operators' operations specifications will be amended accordingly to reflect the temporary grant of the regulatory exemption, in addition to carrying a copy of the exemption on board of each operator's aircraft.</p>	<p>Saudi Arabia recognizes differences of other states</p>



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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>Flight crew members being currently employed by certificated Air Operators with their licenses' validity expiring after February 1st 2020 are extended until June 30th 2020 based on general regulatory exemption 4-2020-01 issued on April 12th 2020 by the General Authority of Civil Aviation (GACA). https://gaca.gov.sa/web/en-gb/content/current-regulations-links</p> <p>The above Regulatory Exemption has been amended by the Regulatory Exemption 402020-1A issued on June 29th 2020. Accordingly, Flight crew members being currently employed by certificated Air Operators with their licenses' validity expiring after February 1st 2020 are extended until December 31st 2020.</p> <p>https://gaca.gov.sa/web/en-gb/page/covid-19-related-regulatory-exemptions</p>	<p>a- Rationale: due to the current COVID-19 emergency, the majority of FSTD operators are closed down and most flight crew members are under lockdown. b- Mitigation/Condition : 1- The exemption is applicable only to airmen being currently employed by certificated air operators. 2- Each certificated operator must submit detailed lists of affected airmen to the civil aviation authority with the planned mitigating action of providing training via the different methods stipulated in the regulatory exemption. 3- The Air Operators' operations specifications will be amended accordingly to reflect the temporary grant of the regulatory exemption, in addition to carrying a copy of the exemption on board of each operator's aircraft.</p>	<p>Saudi Arabia recognizes differences of other states</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.	Flight crew members being currently employed by certificated Air Operators with their licenses' validity expiring after February 1st 2020 are extended until June 30th 2020 based on general regulatory exemption 4-2020-01 issued on April 12th 2020 by the General Authority of Civil Aviation (GACA). https://gaca.gov.sa/web/en-gb/content/current-regulations-links The above Regulatory Exemption has been amended by the Regulatory Exemption 402020-1A issued on June 29th 2020. Accordingly, Flight crew members being currently employed by certificated Air Operators with their licenses' validity expiring after February 1st 2020 are extended until December 31st 2020. https://gaca.gov.sa/web/en-gb/page/covid-19-related-regulatory-exemptions	a- Rationale: due to the current COVID-19 emergency, the majority of FSTD operators are closed down and most flight crew members are under lockdown. b- Mitigation/Condition : 1. The exemption is applicable only to airmen being currently employed by certificated air operators. 2. Each certificated operator must submit detailed lists of affected airmen to the civil aviation authority with the planned mitigating action of providing training via the different methods stipulated in the regulatory exemption. 3. The Air Operators' operations specifications will be amended accordingly to reflect the temporary grant of the regulatory exemption, in addition to carrying a copy of the exemption on board of each operator's aircraft. .	Saudi Arabia recognizes differences of other states



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>	<p>Flight crew members being currently employed by certificated Air Operators with their licenses’ validity expiring after February 1st 2020 are extended until June 30th 2020 based on general regulatory exemption 4-2020-01 issued on April 12th 2020 by the General Authority of Civil Aviation (GACA). https://gaca.gov.sa/web/en-gb/content/current-regulations-links</p> <p>The above Regulatory Exemption has been amended by the Regulatory Exemption 402020-1A issued on June 29th 2020. Accordingly, Flight crew members being currently employed by certificated Air Operators with their licenses’ validity expiring after February 1st 2020 are extended until December 31st 2020.</p> <p>https://gaca.gov.sa/web/en-gb/page/covid-19-related-regulatory-exemptions</p>	<p>a- Rationale: due to the current COVID-19 emergency, the majority of FSTD operators are closed down and most flight crew members are under lockdown. b- Mitigation/Condition : 1. The exemption is applicable only to airmen being currently employed by certificated air operators. 2- Each certificated operator must submit detailed lists of affected airmen to the civil aviation authority with the planned mitigating action of providing training via the different methods stipulated in the regulatory exemption. 3- The Air Operators’ operations specifications will be amended accordingly to reflect the temporary grant of the regulatory exemption, in addition to carrying a copy of the exemption on board of each operator’s aircraft.</p>	<p>Saudi Arabia recognizes differences of other states</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>	<p>Flight crew members being currently employed by certificated Air Operators with their licenses' validity expiring after February 1st 2020 are extended until June 30th 2020 based on general regulatory exemption 4-2020-01 issued on April 12th 2020 by the General Authority of Civil Aviation (GACA). https://gaca.gov.sa/web/en-gb/content/current-regulations-links</p> <p>The above Regulatory Exemption has been amended by the Regulatory Exemption 402020-1A issued on June 29th 2020. Accordingly, Flight crew members being currently employed by certificated Air Operators with their licenses' validity expiring after February 1st 2020 are extended until December 31st 2020.</p> <p>https://gaca.gov.sa/web/en-gb/page/covid-19-related-regulatory-exemptions</p>	<p>a- Rationale: due to the current COVID-19 emergency, the majority of FSTD operators are closed down and most flight crew members are under lockdown.</p> <p>b-Mitigation/Condition : 1- The exemption is applicable only to airmen being currently employed by certificated air operators. 2- Each certificated operator must submit detailed lists of affected airmen to the civil aviation authority with the planned mitigating action of providing training via the different methods stipulated in the regulatory exemption. 3- The Air Operators' operations specifications will be amended accordingly to reflect the temporary grant of the regulatory exemption, in addition to carrying a copy of the exemption on board of each operator's aircraft.</p>	<p>Saudi Arabia recognizes differences of other states</p>

Sudan (the)				



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>The validity period for all medical certificates which expire during the period of the Covid-19 virus shall be considered valid for a period of 45 days in addition to that all expired licenses starting from February 2020 to exercise the privileges of their licenses for an extended period of up to 31 October 2020.</p>	<p>Exemptions will have its limitations and conditions to ensure the safe operations of aircraft.</p>	<p>Sudan recognizes differences of other states.</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>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>Sudan has extended all licenses, ratings and certificates that expire during the period of the Covid-19 virus for an extended period of up to 31 October 2020 .This applies to the following categories: a.Pilot license. b.Air traffic control license. c.Cabin crew license. d.Aircraft maintenance license. e.Navigator license. f.Load master license. g.Flight engineers license. h.Designated examiners license. i.Operation license. j.Aeronautical Station Operator License (Ground radio operator (GRO) license).</p>	<p>Each set of these exemptions listed down will have its limitations and conditions to ensure the safe operations of aircraft. The limitations will amongst others, include the pilot recency, and those pilots with no known medical conditions and individual operator mitigation plans.</p>	<p>Sudan recognizes differences of other states.</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>No Differences</p>	<p>No Differences</p>	<p>Sudan recognizes differences of other states.</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 Differences	No Differences	Sudan recognizes differences of other states.



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>	No Differences	No Differences	Sudan recognizes differences of other states
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	No Differences	Sudan recognizes differences of other states



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>No Differences</p>	<p>No Differences</p>	<p>Sudan recognizes differences of other states</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 Differences</p>	<p>No Differences</p>	<p>Sudan recognizes differences of other states</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>	No Differences	No Differences	Sudan recognizes differences of other states

Syrian Arab Republic

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>	No Difference Ref: SCARS Part 2 section1 1.5 -j	All Medical Certificates Holders are eligible to apply for an extension for 45 days	All ICAO Member states differences are recognized only under COVID19 Pandemic period
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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>No Difference</p>		<p>Syria recognizes differences of other states.</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 Differences</p>		<p>All ICAO Member states differences are recognized only under COVID19 Pandemic period</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 Differences		All ICAO Member states differences are recognized only under COVID19 Pandemic period



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>	Safety Circular -COVID19-01/2020 Rev 2 The validity of the proficiency checks may be extended until 31 December 2020	Pilots will not be able to undertake their proficiency check in an FSTD due to difficulties in access to flight simulators during COVID19 pandemic.	Syria Accept Other Contracting States' Differences.
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		Syria Accept Other Contracting States' Differences.



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>No differences</p>		<p>Syria Accept Other Contracting States' Differences.</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 differences</p>		<p>Syria Accept Other Contracting States' Differences.</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>	Safety Circular -COVID19-01/2020 Rev 2 The validity of the proficiency checks may be extended until 31 December 2020	Pilots will not be able to undertake their proficiency check in an FSTD due to difficulties in access to flight simulators during COVID19 pandemic.	Syria Accept Other Contracting States' Differences.

United Arab Emirates (the)

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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>	No difference		UAE shall recognize differences filed by other states provided that the risk stemming from the alleviation is appropriately and continuously mitigated by the operator and each alleviation is authorised and continuously monitored by the State of Operator and State of Issue, as applicable. The UAE recognises current ICAO QRG as acceptable mitigation measures to allow operation in the UAE airspace



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>No difference "30 Nov 2020 "</p>	<p>NIL</p>	<p>UAE shall recognize differences filed by other states provided that the risk stemming from the alleviation is appropriately and continuously mitigated by the operator and each alleviation is authorised and continuously monitored by the State of Operator and State of Issue, as applicable. The UAE recognises current ICAO QRG as acceptable mitigation measures to allow operation in the UAE airspace</p>



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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>	<p>When use of FSTD is not possible, alleviations on the recent experience for Pilot-in-command or co-pilot may be granted by reducing the number of required take-offs, approaches and landings.</p>		<p>UAE shall recognize differences filed by other states provided that the risk stemming from the alleviation is appropriately and continuously mitigated by the operator and each alleviation is authorised and continuously monitored by the State of Operator and State of Issue, as applicable. The UAE recognises current ICAO QRG as acceptable mitigation measures to allow operation in the UAE airspace</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. 	<p>When use of FSTD is not possible, Cruise relief pilot alleviations may be granted by substituting flying skill refresher training, normally conducted in the aeroplane or in an approved flight simulator, for alternative training.</p>		<p>UAE shall recognize differences filed by other states provided that the risk stemming from the alleviation is appropriately and continuously mitigated by the operator and each alleviation is authorised and continuously monitored by the State of Operator and State of Issue, as applicable. The UAE recognises current ICAO QRG as acceptable mitigation measures to allow operation in the UAE airspace</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>ANNEX 6 Chapter 9 Reference Standard</p>	<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>	<p>Proficiency check validity extended by 4 months "30 Nov 2020</p>	<p>b) Training and checking in accordance with CAR-OPS 1/3 and CAR-CC: Provided that the regular validity period of training and checking, as set out in the applicable training and checking requirements of CAR-OPS 1/3 and CAR-CC, expires before or on 31 July 2020, that validity period of all of the following may be extended by 4 months: i) operator proficiency checks (OPC) and line checks in accordance with CAR-OPS 1.965 or CAR-OPS 3.965; ii) line-oriented evaluation in accordance with point CAR-OPS 1.978, if applicable; iii) operator emergency and safety equipment training and checking in accordance with CAR-OPS 1.965 or CAR-OPS 3.965; iv) operator ground and flight training in accordance with CAR-OPS 1.965 or CAR-OPS 3.965; v) operator cabin crew recurrent training and checking in accordance with CAR-OPS 1.1015 and CAR-OPS 1.1020; vi) operator recurrent training for crew other than above mentioned, in accordance</p>	<p>UAE shall recognize differences filed by other states provided that the risk stemming from the alleviation is appropriately and continuously mitigated by the operator and each alleviation is authorised and continuously monitored by the State of Operator and State of Issue, as applicable. The UAE recognises current ICAO QRG as acceptable mitigation measures to allow operation in the UAE airspace</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
			with applicable provisions of CAR-OPS 1 or CAR-OPS 3. vii) operator cabin crew member recurrent training and checking Towards the end of the 4-month period, the GCAA will reassess the situation refer to SD 2020-04 of 7 April 2020	
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.	When use of FSTD is not possible, alleviations on the recent experience for Pilot-in-command or co-pilot may be granted by reducing the number of required take-offs, approaches and landings.		UAE shall recognize differences filed by other states provided that the risk stemming from the alleviation is appropriately and continuously mitigated by the operator and each alleviation is authorised and continuously monitored by the State of Operator and State of Issue, as applicable. The UAE recognises current ICAO QRG as acceptable mitigation measures to allow operation in the UAE airspace



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	3.9.4.3 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.	When use of FSTD is not possible, alleviations on the recent experience for Pilot-in-command or co-pilot may be granted by reducing the number of required take-offs, approaches and landings.		UAE shall recognize differences filed by other states provided that the risk stemming from the alleviation is appropriately and continuously mitigated by the operator and each alleviation is authorised and continuously monitored by the State of Operator and State of Issue, as applicable. The UAE recognises current ICAO QRG as acceptable mitigation measures to allow operation in the UAE airspace



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 difference		UAE shall recognize differences filed by other states provided that the risk stemming from the alleviation is appropriately and continuously mitigated by the operator and each alleviation is authorised and continuously monitored by the State of Operator and State of Issue, as applicable. The UAE recognises current ICAO QRG as acceptable mitigation measures to allow operation in the UAE airspace



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>	Proficiency check validity extended for 4 months "30 Nov 2020	b) Training and checking in accordance with CAR-OPS 1/3 and CAR-CC: Provided that the regular validity period of training and checking, as set out in the applicable training and checking requirements of CAR-OPS 1/3 and CAR-CC, expires before or on 31 July 2020, that validity period of all of the following may be extended by 4 months: i) operator proficiency checks (OPC) and line checks in accordance with CAR-OPS 1.965 or CAR-OPS 3.965; ii) line-oriented evaluation in accordance with point CAR-OPS 1.978, if applicable; iii) operator emergency and safety equipment training and checking in accordance with CAR-OPS 1.965 or CAR-OPS 3.965; iv) operator ground and flight training in accordance with CAR-OPS 1.965 or CAR-OPS 3.965; v) operator cabin crew recurrent training and checking in accordance with CAR-OPS 1.1015 and CAR-OPS 1.1020; vi) operator recurrent training for crew other than above mentioned, in accordance	UAE shall recognize differences filed by other states provided that the risk stemming from the alleviation is appropriately and continuously mitigated by the operator and each alleviation was authorised and continuously monitored by the State of Operator and State of Issue, as applicable. The UAE recognises current ICAO QRG as acceptable mitigation measures to allow operation in the UAE airspace



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 applicable provisions of CAR-OPS 1 or CAR-OPS 3. vii) operator cabin crew member recurrent training and checking Towards the end of the 4-month period, the GCAA will reassess the situation refer to SD 2020-04 of 7 April 2020	

Yemen

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>	No Differences		The Republic of Yemen recognizes and accepts differences from other ICAO member 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>	No Differences		The Republic of Yemen recognizes and accepts differences from other ICAO member 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
	<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 Differences</p>		<p>The Republic of Yemen recognizes and accepts differences from other ICAO member States</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 Differences		The Republic of Yemen recognizes and accepts differences from other ICAO member States



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>	No Differences		The Republic of Yemen recognizes and accepts differences from other ICAO member States
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>	No Differences		The Republic of Yemen recognizes and accepts differences from other ICAO member States



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>No Differences</p>		<p>The Republic of Yemen recognizes and accepts differences from other ICAO member States</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 Differences</p>		<p>The Republic of Yemen recognizes and accepts differences from other ICAO member States</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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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>	No Differences		The Republic of Yemen recognizes and accepts differences from other ICAO member States

NACC

Anguilla, UK Overseas Territories

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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>	N/A - Anguilla does not issue OTAR 61 Licences	Nil	Anguilla accepts other State's differences.

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>	N/A - Anguilla does not issue OTAR 61 Licences	Nil	Anguilla accepts other State's differences.



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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>N/A - Anguilla does not issue OTAR 61 Licences</p>	<p>Nil</p>	<p>Anguilla accepts other State's 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. 	No difference		Anguilla accepts other State's differences



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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 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>	OTAR 135/121.1115(a) The validity of the Operator proficiency checks may be extended until 31 October 2020 therefore the maximum period between checks may be 12 months (October 2019 to October 2020).	Pilots will not be able to undertake their proficiency check in an aircraft or FSTD without coming into close proximity of another person (co-pilot or examiner). This would be against medical advice during the Covid 19 Pandemic.	Anguilla accepts other State's differences
ANNEX 6 Chapter 3 Reference Standard	<p 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>	No difference		Anguilla accepts other State's 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>Anguilla accepts other State's differences</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>N/A - Anguilla does not issue OTAR 61 Licences</p>	<p>Nil</p>	<p>Anguilla accepts other State's 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 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>	OTAR 135/121.1115(a) The validity of the Operator proficiency checks may be extended until 31 October 2020 therefore the maximum period between checks may be 12 months (October 2019 to October 2020).	Pilots will not be able to undertake their proficiency check in an aircraft or FSTD without coming into close proximity of another person (co-pilot or examiner). This would be against medical advice during the Covid 19 Pandemic.	Anguilla accepts other State's differences.

Antigua and Barbuda

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>	No Difference.		The Eastern Caribbean Civil Aviation Authority (ECCAA) will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures for COVID-19
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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
<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 Difference</p>		<p>The Eastern Caribbean Civil Aviation Authority (ECCAA) will recognize the validity of licence from other States and the temporary differences adopted, based on mitigation measures for COVID-19</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>No Difference</p>		<p>The ECCAA will not accept alleviation filed by other contracting states.</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 Difference		The ECCAA will not accept alleviation filed by other contracting states.



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>	No Covid Difference		The ECCAA will accept alleviation filed by other contracting states
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>	No Covid Difference		The ECCAA will not accept alleviation filed by other contracting states



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>No Covid Difference.</p>		<p>The ECCAA will not accept alleviation filed by other contracting states</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 Covid Difference</p>		<p>The ECCAA will not accept alleviation filed by other contracting states.</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>	No Covid Difference		The ECCAA will accept alleviation filed by other contracting states

Aruba, Kingdom of the Netherland

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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>Provided that the regular validity period of the medical certificate expires before 31 October 2020, the validity period will be extended by 4 months.</p>	<p>a) *Due to the current social distance measures in place due to the COVID-19 pandemic, only emergency medical visits are allowed at the different Doctor’s offices, therefore candidates may not have access to appointments for medical evaluations for renewing medical certificates.</p> <p>b1) An exemption has been made only for class 1 Medical Certificates without restrictions (except visual restrictions) b2) A copy of the exemption issued by the Department of Civil Aviation of Aruba (BLA2020-003) shall be carried together with the Licence /medical certificate Aruba</p>	<p>Aruba will recognise other States’ differences as long as the period of the extension is maximum 12 months, and the medical certificate was valid on the date that the exemption was issued.</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>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>Provided that the regular validity of a rating or a certificate expires before 31 October 2020, that validity period is extended by 4 months</p>	<p>a)Due to the current social distance measures in place due to the COVID-19 pandemic, closures of the countries’ borders and inability to get to simulators and training organisations, crews are unable to complete certain training and checking. In addition pilots, not living in Aruba, that do comply with all licence renewal requirements are unable to send and receive original licence documents, because cargo operators are currently not transporting documents b) Valid only for pilots operating under management of an air operator who has implemented an alternative refresher training and checking system that includes class or type-specific abnormal and emergency procedures. And a copy of the exemption issued by the Department of Civil Aviation of Aruba (BLA2020-001) shall be carried on board of the aircraft while exercising the privileges of the licence.</p>	<p>Aruba will accept other States’ differences, provided the authenticity of documents can be verify</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>	<p>The period of 90 days may be extended to a maximum of 180 days as long as the pilot undertakes line flying under supervision of a type rating instructor or examiner.</p>	<p>a) Due to reduced flight operations and difficulties accessing simulators, operators have difficulties ensuring the recency requirements of their flight crew.</p> <p>b) Pilot must undertake line flying under supervision of a type rating instructor or examiner</p>	<p>Will not accept flight crews where NONE of required pilots have conducted any flight activity (in the aeroplane or in an approved flight simulator) in the preceding 90 days.</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. 	<p>The flying skill refresher training that need to be conducted in the aeroplane or a simulator can be substituted by an alternative training and checking system that includes type or class specific abnormal and emergency procedures</p>	<p>a) Due to the current social distance measures in place due to the COVID-19 pandemic, closures of the countries' borders and inability to get to simulators and training organisations, crews are unable to complete certain training and checking.</p> <p>b) An alternate means of refresher training</p>	<p>Differences filed by other contracting States will be recognized by Aruba until 30 March 2021, unless the Department of Civil Aviation of Aruba deems safety is being compromised.</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;">9.4.4 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>Provided that the regular validity of a training and checking expires before 31 October 2020, that validity period is extended by 4 months</p>	<p>a) Due to the current social distance measures in place due to the COVID-19 pandemic, closures of the countries’ borders and inability to get to simulators and training organisations, crews are unable to complete certain training and checking.</p> <p>b) * Operator must request permission to the Department of Civil Aviation to use the exemption.</p> <p>* Operator shall conduct a risk analysis to establish an alternative training and checking programme.</p> <p>*Valid only for pilots operating under management of an operator who has implemented an alternative refresher training and checking system that includes class or type specific abnormal and emergency procedures.</p> <p>* Following the expiry of the exemption, the operator shall ensure that crews are in compliance.</p>	<p>Differences filed by other contracting States will be recognized by Aruba until 30 March 2021, unless the Department of Civil Aviation of Aruba deems safety is being compromised.</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.	No difference	N/A	Differences filed by other contracting States will be recognized by Aruba until 30 March 2021, unless the Department of Civil Aviation of Aruba deems safety is being compromised.
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 difference	N/A	Differences filed by other contracting States will be recognized by Aruba until 30 March 2021, unless the Department of Civil Aviation of Aruba deems safety is being compromised.



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 difference	N/A	Aruba will not accept a flight crew where NONE of required pilots have conducted any flight activity (in the aeroplane or in an approved flight simulator) in the preceding 90 days.



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 difference	N/A	Differences filed by other contracting States will be recognized by Aruba until 30 March 2021, unless the Department of Civil Aviation of Aruba deems safety is being compromised.

Bahamas

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>	None	N/A	Yes
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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
<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>Subject to the conditions in 3.2, operators are exempted from the standard validity periods of training and checking, as set out in the applicable training and checking requirements of Schedule 14 Sub-parts E,F,G,H and I listed below and that expire before 31 March 2021. Validity periods may be extended to the end of the validity period of this Exemption for all of the following: (a) operator proficiency checks (OPC); (b) operator line-oriented evaluation if applicable; (c) operator line checks (LC); (d) operator emergency and safety equipment training; (e) operator crew resource management recurrent training; (f) operator recurrent training and checking; (g) operator ground and flight training; (h) operator cabin crew member recurrent training and checking; and (i) operator technical crew member recurrent training; 3.2 The conditions mentioned in 3.1 are that: (a) for operator proficiency checks (OPC), line-oriented evaluation, as well as line checks if applicable, the operator shall ensure that flight crew benefiting from this exemption shall comply with paragraph 2.2(a) above and any</p>	<p>In response to the exceptional circumstances caused by the Covid-19 outbreak and in line with the International Civil Aviation Organisation (ICAO) and International Air Transport Association (IATA) guidelines, the Civil Aviation Authority of The Bahamas ('the BCAA'), on behalf of the Commonwealth of The Bahamas and pursuant to regulation 27 of the Civil Aviation (General) Regulations, 2017 (CAGR 2017), exempts all aircraft owners and operators, aircrew, air traffic controllers, instructors, examiners, aviation maintenance and training licence and certificate holders, for whom the BCAA is the Competent Authority, wherever normal re-validation facilities are not available, from the requirements detailed in paragraphs 2 to 5 herein, as appropriate, subject to any conditions therein.</p>	<p>YES</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>additional Schedule 14 related exercises, as appropriate; and (b) for flight crew member operator emergency and safety equipment training, crew resource management recurrent training, ground and flight training, cabin crew member recurrent training and checking, technical crew member recurrent training, crew resource management recurrent training, the operator shall ensure all members complete additional training through any means.</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>	Subject to the conditions in 3.2, operators are exempted from the standard validity periods of training and checking, as set out in the applicable training and checking requirements of Schedule 14 Sub-parts E,F,G,H and I listed below and that expire before 31 March 2021.	In response to the exceptional circumstances caused by the Covid-19 outbreak and in line with the International Civil Aviation Organisation (ICAO) and International Air Transport Association (IATA) guidelines, the Civil Aviation Authority of The Bahamas ('the BCAA'), on behalf of the Commonwealth of The Bahamas and pursuant to regulation 27 of the Civil Aviation (General) Regulations, 2017 (CAGR 2017), exempts all aircraft owners and operators, aircrew, air traffic controllers, instructors, examiners, aviation maintenance and training licence and certificate holders, for whom the BCAA is the Competent Authority, wherever normal re-validation facilities are not available, from the requirements detailed in paragraphs 2 to 5 herein, as appropriate, subject to any conditions therein.	Yes



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. 	<p>Subject to the conditions in 3.2, operators are exempted from the standard validity periods of training and checking, as set out in the applicable training and checking requirements of Schedule 14 Sub-parts E,F,G,H and I listed below and that expire before 31 March 2021.</p>	<p>In response to the exceptional circumstances caused by the Covid-19 outbreak and in line with the International Civil Aviation Organisation (ICAO) and International Air Transport Association (IATA) guidelines, the Civil Aviation Authority of The Bahamas ('the BCAA'), on behalf of the Commonwealth of The Bahamas and pursuant to regulation 27 of the Civil Aviation (General) Regulations, 2017 (CAGR 2017), exempts all aircraft owners and operators, aircrew, air traffic controllers, instructors, examiners, aviation maintenance and training licence and certificate holders, for whom the BCAA is the Competent Authority, wherever normal re-validation facilities are not available, from the requirements detailed in paragraphs 2 to 5 herein, as appropriate, subject to any conditions therein.</p>	<p>Yes</p>



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>	(a) Schedule 8 Subdivision IV, V and VI Flight Crew licence holders shall comply with the following: (i) hold a valid class or type rating and instrument rating if applicable; (ii) operate under the management system of an organisation for which Schedules 8 and 14 are applicable; and (iii) have received refresher training, followed by the completion of an assessment by means established by the operator to determine that the required level of knowledge to operate the applicable class or type has been maintained. That assessment shall include class or type specific abnormal and emergency procedures.	In response to the exceptional circumstances caused by the Covid-19 outbreak and in line with the International Civil Aviation Organisation (ICAO) and International Air Transport Association (IATA) guidelines, the Civil Aviation Authority of The Bahamas ('the BCAA'), on behalf of the Commonwealth of The Bahamas and pursuant to regulation 27 of the Civil Aviation (General) Regulations, 2017 (CAGR 2017), exempts all aircraft owners and operators, aircrew, air traffic controllers, instructors, examiners, aviation maintenance and training licence and certificate holders, for whom the BCAA is the Competent Authority, wherever normal re-validation facilities are not available, from the requirements detailed in paragraphs 2 to 5 herein, as appropriate, subject to any conditions therein.	Yes



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.	Subject to the conditions in 3.2, operators are exempted from the standard validity periods of training and checking, as set out in the applicable training and checking requirements of Schedule 14 Sub-parts E,F,G,H and I listed below and that expire before 31 March 2021.	In response to the exceptional circumstances caused by the Covid-19 outbreak and in line with the International Civil Aviation Organisation (ICAO) and International Air Transport Association (IATA) guidelines, the Civil Aviation Authority of The Bahamas ('the BCAA'), on behalf of the Commonwealth of The Bahamas and pursuant to regulation 27 of the Civil Aviation (General) Regulations, 2017 (CAGR 2017), exempts all aircraft owners and operators, aircrew, air traffic controllers, instructors, examiners, aviation maintenance and training licence and certificate holders, for whom the BCAA is the Competent Authority, wherever normal re-validation facilities are not available, from the requirements detailed in paragraphs 2 to 5 herein, as appropriate, subject to any conditions therein.	Yes



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.	Subject to the conditions in 3.2, operators are exempted from the standard validity periods of training and checking, as set out in the applicable training and checking requirements of Schedule 14 Sub-parts E,F,G,H and I listed below and that expire before 31 March 2021.	In response to the exceptional circumstances caused by the Covid-19 outbreak and in line with the International Civil Aviation Organisation (ICAO) and International Air Transport Association (IATA) guidelines, the Civil Aviation Authority of The Bahamas ('the BCAA'), on behalf of the Commonwealth of The Bahamas and pursuant to regulation 27 of the Civil Aviation (General) Regulations, 2017 (CAGR 2017), exempts all aircraft owners and operators, aircrew, air traffic controllers, instructors, examiners, aviation maintenance and training licence and certificate holders, for whom the BCAA is the Competent Authority, wherever normal re-validation facilities are not available, from the requirements detailed in paragraphs 2 to 5 herein, as appropriate, subject to any conditions therein.	Yes



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 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>	N/A	N/A	N/A



COVID-19 Alleviation measures by ICAO Region sorted by State

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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>	N/A	N/A	N/A

Barbados

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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>	Extension on the validity of Ratings, Certificates and Medical Reports for Aviation Personnel in Barbados.	In light of the Global Pandemic due to COVID-19 and to ensure that the required levels of safety, quality and reliability are maintained during operations, the Barbados Civil Aviation Department has issued exemptions to aviation personnel from April 15 2020 until October 30 2020. This extension applies to flight crews, cabin crews, instructors, examiners, aircraft maintenance mechanics, air traffic controller and aero-medical examiners, as well as to civil aviation security, that is, certification of civil aviation security personnel, access permits to restricted areas and technical training related to the transportation of dangerous goods.	It is universally recognized that due to the COVID-19 Global Pandemic, States are required to consider different measures/guidelines to ensure operations can still be conducted under current constraints.

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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>	N/A	Access to flight simulator training facilities	BCAD-YES

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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>This relief is subject the AOC holder submitting to the BCAD a satisfactory Safety Risk Assessment and the associated measures put in place to manage this risk as low as reasonably practicable.</p>	<p>The unprecedented COVID-19 Pandemic has made access to flight simulator training facilities difficult and as such there is a need for the temporary deviation by States to the ICAO SARPS and National Regulations. Based on such, the BCAD has granted and extension of an additional sixty (60) beyond the ninety (90) requirement for pilot Take-off and Landing Recency.</p>	<p>The BCAD will accept other States 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. 	N/A	N/A	The BCAD will accept other States differences



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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>	This relief is subject to the AOC holder submitting to the BCAD a satisfactory Safety Risk Assessment. Measures shall include an alternate means of compliance using the normal checklist, normal checklist and procedures, and emergency checklist and procedures to be conducted by a BCAD approved check airman or training captain prior to the Pilot’s license being renewed and before exercising the privileges of the license.	Under the unprecedented COVID-19 Pandemic, access to flight simulator training facilities has been restricted and there has been a need for temporary deviations by States. Therefore, the BCAD has granted a six (6) month extension under Regulations 260 of the BCAD (Aircraft Operations) Regulations.	The BCAD will accept other States differences.
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>	This relief is subject the AOC holder submitting tot he BCAD a satisfactory Safety Risk Assessment and the associated measures put in place to manage this risk as low as reasonably practicable.	The unprecedented COVID-19 Pandemic has made access to flight simulator training facilities difficult and as such there is a need for the temporary deviation by States to the ICAO SARPS and National Regulations. Based on such, the BCAD has granted and extension of an additional sixty (60) beyond the ninety (90) requirement for pilot Take-off and Landing Recency.	The BCAD will accept other States differences



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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>This relief is subject the AOC holder submitting tot he BCAD a satisfactory Safety Risk Assessment and the associated measures put in place to manage this risk as low as reasonably practicable.</p>	<p>The unprecedented COVID-19 Pandemic has made access to flight simulator training facilities difficult and as such there is a need for the temporary deviation by States to the ICAO SARPS and National Regulations. Based on such, the BCAD has granted and extension of an additional sixty (60) beyond the ninety (90) requirement for co-pilot Take-off and Landing Recency.</p>	<p>The BCAD will accept other States differences.</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>N/A</p>	<p>N/A</p>	<p>The BCAD will accept other States differences</p>



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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>	This relief is subject to the AOC holder submitting to the BCAD a satisfactory Safety Risk Assessment. Measures shall include an alternate means of compliance using the normal checklist, normal checklist and procedures, and emergency checklist and procedures to be conducted by a BCAD approved check airman or training captain prior to the Pilot's license being renewed and before exercising the privileges of the license.	Under the unprecedented COVID-19 Pandemic, access to flight simulator training facilities has been restricted and there has been a need for temporary deviations by States. Therefore, the BCAD has granted a six (6) month extension under Regulations 260 of the BCAD (Aircraft Operations) Regulations.	Barbados Civil Aviation Department will accept other States differences

Belize

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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>The Department of Civil Aviation in Belize could issue, upon request of the applicant and after proper assessment, an extension of the Medical Certificates which expired from May 1st, 2020. (Until July 31st, 2020). This assessment will be carried out on case by case scenario. It is applicable for pilots, flight instructors, flight examiners and air traffic controllers, due to the worldwide pandemic of the COVID-19 disease.</p>	<p>An extension of 45 days may be extended after the date of expiration in special circumstances in Belize. A request of extension must be submitted to the Director of Civil Aviation in Belize for the corresponding assessment and, if applicable, for approval. Designated Doctors are easily accessible in Belize.</p>	<p>The Belize Department of Civil Aviation will recognize the validity of certificates from other contracting States and the temporary differences adopted by these States, in accordance with applicable mitigating measures due to the COVID-19.</p>

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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>No Differences.</p>	<p>Standard Regulations in Belize apply.</p>	<p>The Belize Department of Civil Aviation will recognize the validity of certificates from other contracting States and the temporary differences adopted by these States, in accordance with applicable mitigating measures due to the 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>			
<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 Differences.</p>	<p>Standard Regulations in Belize apply.</p>	<p>The Belize Department of Civil Aviation will recognize the validity of certificates from other contracting States and the temporary differences adopted by these States, in accordance with applicable mitigating measures due to the COVID-19.</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 Difference	Not Applicable to Belize. AOC holders in Belize do not operate "Long Haul" flights hence this type of pilots is not considered into their Operations Manual(s).	The Belize Department of Civil Aviation will recognize the validity of certificates from other contracting States and the temporary differences adopted by these States, in accordance with applicable mitigating measures due to the COVID-19.



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>	For Airmen whose Proficiency Checks (PCs) expire during the period comprising from May 1st to July 31st, 2020, the Belize Department of Civil Aviation upon request by an AOC holder will consider granting a three months extension to the validity of the PC. Additionally, Airmen must also perform three takeoffs and three landings under IFR in the same type/class of aircraft before acting as a crew member engaged in commercial air transport operations.	AOC holders must develop by means of their SMS, regardless of their maturity level, a risk analysis which will allow them to identify mitigation measures related to COVID-19 effects in accordance to their size and complexity to ensure the effectiveness of safety risks measures. AOC holders who apply for the extension period must demonstrate and document how they will manage the associated the risk in relation with the time of the extension they are applying for.	The Belize Department of Civil Aviation will recognize the validity of certificates from other contracting States and the temporary differences adopted by these States, in accordance with applicable mitigating measures due to the COVID-19.
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>	No Difference	The General Aviation in Belize is limited to “Domestic Operations” only. (Aeroplanes registered in Belize).	The Belize Department of Civil Aviation will recognize the validity of certificates from other contracting States and the temporary differences adopted by these States, in accordance with applicable mitigating measures due to the COVID-19.



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>No Difference</p>	<p>The General Aviation in Belize is limited to “Domestic Operations” only. (Aeroplanes registered in Belize).</p>	<p>The Belize Department of Civil Aviation will recognize the validity of certificates from other contracting States and the temporary differences adopted by these States, in accordance with applicable mitigating measures due to the COVID-19.</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>Pilots engaged in flight operations flying helicopters registered in Belize are limited to “Domestic Operations” only.</p>	<p>The Belize Department of Civil Aviation will recognize the validity of certificates from other contracting States and the temporary differences adopted by these States, in accordance with applicable mitigating measures due to the COVID-19.</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>	No Difference.	Pilots engaged in flight operations flying helicopters registered in Belize are limited to “Domestic Operations” only.	The Belize Department of Civil Aviation will recognize the validity of certificates from other contracting States and the temporary differences adopted by these States, in accordance with applicable mitigating measures due to the COVID-19.

Bermuda, UK Overseas Territories

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>	no difference	standard regulation applies	Bermuda accepts other states differences
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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>	no difference	standard regulation applies	Bermuda accepts other states differences



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>no difference</p>	<p>standard regulation applies</p>	<p>Bermuda accepts other states 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>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 difference	standard regulation applies	Bermuda accepts other states differences



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>	difference. Operator Proficiency Checks (OPC) shall be valid for a period of six calendar months. Operator Line Checks (OLC) shall be valid for a period of twelve calendar months. Safety and Emergency Procedures Checks (SEPC)- 3.4) shall be valid for a period of twelve months.	Conditions: 1. They are only applicable to checks that expire before 31st October 2020. 2. They are only valid until 22nd November 2020 and from 23rd November 2020 all operators must ensure that pilots have successfully completed the requirements specified in the Requirements section (i.e. all checks must be renewed as of 23rd November 2020). 3. They only cover operational checks in OTAR Part 121. 4. For Licence Validations to remain valid, licences, type ratings and medicals must comply with the requirements of the State of Issue (e.g. EASA/FAA). 5. Operators must inform BCAA if use is to be made of any of these Deviation.	Bermuda accepts other states differences
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>	No difference	Standard regulation applies	Bermuda accepts other states 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 regulation applies</p>	<p>Bermuda accepts other states differences</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 regulation applies</p>	<p>Bermuda accepts other states 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 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 difference	Standard regulation applies	Bermuda accepts other states differences

British Virgin Islands, UK Oversea

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>	N/A - The British Virgin Islands do not issue OTAR 61 Licences	Nil	The British Virgin Islands accept other State's differences
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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>	N/A - The British Virgin Islands do not issue OTAR 61 Licences	Nil	The British Virgin Islands accept other State's differences



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>N/A - The British Virgin Islands do not issue OTAR 61 Licences</p>	<p>Nil</p>	<p>The British Virgin Islands accept other State's 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. 	No difference		The British Virgin Islands accept other State's differences



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>	OTAR 135/121.1115(a) The validity of the Operator proficiency checks may be extended until 31 October 2020 therefore the maximum period between checks may be 12 months (October 2019 to October 2020).	Pilots will not be able to undertake their proficiency check in an aircraft or FSTD without coming into close proximity of another person (co-pilot or examiner). This would be against medical advice during the Covid 19 Pandemic.	The British Virgin Islands accept other State's differences
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 difference		The British Virgin Islands accept other State's differences



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>	No difference		The British Virgin Islands accept other State's differences
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>	N/A - The British Virgin Islands do not issue OTAR 61 Licences	Nil	The British Virgin Islands accept other State's differences



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>	OTAR 135/121.1115(a) The validity of the Operator proficiency checks may be extended until 31 October 2020 therefore the maximum period between checks may be 12 months (October 2019 to October 2020).	Pilots will not be able to undertake their proficiency check in an aircraft or FSTD without coming into close proximity of another person (co-pilot or examiner). This would be against medical advice during the Covid 19 Pandemic.	The British Virgin Islands accept other State's differences

Canada

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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>1.2.4.4.1 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>The purpose is to allow Student Pilot Permit - Gyroplane, Balloon and Helicopter category applicants to also possess a Civil Aviation Medical Declaration (Form 26-0297) with Part B completed by the applicant and Part C completed by a physician licensed to practice in Canada or a Category 4 Medical Certificate, as is already allowed for applicants for a Student Pilot Permit – Aeroplane category for a period of six (6) months ending November 30, 2020, as a temporary measure.</p>	<p>a) The ICAO SARPs are specific as to medical testing requirements for all Student Pilot Licenses. This includes testing frequency in Annex 1 section 1.2.5.2 and extension of the medical certificate validity of no more than 45 days at the discretion of the Licensing Authority. Canada filed a difference against Annex 1, SARP 1.2.4.4.1 stating that " Canada may extend the period of validity of a Medical Assessment up to 60 days." NOTE #2: Canada filed a Difference against Annex 1, SARP 1.2.5.2 with respect to validity period of medical assessments for ATC, stating that "Canada has determined the period of validity of a Medical Assessment for the holder of an Air Traffic Controller Licence to be not greater than 24 months."</p> <p>b) This exemption is subject to the following conditions: 1. Applicants for a Student Pilot Permit – Gyroplane, Balloon or Helicopter category shall possess one of the following documents: (a) a Civil</p>	<p>Differences filed by other contracting States will be recognized by Canada during the COVID-19 pandemic, unless TCCA deems safety is being compromised.</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>Aviation Medical Declaration (Form 26-0297) with Part B completed by the applicant and Part C completed by a physician licensed to practice in Canada; (b) a Medical Certificate (Form 26-0055), Category 1, 3 or 4; or (c) a Medical Assessment Letter (Form 26-0417), Category 1, 3 or 4. 2. A routine electro-cardiograph report shall form part of the heart examination of an applicant: (a) at the first examination after the applicant has attained the age of forty years; (b) at the first examination after the applicant has attained the age of fifty years; and subsequently (c) within the four years preceding the next renewal medical examination. 3. Persons exercising the privileges of a permit, licence or rating subject to the terms and conditions of this exemption shall comply with the CARs in all respects other than with subparagraph 421.19(2) (c)(ii) of Standard 421 – Flight Crew Permits, Licences and Ratings as specified in this exemption.</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>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 Difference</p>	<p>N/A</p>	<p>Differences filed by other contracting States will be recognized by Canada during the COVID-19 pandemic, unless TCCA deems safety is being compromised.</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>	<p>As an alternative means of compliance to paragraph 604.143(4)(d) of the CARs, the purpose of this exemption is to allow operators conducting operations under Subpart 604 of Part VI of the (CARs) to conduct training and checking on their pilots in cases where a person different from the instructor is not available to conduct the PCC.</p> <p>Anyone other than the instructor may conduct the PCC and the ICAO requirement explicitly states that the individual testing must be either the instructor or rep of the State.</p>	<p>a) 1. Allowing an instructor to conduct training and checking on the same candidate shall only be used for recurrent training and cannot be used for the purposes of upgrading to pilot-in-command, issuing a type-rating or instrument rating, or to conduct a re-test after an unsuccessful PCC. 2. The PCC valid – to date shall be reset in accordance with section 604.139 CARs. 3. The time allocated for flight training shall not be less than the time specified in the company’s approved training program. 4. Before allowing an instructor to conduct training and checking on the same candidate, the operator shall confirm with their Principal Operations Inspector (POI) that a separate qualified person is not available to conduct the PCC because of a scheduling conflict, travel or quarantine restriction, health risk or other credible reason associated with COVID-19.</p> <p>b) 604.143 (1) No private operator shall permit a person to act — and no person shall act — as a</p>	<p>Differences filed by other contracting States will be recognized by Canada during the COVID-19 pandemic, unless TCCA deems safety is being compromised.</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>pilot-in-command or second-in-command unless [...] the person has successfully completed, in respect of the aircraft type that the person will operate, a competency check that meets the requirements of this section or a competency check or pilot proficiency check that meets the requirements of subsection 604.140(2), and the validity period of the competency check or pilot proficiency check has not expired; and [...] (2) A person who undergoes a competency check referred to in paragraph (1)(e) [...] (b) shall have been recommended for the competency check by an instructor who provided the person with the training or equivalent training referred to in paragraph (a); and [...] (4) Subject to subsection (5), the competency check referred to in paragraph (1)(e) shall be conducted by a person who [...] (d) is not the instructor who made the recommendation referred to in paragraph 2(b) in respect of the person undergoing the competency check.</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 Difference	N/A	Differences filed by other contracting States will be recognized by Canada during the COVID-19 pandemic, unless TCCA deems safety is being compromised.



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>ANNEX 6 Chapter 9 Reference Standard</p>	<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>	<p>CAR 703.91 (1) states that the validity period of a pilot proficiency check expires on the first day of the thirteenth month following the month in which the pilot proficiency check was completed. CAR 704.111 (1) states that the validity period of a pilot proficiency check expires on the first day of the thirteenth month following the month in which the proficiency check was completed. CAR 705.113 (2) states that the validity period of a pilot proficiency check expires (a) on the first day of the seventh month following the month in which the check was completed; (b) on the first day of the thirteenth month in which the check was completed, where the pilot successfully completes the six-month recurrency training that has been approved by the Minister, in accordance with the Commerical Air Service Standards, as a substitute for the pilot proficiency check and that is identified in the company operations manual; or (c)at the end of the validation period, where the air operator has an operations specification authorizing an advacned qualification program in</p>	<p>a) Canada requires a competency check once per two years; Flight training Pilot proficiency check: once per year; Flight training Line check: once per year; Private Air Operators: Training under Civil aviation regulations 604.169(2), 604.179(z)(viii) and (ix), 604.176 renewed every three years 1 month, with an exemption now adding an additional three months; and all other training: one year-one month plus an additional three months</p> <p>b) Under the unprecedented circumstances associated with the COVID-19 pandemic, TCCA finds that limited relief is justified from timeframes for completing certain training and qualification requirements due through May 31, 2021. The relief is subject to Conditions and Limitations.</p>	<p>Differences filed by other contracting States will be recognized by Canada during the COVID-19 pandemic, unless TCCA deems safety is being compromised.</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
		accordance with the Commercial Air Service Standards and the pilot complete a proficiency evaluation within the evaluation period authorized for the air operator in the operations specification.		
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 difference	N/A	Differences filed by other contracting States will be recognized by Canada during the COVID-19 pandemic, unless TCCA deems safety is being compromised.
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 difference	N/A	Differences filed by other contracting States will be recognized by Canada during the COVID-19 pandemic, unless TCCA deems safety is being compromised.



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 difference	N/A	Differences filed by other contracting States will be recognized by Canada during the COVID-19 pandemic, unless TCCA deems safety is being compromised.



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>	Different in character or Other means of compliance - Canada requires PPCs only once every two years.	a) Canada previously filed a difference in 2011 (not specific to COVID). b) Under the unprecedented circumstances associated with the COVID-19 pandemic, TCCA finds that limited relief is justified from timeframes for completing certain training and qualification requirements due through May 31, 2021. The relief is subject to Conditions and Limitations	Differences filed by other contracting States will be recognized by Canada during the COVID-19 pandemic, unless TCCA deems safety is being compromised.

Cayman Islands, UK Overseas Ter

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>	OTAR 67.253 CAACI Medicals expiring in the next 120 days extended until 31 July 2020	This limits pilot/AME interaction and where local restrictions prevent interaction due to personal movement limitations To be reviewed not later than 31 May 2020	Cayman Islands accept other State's differences
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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
<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>OTAR 125.950/135.950/121.950 OTAR 135.985/121.985 OTAR 135.980/121/980 Operator Training programs expiring in the next 120 days extended until 31 July 2020</p>	<p>Limits traditional training venues and training in a Full Flight Flight Training Device due to social interaction limitations To be reviewed not later than 31 May 2020</p>	<p>Cayman Islands accept other State's 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>			
<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>OTAR 61.37 and 91.915 Where flight crew recency is at risk or expired, prior to carriage of passengers, operator will submit a proposal including a risk assessment and mitigation plan for CAACI approval</p>	<p>Variation will be considered on as required basis. The Operator mitigation will be approved by the CAACI</p>	<p>Cayman Islands accept other State's 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>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 variation in this area issued as no current operators have CRPs	Nil	Cayman Islands accept other State's differences



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>	OTAR 125.115/135.115/121/115 Pilot OPCs and LPCs expiring in the next 120 days extended until 31 July 2020	Limits checking in a Full Flight Training Device and aircraft due to social interaction limitations To be reviewed not later than 31 May 2020	Cayman Islands accept other State's differences
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>	OTAR 61.37 and 91.915 Where flight crew recency is at risk or expired, prior to carriage of passengers, operator will submit a proposal including a risk assessment and mitigation plan for CAACI approval	OTAR 61.37 and 91.915 Where flight crew recency is at risk or expired, prior to carriage of passengers, operator will submit a proposal including a risk assessment and mitigation plan for CAACI approval	Cayman Islands accept other State's differences



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	3.9.4.3 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.	OTAR 61.37 and 91.915 Where flight crew recency is at risk or expired, prior to carriage of passengers, operator will submit a proposal including a risk assessment and mitigation plan for CAACI approval	OTAR 61.37 and 91.915 Where flight crew recency is at risk or expired, prior to carriage of passengers, operator will submit a proposal including a risk assessment and mitigation plan for CAACI approval	Cayman Islands accept other State's differences
ANNEX 6 Chapter 7 Reference Standard	<p style="text-align: center;">7.4 QUALIFICATIONS</p> <p style="text-align: center;"><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>	OTAR 61.37 and 91.915 Where flight crew recency is at risk or expired, prior to carriage of passengers, operator will submit a proposal including a risk assessment and mitigation plan for CAACI approval	OTAR 61.37 and 91.915 Where flight crew recency is at risk or expired, prior to carriage of passengers, operator will submit a proposal including a risk assessment and mitigation plan for CAACI approval	Cayman Islands accept other State's differences



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>	OTAR 125.115/135.115/121/115 Pilot OPCs and LPCs expiring in the next 120 days extended until 31 July 2020	Limits checking in a Full Flight Flight Training Device and aircraft due to social interaction limitations To be reviewed not later than 31 May 2020	Cayman Islands accept other State's differences

Costa Rica

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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>The Civil Aviation Authority of Costa Rica could issue, upon request of the applicant and after proper assessment, an extension (until July 16th, 2020) of the Medical Certificates which expired from March 16th, 2020. This assessment be will carried out case by case scenario, applicable for pilots, flight instructors, flight examiners, air traffic controllers and cabin crew members, due to the worldwide pandemic of the corona virus disease. (COVID-19) AIC Series A 25 June 5th, 2020. UPDATE: According to AIC A44/20, the extension of the validity of the Medical Certificate is now until March 31st, 2021. Those certificates that expired from July 16th are eligible for the extension. Those that expired from March 16th and were given the first extension until July 16th, will be renewed automatically until March 31st.</p>	<p>The Civil Aviation Authority of Costa Rica, prior to issuing any extension of validity periods, will assess each applicant’s medical record (carried out by the Civil Aviation medical assessor), to minimize as much as possible any level of risk. The language proficiency assessments are being normally through virtual platforms.</p>	<p>The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States.</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
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>No differences</p>	<p>Standard Regulation Applies</p>	<p>The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States.</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>	<p>The Civil Aviation Authority of Costa Rica could issue, upon request of the applicant and after proper assessment, an extension (until July 16th, 2020) of the recent experience requirements which expired from March 16th, 2020. This assessment be will carried out case by case scenario, due to the worldwide pandemic of the corona virus disease. (COVID-19) AIC Series C20 April 25th, 2020. UPDATE: The alleviation is extended until September 30th, 2020, according with AIC C30/20 (max validity of training, according to each requests: Dec 31st, 2020)</p>	<p>The rationale behind this difference is the safety operational measures needed due to COVID 19. Taking into the account the impact on industry, there is a special consideration on requirements regarding personnel training. In order to mitigate risks, the DGAC has established that each exemption request needs to be accompanied by a risk analysis and include the respective risk mitigation. The DGAC reserves the right to approve or disapprove the request based on the analysis of the information provider by the operator.</p>	<p>The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States</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 difference	Standard Regulation applies	The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States



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>	<p>The Civil Aviation Authority of Costa Rica could issue, upon request of the applicant and after proper assessment, an extension (until July 16th, 2020) of the pilot proficiency checks requirements which expired from March 16th, 2020. This assessment be will carried out case by case scenario, due to the worldwide pandemic of the corona virus disease. (COVID-19) AIC Series C20 April 25th, 2020. UPDATE: The alleviation is extended until September 30th, 2020, according with AIC C30/20 (max validity of training, according to each requests: Dec 31st, 2020)</p>	<p>The rationale behind this difference is the safety operational measures needed due to COVID 19. Taking into the account the impact on industry, there is a special consideration on requirements regarding personnel training. In order to mitigate risks, the DGAC has established that each exemption request needs to be accompanied by a risk analysis and include the respective risk mitigation. The DGAC reserves the right to approve or disapprove the request based on the analysis of the information provider by the operator.</p>	<p>The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States</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.	The Civil Aviation Authority of Costa Rica could issue, upon request of the applicant and after proper assessment, an extension (until July 16th, 2020) of the recent experience requirements which expired from March 16th, 2020. This assessment be will carried out case by case scenario, due to the worldwide pandemic of the corona virus disease. (COVID-19) AIC Series C20 April 25th, 2020. UPDATE: The alleviation is extended until September 30th, 2020, according with AIC C30/20 (max validity of training, according to each requests: Dec 31st, 2020)	The rationale behind this difference is the safety operational measures needed due to COVID 19. Taking into the account the impact on industry, there is a special consideration on requirements regarding personnel training. In order to mitigate risks, the DGAC has established that each exemption request needs to be accompanied by a risk analysis and include the respective risk mitigation. The DGAC reserves the right to approve or disapprove the request based on the analysis of the information provider by the operator.	The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States



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	3.9.4.3 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.	The Civil Aviation Authority of Costa Rica could issue, upon request of the applicant and after proper assessment, an extension (until July 16th, 2020) of the recent experience requirements which expired from March 16th, 2020. This assessment be will carried out case by case scenario, due to the worldwide pandemic of the corona virus disease. (COVID-19) AIC Series C20 April 25th, 2020. UPDATE: The alleviation is extended until September 30th, 2020, according with AIC C30/20 (max validity of training, according to each requests: Dec 31st, 2020)	The rationale behind this difference is the safety operational measures needed due to COVID 19. Taking into the account the impact on industry, there is a special consideration on requirements regarding personnel training. In order to mitigate risks, the DGAC has established that each exemption request needs to be accompanied by a risk analysis and include the respective risk mitigation. The DGAC reserves the right to approve or disapprove the request based on the analysis of the information provider by the operator.	The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States



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>	The Civil Aviation Authority of Costa Rica could issue, upon request of the applicant and after proper assessment, an extension (until July 16th, 2020) of the recent experience requirements which expired from March 16th, 2020. This assessment be will carried out case by case scenario, due to the worldwide pandemic of the corona virus disease. (COVID-19) AIC Series C20 April 25th, 2020. UPDATE: The alleviation is extended until September 30th, 2020, according with AIC C30/20 (max validity of training, according to each requests: Dec 31st, 2020)	The rationale behind this difference is the safety operational measures needed due to COVID 19. Taking into the account the impact on industry, there is a special consideration on requirements regarding personnel training. In order to mitigate risks, the DGAC has established that each exemption request needs to be accompanied by a risk analysis and include the respective risk mitigation. The DGAC reserves the right to approve or disapprove the request based on the analysis of the information provider by the operator.	The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States



COVID-19 Alleviation measures by ICAO Region sorted by State

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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>	The Civil Aviation Authority of Costa Rica could issue, upon request of the applicant and after proper assessment, an extension (until July 16th, 2020) of the pilot proficiency checks requirements which expired from March 16th, 2020. This assessment be will carried out case by case scenario, due to the worldwide pandemic of the corona virus disease. (COVID-19) AIC Series C20 April 25th, 2020. UPDATE: The alleviation is extended until September 30th, 2020, according with AIC C30/20 (max validity of training, according to each requests: Dec 31st, 2020)	The rationale behind this difference is the safety operational measures needed due to COVID 19. Taking into the account the impact on industry, there is a special consideration on requirements regarding personnel training. In order to mitigate risks, the DGAC has established that each exemption request needs to be accompanied by a risk analysis and include the respective risk mitigation. The DGAC reserves the right to approve or disapprove the request based on the analysis of the information provider by the operator.	The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States

Cuba

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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>The President of the IACC (CAA) has issued its Resolution 17/20 putting into effect the exemptions related to the alleviations measures.</p> <p>These temporary measures apply until 31 October 2020. This date is subject to review, taking into account the date proposed by ICAO (31 may 2021).</p> <p>1.2.4.4.1 To extend the validity of medical assessment up to six (6) month for license owners not subjected to limitations, except for the use of lenses for flying.</p>	<p>a. -Ban on crowding of people; - Transportation difficulties.</p> <p>b. -There is a well-documented health record for all license owners at the Cuban Aviation Medical Center. -Supervision of health status and behavior of the crew members by appropriate operator personnel.</p>	<p>The Cuban State will accept the measures taken by other contracting states.</p> <p>Previous consultation with those contracting states could be required.</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>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>The validity of flight simulator proficiency checks is extended for a period of six (6) months.</p>	<p>a. - Lack of training and verification of competences in flight simulators (FSTD) because approved simulators for Cuban operator's training are located in Europa.</p> <p>b. -The maintenance of competency of flight will be established by demonstration of their skills during proficiency flight checks in airport trainings and route trainings.</p> <p>- These proficiency checks will be recorded both in the operator's records, and in the flight crew member's personal log book.</p> <p>Note 1: Cuba does not have remote flight crew members at the present time.</p> <p>Note 2: All FSTD accepted by IACC to be used by Cuban crewmembers are situated in Europe.</p>	<p>The Cuban State will accept the measures taken by other contracting states.</p> <p>Previous consultation with those contracting states could be required.</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>	<p>Pilots could not comply with the provisions established in 9.4.1.1. Compliance with this provision has been extended up to six (6) month.</p>	<p>a. - Lack of commercial flights. -approved flight simulators for Cuban operator’s training are located in Europa.</p> <p>b. -Operators will carry out airport training sessions, using real airplanes of the same type they have.</p> <p>-Limitations: Not all emergency and abnormal situations could be trained.</p>	<p>The Cuban State will accept the measures taken by other contracting states.</p> <p>Previous consultation with those contracting states could be required.</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. 	<p>Pilots could not comply with the provisions established in 9.4.1.2.</p> <p>Compliance with this provision has been extended up to six (6) month.</p>	<p>a. - Lack of commercial flights. -approved flight simulators for Cuban operator’s training are located in Europa.</p> <p>b. -All pilots will be relived in cruise training flight, no later than 6 month after their relief expires. Graphical presentations and special preparations regarding intended route to flight, will be carrying out before real commercial flights will commence.</p>	<p>The Cuban State will accept the measures taken by other contracting states.</p> <p>Previous consultation with those contracting states could be required.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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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>Pilots could not comply with the provisions established in 9.4.4.1 Compliance with this provision has been extended up to six (6) month after expiry date.</p>	<p>a.- Lack of commercial flights. - FSTD are located in Europe.</p> <p>b.-Operators are obligated to carry out airport training sessions spaced no more than three month among them, using real airplanes of the same type they have. Nevertheless, due to obvious safety and technical reasons, not all emergency and abnormal procedures could be trained. In this regard, appropriate conferences will be provided.</p>	<p>The Cuban State will accept the measures taken by other contracting states.</p> <p>Previous consultation with those contracting states could be required.</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.	Pilots could not comply with the provisions established in 3.9.4.2. Compliance with this provision has been extended up to six (6) month.	a. - Lack of commercial flights. -approved flight simulators for Cuban operator's training are located in Europa. b. -Operators will carry out airport training sessions, using real airplanes of the same type they have. -Limitations: Not all emergency and abnormal situations could be trained.	The Cuban State will accept the measures taken by other contracting states. Previous consultation with those contracting states could be required.
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.	Pilots could not comply with the provisions established in 3.9.4.3. Compliance with this provision has been extended up to six (6) month.	a. - Lack of commercial flights. -approved flight simulators for Cuban operator's training are located in Europa. b. -Operators will carry out airport training sessions, using real helicopters of the same type they have. -Limitations: Not all emergency and abnormal situations could be trained.	The Cuban State will accept the measures taken by other contracting states. Previous consultation with those contracting states could be required.



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>	<p>Pilots could not comply with the provisions established in 7.4.1.1.</p> <p>Compliance with this provision has been extended up to six (6) month.</p>	<p>a. - Lack of commercial flights. -approved flight simulators for Cuban operator’s training are located in Europa.</p> <p>b. -Operators will carry out airport training sessions, using real helicopters of the same type they have.</p> <p>-Limitations: Not all emergency and abnormal situations could be trained.</p>	<p>The Cuban State will accept the measures taken by other contracting states.</p> <p>Previous consultation with those contracting states could be required.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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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>Pilots could not comply with the provisions established in 7.4.3.1 Compliance with this provision has been extended up to six (6) month after expiry date.</p>	<p>a. - Lack of commercial flights. - FSTD are located in Europe.</p> <p>B.-Operators are obligated to carry out airport training sessions spaced no more than three month among them, using real helicopters of the same type of the helicopters they have. Nevertheless, due to obvious safety and technical reasons, not all emergency and abnormal procedures could be trained. In this regard, appropriate conferences will be provided.</p>	<p>The Cuban State will accept the measures taken by other contracting states.</p> <p>Previous consultation with those contracting states could be required.</p>

Curaçao, Kingdom of the Netherla

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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>	No differences		Regarding the period of validity of a Medical Assessment issued by other States, the differences will be recognized without further technical evaluation. Medical certificates with the extended validity period exceeding their standard validity period more than two times are not recognized.

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>	No differences		Regarding the licenses issued by Member States, the differences will be recognized without further technical evaluation provided that the conditions/mitigations associated with those differences are adequate.



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>No differences</p>		<p>Regarding the qualifications by Member States, the differences will be recognized without further technical evaluation provided that the conditions/mitigations associated with those differences are adequate. Alleviations which allow a crew composition with all required flight crew members that have not carried out any flight or light simulator session in the preceding 90 days are not 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. 	No differences		See 9.4.1.1



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>	No differences		Regarding the proficiency checks issued by Member States, the differences will be recognized without further technical provided that the conditions/mitigations associated with those differences are adequate.
ANNEX 6 Chapter 3 Reference Standard	<p 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>	No differences		Regarding recent experience for a pilot in command by Member States, the differences will be recognized without further technical evaluation provided that the conditions/mitigations associated with those differences are adequate.



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>No differences</p>		<p>Regarding Recent experience for a co-pilot by Member States, the differences will be recognized without further technical evaluation provided that the conditions/mitigations associated with those differences are adequate.</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 differences</p>		<p>Regarding the qualifications by Member States, the differences will be recognized without further technical evaluation provided that the conditions/mitigations associated with those differences are adequate.</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>	No differences		Regarding the Proficiency checks issued by Member States, the differences will be recognized without further technical provided that the conditions/mitigations associated with those differences are adequate.

Dominican Republic (the)

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>	No differences	No differences	The Dominican Republic 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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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>	No differences	No differences	The Dominican Republic will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.



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>No differences</p>	<p>No differences</p>	<p>The Dominican Republic will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.</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 differences.	No differences.	The Dominican Republic will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.



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>	No differences	No differences	The Dominican Republic will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.
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>	No differences	No differences	The Dominican Republic will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.



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>No differences</p>	<p>No differences</p>	<p>The Dominican Republic will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.</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 differences</p>	<p>No differences</p>	<p>The Dominican Republic will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.</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>	No differences	No differences	The Dominican Republic will recognize the validity of certificates from other States and the temporary differences adopted, based on mitigation measures by COVID-19.

El Salvador

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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
<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>RAC LPTA 020 c) and RAC MED 3.105 Period of validity of medical certificates b) Renewal. The validity of the medical certificate will start on the day of the medical evaluation and will expire on the last day of the month corresponding to the period of its validity. Every time an applicant undergoes a medical examination, a new certification document will be issued.</p> <p>TEMPORARY DIFFERENCE DUE TO COVID-19: The validity of the certificate of psychophysical aptitude has been extended for a period of six months, from March thirteen to September twelve of two thousand and twenty, as well as for the validity of Learner Permits and licenses of aeronautical technical personnel about to expire during the period granted as extension.</p>	<p>By virtue of the state of national emergency caused by the Coronavirus pandemic (COVID-19) as it is considered as a cause of force majeure or fortuitous event and as a result of the development of a technical analysis by the Flight Safety Sub-directorate, they are established some measures to extend the validity of medical certificates, learner permits and licenses to aeronautical technical personnel through resolution AACGL-036-2020-DE-RES signed by the Executive Director of the Civil Aviation Authority of El Salvador, and It is published on the website: http://www.aac.gob.sv/</p>	<p>The State of El Salvador will recognize for the validity of the licenses, certificates and authorizations of other States, as well as the temporary differences adopted, based on the mitigation measures by COVID-19.</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>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>RAC LPTA 050 b) When the AAC has issued a license, it will facilitate other States to verify the validity of the same.</p> <p>TEMPORARY DIFFERENCE DUE TO COVID-19: 1. From the date of commencement of operations, a reasonable period of time is granted until September 2020 for holders to re-establish the validity of the license.</p>	<p>By virtue of the state of national emergency caused by the Coronavirus pandemic (COVID-19) as it is considered as a cause of force majeure or fortuitous event and as a result of the development of a technical analysis by the Subdirectorate of Flight Safety, they are established some measures to extend the validity until September 2020 so that the holder reestablishes the validity of the aeronautical technical personnel license, learner's permit and medical certificate, through resolution AACGL-036-2020-DE-RES signed by the Executive Director of the Civil Aviation Authority of El Salvador, and is published on the website: http://www.aac.gob.sv/. Air operators and air traffic service providers develop a safety risk analysis whereby they establish mitigation measures to keep operations safe.</p>	<p>The State of El Salvador will recognize for the validity of the licenses, certificates and authorizations of other States, as well as the temporary differences adopted, based on the mitigation measures by COVID-19.</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>	RAC-OPS 1.970 Recent experience a) The operator will ensure that: 1) Pilot in command. No pilot operates an aircraft as pilot-in-command unless he has performed at least three take-offs and three landings, as pilot-in-command in an aircraft of the same type / class, or in a flight simulator approved for such purposes, of the same type of aircraft to be used, in the preceding 90 days; and 2) Copilot. A co-pilot shall not act at the flight controls during take-off and landing unless he has operated as a pilot at the flight controls for three take-offs and three landings in an airplane of the same type / class, or in a flight simulator, of the same type of aircraft that is going to be used, in the preceding 90 days. c) The 90-day period indicated in the previous subparagraphs a) 1) and 2) may be extended up to a maximum of 120 days, through online flight under the supervision of a Type Rating Instructor or Examiner (TRI / TRE). For periods of more than 120 days, the recent experience requirement will be satisfied by training in flight or in a flight simulator of the type of aircraft to be used.	By virtue of the state of national emergency caused by the Coronavirus (COVID-19) pandemic, as it is considered a force majeure or fortuitous event and as a result of the development of a technical analysis by the Flight Safety Sub-direction, some mitigation measures are established to give operators greater flexibility. The Authority has issued by means of an Aeronautical Information Circular (AIC) the provisions in order to provide a guideline to counteract the current conditions for annual line checks, proficiency checks and all recurring type training. For more information, visit the website: http://www.aac.gob.sv/ .	The State of El Salvador will recognize for the recent experience the validity of the certificates of other States, as well as the temporary differences adopted, based on the mitigation measures for COVID-19..



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>TEMPORARY DIFFERENCE FOR COVID 19: The State of El Salvador grants the aeronautical technical personnel an extension of 180 days to complete the annual line checks, proficiency checks and all recurrent training, which have not been possible from March 11, 2020 to September 30, 2020 due to the National Emergency COVID 19 decreed by the Government of El Salvador. The 180 days starting from the official opening of the International Airport of El Salvador, San Oscar Arnulfo Romero y Galdámez, on September 17, 2020.</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. 	<p>RAC-OPS 1.970 Recent experience d) Cruise relay pilot. The operator shall not assign a pilot to act as cruise relief pilot unless, in the preceding 90 days, the pilot: 1) has served as pilot-in-command, co-pilot or cruise relief pilot in the same type of aircraft. airplane; or 2) Has completed a refresher course in flight expertise, including the normal, abnormal and emergency procedures specific to cruise flight, in the same type of aircraft or in a flight simulator approved for this purpose and has practiced flight procedures. approach and landing, and be able to perform such practices without being in command. TEMPORARY DIFFERENCE FOR COVID 19: The State of El Salvador grants the aeronautical technical personnel an extension of 180 days to complete the annual line checks, proficiency checks and all recurrent training, which have not been possible from March 11, 2020 to September 30, 2020 due to the National Emergency COVID 19 decreed by the Government of El Salvador. The 180 days starting from the official opening of the International Airport of El Salvador, San Oscar Arnulfo</p>	<p>By virtue of the state of national emergency caused by the Coronavirus (COVID-19) pandemic, as it is considered a force majeure or fortuitous event and as a result of the development of a technical analysis by the Flight Safety Sub-direction, some mitigation measures are established to give operators greater flexibility. The Authority has issued by means of an Aeronautical Information Circular (AIC) the provisions in order to provide a guideline to counteract the current conditions for annual line checks, proficiency checks and all recurring type training. For more information, visit the website: http://www.aac.gob.sv/.</p>	<p>On the subject of recent experience for the cruise pilot, the State of El Salvador will recognize the validity of the certificates of other States and the temporary differences adopted, based on the mitigation measures for COVID-19</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
		Romero y Galdámez, on September 17, 2020.		



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>	RAC-OPS 1.965 Training and Recurring Verifications b) Verification of operator competence 1) The operator will ensure that: i) Each member of the flight crew is subject to operator competence verifications to demonstrate their competence in performing normal procedures, abnormal and emergency; and ii) Checks are performed without external visual reference when the flight crew member is required to operate in IFR. iii) Each member of the flight crew is subject to verification of competence of the operator of a complementary flight crew. iv) The competence of the pilot to comply with paragraphs b) 1), i) and ii) above, either before an inspector pilot of the operator or before a representative of the CAA. v) When the air operator assigns a flight crew to various variants of the same types of aircraft with similar characteristics in terms of operational procedures, systems and handling, it must submit such condition to the CAA and it will be this Authority who will decide under what conditions The requirements established in sections b) 1), i), ii), iii) and (iv) may be combined	By virtue of the state of national emergency caused by the Coronavirus (COVID-19) pandemic, as it is considered a force majeure or fortuitous event and as a result of the development of a technical analysis by the Flight Safety Sub-direction, some mitigation measures are established, including two options to give operators greater flexibility. The Authority has issued by means of an Aeronautical Information Circular (AIC) the provisions in order to provide a guideline to counteract the current conditions for annual line checks, proficiency checks and all recurring type training. For more information, visit the website: http://www.aac.gob.sv/ .	On the issue of competition, the State of El Salvador will recognize the validity of the same based on the temporary differences adopted by other States, based on the mitigation measures for COVID-19,



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>for each variant or each type of aircraft. 2) The validity period of a verification of the operator's competence will be 6 calendar months from the last day of the month in which it was carried out. If the following verification is carried out within the last 3 calendar months of the validity period of the previous verification, the new validity period will be counted from the date of realization to 6 calendar months from the expiration date of the previous verification. operator's competence.</p> <p>TEMPORARY DIFFERENCE FOR COVID-19: The State of El Salvador grants the aeronautical technical personnel an extension of 180 days to complete the annual line checks, proficiency checks and all recurrent training, which have not been possible from March 11, 2020 to September 30, 2020 due to the National Emergency COVID 19 decreed by the Government of El Salvador.</p> <p>The 180 days starting from the official opening of the International Airport of El Salvador, San Oscar Arnulfo Romero y Galdámez, on September 17, 2020.</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.	RAC 02. 528 Composition, functions and training of the flight crew e) Recent experience. The operator must not designate a pilot to act as pilot-in-command or a co-pilot to take over the flight controls of an airplane during take-off and landing; unless said pilot has carried out at least three takeoffs and landings in the preceding 90 days in the same type of aircraft or in a flight simulator approved for this purpose. TEMPORARY DIFFERENCE DUE TO COVID-19: The State of El Salvador grants the aeronautical technical personnel an extension of 180 days to complete the annual line checks, proficiency checks and all recurrent training, which have not been possible from March 11, 2020 to September 30, 2020 due to the National Emergency COVID 19 decreed by the Government of El Salvador. The 180 days starting from the official opening of the International Airport of El Salvador, San Oscar Arnulfo Romero y Galdámez, on September 17, 2020.	By virtue of the state of national emergency caused by the Coronavirus pandemic (COVID-19) as it is considered as a cause of force majeure or fortuitous event and as a result of the development of a technical analysis by the Flight Safety Sub-direction, they are established some mitigation measures, including two options to give operators greater flexibility. The Authority has issued by means of an Aeronautical Information Circular (AIC) the provisions in order to provide a guideline to counteract the current conditions for annual line checks, proficiency checks and all recurring type training. For more information, visit the website: http://www.aac.gob.sv/ .	The State of El Salvador will recognize for the recent experience as PIC a validity of the certificates of other States without exceeding 3 months or 90 days, as well as, the temporary differences adopted, based on the mitigation measures for COVID-19.



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	3.9.4.3 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.	RAC 02. 528 Composition, functions and training of flight crew e) Recent experience The operator should not designate a pilot to act as pilot-in-command or a co-pilot to take over the flight controls of an airplane during takeoff and landing; unless said pilot has carried out at least three takeoffs and landings in the previous 90 days in the same type of aircraft or in an approved flight simulator for this purpose. TEMPORARY DIFFERENCE DUE TO COVID-19: The State of El Salvador grants the aeronautical technical personnel an extension of 180 days to complete the annual line checks, proficiency checks and all recurrent training, which have not been possible from March 11, 2020 to September 30, 2020 due to the National Emergency COVID 19 decreed by the Government of El Salvador. The 180 days starting from the official opening of the International Airport of El Salvador, San Oscar Arnulfo Romero y Galdámez, on September 17, 2020.	By virtue of the state of national emergency caused by the Coronavirus pandemic (COVID-19) as it is considered as a cause of force majeure or fortuitous event and as a result of the development of a technical analysis by the Flight Safety Sub-directorate, they are established some mitigation measures, including two options to give operators greater flexibility. The Authority has issued by means of an Aeronautical Information Circular (AIC) the provisions in order to provide a guideline to counteract the current conditions for annual line checks, proficiency checks and all recurring type training. For more information, visit the website: http://www.aac.gob.sv/ .	The State of El Salvador will recognize for the recent experience as PIC a validity of the certificates of other States without exceeding 3 months or 90 days, as well as the temporary differences adopted, based on the mitigation measures by COVID-19.



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>	RAC 135,835 Recent experience (a) The operator shall not assign a pilot-in-command or a co-pilot to take over the flight controls of a type or variant of a type of aircraft during take-off and landing, unless such pilot has been In charge of the flight controls at least three (3) takeoffs and three (3) landings, in the preceding 90 days, in the same type of aircraft or in a flight simulator approved for this purpose. TEMPORARY DIFFERENCE DUE TO COVID-19: The State of El Salvador grants the aeronautical technical personnel an extension of 180 days to complete the annual line checks, proficiency checks and all recurrent training, which have not been possible from March 11, 2020 to September 30, 2020 due to the National Emergency COVID 19 decreed by the Government of El Salvador. The 180 days starting from the official opening of the International Airport of El Salvador, San Oscar Arnulfo Romero y Galdámez, on September 17, 2020.	By virtue of the state of national emergency caused by the Coronavirus pandemic (COVID-19) as it is considered as a cause of force majeure or fortuitous event and as a result of the development of a technical analysis by the Flight Safety Sub-directorate, they are established some mitigation measures, including two options to give operators greater flexibility. The Authority has issued by means of an Aeronautical Information Circular (AIC) the provisions in order to provide a guideline to counteract the current conditions for annual line checks, proficiency checks and all recurring type training. For more information, visit the website: http://www.aac.gob.sv/ .	The State of El Salvador will recognize for the recent experience as PIC a validity of the certificates of other States, as well as the temporary differences adopted, based on the mitigation measures by COVID-19.



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>	RAC 135.1185 Recurrent Training (a) The operator shall ensure that each flight crew member receives periodic training, is adequately trained, and maintains competence for the type of aircraft and job position involved. (b) Periodic ground training for crew members must include at least the following: (1) a test or other evaluation to determine the knowledge of the aircraft and the work position of the flight crew member involved. (2) instruction, as necessary, in the subjects required for initial ground training in this subpart, including low-altitude wind shear training and instruction in operating the aircraft in icy ground conditions, as prescribed. in RAC 135.1165 and described in RAC 135.1175 of this subpart and, emergency procedures. (c) Periodic flight training for pilots must include, at least, flight training in the maneuvers or procedures established in this subpart. TEMPORARY DIFFERENCE FOR COVID 19: The State of El Salvador grants the aeronautical technical personnel an extension of 180 days to complete the annual line checks, proficiency checks	By virtue of the state of national emergency caused by the Coronavirus pandemic (COVID-19) as it is considered as a cause of force majeure or fortuitous event and as a result of the development of a technical analysis by the Flight Safety Sub-directorate, they are established some mitigation measures, including two options to give operators greater flexibility. The Authority has issued by means of an Aeronautical Information Circular (AIC) the provisions in order to provide a guideline to counteract the current conditions for annual line checks, proficiency checks and all recurring type training. For more information, visit the website: http://www.aac.gob.sv/ .	The State of El Salvador will recognize for the recent experience as PIC a validity of the certificates of other States, as well as the temporary differences adopted, based on the mitigation measures by COVID-19.



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>and all recurrent training, which have not been possible from March 11, 2020 to September 30, 2020 due to the National Emergency COVID 19 decreed by the Government of El Salvador.</p> <p>The 180 days starting from the official opening of the International Airport of El Salvador, San Oscar Arnulfo Romero y Galdámez, on September 17, 2020.</p>		

Grenada

<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>No Covid 19 difference</p>		<p>The Eastern Caribbean Civil Aviation Authority (ECCAA) will recognise the validity of certificates from other States and the temporary differences adopted, based on mitigation measures for COVID-19</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>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 difference</p>		<p>The Eastern Caribbean Civil Aviation Authority (ECCAA) will recognise the validity of licence from other States and the temporary differences adopted, based on mitigation measures for COVID-19</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>No difference</p>		<p>The ECCAA will not accept alleviation filed by other contracting states</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. 	No difference		The ECCAA will not accept alleviation filed by other contracting states.



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>	No Covid difference		The ECCAA will accept alleviation filed by other contracting states.
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>	No Covid difference		The ECCAA will not accept alleviation filed by other contracting states



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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 Covid difference</p>		<p>The ECCAA will not accept alleviation filed by other contracting states</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 Covid difference</p>		<p>The ECCAA will not accept alleviation filed by other contracting states</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
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 Covid difference		The ECCAA will accept alleviation filed by other contracting states

Guatemala

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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>TEMPORARY DIFFERENCE BY COVID-19:</p> <p>The State of Guatemala will extend the validity period of a Medical Assessment up to 45 days upon requested by the holder. This disposition will end by July 31th 2020.</p>	<p>The State of Guatemala, prior issuing any extension of validity periods, will assess each applicant’s medical record (carried out by the Civil Aviation medical assessor), in order to minimize the possible risk.</p>	<p>The State of Guatemala will recognize the validity of the certificates issued by others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States</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>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>APPLIES CURRENT STANDARD REGULATION.</p>	<p>The State of Guatemala will recognize the validity of the certificates issued by others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States</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>TEMPORARY DIFFERENCE BY COVID-19:</p> <p>The State of Guatemala will extend the validity period of, upon requested by the holder, the extension of the recent experience requirements (which will end by July 31th 2020) every time the certificate holder comply with what is describe in the AIC Series A - 2020 of May 11th</p>	<p>A risk analysis was developed based on the Bow Tie tool to decided and establish some mitigation measures including what is describe in the prior AIC</p>	<p>The State of Guatemala will recognize the validity of the certificates issued by others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States</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. 	<p>TEMPORARY DIFFERENCE BY COVID-19: (2 options)</p> <p>For those who lose their recent experience from May 1st to on July 31, 2020, the State grants a 3 month additional extension, according to the AIC Series A - 2020 of May 11th</p>	<p>A risk analysis was developed based on the Bow Tie tool to decided and establish some mitigation measures including what is describe in the AIC Series A - 2020 of May 11th.</p>	<p>The State of Guatemala will recognize the validity of the certificates issued by others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States</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;">9.4.4 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>TEMPORARY DIFFERENCE BY COVID-19:</p> <p>The State of Guatemala will extend the validity period of, upon requested by the holder, the Pilot Proficiency Check requirements (which will end by July 31th 2020) every time the certificate holder comply with what is describe in the AIC Series A - 2020 of May 11th</p>	<p>A risk analysis was developed based on the Bow Tie tool to decided and establish some mitigation measures including what is describe in the AIC Series A - 2020 of May 11th</p>	<p>The State of Guatemala will recognize the validity of the certificates issued by others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States</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.	TEMPORARY DIFFERENCE BY COVID-19: (2 options) The State of Guatemala will extend the validity period of, upon requested by the holder, the Recent Experience – PIC requirements (which will end by July 31th 2020) every time the certificate holder comply with what is describe in the AIC Series A - 2020 of May 11th	A risk analysis was developed based on the Bow Tie tool to decided and establish some mitigation measures including what is describe in the AIC Series A - 2020 of May 11th	The State of Guatemala will recognize the validity of the certificates issued by others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States
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.	TEMPORARY DIFFERENCE BY COVID-19: (2 options) The State of Guatemala will extend the validity period of, upon requested by the holder, the Recent Experience – Co-Pilot requirements (which will end by July 31th 2020) every time the certificate holder comply with what is describe in the AIC Series A - 2020 of May 11th	A risk analysis was developed based on the Bow Tie tool to decided and establish some mitigation measures including what is describe in the AIC Series A - 2020 of May 11th	The State of Guatemala will recognize the validity of the certificates issued by others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States



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>	<p>TEMPORARY DIFFERENCE BY COVID-19: (2 options)</p> <p>The State of Guatemala will extend the validity period of, upon requested by the holder, the Recent Experience – PIC and Co-Pilot requirements (which will end by July 31th 2020) every time the certificate holder comply with what is describe in the AIC Series A - 2020 of May 11th</p>	<p>A risk analysis was developed based on the Bow Tie tool to decided and establish some mitigation measures including what is describe in the AIC Series A - 2020 of May 11th</p>	<p>The State of Guatemala will recognize the validity of the certificates issued by others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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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>TEMPORARY DIFFERENCE BY COVID-19:</p> <p>The State of Guatemala will extend the validity period of, upon requested by the holder, the Pilot Proficiency Check requirements (which will end by July 31th 2020) every time the certificate holder comply with what is describe in the AIC Series A - 2020 of May 11th</p>	<p>A risk analysis was developed based on the Bow Tie tool to decided and establish some mitigation measures including what is describe in the AIC Series A - 2020 of May 11th.</p>	<p>The State of Guatemala will recognize the validity of the certificates issued by others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States</p>

Honduras				
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>The State of Honduras will extend the period of validity of a Medical Assessment up to 3 months starting from July 1 to September 30 of 2020</p>	<p>A risk analysis was developed based on the Bow Tie tool, based on this, it was decided to establish some mitigation measures. It was decided to use a regional strategy based on the possibility that we can return to a "Normal" operations in 3 months.</p>	<p>The State of Honduras (AHAC) will recognize the validity of the certificates of others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States</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>The State of Honduras will extend the period of validity of a Medical Assessment up to 3 months starting from July 1 to September 30 of 2020</p>	<p>A risk analysis was developed based on the Bow Tie tool, based on this, it was decided to establish some mitigation measures It was decided to use a regional strategy based on the possibility that we can return to a "Normal" operations in a 3 months. The rationale behind this difference is the safety operational measures needed due to COVID 19 since most FSTD, training devices or ATOs are not available and most air operators or providers have suspended operations, it is not possible for license/certificate holders to undergo checks or assessments to re-validate ratings/certificates at the moment. If an organization is subject to this exemption, the certificate holder by means of their SMS (or other means) must present a risk assessment to demonstrate and document how they will manage the associated risk in relation with the time extension granted and to identify additional mitigation measures to ensure the effectiveness of safety risks</p>	<p>The State of Honduras (AHAC) will recognize the validity of the certificates of others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States"</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>		<p>controls. The State of Honduras reserves the right to approve or denied the request based on the analysis of the information provided by the operator All personnel subject to the exemption, have to carry an attachment to the license and medical certificate which refers to the exemption granted.</p>	



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 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>The State of Honduras will extend the validity of those who lose their recent experience from July 1 to September 30, 2020.</p>	<p>A risk analysis was developed based on the Bow Tie tool, based on this, it was decided to establish some mitigation measures including two options to give the operator more flexibility. It was decided to use a regional strategy based on the possibility that we can return to a "Normal" operations in a 3 months lapse and another one in 6 months, hence the two options. The operator must also develop by means of their SMS a risk analysis that allows them to identify additional mitigation measures of to ensure the effectiveness of safety risks controls. Each certificate holder who wants to use this extension period must demonstrate and document how they will manage the associated the risk in relation with the time extension granted. The State of Honduras will publish within its Ops Specs (in others) or in another official document, a temporary revision showing the exemptions granted.</p>	<p>The State of Honduras (AHAC) will recognize the validity of the certificates of others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States"</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>For those who lose their recent experience from April 1 to on June 30, 2020, the State grants a 3 month additional extension, from July 1 to September 30, 2020.</p>	<p>A risk analysis was developed based on the Bow Tie tool, based on this, it was decided to establish some mitigation measures including two options to give the operator more flexibility. It was decided to use a strategy based on the possibility that we can return to a "Normal" operations in a 3 months lapse and another one of 2 months after the first lapse, hence the two options. The operator must also develop by means of their SMS a risk analysis that allows them to identify additional mitigation measures of to ensure the effectiveness of safety risks controls. Each certificate holder who wants to use this extension period must demonstrate and document how they will manage the associated the risk in relation with the time extension granted. The State of Honduras will publish within its Ops Specs (in others) or in another official document, a temporary revision showing the exemptions granted.</p>	<p>The State of Honduras (AHAC) will recognize the validity of the certificates of others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States"</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>(2 options) For those who lose their competence from April 1 to June 30, 2020, the State will grant an additional 3 month extension, the pilot must also perform 3 takeoffs and 3 landings before the first flight with passengers and for -those who their OPC expires from July 1 to September 30, 2020. the State will grant 1 additional month. The pilot needs also to perform 2 hours minimum of airplane with a least 3 takeoffs and landings or a 2 hour training in a simulator type C or D.</p>	<p>A risk analysis was developed based on the Bow Tie tool, based on this, it was decided to establish some mitigation measures including two options to give the operator more flexibility It was decided to use a regional strategy based on the possibility that we can return to "Normal" operations in a 3 months lapse and another one of 2 months after the first lapse, hence the two options Regarding the proficiency checks, we took into account some risk analysis that presented us with some difficulties that operators will face at this time, such as; unable to perform OPC due to unavailability of Inspectors or access to training facilities in foreign countries, also some worries about training environments such as simulators that could expose even more the training pilots. In addition, inspectors of the CAAs also could not have also access to these training centers and they would lose also their your competence. Each certificate holder who wants to use this extension</p>	<p>The State of Honduras (AHAC) will recognize the validity of the certificates of others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States"</p>



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			<p>must demonstrate and document how the potential risk associated with the extension of the time period will be evaluated and mitigated.</p> <p>The operator must also develop by means of their SMS a risk analysis that allows them to identify additional mitigation measures of to ensure the effectiveness of safety risks controls.</p> <p>Each certificate holder who wants to use this extension period must demonstrate and document how they will manage the associated the risk in relation with the time extension granted.</p> <p>The State of Honduras will publish within its Ops Specs (in others) or in another official document, a temporary revision showing the exemptions granted.</p>	



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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.	(2 options) The State of Honduras will extend the validity of those who lose their recent experience from April 1 to on June 30, 2020, an additional 3 months, from July 1 to September 30, 2020.	A risk analysis was developed based on the Bow Tie tool, based on this, it was decided to establish some mitigation measures including two options to give the operator more flexibility It was decided to use a regional strategy based on 60 or 30 days extension depending on the expiration date for the executive and general aviation. Each owner or pilot must establish additional measures or mitigations to help ensure the effectiveness of the safety controls and additional risk	The State of Honduras (AHAC) will recognize the validity of the certificates of others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States"



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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.	The State of Honduras will extend the validity of those who lose their recent experience from April 1 to on June 30, 2020, an additional 3 months, from July 1 to September 30, 2020.	A risk analysis was developed based on the Bow Tie tool, based on this, it was decided to establish some mitigation measures including two options to give the operator more flexibility It was decided to use a regional strategy based on 90 or 60 days extension depending on the expiration date for the executive and general aviation. Each owner or pilot must establish additional measures or mitigations to help ensure the effectiveness of the safety controls and additional risk	The State of Honduras (AHAC) will recognize the validity of the certificates of others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States



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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>The State of Honduras will extend the validity of those who lose their recent experience from April 1 to June 30, 2020, an additional 3 months extension, and for those that their recent experience expire from July 1 to September 30, 2020.</p>	<p>A risk analysis was developed based on the Bow Tie tool, based on this, it was decided to establish some mitigation measures including two options to give the operator more flexibility It was decided to use a regional strategy based on the possibility that we can return to a "Normal" operations in a 3 months lapse and another one of 2 months after the first lapse, hence the two options. The operator must also develop by means of their SMS a risk analysis that allows them to identify additional mitigation measures of to ensure the effectiveness of safety risks controls Each certificate holder who wants to use this extension period must demonstrate and document how they will manage the associated the risk in relation with the time extension granted. The State of Honduras will publish within its Ops Specs (in others) or in another official document, a temporary revision showing the exemptions granted</p>	<p>The State of Honduras (AHAC) will recognize the validity of the certificates of others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States"</p>



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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>	<p>(2 options) For those who lose their competence from April 1 to June 30, 2020, the State of Honduras will grant an additional 3 month extension, the pilot must also perform 3 takeoffs and 3 landings before the first flight with passengers and for those who their OPC expires from July 1 to September 30, 2020, the State will grant 2 additional months. The pilot needs also to perform 2 hours minimum of airplane with a least 3 takeoffs and landings or a 2 hour training in a simulator type C or D.</p>	<p>A risk analysis was developed based on the Bow Tie tool, based on this, it was decided to establish some mitigation measures including two options to give the operator more flexibility It was decided to use a regional strategy based on the possibility that we can return to "Normal" operations in a 3 months lapse and another 2 months extension, hence the two options. Regarding the proficiency checks, we took into account some risk analysis that presented us with some difficulties that operators will face at this time, such as; unable to perform OPC due to unavailability of Inspectors or access to training facilities in foreign countries, also some worries about training environments such as simulators that could expose even more the training pilots. In addition, inspectors of the CAAs also could not have also access to these training centers and they would lose also their competence. Each certificate holder who wants to use this extension</p>	<p>The State of Honduras (AHAC) will recognize the validity of the certificates of others States as well as, the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States"</p>



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			<p>must demonstrate and document how the potential risk associated with the extension of the time period will be evaluated and mitigated.</p> <p>The operator must also develop by means of their SMS a risk analysis that allows them to identify additional mitigation measures of to ensure the effectiveness of safety risks controls</p> <p>Each certificate holder who wants to use this extension period must demonstrate and document how they will manage the associated the risk in relation with the time extension granted.</p> <p>The State of Honduras will publish within its Ops Specs (in others) or in another official document, a temporary revision showing the exemptions granted.</p>	

Jamaica

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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>	Jamaica will extend the validity period for medical assessments for a period of up to 60 days, following a risk-based assessment, when an applicant formally applies to the Authority and is granted approval.	Jamaica is cognizant of the fact that some airmen may have difficulty accessing Medical Examiners and the various facilities that conduct ancillary medical tests. Therefore, applicants are to make a formal request to the authority for an extension. Each request will be reviewed on an individual basis.	Jamaica will recognize the differences of other States in as much as those differences do not compromise safety of operations in Jamaica based on a risk 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 difference</p>		<p>Jamaica will recognize the differences of other States in as much as those differences do not compromise safety of operations in Jamaica based on a risk assessment</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>No difference at this time</p>		<p>Jamaica will recognize the differences of other States in as much as those differences do not compromise safety of operations in Jamaica based on a risk assessment</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 difference at this time		Jamaica will recognize the differences of other States in as much as those differences do not compromise safety of operations in Jamaica based on a risk assessment



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>	No difference at this time		Jamaica will recognize the differences of other States in as much as those differences do not compromise safety of operations in Jamaica based on a risk assessment
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>	No difference at this time		Jamaica will recognize the differences of other States in as much as those differences do not compromise safety of operations in Jamaica based on a risk assessment



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>No difference at this time</p>		<p>Jamaica will recognize the differences of other States in as much as those differences do not compromise safety of operations in Jamaica based on a risk assessment</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 at this time</p>		<p>Jamaica will recognize the differences of other States in as much as those differences do not compromise safety of operations in Jamaica based on a risk assessment</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>	No difference at this time		Jamaica will recognize the differences of other States in as much as those differences do not compromise safety of operations in Jamaica based on a risk assessment

Mexico

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 validity of the Medical Assessments will extend from march 21 of 2020 until December 31 of 2020.	The purpose of this measure is to avoid agglomeration of aeronautical technical personnel during the process of medical examination and issue of licences.	México recognizes differences of other member states.
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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
<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>For airlines there are not differences. For executive aviation applies the “Acuerdo Secretarial of march 20 of 2020”. The extension for licenses validity will extend from march 21 of 2020 until December 31 of 2020, this also applies for ratings and aeronautical capabilities.</p>	<p>For airlines the proficiency flight checks are performed in accordance with Annex 6 by a designated inspector. For executive aviation because there are not of Flight Simulation Training Devices (FSTD) it applies the “Acuerdo Secretarial of March 20 of 2020”.</p>	<p>México recognizes differences of other member states.</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>Applies the “Acuerdo Secretarial of march 20 of 2020”. The extension for licences validity will extend from March 21 of 2020 until december 31 of 2020, this also applies for ratings and aeronautical capabilities.</p>	<p>Because of operations closure and the lack of frequency in operations, it applies the “Acuerdo Secretarial of March 20 of 2020”.</p>	<p>México recognizes differences of other states.</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. 	Applies the “Acuerdo Secretarial of March 20 of 2020”. The extension for licences validity will extend from March 21 of 2020 until december 31 of 2020, this also applies for ratings and aeronautical capabilities.	Because of operations closure and the lack of frequency in operations, it applies the “Acuerdo Secretarial of March 20 of 2020”.	México recognizes differences of other states.



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>	Holders of licences, ratings or certificates issued or granted by the AFAC may continue to exercise all their privileges, even when their respective Psychophysical aptitude certificate is expired as of March 18, 2020, for a period which will end on december 31, 2020.	Because of operations closure and the lack of frequency in operations, it applies the “Acuerdo Secretarial of march 20 of 2020”.	México recognizes differences of other states.
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>	For general aviation applies the “Acuerdo Secretarial of march 20 of 2020”. The extension for licenses validity will extend from march 21 of 2020 until december 31 of 2020, this also applies for ratings and aeronautical capabilities."	Because of operations closure and the lack of flight simulators FSTD, it applies the “Acuerdo Secretarial of march 20 of 2020”.	México recognizes differences of other states.



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>For general aviation applies the “Acuerdo Secretarial of march 20 of 2020”. The extension for licences validity will extend from March 21 of 2020 until december 31 of 2020, this also applies for ratings and aeronautical capabilities.</p>	<p>Because of operations closure and the lack of flight simulators FSTD, it applies the “Acuerdo Secretarial of march 20 of 2020”.</p>	<p>México recognizes differences of other states.</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>For commercial international air transport with helicopters applies the “Acuerdo Secretarial, dated March 20th., 2020”, in terms of extending the validity from March 21th, 2020 until december 31, 2020, of the technical privileges of aeronautical technical personnel.</p>	<p>For commercial international air transport with helicopters applies the “Acuerdo Secretarial dated March 20th, 2020”, since they do not have FSTD availability.</p>	<p>México recognizes differences of other states.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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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>	For commercial international air transport with helicopters applies the "Acuerdo Secretarial, dated March 20th., 2020", in terms of extending the validity for three months from March 21th, 2020 until december 31, 2020, of the technical privileges of aeronautical technical personnel.	For commercial international air transport with helicopters applies the "Acuerdo Secretarial dated March 20th, 2020", since they do not have FSTD availability, as well as Designated Inspectors.	México recognizes differences of other states.

Montserrat, UK Overseas Territory

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>	N/A - Montserrat does not issue OTAR 61 Licences	Nil	Montserrat accepts other State's differences
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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>	N/A - Montserrat does not issue OTAR 61 Licences	Nil	Montserrat accepts other State's differences



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>N/A - Montserrat does not issue OTAR 61 Licences</p>	<p>Nil</p>	<p>Montserrat accepts other State's 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>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 difference		Montserrat accepts other State's differences



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>	OTAR 135/121.1115(a) The validity of the Operator proficiency checks may be extended until 31 October 2020 therefore the maximum period between checks may be 12 months (October 2019 to October 2020).	Pilots will not be able to undertake their proficiency check in an aircraft or FSTD without coming into close proximity of another person (co-pilot or examiner). This would be against medical advice during the Covid 19 Pandemic.	Montserrat accepts other State's differences
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>	No difference		Montserrat accepts other State's differences



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>No difference</p>		<p>Montserrat accepts other State's differences</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>N/A - Montserrat does not issue OTAR 61 Licences</p>	<p>Nil</p>	<p>Montserrat accepts other State's 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 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>	OTAR 135/121.1115(a) The validity of the Operator proficiency checks may be extended until 31 October 2020 therefore the maximum period between checks may be 12 months (October 2019 to October 2020).	Pilots will not be able to undertake their proficiency check in an aircraft or FSTD without coming into close proximity of another person (co-pilot or examiner). This would be against medical advice during the Covid 19 Pandemic.	Montserrat accepts other State's differences

Nicaragua

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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>INAC can issue, upon request of the interested party and after evaluation of the case as warranted, an extension of the medical certificate that expires after May 30, 2020 and while the extraordinary circumstances last for COVID 19. The evaluation will be given on a case-by-case basis and applies to pilots, flight instructors, air traffic controllers, cabin crew, the same measure applies to the language proficiency requirements of pilots and air traffic controllers. However, as an equivalent safety method, an instructional program duly approved and supervised by INAC must be applied to the relevant subjects; and taught by an instructor authorized by INAC to the service provider.</p>	<p>Due to the extraordinary circumstances related to the new Coronavirus Disease (COVID-19), the Nicaraguan Institute of Civil Aeronautics will not take corrective and / or disciplinary actions against any personnel whose medical certificate has expired but who has individually managed a extension before the Authority that occurs from May 30, 2020 and while the aforementioned crisis lasts. The same situation applies to pilots and air traffic controllers who have to demonstrate compliance with language proficiency requirements.</p>	<p>The State of Nicaragua will recognize the validity of licenses and ratings from other States, as well as their temporary differences based on mitigation measures declared before ICAO and duly published.</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
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>			The State of Nicaragua will recognize the validity of licenses and ratings from other States, as well as their temporary differences based on mitigation measures, declared before ICAO and duly published.

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>	<p>The requirements of recent simulator experience will not be required of pilots as long as extraordinary circumstances exist by COVID 19, however, as an equivalent safety method, a training program duly approved and supervised by INAC must be applied to relevant topics. ; and taught by an instructor authorized by INAC to the service provider.</p>	<p>Due to the extraordinary circumstances related to the New Coronavirus Disease (COVID-19), the Nicaraguan Institute of Civil Aeronautics will not take corrective actions due to the expiration of the recent experience of flight crews while the circumstances of COVID 19 persist. The previous provision is established due to the circumstances mentioned, the training centers are closed and do not offer simulator services or the impossibility of traveling to complete the requirements.</p>	<p>The State of Nicaragua will recognize the validity of licenses and ratings from other States, as well as their temporary differences based on mitigation measures, declared before ICAO and duly published.</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. 			The State of Nicaragua will recognize the validity of licenses and ratings from other States, as well as their temporary differences based on mitigation measures, declared before ICAO and duly published.



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>	Pilots will not be required to verify proficiency in the simulator for as long as extraordinary circumstances exist by COVID 19, however, as an equivalent safety method, a training program duly approved and supervised by INAC; and taught by an instructor authorized by INAC to the service provider, including the minimum exercises on the PLANE.	Due to the extraordinary circumstances related to the new Coronavirus Disease (COVID-19), the Nicaraguan Institute of Civil Aeronautics will not take corrective actions due to the expiration of the recent experience of flight crews while the circumstances of COVID 19 persist. The previous provision is established due to the circumstances mentioned, the training centers are closed and do not offer simulator services or the impossibility of traveling to complete the requirements.	The State of Nicaragua will recognize the validity of licenses and ratings from other States, as well as their temporary differences based on mitigation measures, declared before ICAO and duly published.
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>			The State of Nicaragua will recognize the validity of licenses and ratings from other States, as well as their temporary differences based on mitigation measures, declared before ICAO and duly published.



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>			The State of Nicaragua will recognize the validity of licenses and ratings from other States, as well as their temporary differences based on mitigation measures, declared before ICAO and duly published.
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>			The State of Nicaragua will recognize the validity of licenses and ratings from other States, as well as their temporary differences based on mitigation measures, declared before ICAO and duly published.



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>			The State of Nicaragua will recognize the validity of licenses and ratings from other States, as well as their temporary differences based on mitigation measures, declared before ICAO and duly published.

Saint Kitts and Nevis

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>	No Covid 19 difference		The Eastern Caribbean Civil Aviation Authority (ECCAA) will recognise the validity of certificates from other States and the temporary differences adopted, based on mitigation measures for COVID-19
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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>	No difference		The Eastern Caribbean Civil Aviation Authority (ECCAA) will recognise the validity of licence from other States and the temporary differences adopted, based on mitigation measures for COVID-19



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>No difference</p>		<p>The ECCAA will not accept alleviation filed by other contracting states</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 difference		The ECCAA will not accept alleviation filed by other contracting states.



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>	No Covid difference		The ECCAA will accept alleviation filed by other contracting states.
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>	No Covid difference		The ECCAA will not accept alleviation filed by other contracting states



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 Covid difference</p>		<p>The ECCAA will not accept alleviation filed by other contracting states</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 Covid difference</p>		<p>The ECCAA will not accept alleviation filed by other contracting states</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>	No Covid difference		The ECCAA will accept alleviation filed by other contracting states

Saint Lucia

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>	No Covid 19 difference		The Eastern Caribbean Civil Aviation Authority (ECCAA) will recognise the validity of certificates from other States and the temporary differences adopted, based on mitigation measures for COVID-19
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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>No difference</p>		<p>The Eastern Caribbean Civil Aviation Authority (ECCAA) will recognise the validity of licence from other States and the temporary differences adopted, based on mitigation measures for COVID-19</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 difference</p>		<p>The ECCAA will not accept alleviation filed by other contracting states</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 difference		The ECCAA will not accept alleviation filed by other contracting states.



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>	No Covid difference		The ECCAA will accept alleviation filed by other contracting states.
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 Covid difference		The ECCAA will not accept alleviation filed by other contracting states



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>No Covid difference</p>		<p>The ECCAA will not accept alleviation filed by other contracting states</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 Covid difference</p>		<p>The ECCAA will not accept alleviation filed by other contracting states</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 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 Covid difference		The ECCAA will accept alleviation filed by other contracting states

Saint Vincent and the Grenadines

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>	No Covid 19 difference		The Eastern Caribbean Civil Aviation Authority (ECCAA) will recognise the validity of certificates from other States and the temporary differences adopted, based on mitigation measures for COVID-19
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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
<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 difference</p>		<p>The Eastern Caribbean Civil Aviation Authority (ECCAA) will recognise the validity of licence from other States and the temporary differences adopted, based on mitigation measures for COVID-19</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>No difference</p>		<p>The ECCAA will not accept alleviation filed by other contracting states</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 difference		The ECCAA will not accept alleviation filed by other contracting states.



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>	No Covid difference		The ECCAA will accept alleviation filed by other contracting states.
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>	No Covid difference		The ECCAA will not accept alleviation filed by other contracting states



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 Covid difference</p>		<p>The ECCAA will not accept alleviation filed by other contracting states</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 Covid difference</p>		<p>The ECCAA will not accept alleviation filed by other contracting states</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>	No Covid difference		The ECCAA will accept alleviation filed by other contracting states

Trinidad and Tobago

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>	No Difference.		Trinidad and Tobago shall recognize as valid certificates and licences issued by States in compliance with all Articles of the convention on International Aviation.
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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>	No Difference.		



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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 Difference.</p>		<p>Trinidad and Tobago shall recognize as valid certificates and licences issued by States in compliance with all Articles of the convention on International Aviation.</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. 	No Difference.		Trinidad and Tobago shall recognize as valid certificates and licences issued by States in compliance with all Articles of the convention on International Aviation.



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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>No Difference.</p>		<p>Trinidad and Tobago shall recognize as valid certificates and licences issued by States in compliance with all Articles of the convention on International Aviation.</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>	<p>No Difference.</p>		<p>Trinidad and Tobago shall recognize as valid certificates and licences issued by States in compliance with all Articles of the convention on International Aviation.</p>



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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>Trinidad and Tobago shall recognize as valid certificates and licences issued by States in compliance with all Articles of the convention on International Aviation.</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>Trinidad and Tobago shall recognize as valid certificates and licences issued by States in compliance with all Articles of the convention on International Aviation.</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>	No Difference.		Trinidad and Tobago shall recognize as valid certificates and licences issued by States in compliance with all Articles of the convention on International Aviation.

Turks & Caicos Islands, UK Overs

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>	Currently no change	Standard regulation applies	Turks and Caicos Islands recognise other States' differences
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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>1.2.5.1.2 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>	Currently no change	Standard regulation applies	Turks and Caicos Islands recognise other States’ differences



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>Currently no change</p>	<p>Standard regulation applies</p>	<p>Turks and Caicos Islands recognise other States’ 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. 	Currently no change	Standard regulation applies	Turks and Caicos Islands recognise other States' differences



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>	With immediate effect the validity period of Recurrent Operator Training programs with an expiry date in the next 120 days are extended to 30th September 2020	Nil	Turks and Caicos Islands recognise other States' differences
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 difference	Nil	Turks and Caicos Islands accept other State's differences



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>Currently no change</p>	<p>Standard regulations apply</p>	<p>Turks and Caicos Islands recognise other States' differences</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>Currently no change</p>	<p>Standard regulations apply</p>	<p>Turks and Caicos Islands recognise other States' 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 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>	With immediate effect the validity period of Operator Proficiency Checks with an expiry date in the next 120 days are extended to 30th September 2020.	Nil	Turks and Caicos Islands recognise other States' differences

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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>The FAA is offering a 3-month extension for medical certificates expiring March 31, 2020 through September 30, 2020. For medical certificates expiring October 31, 2020 through January 31, 2021, a 2 month extension is offered with the exception of persons living in or working as a pilot or flight engineer on an aircraft in the State of Alaska will have up to 3 months.</p>	<p>a. The FAA issued the Relief for Certain Persons and Operations during the Coronavirus Disease 2019 (COVID-19) Outbreak Final Rule (SFAR No. 118), effective April 30, 2020. This final rule extended the validity period of FAA medical certificates that expire between March 2020 and May 2020 to June 30, 2020.</p> <p>On June 25, 2020, the FAA issued an amendment (SFAR 118-1) that extends the validity period of medicals by no more than 3 calendar months for those expiring in March 2020-September 2020.</p> <p>On September 30, 2020, the FAA issued a second amendment (SFAR 118-2) that extends the validity period of medicals by no more than 2 calendar months, with one exception, for those expiring in October 2020-January 2021. For those persons living in or serving as a pilot or flight engineer on an aircraft in the State of Alaska, they are given a 3 calendar month</p>	<p>Differences filed by other contracting States will be recognized by the United States during the COVID-19 pandemic, unless the FAA deems safety is being compromised.</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>extension.</p> <p>b. Under the unprecedented circumstances associated with the COVID-19 pandemic, the FAA finds that limited relief continues to be justified from timeframes for completing medical examinations. With SFAR 118-2, the FAA has acknowledged the improved availability of aviation medical examiners and reduced the extension for most and has messaged that, with this continued improvement, no further relief beyond those medicals due in January 2021 is expected. Flight crew members must still comply with regulatory requirements that prohibit operations during a medical deficiency. A person exercising the relief in this Special Federal Aviation Regulation (SFAR) No. 118 (as amended) must have access to it when operating internationally.</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>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>1. Difference as granted in the exemptions below in Annex 6, Part 1.</p>	<p>FAA certificates are issued in compliance with ICAO standards. With respect to privileges and recency of experience they continue to be in compliance with the exception of the exemptions we have granted in response to COVID-19.</p> <p>Please refer to the qualification exemption noted below to Annex 6, Part 1.</p>	<p>Differences filed by other contracting States will be recognized by the United States during the COVID-19 pandemic, unless the FAA deems safety is being compromised.</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>	<p>1. 14 CFR §§ 121.439, 135.247</p> <p>The exemption grants an additional two calendar months beyond the 90 days for pilot and co-pilot recency due through September 2020. One calendar month beyond the 90 days is granted for those due in October through December 2020.</p>	<p>The FAA granted an exemption applicable to certificate holders operating under part 121 or part 135 that extends pilot recency of experience requirements (§§ 121.439(a) or 135.247(a)) by an additional two calendar months beyond the 90 days for pilots and co-pilots due in March through September 2020. For pilots due in October through December 31, 2020, one calendar month beyond the 90 days is granted.</p> <p>Under the unprecedented circumstances associated with the COVID-19 pandemic, the FAA finds that limited relief is justified from timeframes for completing certain training and qualification requirements due through December 2020. The relief is subject to Conditions and Limitations, including that the certificate holder submit an updated Safety Risk Assessment to the FAA that considers relevant data since the certificate holder began using this relief to ensure crewmembers remain proficient. This could include</p>	<p>Differences filed by other contracting States will be recognized by the United States during the COVID-19 pandemic, unless the FAA deems safety is being compromised.</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
			data collected through employee reporting programs or flight operations quality assurance (FOQA) program data.	
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. 	<ul style="list-style-type: none"> 1. No difference 2. Less protective or partially implemented or not implemented. 3. The FAA does not have currency requirements for cruise relief pilots. 	No difference. The FAA does not have currency requirements for cruise relief pilots.	Differences filed by other contracting States will be recognized by the United States during the COVID-19 pandemic, unless the FAA deems safety is being compromised.



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>	<p>1. 14 CFR §§ 121.440(a), 121.441(a)(1)(ii) and (a)(2), 135.293(b), 135.297(a) and (b), 135.299(a) The regulations already permit a grace calendar month, and the exemption grants an additional two calendar months, therefore the extension is a total of three calendar months.</p> <p>2. Difference in character or means of compliance</p> <p>3. For PICs, the U.S. requires one proficiency checks per 12 months and either another proficiency check or an approved simulator training course.</p> <p>For SICs, the U.S. requires one proficiency check each 24 months and another proficiency check or an approved SIM training course every 12 months.</p>	<p>The FAA granted an exemption applicable to certificate holders operating under part 121 or part 135 that extends pilot proficiency check requirements, which permits one grace calendar month, by an additional two calendar months, giving a total of three calendar months. This relief applies to line, competency and proficiency checks under the following sections: §§ 121.440(a), 121.441(a)(1)(ii) and (a)(2), 135.293(b), 135.297(a) and (b), 135.299(a). The exemption covers pilots due through December 31, 2020.</p> <p>Under the unprecedented circumstances associated with the COVID-19 pandemic, the FAA finds that limited relief is justified from timeframes for completing certain training and qualification requirements due through December 31, 2020. The relief is subject to Conditions and Limitations, including that the certificate holder submit an updated Safety Risk Assessment to the FAA that considers relevant data since the</p>	<p>Differences filed by other contracting States will be recognized by the United States during the COVID-19 pandemic, unless the FAA deems safety is being compromised.</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
			certificate holder began using this relief to ensure crewmembers remain proficient. This could include data collected through employee reporting programs or flight operations quality assurance (FOQA) program data.	



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.	14 CFR § 125.285 The relief provides an additional 60 days for take-off and landing recency for flights through September 2020. For flights in October through January 31, 2021 pilots have an additional 30 days for takeoff and landing recency.	The FAA issued the Relief for Certain Persons and Operations during the Coronavirus Disease 2019 (COVID-19) Outbreak Final Rule (SFAR No. 118), effective April 30, 2020. This final rule provides an additional 60 days for meeting the takeoff and landing recency of experience requirement for pilots-in-command in a part 125 operation through June 2020. The FAA issued an amendment on June 25th (SFAR 118-1) that expands the ability to use an additional 60 days to pilots flying in July through September 2020. A second amendment was issued on September 30th (SFAR 118-2) that expands the ability to use an additional 30 days to pilots flying in October through January 31, 2021. All other pilots where Annex 6 Part 2 applies must continue to meet this standard.	Differences filed by other contracting States will be recognized by the United States during the COVID-19 pandemic, unless the FAA deems safety is being compromised.



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	3.9.4.3 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.	14 CFR § 125.285 The relief provides an additional 60 days for take-off and landing recency for flights through September 2020. For flights in October through January 31, 2021 pilots have an additional 30 days for takeoff and landing recency.	The FAA issued the Relief for Certain Persons and Operations during the Coronavirus Disease 2019 (COVID-19) Outbreak Final Rule (SFAR No.118), effective April 30, 2020. This final rule provides an additional 60 days for meeting the takeoff and landing recency of experience requirement for co-pilots in a part 125 operation through June 2020. The FAA issued an amendment on June 25th (SFAR 118-1) that expands the ability to use an additional 60 days to co-pilots flying in July through September 2020. All other pilots where Annex 6 Part 2 applies must continue to meet this standard.	Differences filed by other contracting States will be recognized by the United States during the COVID-19 pandemic, unless the FAA deems safety is being compromised.



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>	<p>1. 14 CFR Part 61, Subpart A, 14 CFR §§ 135.21, 135.243, and §135.244</p> <p>The exemption grants an additional two calendar months to complete takeoffs and landings for those pilots due through September 30, 2020. The exemption grants one additional calendar month to complete the takeoffs and landings for those pilots due in October through December 31, 2020.</p>	<p>The FAA granted an exemption applicable to certificate holders operating under 14 CFR part 135 that extends pilot recency of experience requirements (§135.247(a)) by an additional two calendar months for pilots due through September 30, 2020. The exemption grants one additional calendar month to complete the takeoffs and landings for those due in October through December 2020.</p> <p>Under the unprecedented circumstances associated with the COVID-19 pandemic, the FAA finds that limited relief is justified from timeframes for completing certain training and qualification requirements due through December 31, 2020. The relief is subject to Conditions and Limitations, including that the certificate holder submit an updated Safety Risk Assessment to the FAA that considers relevant data since the certificate holder began using this relief to ensure crewmembers remain proficient. This could include</p>	<p>Differences filed by other contracting States will be recognized by the United States during the COVID-19 pandemic, unless the FAA deems safety is being compromised.</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
			data collected through employee reporting programs or flight operations quality assurance (FOQA) program data.	



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>	<p>1. 14 CFR Part 61, Subpart B, 14 CFR Part 135, Subpart G, op specs</p> <p>The regulations already permit a grace calendar month, and the exemption grants an additional two calendar months, therefore the extension is a total of three calendar months for pilots due through December 31, 2020.</p>	<p>The FAA granted an exemption applicable to certificate holders operating under 14 CFR part 135 that extends pilot proficiency check requirements by an additional two calendar months. The regulations already permit a grace calendar month, therefore the extension is a total of three calendar months. This relief applies to line and proficiency checks under the following sections: §§ 135.293(b), 135.297(a) and (b), 135.299(a). The exemption covers pilots due through December 31, 2020.</p> <p>Under the unprecedented circumstances associated with the COVID-19 pandemic, the FAA finds that limited relief is justified from timeframes for completing certain training and qualification requirements due through December 31, 2020. The relief is subject to Conditions and Limitations, including that the certificate holder submit an updated Safety Risk Assessment to the FAA that considers relevant data since the certificate holder began</p>	<p>Differences filed by other contracting States will be recognized by the United States during the COVID-19 pandemic, unless the FAA deems safety is being compromised.</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
			using this relief to ensure crewmembers remain proficient. This could include data collected through employee reporting programs or flight operations quality assurance (FOQA) program data.	

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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>According to Resolution 188/2020 issued by ANAC on July 7th 2020, a new extension of an extraordinary nature will only be granted for 90 days at the expiration of the Aviation Medical Certifications to those users who cannot reach an Aviation Medical Examiner or an Aviation Medical Examiner Center in order to renew the before mentioned license normally.</p>	<p>Given that since April, 18 th, scheduled medical consultations were allowed to resume, it is decided that, provided there are no circulation problems to get to that place of AMC's renovation, they will normally be carried out . Those users who are in remote areas, unable to renew their AMC and who fulfill essential tasks, may benefit from RESOLUTION 188/2020 as long as they present an affidavit of health, an electrocardiogram and a routine and toxicological laboratory test. The before mentioned documentation will be evaluated at ANAC, together with the antecedents that appear in the database and then a video call will be made with the user. This mitigates operational risk to a bearable level. These measurews will be reviewed every 90 days in order to adjust them in parallel with the lifting of the circulation restrictions, which will eventually take place during the health emergency.</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>



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>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>



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>	<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. Resolution N° 169/2020 issued by ANAC on June 10th 2020 authorizes teaching distance courses for four (4) consecutive months. It expires on October 10th 2020. Article 2°.- The Regulation for teaching Periodic or recurrent Instruction Courses imparted by the Centers of Civil Aviation Instruction (CIAC) or the Centers of Civil Aviation Education (CEAC) to the personnel of air transport companies which is listed in Annex II to this (IF-2020-37077125-APN-DNSO #ANAC)</p> <p>Resolution 208/2020 issued by ANAC on July 24th 2020, extends for a period of NINETY (90) calendar days the validity of the recent experience which has an expiration date between May, 31st 2020 and July,31st 2020, and the extension granted by Resolution N °101/2020 is extended for the same period for expirations until May, 31st 2020. This extension expires on October 24th, 2020.</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>



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>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>	



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. 	<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. Resolution 208/2020 issued by ANAC on July 24th 2020, extends for a period of NINETY (90) calendar days the validity of the recent experience which has an expiration date between May, 31st 2020 and July,31st 2020, and the extension granted by Resolution N°101/2020 is extended for the same period for expirations until May, 31st 2020. This extension expires on October 24th, 2020.</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>



COVID-19 Alleviation measures by ICAO Region sorted by State

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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. Resolution 208/2020 issued by ANAC on July 24th 2020, extends for a period of NINETY (90) calendar days the validity of the recent experience which has an expiration date between May, 31st 2020 and July,31st 2020, and the extension granted by Resolution N°101/2020 is extended for the same period for expirations until May, 31st 2020. This extension expires on October 24th, 2020.</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:</p> <ul style="list-style-type: none"> • 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>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>



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>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>



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.	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. FOR HELICOPTERS OPERATING GENERAL AVIATION, THIS RESOLUTION IS STILL APPLICABLE AND IT WILL EXPIRE ON AUGUST 31 ST. HELICOPTERS AFFECTED BY AIR TRANSPORT (RAAC 135) SHOULD APPLY TO RESOLUTION 208 BEFOREMENTIONED FOR ANNEX 6 PART 1	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.



COVID-19 Alleviation measures by ICAO Region sorted by State

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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. FOR HELICOPTERS OPERATING GENERAL AVIATION, THIS RESOLUTION IS STILL APPLICABLE AND IT WILL EXPIRE ON AUGUST 31 ST. HELICOPTERS AFFECTED BY AIR TRANSPORT (RAAC 135) SHOULD APPLY TO RESOLUTION 208 BEFOREMENTIONED FOR ANNEX 6 PART 1	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.

Bolivia

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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>1.2.4.4.1 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>Administrative Resolution 102 dated April 22, 2020 remains in force; which contemplates the granting of temporary extensions of 90 days to the validity of the medical certificates. Administrative Resolution 150 dated August 3, 2020, extends the terms of the temporary extensions previously granted for an additional period up to 90 days, likewise Administrative Resolution 150 will be valid from the date of issue, until December 31, 2020, and no new extensions will be granted as of January 1, 2021.</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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			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.	



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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 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>



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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>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).</p> <p>Administrative Resolution 102 dated April 22, 2020 remains in force; which contemplates the granting of temporary extensions of 120 days to the validity of the training and verification of crews.</p> <p>Administrative Resolution 150 dated August 3, 2020, extends the terms of the temporary extensions previously granted for an additional period up to 120 days, likewise Administrative Resolution 150 will be valid from the date of issue, until December 31, 2020, and no new extensions will be granted as of January 1, 2021.</p>	<p>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.</p> <p>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</p>	<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.</p>



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			<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>	



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			<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 	



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			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 Bolivia because no air operator use in its operations a cruise relief pilot, instead uses reinforced crew.	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>	<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.</p> <p>Administrative Resolution 102 dated April 22, 2020 remains in force; which contemplates the granting of temporary extensions of 120 days to the validity of the training and verification of crews.</p> <p>Administrative Resolution 150 dated August 3, 2020, extends the terms of the temporary extensions previously granted for an additional period up to 120 days, likewise Administrative Resolution 150 will be valid from the date of issue, until December 31, 2020, and no new extensions will be granted as of January 1, 2021.</p>	<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 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.-</p>	<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.</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>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: 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 /</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
			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	



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). Administrative Resolution 102 dated April 22, 2020 remains in force; which contemplates the granting of temporary extensions of 120 days to the validity of the training and verification of crews. Administrative Resolution 150 dated August 3, 2020, extends the terms of the temporary extensions previously granted for an additional period up to 120 days, likewise Administrative Resolution 150 will be valid from the date of issue, until December 31, 2020, and no new extensions will be granted as of January 1, 2021.	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 extensions will be revoked once compliance with the requirement can be achieved through normal	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>means (e.g. when the flight 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</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>pilot operations, a more 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. 3.- Partially recent pilots may be paired with partially recent instructors. 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.	
<p>ANNEX 6 Chapter 3 Reference Standard</p>	<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>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).</p> <p>Administrative Resolution 102 dated April 22, 2020 remains in force; which contemplates the granting of temporary extensions of 120 days to the validity of the training and verification of crews.</p> <p>Administrative Resolution 150 dated August 3, 2020, extends the terms of the temporary extensions previously granted for an additional period up to 120 days, likewise</p> <p>Administrative Resolution 150 will be valid from the date of issue, until December 31, 2020, and no new extensions will be granted as of January 1, 2021.</p>	<p>RATIONALE, CONDITIONS AND MITIGATIONS The same rationale and the same conditions and mitigations for the recent experience of pilot-in-command are applicable.</p>	<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.</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 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 Administrative Resolution 102 dated April 22, 2020 remains in force; which contemplates the granting of temporary extensions of 120 days to the validity of the training and verification of crews. Administrative Resolution 150 dated August 3, 2020, extends the terms of the temporary extensions previously granted for an additional period up to 120 days, likewise Administrative Resolution 150 will be valid from the date of issue, until December 31, 2020, and no new extensions will be granted as of January 1, 2021.	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. 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 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 through normal means (e.g. when the flight simulators become available	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>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 helicopter 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 comprehensive risk</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
			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: 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 complex 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	



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
			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
<p>ANNEX 6 Chapter 7 Reference Standard</p>	<p>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>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> <p>Administrative Resolution 102 dated April 22, 2020 remains in force; which contemplates the granting of temporary extensions of 120 days to the validity of the training and verification of crews.</p> <p>Administrative Resolution 150 dated August 3, 2020, extends the terms of the temporary extensions previously granted for an additional period up to 120 days, likewise Administrative Resolution 150 will be valid from the date of issue, until December 31, 2020, and no new extensions will be granted as of January 1, 2021.</p>	<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. 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 has not been extended using temporary extensions of</p>	<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.</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>COVID-19. 3.- 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 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 license validity plus lack of recent experience and possible extensions of flight time and service; g) The total</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>experience of the crew involved, in terms of hours / route and / or familiarity with the heliports; 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: 1.- Reductions in operating limitations (due to crosswinds, restriction of new destinations, etc.) 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. 3.- Crew composition, for example, operator inspectors and line instructors will be paired with less experienced / underperforming pilots. 4.- Line verifications will be used to determine the level of</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
			competence of the pilots. 5.- 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 previous proficiency check; and 2.- Prior approval of the temporary change to the operations manual - Part D - Training	

Brazil

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 validity of any airmen medical certificate expired from March 17, 2020, through June 30, 2020, can be extended for an additional 120 days. In another Directorate Decision, the validity of any airmen rate expired from July-2020, through September-2020, can be extended for an additional 120 days. Important to say that the airmen that were inside the first alleviation decision, did not gain the new alleviation now reported.	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 crew member 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
<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>The validity of any airmen rate expired from Feb-2020, through June-2020, can be extended for an additional 120 days. The new validity dates are displayed in Brazilian PEL System. In another Directorate Decision, the validity os any airmen rate expired from July-2020, through September-2020, can be extended for an additional 120 days. Importante to say that the airmen that were inside the first alleviation decision, did not gained the new alleviation now reported.</p>	<p>a. Rationale: due to the COVID-19 movement constraints scenario, the airmen access to ATOs are severely jeopardized. With this, the airmen would not be able to execute properly its training procedures; b. Conditions/Mitigations: due to a risk assessment, the decision has the main objective to not allow the Brazilian air transport system to colapse. The social stress would be greater than the possible distress in safety level due to the validity date extensions. To mitigate the consequences, the extensions were given just to the airmen that have its rates validity between Feb-2020 and June-2020. Also, for international operations, a flight crew cannot be composed by two airman in this validity extension condition.</p>	<p>Brazil recognizes differences of other states, only related to the COVID-19 scenario.</p>



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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>Brazil did not applied any transitory exemption to this requirement.</p>	<p>a. Rationale: after a risk assessment, the risk related to a possible flight being held by a co-pilot without its requirement up-to-date would not be supported by the brazilian State.</p>	<p>No difference would be recognized</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. 	<p>Brazil did not applied any transitory exemption to this requirement, regarding General Aviation Operations. Related to RBAC 121 Operations, some special conditions were defined, as guided by ICAO in its QRG - Recent experience requirements - pilot-in-command, co-pilot and cruise relief pilot - version 2.0 document.</p>	<p>a. Rationale: after a risk assessment, the risk related to a possible flight being held by a PIC without its requirement up-to-date, regarding General Aviation Operations, would not be supported by the brazilian State. Although, as a result of a new risk assessment, the alleviation guided by ICAO was implemented in the RBAC 121 operations environment.</p>	<p>No difference from what was established in Brazilian regulations would 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 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>The validity of any airmen proficiency check expired from Feb-2020, through June-2020, can be extended for an additional 120 days. In another Directorate Decisoin, the validity os any airmen proficiency check expired from July-2020, through September-2020, can be extended for an additional 120 days. Importante to say that the airmen that were inside the firts alleviation deicision, did not gained the new alleviation now reported.</p>	<p>a. Rationale: due to the COVID-19 movement constraints scenario, the airmen access to ATOs are severelly jeopardized. With this, the airmen would not be able to execute properly its training procedures; b. Conditions/Mitigations: due to a risk assessment, the decision has the main objective to not allow the brazilian air transport system to colapse. The social stress would be greater than the possible distress in safety level due to the validity date extensions. To mitigate the consequences, the extensions were given just to the airmen that have its rates validity between Feb-2020 and June-2020. Also, for international operations, a flight crew cannot be composed by two airman in this validity extension condition.</p>	<p>Brazil recognizes differences of other states, only related to the COVID-19 scenario.</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.	Brazil did not applied any transitory exemption to this requirement, regarding General Aviation Operations. Related to RBAC 121 Operations, some special conditions were defined, as guided by ICAO in its QRG - Recent experience requirements - pilot-in-command, co-pilot and cruise relief pilot - version 2.0 document.	a. Rationale: after a risk assessment, the risk related to a possible flight being held by a PIC without its requirement up-to-date, regarding General Aviation Operations, would not be supported by the brazilian State. Although, as a result of a new risk assessment, the alleviation guided by ICAO was implemented in the RBAC 121 operations environment.	No difference from what was established in Brazilian regulations would be recognized
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.	Brazil did not applied any transitory exemption to this requirement, regarding General Aviation Operations. Related to RBAC 121 Operations, some special conditions were defined, as guided by ICAO in its QRG - Recent experience requirements - pilot-in-command, co-pilot and cruise relief pilot - version 2.0 document.	a. Rationale: after a risk assessment, the risk related to a possible flight being held by a co-pilot without its requirement up-to-date, regarding General Aviation Operations, would not be supported by the brazilian State. Although, as a result of a new risk assessment, the alleviation guided by ICAO was implemented in the RBAC 121 operations environment.	No difference from what was established in Brazilian regulations would 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 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>	Brazil did not applied any transitory exemption to this requirement, regarding General Aviation Operations. Related to RBAC 121 Operations, some special conditions were defined, as guided by ICAO in its QRG - Recent experience requirements - pilot-in-command, co-pilot and cruise relief pilot - version 2.0 document.	a. Rationale: after a risk assessment, the risk related to a possible flight being held by a PIC without its requirement up-to-date, regarding General Aviation Operations, would not be supported by the brazilian State. Although, as a result of a new risk assessment, the alleviation guided by ICAO was implemented in the RBAC 121 operations environment.	No difference from what was established in Brazilian regulations would 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 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>	The validity of any airmen OPS trainment expired from Feb-2020, through June-2020, can be extended for an additional 120 days. In another Directorate Decisoion, the validity os any airmen OPS trainment from July-2020, through September-2020, can be extended for an additional 120 days. Importante to say that the airmen that were inside the firts alleviation deicision, did not gained the new alleviation now reported.	a. Rationale: due to the COVID-19 movement constraints scenario, the airmen access to ATOs are severelly jeopardized. With this, the airmen would not be able to execute properly its training procedures; b. Conditions/Mitigations: due to a risk assessment, the decision has the main objective to not allow the brazilian air transport system to colapse. The social stress would be greater than the possible distress in safety level due to the validity date extensions. To mitigate the consequences, the extensions were given just to the airmen that have its rates validity between Feb-2020 and June-2020. Also, for international operations, a flight crew cannot be composed by two airman in this validity extension condition.	Brazil recognizes differences of other states, only related to the COVID-19 scenario.

Chile

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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 difference generates a reduced protection since the medical certification was extended for 90 days from August 31 through DGAC Resolution No. 08 / 0271/0859 of August 27, 2020, to all licenses that expire as of August 31. August 2020 and until November 30.	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.

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>There are no differences</p>	<p>Despite the 60-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 60 days for those expiring between July 01st and 31, August 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

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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. 	Not applicable in Chile.	Not applicable in Chile.	Differences with other States will be recognized.



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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>	There are no differences.	There are no comments.	Differences with other States will be recognized.
ANNEX 6 Chapter 3 Reference Standard	<p 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>	There are no differences.	There are no comments.	Differences with other States will be recognized.



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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>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 60 days, applicable to those expiring between July 1 fht and August 31, 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>



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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>	There is a significant difference given that the licenses and qualifications were extended for 60 days, applicable to those that would expire between July 01th and August 31th, 2020. Due to this, the recent experience is not being required. Due to new COVID 19 restriction, qualifications were extended for 90 days, applicable to those that would expire between august 31 and november 30 2020 Due to this, the recent experience is not being required. The extention considers that pilot must accomplish the qualification process before the extention ends.	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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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 of Operational measures # 2. 2020018352, Medical certifications expiration dates, can be extended us to 45 days since expiration date.</p> <p>Since Colombia health care services permit access to some medical facilities, In Colombia medical certificate holders are able to obtain medical certification with some exceptions only for a term of six months, until all medical tests can be comply according to the age. This measure goes until December 31 /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>

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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 2. 2020018352:</p> <p>Proficiency checks for pilots have been extended, as long as all crew members are trained in specified topics covered in the approved alleviation plan and by using flight training devices without exceeding December 31, 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>



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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>		assessment related to operations with exceptions.	
<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>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 2 2020018352:</p> <p>Proficiency check for pilots are extended with a specific alleviation training program, without exceeding December 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 2. 2020018352:</p> <p>Pilots are allowed to extended recent experience with a specific alleviation training program, without exceeding December 31, 2020. Executing first flight with a current 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>	<p>Colombia recognize and accept other States temporary differences</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>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 2. 2020018352:</p> <p>Pilots are allowed to extended training requirements with a specific alleviation training program, without exceeding December 31, 2020. Training programs should be current before Jun 30, 2021.</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>	



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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 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.	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: Pilots are allowed to extended recent experience with a specific alleviation training program, without exceeding December 31, 2020. Executing first flight with a current flight instructor .	-First flight should be completed with qualified flight instructor. -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.	Colombia recognize and accept other States temporary difference
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.	RAC 11.220 (Colombian Aviation rules) and by the Circular 2020010822: CO- Pilots are allowed to extended recent experience with a specific alleviation training program, without exceeding December 31, 2020. Executing first flight with a current flight instructor or a qualify check airman.	-First flight should be completed with qualified flight instructor. -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.	Colombia recognize and accept other States temporary difference



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>	<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 check for pilots are extended with a specific alleviation training program, without exceeding December 30th, 2020.</p> <p>In additions to the training program, two check rides should be flown by each pilot with a qualify flight instructor or check airman.</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 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 check for pilots are extended with a specific alleviation training program, without exceeding December 30th, 2020.</p> <p>In additions to the training program, two check rides should be flown by each pilot with a qualify flight instructor or check airman.</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 July 1, 2020, it is extended their validity for (3) three months, (90) ninety calendar days, from July 1 to October 1, 2020 according to Resolution No. DGAC-DGAC-2020-0053-R</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. 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 medical examiners and assessors are available, aeronautical personnel involved in the extension on</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>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 Ecuador will: * 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 considers them as necessary. * Establish operational limitations due to medical factors that have been considered as part of the risk assessment when decisions have been made</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>regarding the extension of the medical assessment. *</p> <p>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. *</p> <p>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. *</p> <p>Implement a record system for tracking the extended medical certificates As mitigation measures, the air operators, will: * 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: *</p> <p>* Comply with the measures established by the DGAC of Ecuador and air operators related to medical fitness, medical guidelines, health</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>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.</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
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

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>	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 (1) one month, (30) thirty calendar days), from september 1, 2020 to october 1, 2020, according to official letter No. DGAC-DGAC-2020-2102-O.	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. 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 requirement can be achieved through normal means (e.g. when the flight simulators become available	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

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>again). * 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: * 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 extended and the number of takeoffs and landings is reduced below three (3), a higher level of mitigation will be required. * For single pilot operations, a more comprehensive risk assessment will be</p>	



COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>conducted and a higher level of mitigation will be required. 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: * First sector with the most recent pilot assuming the role of pilot flying; * * Reduction in maximum crosswind / tailwind limitations; * Avoidance of contaminated 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. 	



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. 	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 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>	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, from July 1, 2020 to October 1, 2020, in accordance with Resolution No. DGAC-DGAC-2020-0053-R	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: * 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. CONDITIONS The DGAC of Ecuador will grant temporary extensions according to the following conditions: * 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 has not been extended using temporary extensions of COVID-19. * The impact of the significant	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 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
			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: * 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 license validity plus lack of recent experience and possible extensions of flight time and service; * The total experience of the crew involved, in terms of hours / route and / or familiarity with	



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			<p>the aerodromes; * The increased risk due to the limited number of operations for each flight crew member; and * Change management to normal operations.</p> <p>MITIGATIONS The Ecuadorian DGAC will ensure that air operators apply mitigation measures based on: * 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 orientation material and standard and operating procedures (SOPs). These should be kept under constant review. * Crew composition, for example, Operator Inspectors and Line Instructors will be paired with less experienced / underperforming pilots. * Line verifications will be used</p>	



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			to determine the level of competence of the pilots. * Crew information must include human factor considerations For its part, the DGAC will consider as mitigation measures: * 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 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.	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 (1) one month, (30) thirty calendar days, from september 1, 2020 to october 1, 2020, according to official letter No. DGAC-DGAC-2020-2102-O.	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. 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 extensions will be revoked once compliance with the requirement can be achieved through normal	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 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>means (e.g. when the flight simulators become available again). * 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: * 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 extended and the number of takeoffs and landings is reduced below three (3), a higher level of mitigation will be required. * For single pilot operations, a</p>	



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			<p>more comprehensive risk assessment will be conducted and a higher level of mitigation will be required. 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: * First sector with the most recent pilot assuming the role of pilot flying; * Reduction in maximum crosswind / tailwind limitations; * Avoidance of contaminated 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 	



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			(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 one (1) month, (30) thirty calendar days), from september 1, 2020 to october 1, 2020, in accordance with official letter No. DGAC-DGAC-2020-2102-O.	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.



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>	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 (1) one month, (30) thirty calendar days), from september 1, 2020 to october 1, 2020, in accordance with official letter No. DGAC-DGAC-2020-2102-O.	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. 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 requirement can be achieved through normal means (e.g. when the flight simulators become available	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>again). * 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: * 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 extended and the number of takeoffs and landings is reduced below three (3), a higher level of mitigation will be required. * For single pilot operations, a more comprehensive risk assessment will be</p>	



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			<p>conducted and a higher level of mitigation will be required. 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 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

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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>	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, from July 1, 2020 to October 1, 2020 in accordance with Resolution No. DGAC-DGAC-2020-0053-R.	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: * 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. CONDITIONS The DGAC of Ecuador will grant temporary extensions according to the following conditions: * 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 has not been extended using temporary extensions of COVID-19. * The impact of the significant	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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			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: * 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 license validity plus lack of recent experience and possible extensions of flight time and service; * The total experience of the crew involved, in terms of hours /	



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			<p>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> <p>MITIGATIONS The Ecuadorian DGAC will ensure that air operators apply mitigation measures based on: * 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. * 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</p>	



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			include human factor considerations For its part, the DGAC will consider as mitigation measures: * The applicability of the extensions based on an adequate performance in the previous proficiency check; and * Prior approval of the temporary change to the operations manual - Part D - Training	

Falkland Islands, UK Overseas Ter

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>	N/A - Falkland Islands do not issue OTAR 61 Licences	Nil	Falkland Islands accept other State's differences

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>	N/A - Falkland Islands do not issue OTAR 61 Licences	Nil	Falkland Islands accept other State's differences



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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>N/A - Falkland Islands do not issue OTAR 61 Licences</p>	<p>Nil</p>	<p>Falkland Islands accept other State's 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. 	No difference		Falkland Islands accept other State's differences



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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>	OTAR 135/121.1115(a) The validity of the Operator proficiency checks may be extended until 31 October 2020 therefore the maximum period between checks may be 12 months (October 2019 to October 2020).	Pilots will not be able to undertake their proficiency check in an aircraft or FSTD without coming into close proximity of another person (co-pilot or examiner). This would be against medical advice during the Covid 19 Pandemic.	Falkland Islands accept other State's differences
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 difference		Falkland Islands accept other State's differences



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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>Falkland Islands accept other State's differences</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>N/A - Falkland Islands do not issue OTAR 61 Licences</p>	<p>Nil</p>	<p>Falkland Islands accept other State's differences</p>



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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>	OTAR 135/121.1115(a) The validity of the Operator proficiency checks may be extended until 31 October 2020 therefore the maximum period between checks may be 12 months (October 2019 to October 2020).	Pilots will not be able to undertake their proficiency check in an aircraft or FSTD without coming into close proximity of another person (co-pilot or examiner). This would be against medical advice during the Covid 19 Pandemic.	Falkland Islands accept other State's differences

Guyana

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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>The Guyana Civil Aviation Authority will grant extension of medical certificates. This extension applies to medical certificates expiring May 15 to October 31, 2020. The expiry date of these certificates will now be December 31, 2020.</p>	<p>a) Given the unprecedented circumstances associated with the COVID-19 pandemic, the GCAA considers it necessary to temporarily extend the period to complete medical examinations. b) The extension is subject to conditions including: - licence holders must have in their possession a medical certificate of the appropriate class that was valid at or after May 15, 2020. - the certificate holder is prohibited from operating during periods of decreased medical fitness - AOC holder or licence holder must provide a safety risk mitigation plan with and acceptable means of compliance, for approval by the GCAA.</p>	<p>Guyana will accept other ICAO Member States Differences, except it is the opinion of the GCAA that such differences may compromise safety.</p>

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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>Guyana will accept other ICAO Member States Differences, except it is the opinion of the GCAA that such differences may compromise safety.</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>			
<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 Difference</p>		<p>Guyana will accept other ICAO Member States Differences, except it is the opinion of the GCAA that such differences may compromise safety.</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. 	No Difference		Guyana will accept other ICAO Member States Differences, except it is the opinion of the GCAA that such differences may compromise safety.



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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>	Guyana will grant extension of validity period of a proficiency check up to a maximum of three (3) months.	a. The COVID-19 outbreak has created difficulties for operators to gain access to a flight simulator or qualified check pilot/examiner. This situation may result in flight crew members not being able to renew their pilot proficiency check. b. - The flight crew members licence must be valid on May 15, 2020. - AOC holder or licence holder must provide a safety risk mitigation plan with an acceptable means of compliance, for the approval of the GCAA. - Approved Company Check Airmen qualified on aircraft types may accomplish these checks with the concurrence of the GCAA.	Guyana will accept other ICAO Member States Differences, except it is the opinion of the GCAA that such differences may compromise safety.
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>	No Difference		Guyana will accept other ICAO Member States Differences, except it is the opinion of the GCAA that such differences may compromise safety.



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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>Guyana will accept other ICAO Member States Differences, except it is the opinion of the GCAA that such differences may compromise safety.</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>Guyana will accept other ICAO Member States Differences, except it is the opinion of the GCAA that such differences may compromise safety.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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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>	The GCAA will grant extension of validity period of a proficiency Check up to a maximum of three (3) months.	a. The COVID-19 outbreak has created difficulties for operators to gain access to a flight simulator or qualified check pilot/examiner. This situation may result in flight crew members not being able to renew their pilot proficiency check. b. - The flight crew members licence must be valid on May 15, 2020. - AOC holder or licence holder must provide a safety risk mitigation plan with an acceptable means of compliance, for the approval of the GCAA. - Approved Company Check Airmen qualified on aircraft types may accomplish these checks with the concurrence of the GCAA.	Guyana will accept other ICAO Member States Differences, except it is the opinion of the GCAA that such differences may compromise safety.

Panama

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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
<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>It extends for the term of one hundred and twenty (120) days, the validity of the certificates of permanent or provisional aeronautical workshops, with expiration within the months of March to October of this current year.</p> <p>The Process for Initial Certificates of National Aeronautics Workshops will resume progressively. We will establish a work program with extended periods for the fulfillment of each phase.</p> <p>Initial Requests for license plates and Foreigners aeronautical workshops, will resume when the national emergency is lifted.</p>	<p>a. Cabinet Resolution No. 11 of March 13, 2020, the National Government declared the State of National Emergency, as a consequence of the effects generated by infectious disease CoVid-19.</p> <p>Resolution No.118-DG-DJ-AAC In consequence of the public health emergency that currently confronts the country, product of this pandemic infectious disease of CoVid-19, and the recommendations of the Health Ministry (MINSA), regarding avoidance of crowds and reduce the movement of people, including public entities. It becomes necessary you take the following preventive measures within the Direction of processes and administrative services within the Directorate of</p>	<p>Civil Aeronautical Authority of Panama (AAC) recognize the validity of the extensions made by the states.</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
			air safety of the Civil Aeronautical Authority b. The extension date must be requested by the operator or Owner; remitting a list containing full name and crew license that will remain active during the period of the extension along with the implemented protocol to make sure the flight crew is kept in good	

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>The validity of the license will be verified through the Civil Aviation Authority of Panama to the mail licenses@aeronautica.gob.pa</p>	<p>a. Cabinet Resolution No. 11 of March 13, 2020, the National Government declared the State of National Emergency, as a consequence of the effects generated by infectious disease CoVid-19.</p> <p>Resolution No. 68, Suspension of all International flights until 22 of May.</p> <p>Resolution No.118-DG-DJ-AAC In consequence of the public health emergency that currently confronts the country, product of this pandemic infectious disease of CoVid-19, and the recommendations of the Health Ministry (MINSAs), regarding avoidance of crowds and reduce the movement of people, including public entities. It becomes necessary you take the following preventive measures within the Direction</p>	<p>Civil Aviation Authority of Panama (AAC) will recognize the certifications issued by other States.</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>of processes and administrative services within the Directorate of air safety of the Civil Aeronautical Authority</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>a. Cabinet Resolution No. 11 of March 13, 2020, the National Government declared the State of National Emergency, as a consequence of the effects generated by the infectious disease CoVid-19.</p> <p>Resolution No.118-DG-DJ-AAC In consequence of the public health emergency that currently confronts the country, product of this pandemic infectious disease of CoVid-19, and the recommendations of the Health Ministry (MINSA), regarding avoidance of crowds and reduce the movement of people, including public entities. It becomes necessary you take the following preventive measures within the Direction of processes and administrative services within the Directorate of</p>	Civil Aviation Authority (AAC) of Panama will recognize the validity of the extensions made by the States as far as refers to recent experience



COVID-19 Alleviation measures by ICAO Region sorted by State

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			air safety of the Civil Aeronautical Authority	
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. 	N/A	NA	Civil Aviation Authority (AAC) of Panama will recognize the validity of the extensions made by the States.



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>		<p>a. Cabinet Resolution No. 11 of March 13, 2020, the National Government declared the State of National Emergency, as a consequence of the effects generated by infectious disease CoVid-19.</p> <p>Resolution No.118-DG-DJ-AAC In consequence of the public health emergency that currently confronts the country, product of this pandemic infectious disease of CoVid-19, and the recommendations of the Health Ministry (MINSA), regarding avoidance of crowds and reduce the movement of people, including public entities. It becomes necessary you take the following preventive measures within the Direction of processes and administrative services within the</p>	Civil Aviation Authority (AAC) of Panama will recognize the validity of the extensions made by the States.



COVID-19 Alleviation measures by ICAO Region sorted by State

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			Directorate of air safety of the Civil Aeronautical Authority	



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.	.	a. Cabinet Resolution No. 11 of March 13, 2020, the National Government declared the State of National Emergency, as a consequence of the effects generated by infectious disease CoVid-19. Resolution No.118-DG-DJ-AAC In consequence of the public health emergency that currently confronts the country, product of this pandemic infectious disease of CoVid-19, and the recommendations of the Health Ministry (MINSAs), regarding avoidance of crowds and reduce the movement of people, including public entities. It becomes necessary you take the following preventive measures within the Direction of processes and administrative services within the Directorate of	Civil Aeronautical Authority of Panama (AAC) recognize the validity of the extensions made by the states..



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			air safety of the Civil Aeronautical Authority	



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.		a. Cabinet Resolution No. 11 of March 13, 2020, the National Government declared the State of National Emergency, as a consequence of the effects generated by infectious disease CoVid-19. Resolution No.118-DG-DJ-AAC In consequence of the public health emergency that currently confronts the country, product of this pandemic infectious disease of CoVid-19, and the recommendations of the Health Ministry (MINSA), regarding avoidance of crowds and reduce the movement of people, including public entities. It becomes necessary you take the following preventive measures within the Direction of processes and administrative services within the Directorate of	Civil Aeronautical Authority of Panama (AAC) recognize the validity of the extensions made by the states..



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			air safety of the Civil Aeronautical Authority	



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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>a. Cabinet Resolution No. 11 of March 13, 2020, the National Government declared the State of National Emergency, as a consequence of the effects generated by infectious disease CoVid-19.</p> <p>Resolution No.118-DG-DJ-AAC In consequence of the public health emergency that currently confronts the country, product of this pandemic infectious disease of CoVid-19, and the recommendations of the Health Ministry (MINSA), regarding avoidance of crowds and reduce the movement of people, including public entities. It becomes necessary you take the following preventive measures within the Direction of processes and administrative services within the Directorate of</p>	Civil Aeronautical Authority of Panama (AAC) recognize the validity of the extensions made by the states



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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>		<p>a. Cabinet Resolution No. 11 of March 13, 2020, the National Government declared the State of National Emergency, as a consequence of the effects generated by infectious disease CoVid-19.</p> <p>Resolution No.118-DG-DJ-AAC In consequence of the public health emergency that currently confronts the country, product of this pandemic infectious disease of CoVid-19, and the recommendations of the Health Ministry (MINSA), regarding avoidance of crowds and reduce the movement of people, including public entities. It becomes necessary you take the following preventive measures within the Direction of processes and administrative services within the Directorate of</p>	Civil Aeronautical Authority of Panama (AAC) recognize the validity of the extensions made by the states..



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Paraguay

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>			

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>			



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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>Which provides for the extension of 60 (Sixty) calendar days, of the validity of all the ratings, certificate and / or authorizations granted by the National Directorate of Civil Aeronautics (DINAC), which had an expiration date from this resolution until on April 26, 2020, exceptionally.</p> <p>Providing for the extension of the exception period established in Resolutions No. 315/2020 dated March 23, 2020, No. 327/2020 dated March 30, 2020 and Resolutions N° 02/2020 date April 20, 2020.</p>	<p>RATIONALE As a consequence of the COVID-19 pandemic, the air operators of Paraguay have difficulties in complying with recency requirements of their flight crew due to reduced flight operations.</p>	<p>Paraguay 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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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>Which provides for the extension of 60 (Sixty) calendar days, of the validity of all the ratings, certificate and / or authorizations granted by the National Directorate of Civil Aeronautics (DINAC), which had an expiration date from this resolution until on April 26, 2020, exceptionally.</p> <p>Providing for the extension of the exception period established in Resolutions No. 315/2020 dated March 23, 2020, No. 327/2020 dated March 30, 2020 and N° 002/2020 date April 20, 2020.</p>	<p>As a consequence of the COVID-19 pandemic, the air operators of Paraguay have difficulties in complying with recency requirements of their flight crew due to canceled flight operations.</p>	<p>Paraguay 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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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>There are no differences.</p>	<p>Due to the restrictions imposed by the COVID-19 pandemic, air service operators have difficulty complying with periodic instruction and proficiency checks on pilots. These restrictions are limited to the following: <input type="checkbox"/> the social distancing decreed by the States and the travel restrictions prevent the use of the flight simulation training devices (FSTD) and their facilities <input type="checkbox"/> air service operators have temporarily stopped operating; and <input type="checkbox"/> the impossibility of complying with the training of the operations manual by the operators of air services. The use of videos in remote instruction should be authorized. •Make intensive use of the web to complete annual instruction courses.</p>	<p>Paraguay 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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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.	Which provides for the extension of 60 (Sixty) calendar days, of the validity of all the ratings, certificate and / or authorizations granted by the National Directorate of Civil Aeronautics (DINAC), which had an expiration date from this resolution until on April 12, 2020, exceptionally. Providing for the extension of the exception period established in Resolutions No. 315/2020 dated March 23, 2020, No. 327/2020 dated March 30, 2020 and N° 02/2020 date April 20, 2020.	As a consequence of the COVID-19 pandemic, the air operators of Paraguay have difficulties in complying with recency requirements of their flight crew due to canceled flight operations.	Paraguay recognizes the temporary differences issued by others States, based on the conditions and mitigation measures established for those States during the COVID-19 pandemic.
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.	Which provides for the extension of 60 (Sixty) calendar days, of the validity of all the ratings, certificate and / or authorizations granted by the National Directorate of Civil Aeronautics (DINAC), which had an expiration date from this resolution until on April 26, 2020, exceptionally. Providing for the extension of the exception period established in Resolutions No. 315/2020 dated March 23, 2020, No. 327/2020 dated March 30, 2020 and N° 02/2020 date April 20, 2020.	As a consequence of the COVID-19 pandemic, the air operators of Paraguay have difficulties in complying with recency requirements of their flight crew due to canceled flight operations	Paraguay 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>	<p>Which provides for the extension of 60 (Sixty) calendar days, of the validity of all the ratings, certificate and / or authorizations granted by the National Directorate of Civil Aeronautics (DINAC), which had an expiration date from this resolution until on April 26, 2020 , exceptionally.</p> <p>Providing for the extension of the exception period established in Resolutions No. 315/2020 dated March 23, 2020, No. 327/2020 dated March 30, 2020 and N° 02/2020 date April 20, 2020.</p>	<p>As a consequence of the COVID-19 pandemic, the air operators of Paraguay have difficulties in complying with recency requirements of their flight crew due to canceled flight operations.</p>	<p>Paraguay 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

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>	<p>Which provides for the extension of 60 (Sixty) calendar days, of the validity of all the ratings, certificate and / or authorizations granted by the National Directorate of Civil Aeronautics (DINAC), which had an expiration date from this resolution until on April 26, 2020, exceptionally.</p> <p>Providing for the extension of the exception period established in Resolutions No. 315/2020 dated March 23, 2020, No. 327/2020 dated March 30, 2020 and N° 02/2020 date 20 April, 2020.</p>	<p>Due to the restrictions imposed by the COVID-19 pandemic, air service operators have difficulty complying with periodic instruction and proficiency checks on pilots. These restrictions are limited to the following:</p> <ul style="list-style-type: none"> <input type="checkbox"/> the social distancing decreed by the States and the travel restrictions prevent the use of the flight simulation training devices (FSTD) and their facilities <input type="checkbox"/> air service operators have temporarily stopped operating; and <input type="checkbox"/> the impossibility of complying with the training of the operations manual by the operators of air services <p>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 DAC.</p>	<p>Paraguay 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>

Peru

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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>The temporary difference due to COVID-19 of Class I, II, III medical certificates, will be extended for a period of (10) ten months whose expiration dates are between March 11 and December 6, 2020, counted from the expiration date and these certificates will be subject to the conditions attached to each certificate.</p>	<p>a. Rationale RM 232-2020-MTC/01.02 and the RD 263-2020-MTC/12 b. Conditions/Mitigations 1. The extension is not applicable to the aeronautical personnel with risk factors for COVID-19 in the applicable MINSA regulations. 2. Aircraft operators or any other air service providers must ensure that their aeronautical personnel abide by the provisions established of MINSA.</p>	<p>The Republic of Peru will recognize other contracting states differences during the COVID 19 period and the crew must carry the exemption and/or extension letter issued by the state of origin.</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>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>Temporary difference due to COVID -19 The CAA of Peru will issue an extension of (10) ten months, allowing aeronautical personnel, whose authorizations expire between March 11 and December 6, 2020, to exercise the privileges of their licenses, counted from of the expiration date.</p>	<p>a. Rationale RM 232-2020-MTC/01.02 and the RD 263-2020-MTC/12 b. Conditions/Mitigations 1. The CAA of Peru issues an extension enabling licensed personnel whose ratings expire between March 11 and December 6, 2020, to exercise the privileges of their licences for a period of (10) ten months counting from the date of expiry. 2. This applies to the following licence categories: - Pilot - Flight Instructors - Air Traffic Controller - Cabin Safety/Cabin Crew - On board Mechanic - Aircraft Maintenance Technician</p>	<p>The Republic of Peru will recognize other contracting states differences during the COVID 19 period and the crew must carry the exemption and/or extension letter issued by the state of origin.</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>	Temporary difference due to COVID -19 The recent experience of the pilot-in-command and co-pilot will be extended for a period of (10) ten months, whose expiration dates are between March 11 and December 6, 2020, starting from the expiration date.	a. Rationale RM 232-2020-MTC/01.02 and the RD 263-2020-MTC/12 As a consequence of the COVID-19 pandemic, the air operators of Peru have difficulties in complying with recency requirements of their flight crew due to reduced flight operations and/or the unavailability of flight simulators in the country and restrictions on travel abroad. b. Conditions/Mitigations During this period of the health emergency, the DGAC will continue to carry out surveillance and control activities, as well as coordination with those administered, in order to implement mitigating or alternative measures that allow for control of the extensions or extension of the periods granted, that ensure the safety standards of operations.	The Republic of Peru will recognize other contracting states differences during the COVID 19 period and the crew must carry the exemption and/or extension letter issued by the state of origin.



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. 	<p>Temporary difference due to COVID -19 Recent cruise relief pilot experience will be extended for a period of (10) ten months, whose expiration dates are between March 11 and December 6, 2020, starting from the expiration date.</p>	<p>a. Rationale RM 232-2020-MTC/01.02 and the RD 263-2020-MTC/12 As a consequence of the COVID-19 pandemic, the air operators of Peru have difficulties in complying with recency requirements of their flight crew due to reduced flight operations and/or the unavailability of flight simulators in the country and restrictions on travel abroad. b. Conditions/Mitigations During this period of the health emergency, the DGAC will continue to carry out surveillance and control activities, as well as coordination with those administered, in order to implement mitigating or alternative measures that allow for control of the extensions or extension of the periods granted, that ensure the safety standards of operations.</p>	<p>The Republic of Peru will recognize other contracting states differences during the COVID 19 period and the crew must carry the exemption and/or extension letter issued by the state of origin.</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;">9.4.4 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>	Temporary difference due to COVID - 19 Pilot proficiency check will be extended for a period of (10) ten months, whose expiration dates are between March 11 and December 6, 2020, starting from the expiration date.	a. Rationale RM 232-2020-MTC/01.02 and the RD 263-2020-MTC/12 As a consequence of the COVID-19 pandemic, the air operators of Peru have difficulties in complying with recency requirements of their flight crew due to reduced flight operations and/or the unavailability of flight simulators in the country and restrictions on travel abroad. b. Conditions/Mitigations During this period of the health emergency, the DGAC will continue to carry out surveillance and control activities, as well as coordination with those administered, in order to implement mitigating or alternative measures that allow for control of the extensions or extension of the periods granted, that ensure the safety standards of operations.	The Republic of Peru will recognize other contracting states differences during the COVID 19 period and the crew must carry the exemption and/or extension letter issued by the state of origin.



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.	Temporary difference due to COVID -19 Recent pilot-in-command experience will be extended for a period of (10) ten months, whose expiration dates are between March 11 and December 6, 2020, starting from the expiration date.	a. Rationale RM 232-2020-MTC/01.02 and the RD 263-2020-MTC/12 As a consequence of the COVID-19 pandemic, the air operators of Peru have difficulties in complying with recency requirements of their flight crew due to reduced flight operations and/or the unavailability of flight simulators in the country and restrictions on travel abroad. b. Conditions/Mitigations During this period of the health emergency, the DGAC will continue to carry out surveillance and control activities, as well as coordination with those administered, in order to implement mitigating or alternative measures that allow for control of the extensions or extension of the periods granted, that ensure the safety standards of operations.	The Republic of Peru will recognize other contracting states differences during the COVID 19 period and the crew must carry the exemption and/or extension letter issued by the state of origin.



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	3.9.4.3 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.	Temporary difference due to COVID -19 Recent co-pilot experience will be extended for a period of (10) ten months, whose expiration dates are between March 11 and December 6, 2020, starting from the expiration date.	a. Rationale RM 232-2020-MTC/01.02 and the RD 263-2020-MTC/12 As a consequence of the COVID-19 pandemic, the air operators of Peru have difficulties in complying with recency requirements of their flight crew due to reduced flight operations and/or the unavailability of flight simulators in the country and restrictions on travel abroad. b. Conditions/Mitigations During this period of the health emergency, the DGAC will continue to carry out surveillance and control activities, as well as coordination with those administered, in order to implement mitigating or alternative measures that allow for control of the extensions or extension of the periods granted, that ensure the safety standards of operations.	The Republic of Peru will recognize other contracting states differences during the COVID 19 period and the crew must carry the exemption and/or extension letter issued by the state of origin.



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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 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>	Temporary difference due to COVID -19 Recent pilot-in-command and co-pilot experience will be extended for a period of (10) ten months, whose expiration dates are between March 11 and December 6, 2020, starting from the expiration date.	a. Rationale RM 232-2020-MTC/01.02 and the RD 263-2020-MTC/12 As a consequence of the COVID-19 pandemic, the air operators of Peru have difficulties in complying with recency requirements of their flight crew due to reduced flight operations and/or the unavailability of flight simulators in the country and restrictions on travel abroad. b. Conditions/Mitigations During this period of the health emergency, the DGAC will continue to carry out surveillance and control activities, as well as coordination with those administered, in order to implement mitigating or alternative measures that allow for control of the extensions or extension of the periods granted, that ensure the safety standards of operations.	The Republic of Peru will recognize other contracting states differences during the COVID 19 period and the crew must carry the exemption and/or extension letter issued by the state of origin.



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>	Temporary difference due to COVID -19 Pilot proficiency check will be extended for a period of (10) ten months, whose expiration dates are between March 11 and December 6, 2020, starting from the expiration date.	a. Rationale RM 232-2020-MTC/01.02 and the RD 263-2020-MTC/12 As a consequence of the COVID-19 pandemic, the air operators of Peru have difficulties in complying with recency requirements of their flight crew due to reduced flight operations and/or the unavailability of flight simulators in the country and restrictions on travel abroad. b. Conditions/Mitigations During this period of the health emergency, the DGAC will continue to carry out surveillance and control activities, as well as coordination with those administered, in order to implement mitigating or alternative measures that allow for control of the extensions or extension of the periods granted, that ensure the safety standards of operations.	The Republic of Peru will recognize other contracting states differences during the COVID 19 period and the crew must carry the exemption and/or extension letter issued by the state of origin.

Suriname				



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>	No difference	N/A	Suriname shall accept temporary differences from other Member States as filed with ICAO.

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>	No difference	N/A	Suriname shall accept temporary differences from other Member States as filed with ICAO.



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>No difference</p>	<p>N/A</p>	<p>Suriname shall accept temporary differences from other Member States as filed with ICAO</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 difference	N/A	Suriname shall accept temporary differences from other Member States as filed with ICAO



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>	The validity of any pilot’s proficiency check with an expiry date between 14 March 2020 and 14 September 2020 may be extended for an additional 120 days from the expiration date.	a. Rationale: The COVID-19 Pandemic has resulted in difficulties for air operators to access flight simulators. As a consequence flight crew members are not able to renew their proficiency check which results in a consequential risk to continued or re-activation of operations. b. Conditions/Mitigations: The decision has as main objective not to allow the Surinamese air transport system to collapse. To mitigate the risks, the extensions shall only be issued for proficiency checks expiring between 14 March 2020 and 14 September 2020.	Suriname shall accept temporary differences from other Member States as filed with ICAO
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>	No difference	N/A	Suriname shall accept temporary differences from other Member States as filed with ICAO



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>No difference</p>	<p>N/A</p>	<p>Suriname shall accept temporary differences from other Member States as filed with ICAO</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>N/A</p>	<p>Suriname shall accept temporary differences from other Member States as filed with ICAO</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 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>	The validity of any pilot's proficiency check with an expiry date between 14 March 2020 and 14 September 2020 may be extended for an additional 120 days from the expiration date.	<p>a. Rationale: The COVID-19 Pandemic has resulted in difficulties for helicopter air operators to conduct their proficiency checks. As a consequence flight crew members are not able to renew their proficiency check which results in a consequential risk to continued or re-activation of operations.</p> <p>b. Conditions/Mitigations: The decision has as main objective not to allow the Surinamese air transport system to collapse. To mitigate the risks, the extensions shall only be issued for proficiency checks expiring between 14 March 2020 and 14 September 2020.</p>	Suriname shall accept temporary differences from other Member States as filed with ICAO

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 any 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
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>	No differences	Standard Regulation Applies	Uruguay will consider accepting other ICAO member States Differences, after due revision and assesment.



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>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

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>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

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	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

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>Providence PRE-CJU-GDA-084-20 in which the application of the requirements for the renewal of current aeronautical medical certificates and licenses is temporarily suspended to extend their validity in a period of 30 days, extendable as determined by the National Executive Power. Affected Regulation RAV 67 Section RAV 67.8 and RAV 67.4(m) Since march 15 2020 The exemptions granted in this ruling will be extended according to the extensions (every 30 days) given by the National Executive as indicated in Decree 4160, issued by the Presidency of the Bolivarian Republic of Venezuela, published in Extraordinary Official Gazette No. 6519, dated March 13, 2020, which declares a state of alarm to face the COVID-19 coronavirus pandemic in the Bolivarian Republic of Venezuela and its article 15 instructs the suspension of all flights to or from Venezuelan territory. Extensions: -Decree No. 4,186, issued by the Presidency of the Republic, by means of which the State of Alarm is extended throughout</p>	<p>a)All operations are suspended and the flights are previously surveilled and authorized individually b) The Safety Management and Operations Management (certification) group (medicine) made risk assessment in reference to national operations situations and apply preventive surveillance measures before each authorized requested operation and define the reinitiate of the medical evaluation process (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

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>the National Territory, published in the Official Gazette of the Bolivarian Republic of Venezuela No. 6,528 Extraordinary, dated April 12, 2020.</p> <p>-Decree No. 4,198 issued by the Presidency of the Republic, on May 12, 2020, published in the Extraordinary Official Gazette No. 6,535 on May 14, 2020.</p> <p>-Decree No. 4,230 issued by the Presidency of the Republic, published in the Extraordinary Official Gazette No. 6,542 on June 11, 2020.</p> <p>- July 12, 2020 new extension of flights suspended for 30 days instructed by the Presidency of the Republic according to the provisions of Extraordinary Official Gazette No. 6519, dated March 13, 2020.</p> <p>-August 12, 2020 new extension of flights suspended for 30 days instructed by the Presidency of the Republic according to the provisions of Extraordinary Official Gazette No. 6519, dated March 13, 2020, until September 12, 2020.</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>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 certificates and licenses is temporarily suspended to extend their validity in a period of 30 days, extendable as determined by the National Executive Power. Affected Regulation RAV 60 Since march 15 2020 The exemptions granted in this ruling will be extended according to the extensions (every 30 days) given by the National Executive as indicated in Decree 4160, issued by the Presidency of the Bolivarian Republic of Venezuela, published in Extraordinary Official Gazette No. 6519, dated March 13, 2020, which declares a state of alarm to face the COVID-19 coronavirus pandemic in the Bolivarian Republic of Venezuela and its article 15 instructs the suspension of all flights to or from Venezuelan territory. Extensions: -Decree No. 4,186, issued by the Presidency of the Republic, by means of which the State of Alarm is extended throughout the National Territory, published</p>	<p>a) a) All operations are suspended and the flights are previously surveilled and 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 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

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>in the Official Gazette of the Bolivarian Republic of Venezuela No. 6,528 Extraordinary, dated April 12, 2020.</p> <p>-Decree No. 4,198 issued by the Presidency of the Republic, on May 12, 2020, published in the Extraordinary Official Gazette No. 6,535 on May 14, 2020.</p> <p>-Decree No. 4,230 issued by the Presidency of the Republic, published in the Extraordinary Official Gazette No. 6,542 on June 11, 2020.</p> <p>- July 12, 2020 new extension of flights suspended for 30 days instructed by the Presidency of the Republic according to the provisions of Extraordinary Official Gazette No. 6519, dated March 13, 2020.</p> <p>-August 12, 2020 new extension of flights suspended for 30 days instructed by the Presidency of the Republic according to the provisions of Extraordinary Official Gazette No. 6519, dated March 13, 2020, until September 12, 2020</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>	No differences	a) Through Account Point No. 006-2020 of the Ministry of Popular Power for Transportation dated April 3, 2020, the execution of Positioning flights was approved, periodically, on routes and airports requested by air operators and authorized by the Aeronautical Authority, in order to maintain the airworthiness of its aircraft and maintain the recent operational experience of the essential crews during the period of the State of Alarm. b) All operations are suspended and the flights are previously surveilled and authorized individually. c) 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 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>a) Through Official Letter N ° PRE / 2779 / GGSA / GCO / 2020, dated May 04, 2020 issued by the Aeronautical Authority (INAC), the Air Operators subject to the Venezuelan Aeronautical Regulations RAV121 and RAV135 are instructed to follow the procedure to request training flights for command crews, as an alternative method of recurrent training in simulator.</p> <p>b) According to Account Point No. 006-2020 of the Ministry of Popular Power for Transportation (MPPT), dated April 3, 2020, it is allowed to grant flight crew members an extension of up to 90 days from the date expiration date of the corresponding training evaluation in the simulator, once verified and found competent by an aeronautical inspector in verification of flight proficiency.</p>	<p>a) Through Account Point No. 006-2020 of the Ministry of Popular Power for Transportation dated April 3, 2020, the execution of Positioning flights was approved, periodically, on routes and airports requested by air operators and authorized by the Aeronautical Authority, in order to maintain the airworthiness of its aircraft and maintain the recent operational experience of the essential crews during the period of the State of Alarm.</p> <p>b) 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).</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

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>	<p>a) Through Official Letter N ° PRE / 2779 / GGSA / GCO / 2020, dated May 04, 2020 issued by the Aeronautical Authority (INAC), the Air Operators subject to the Venezuelan Aeronautical Regulations RAV121 and RAV135 are instructed to follow the procedure to request training flights for command crews, as an alternative method of recurrent training in simulator.</p> <p>b) According to Account Point No. 006-2020 of the Ministry of Popular Power for Transportation (MPPT), dated April 3, 2020, it is allowed to grant flight crew members an extension of up to 90 days from the date expiration date of the corresponding training evaluation in the simulator, once verified and found competent by an aeronautical inspector in verification of flight proficiency</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

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) Through Account Point No. 006-2020 of the Ministry of Popular Power for Transportation dated April 3, 2020, the execution of Positioning flights was approved, periodically, on routes and airports requested by air operators and authorized by the Aeronautical Authority, in order to maintain the airworthiness of its aircraft and maintain the recent operational experience of the essential crews during the period of the State of Alarm. b) All operations are suspended and the flights are authorized individually. c) 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	3.9.4.3 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) Through Account Point No. 006-2020 of the Ministry of Popular Power for Transportation dated April 3, 2020, the execution of Positioning flights was approved, periodically, on routes and airports requested by air operators and authorized by the Aeronautical Authority, in order to maintain the airworthiness of its aircraft and maintain the recent operational experience of the essential crews during the period of the State of Alarm. b) All operations are suspended and the flights are authorized individually. c) 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>	<p>a) Through Official Letter N ° PRE / 2779 / GGSA / GCO / 2020, dated May 04, 2020 issued by the Aeronautical Authority (INAC), the Air Operators subject to the Venezuelan Aeronautical Regulations RAV121 and RAV135 are instructed to follow the procedure to request training flights for command crews, as an alternative method of recurrent training in simulator.</p> <p>b) According to Account Point No. 006-2020 of the Ministry of Popular Power for Transportation (MPPT), dated April 3, 2020, it is allowed to grant flight crew members an extension of up to 90 days from the date expiration date of the corresponding training evaluation in the simulator, once verified and found competent by an aeronautical inspector in verification of flight proficiency</p>	<p>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).</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

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>	<p>a) Through Official Letter N ° PRE / 2779 / GGSA / GCO / 2020, dated May 04, 2020 issued by the Aeronautical Authority (INAC), the Air Operators subject to the Venezuelan Aeronautical Regulations RAV121 and RAV135 are instructed to follow the procedure to request training flights for command crews, as an alternative method of recurrent training in simulator.</p> <p>b) According to Account Point No. 006-2020 of the Ministry of Popular Power for Transportation (MPPT), dated April 3, 2020, it is allowed to grant flight crew members an extension of up to 90 days from the date expiration date of the corresponding training evaluation in the simulator, once verified and found competent by an aeronautical inspector in verification of flight proficiency</p>	<p>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).</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>

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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>	NO DIFFERENCE PUBLISHED.	NOT APPLICABLE	YES. Provided the issuing State documents the extension issued related to the medical certificate.

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>	NO DIFFERENCE PUBLISHED.	NOT APPLICABLE	YES. As far as authentication or verification of the foreign licence is effective / 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
	<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 DIFFERENCE PUBLISHED.</p>	<p>NOT APPLICABLE</p>	<p>YES. Provided the difference is notified and published by the foreign sate on the CCRD-EFOD.</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 DIFFERENCE PUBLISHED.	NOT APPLICABLE.	YES. Provided the difference is notified and published by the foreign state on the CCRD-EFOD.



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>	NO DIFFERENCE PUBLISHED.	NOT APPLICABLE	YES. Provided the difference is notified and published by the foreign sate on the CCRD-EFOD.
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 DIFFERENCE PUBLISHED.	NOT APPLICABLE	YES. Provided the difference is notified and published by the foreign sate on the CCRD-EFOD.



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>	NO DIFFERENCE PUBLISHED.	NOT APPLICABLE	YES. Provided the difference is notified and published by the foreign sate on the CCRD-EFOD.
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>	NO DIFFERENCE PLUBLISHED	NOT APPLICABLE.	YES. Provided the difference is notified and published by the foreign sate on the CCRD-EFOD.



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>	NO DIFFERENCE PUBLISHED.	NOT APPLICABLE.	YES. Provided the difference is notified and published by the foreign state on the CCRD-EFOD.

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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>1.2.4.4.1 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>The validity periods of all medical certificates which expire after the March 21 st 2020, except such containing other than visual limitations are extended by 6 months for holders outside of Ouagadougou.</p> <p>Les périodes de validité de tous les certificats médicaux qui expirent après le 21 mars 2020, sauf celles contenant d'autres que les limitations visuelles sont prolongés de 6 mois pour les détenteurs de licence se trouvant hors de Ouagadougou.</p> <p>www.anacburkina.org, AIP.</p>	<p>This is necessary, since designated medical examiners who could revalidate medical certificates may not be available due to the COVID-19 crisis. Personnel with other than visual limitations have to submit application for a revalidation to the CAA either physically or by electronic means, whichever is feasible.</p> <p>All personnel subject to the exemption have to carry an attachment to their medical certificate/licence to make inspectors aware of the exemption.</p>	<p>Burkina Faso recognizes the differences from other States</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>Burkina Faso extends the validity of all ratings and certificates which expire after the March 21 st 2020 by 6 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>Le Burkina Faso prolonge la validité de toutes les qualifications et certificats qui expirent après le 21 mars 2020 de 6 mois. Tout le personnel soumis à l'exemption doivent porter une pièce jointe à la licence / certificat et certificat médical qui fait référence à l'exemption accordé www.anacburkina.org, AIP.</p>	<p>Since most FSTD are not available due to the COVID-19 crisis and most air operators have suspended operations, it is not possible for pilots to undergo checks or assessments to revalidate ratings/certificates at the moment. Also aircraft maintenance personnel licenses cannot be renewed due to the lockdown.</p> <p>Due to this situation it is impossible for the CAA to reissue all licenses or extend the ratings/certificates accordingly, which is why the attachment to the licence is required.</p>	<p>Burkina Faso recognizes the differences from other States</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>	<p>Burkina Faso extends the validity of all ratings and certificates which expire after the March 21 st 2020 by 6 months provided that the pilot has operated flight controls for at least two takeoffs and landings within 150 days on the same type of aircraft or in a flight simulator approved for this purpose. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>Le Burkina Faso prolonge la validité de toutes les qualifications et certificats qui expirent après le 21 mars 2020 de 6 mois à condition que le pilote ait actionné les commandes de vol pendant au moins deux décollages et atterrissages dans les 150 jours précédents sur le même type d'avion ou dans un simulateur</p>	<p>Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required.</p>	<p>Burkina Faso recognizes the differences from other States</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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		de vol agréé à cet effet. Tout le personnel soumis à l'exemption doivent porter une pièce jointe à la licence / certificat et certificat médical qui fait référence à l'exemption accordée. www.anacburkina.org , AIP.		
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	Since most, if not all, air operators have suspended operations and most FSTD are not available due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience - cruise relief. Due to this situation, the attachment to the licence is required.	Burkina Faso recognizes the differences from other States



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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>Burkina Faso extends the validity of all ratings and certificates which expire after the March 21st 2020 by 6 months provided that the pilot has operated flight controls for at least two takeoffs and landings within 150 days on the same type of aircraft or in a flight simulator approved for this purpose. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>Le Burkina Faso prolonge la validité de toutes les qualifications et certificats qui expirent après le 21 mars 2020 de 6 mois à condition que le pilote ait actionné les commandes de vol pendant au moins deux décollages et atterrissages dans les 150</p>	<p>Since most FSTD are not available due to the COVID-19 crisis and most air operators have suspended operations, it is not possible for pilots to undergo checks or assessments to revalidate ratings/certificates at the moment. Due to this situation it is impossible for the CAA to reissue all licenses or extend the ratings/certificates accordingly, which is why the attachment to the licence is required.</p>	<p>Burkina Faso recognizes the differences from other States</p>



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		<p>jours précédents sur le même type d'avion ou dans un simulateur de vol agréé à cet effet. Tout le personnel soumis à l'exemption doivent porter une pièce jointe à la licence / certificat et certificat médical qui fait référence à l'exemption accordée.</p> <p>www.anacburkina.org, AIP.</p>		



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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.	<p>Burkina Faso extends the validity of all ratings and certificates which expire after the March 21st 2020 by 6 months provided that the pilot has operated flight controls for at least two takeoffs and landings within 150 days on the same type of aircraft or in a flight simulator approved for this purpose. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>Le Burkina Faso prolonge la validité de toutes les qualifications et certificats qui expirent après le 21 mars 2020 de 6 mois à condition que le pilote ait actionné les commandes de vol pendant au moins deux décollages et atterrissages dans les 150 jours précédents sur le même type</p>	<p>Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required.</p>	<p>Burkina Faso recognizes the differences from other States</p>



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		<p>d'avion ou dans un simulateur de vol agréé à cet effet. Tout le personnel soumis à l'exemption doivent porter une pièce jointe à la licence / certificat et certificat médical qui fait référence à l'exemption accordée.</p> <p>www.anacburkina.org, AIP.</p>		



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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>Burkina Faso extends the validity of all ratings and certificates which expire after the March 21st 2020 by 6 months provided that the pilot has operated flight controls for at least two takeoffs and landings within 150 days on the same type of aircraft or in a flight simulator approved for this purpose. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>Le Burkina Faso prolonge la validité de toutes les qualifications et certificats qui expirent après le 21 mars 2020 de 6 mois à condition que le pilote ait actionné les commandes de vol pendant au moins deux décollages et atterrissages dans les 150 jours précédents sur le même type</p>	<p>Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required</p>	<p>Burkina Faso recognizes the differences from other States</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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		<p>d'avion ou dans un simulateur de vol agréé à cet effet. Tout le personnel soumis à l'exemption doivent porter une pièce jointe à la licence / certificat et certificat médical qui fait référence à l'exemption accordée.</p> <p>www.anacburkina.org, AIP.</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 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>Burkina Faso extends the validity of all ratings and certificates which expire after the March 21st 2020 by 6 months provided that the pilot has operated flight controls for at least two takeoffs and landings within 150 days on the same type of aircraft or in a flight simulator approved for this purpose. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>Le Burkina Faso prolonge la validité de toutes les qualifications et certificats qui expirent après le 21 mars 2020 de 6 mois à condition que le pilote ait actionné les commandes de vol pendant au moins deux décollages et atterrissages dans les 150 jours précédents sur le même type</p>	<p>Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required.</p>	<p>Burkina Faso recognizes differences of other States.</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>d'avion ou dans un simulateur de vol agréé à cet effet. Tout le personnel soumis à l'exemption doivent porter une pièce jointe à la licence / certificat et certificat médical qui fait référence à l'exemption accordée.</p> <p>www.anacburkina.org, AIP.</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>	<p>Burkina Faso extends the validity of all ratings and certificates which expire after the March 21st 2020 by 6 months provided that the pilot has operated flight controls for at least two takeoffs and landings within 150 days on the same type of aircraft or in a flight simulator approved for this purpose. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>Le Burkina Faso prolonge la validité de toutes les qualifications et certificats qui expirent après le 21 mars 2020 de 6 mois à condition que le pilote ait actionné les commandes de vol pendant au moins deux décollages et atterrissages dans les 150 jours</p>	<p>Since most FSTD are not available due to the COVID-19 crisis and most air operators have suspended operations, it is not possible for pilots to undergo checks or assessments to revalidate ratings/certificates at the moment. Due to this situation it is impossible for the CAA to reissue all licenses or extend the ratings/certificates accordingly, which is why the attachment to the licence is required.</p>	<p>Burkina Faso recognizes differences of other States</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>précédents sur le même type d'avion ou dans un simulateur de vol agréé à cet effet. Tout le personnel soumis à l'exemption doivent porter une pièce jointe à la licence / certificat et certificat médical qui fait référence à l'exemption accordée.</p> <p>www.anacburkina.org, AIP.</p>		

Cabo Verde

<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>No difference</p>	<p>NIL</p>	<p>Cabo Verde recognizes the differences of other States.</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
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>	No difference	NIL	Cabo Verde recognizes the 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
	<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 Difference</p>	<p>NIL</p>	<p>Cabo Verde recognizes the differences of other States</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	NIL	Cabo Verde recognizes the differences of other States.



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 Difference	NIL	Cabo Verde recognizes the differences of other States
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>	Not Applicable	NIL	Cabo Verde recognizes the differences of other States



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>	Not Applicable	NIL	Cabo Verde recognizes the differences of other States
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>	Not Applicable	NIL	Cabo Verde recognizes the differences of other States



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>	Not Applicable	NIL	Cabo Verde recognizes the differences of other States

Cameroon				
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>	No difference		Cameroon recognizes differences of other States provided that the effective implementation of the safety oversight system is deemed satisfactory

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>Cameroon extends the validity of all ratings and certificates which expire before the 31 December 2020 by: - 3 months for flight crew; and - 6 months for other personnel.</p> <p>All personnel subject to the exemption must carry an attachment to the license which refers to the exemption granted.</p> <p>Link to reference document below: www.dasis.ccaa.aero Decision N°1023 of 24/09/2020 Travel restrictions still in place are a hindrance for access to FSTD and ATOs abroad</p>	<p>Since most FSTD are not available due to the COVID-19 crisis and most air operators have reduced or suspended operations, it is not possible for pilots to undergo checks or assessments to revalidate ratings/certificates at the moment. Also aircraft maintenance personnel licences cannot be renewed due to the lockdown. Due to this situation it is impossible for the CAA to reissue all licences or extend the ratings/certificates accordingly, which is why the attachment to the licence is required</p>	<p>Cameroon recognizes differences of other States provided that the effective implementation of the safety oversight system is deemed satisfactory</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>	<p>Cameroon extends the validity of the requirements for recent experience by 3 months for all flight crew.</p> <p>Link to reference document below: www.dasis.ccaa.aero Decision N°1023 of 24/09/2020</p>	<p>Since most, if not all, air operators have reduced or suspended operations due to the COVID-19 crisis, it may not be possible for all pilots to meet the requirements for recent experience of 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. Due to this situation, the attachment to the licence is required.</p> <p>b Extensions granted with respect to this CCRD shall be documented in individual records by operators.</p>	<p>Cameroon recognizes differences of other States provided that the effective implementation of the safety oversight system is deemed satisfactory</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. 	<p>Cameroon extends the validity of the requirements for recent experience by 3 months for all flight crew.</p> <p>Link to reference document below: www.dasis.ccaa.aero Decision N°1023 of 24/09/2020</p>	<p>Since most, if not all, air operators have reduced or suspended operations due to the COVID-19 crisis, it may not be possible for all pilots to meet the requirements for the requirements for recent experience - cruise relief. Due to this situation, the attachment to the licence is required.</p> <p>b. Extensions granted with respect to this CCRD shall be documented in individual records by operators</p>	<p>Cameroon recognizes differences of other States provided that the effective implementation of the safety oversight system is deemed satisfactory</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;">9.4.4 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>Cameroon extends the validity of all training and checking required for maintaining operator proficiency by 03 months; The extension is based on a risk assessment taking into account operational needs, availability of personnel and resources necessary for the renewal or extension of certificates in accordance with applicable regulations and approved procedures</p> <p>Link to reference document below: www.dasis.ccaa.aero Decision N°1023 of 24/09/2020</p>	<p>Since most FSTD are not available due to the COVID-19 crisis and most air operators have reduced or suspended operations, it is not possible for pilots to undergo checks or assessments to revalidate ratings/certificates at the moment. Due to this situation it is impossible for the CAA to reissue all licences or extend the ratings/certificates accordingly, which is why the attachment to the licence is required.</p>	<p>Cameroon recognizes differences of other States provided that the effective implementation of the safety oversight system is deemed satisfactory</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.	Cameroon extends the validity of the requirements for recent experience by 3 months for all flight crew. Link to reference document below: www.dasis.ccaa.aero Decision N°1023 of 24/09/2020	Since most, if not all, air operators have reduced or suspended operations due to the COVID-19 crisis, it may not be possible for all pilots to meet the requirements for recent experience of 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. Due to this situation, the attachment to the licence is required.	Cameroon recognizes differences of other States provided that the effective implementation of the safety oversight system is deemed satisfactory
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.	Cameroon extends the validity of the requirements for recent experience by 3 months for all flight crew. Link to reference document below: www.dasis.ccaa.aero Decision N°1023 of 24/09/2020	Since most, if not all, air operators have reduced or suspended operations due to the COVID-19 crisis, it may not be possible for all pilots to meet the requirements for recent experience of 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. Due to this situation, the attachment to the licence is required.	Cameroon recognizes differences of other States provided that the effective implementation of the safety oversight system is deemed satisfactory



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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 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>Cameroon extends the validity of the requirements for recent experience by 3 months for all flight crew.</p> <p>Link to reference document below: www.dasis.ccaa.aero Decision N°1023 of 24/09/2020</p>	<p>Since most, if not all, air operators have reduced or suspended operations due to the COVID-19 crisis, it may not be possible for all pilots to meet the requirements for recent experience of 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. Due to this situation, the attachment to the licence is required.</p>	<p>Cameroon recognizes differences of other States provided that the effective implementation of the safety oversight system is deemed satisfactory</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>Cameroon extends the validity of all training and checking required for maintaining operator proficiency by 03 months; The extension is based on a risk assessment taking into account operational needs, availability of personnel and resources necessary for the renewal or extension of certificates in accordance with applicable regulations and approved procedures</p> <p>Link to reference document below: www.dasis.ccaa.aero Decision N°1023 of 24/09/2020</p>	<p>Since most FSTD are not available due to the COVID-19 crisis and most air operators have reduced or suspended operations, it is not possible for pilots to undergo checks or assessments to revalidate ratings/certificates at the moment. Due to this situation it is impossible for the CAA to reissue all licences or extend the ratings/certificates accordingly, which is why the attachment to the licence is required.</p>	<p>Cameroon recognizes differences of other States provided that the effective implementation of the safety oversight system is deemed satisfactory</p>

Central African Republic (the)

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>No Difference</p>	<p>Not Applicable</p>	<p>Central African Republic recognize differences of other States</p>
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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
<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 Difference</p>	<p>Not Applicable</p>	<p>Central African Republic recognize differences of other States</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>No differences</p>	<p>Not Applicable</p>	<p>Central African Republic recognize differences of other States during this COVID-19 Pandemic</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 Differences	Not Applicable	Central African Republic recognize differences of other States



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>	No differences	Not Applicable	Central African Republic recognize differences of other States
ANNEX 6 Chapter 3 Reference Standard	<p 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>	No differences	Not Applicable	Central African Republic recognize differences of other States



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>No differences</p>	<p>Not Applicable</p>	<p>Central African Republic recognize differences of other States</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 Differences</p>	<p>Not Applicable</p>	<p>Central African Republic recognize differences of other States</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>	No Differences	Not Applicable	Central African Republic recognize differences of other States

Chad

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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>The validity periods of all medical certificates which expire before the end of May, 01, 2020, except such containing other than visual limitations are automatically extended by 6 months. RAT01-Partie PEL3.A.105</p>	<p>This is necessary, since designated medical examiners who could revalidate medical certificates may not be available due to the COVID-19 crisis. Personnel with other than visual limitations have to submit application for a revalidation to the CAA either physically or by electronic means, whichever is feasible. All personnel subject to the exemption have to carry an attachment to their medical certificate/licence to make inspectors aware of the exemption</p>	<p>Chad Civil Aviation Authority recognises differences of other States</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>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>Chad Civil Aviation Authority extends the validity of all ratings and certificates which expire before the end of May, 01, 2020 by 6 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>RAT01-Partie PEL 1.A.028; RAT01-Partie PEL2.A.028;RAT01-Parie PEL 8.A.031 ; RAT01-Partie PEL 1.F.245 ; PEL 2.F.245 PEL 1.F.246; PEL 2.F.246 ; RAT01-Partie PEL 5.B.035 ; RAT01-Partie PEL 8.D.035 ; RAT01-Partie PEL 8.D.040 RAT01-Partie PEL 8.D.050 ; 01.66. A.040 ; RAT01-Partie PEL 1.I.430 ; RAT01-Partie PEL 2.I.430 ; RAT01-Partie PEL 8.D.055 et RAT01-Partie PEL3.A.090</p>	<p>Since most FSTD are not available due to the COVID-19 crisis and most air operators have suspended operations, it is not possible for pilots to undergo checks or assessments to revalidate ratings/certificates at the moment. Also aircraft maintenance personnel licences cannot berenewed due to the lockdown. Due to this situation it is impossible for the ADAC to reissue all licences or extend the ratings/certificates accordingly, which is why the attachment to the licence is required.</p>	<p>Chad Civil Aviation Authority recognises differences of other States</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>Chad Civil Aviation Authority extends the validity of all ratings and certificates which expire before the end of May, 01, 2020 by 6 months.</p> <p>All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>RAT06 OPS1</p>	<p>Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required.</p>	<p>Chad Civil Aviation Authority recognises differences of other States</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. 	<p>Chad Civil Aviation Authority extends the validity of all ratings and certificates which expire before the end of May, 01, 2020 by 6 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>RAT06 OPS1</p>	<p>Since most, if not all, air operators have suspended operations and most FSTD are not available due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience - cruise relief. Due to this situation, the attachment to the licence is required.</p>	<p>Chad Civil Aviation Authority recognises differences of other States</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;">9.4.4 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>Chad Civil Aviation Authority extends the validity of all ratings and certificates which expire before the end of May, 01, 2020 by 9 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>RAT06 OPS1</p>	<p>Since most FSTD are not available due to the COVID-19 crisis and most air operators have suspended operations, it is not possible for pilots to undergo checks or assessments to revalidate ratings/certificates at the moment. Due to this situation it is impossible for the CAA to reissue all licences or extend the ratings/certificates accordingly, which is why the attachment to the licence is required.</p>	<p>Chad Civil Aviation Authority recognises differences of other States.</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.	Chad Civil Aviation Authority extends the validity of all ratings and certificates which expire before the end of May 2020 by 9 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted. RAT01 OPS2	Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required.	Chad Civil Aviation Authority recognises differences of other States
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.	Chad Civil Aviation Authority extends the validity of all ratings and certificates which expire before the end of May 2020 by 9 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted. RAT06 OPS2	Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required	Chad Civil Aviation Authority recognises differences of other States



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>	Chad Civil Aviation Authority extends the validity of all ratings and certificates which expire before the end of May 2020 by 6 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted. RAT06 OPS3	Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required.	Chad Civil Aviation Authority recognises differences of other States



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>	Chad Civil Aviation Authority extends the validity of all ratings and certificates which expire before the end of May 2020 by 9 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted. RAT06 OPS3	Since most FSTD are not available due to the COVID-19 crisis and most air operators have suspended operations, it is not possible for pilots to undergo checks or assessments to revalidate ratings/certificates at the moment. Due to this situation it is impossible for the CAA to reissue all licences or extend the ratings/certificates accordingly, which is why the attachment to the licence is required.	Chad Civil Aviation Authority recognises differences of other States.

Congo (the)				

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>1.2.4.4.1 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>Medical certificates expiring after March 31, 2020, may be extended with maximum validity limited to December 31, 2020, subject to certain conditions. Ref : Décision n° 0091/ANAC/DG/DSA du 04 mai 2020 Decision n °00247/ANAC/DG/DSA du 21 septembre 2020 (refer to ANAC website www.anaccongo.org)</p>	<p>a. To reduce the severity of the disruptions that could occur due to the negative effect of the air transport activities immobilization and the unavailability of the medical examiner during the COVID-19 pandemic, in order to maintain calendar validity of medical certificates and to allow a resilient air transportation system. b. The applicant must: - submit a request to extend the medical certificate in accordance with the procedure for requesting exemption (P-DSA-2050-ORG); and - carry out a health check-up in a public health establishment in the event of the unavailability of medical examiners and report the results to the ANAC medical evaluator. - All personnel subject to the exemption have to carry an attachment to their medical certificate/licence to make inspectors aware of the exemption. During operations, the aircraft operator must ensure that at least one of the flight crew members has a valid non-extended medical</p>	<p>The Republic of Congo shall recognize differences filed by other States as long as they are within the guidelines presented in that State's details of differences and mitigations</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
			certificate.	

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>The licenses (ratings and mentions) of aeronautical personnel, expiring after March 31, 2020, may be extended with maximum validity limited to December 31, 2020, subject to certain conditions. All personnel subject to the exemption have to carry an attachment to the license / certificate and medical certificate which refers to the exemption granted.</p> <p>Ref : Décision n° 0091/ANAC/DG/DSA du 04 mai 2020 Decision n °00247/ANAC/DG/DSA du 21 septembre 2020 (refer to ANAC website www.anaccongo.org))</p>	<p>a. Due to COVID-19 pandemic restrictions, there is inability for licenses holders to meet all the requirements for licenses renewal. b. * crew member License holders are required to periodically perform license proficiency checks (LPC) in order to renew the validity of their qualifications and to maintain the exercise of the privileges of their license. However, during this health crisis, these aviation personnel may find themselves unable to access flight simulators (FSTD) or instructors / examiners to carry out the necessary training and verification. The applicant / holder must: - submit a request to extend the license in accordance with the procedure for requesting exemption (P-DSA-2050-ORG); The safety risk assessment to be attached to the application must clearly identify the alternative training and monitoring / evaluation programs in order to guarantee the maintenance of the level of knowledge / skills required</p>	<p>The Republic of Congo shall recognize differences filed by other States as long as they are within the guidelines presented in that State's details of differences and mitigations</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>to operate the class or type of aircraft. It is essential to take into account the modules and procedures relating to the management of abnormal and emergency situations specific to the class or type of aircraft. The applicant / holder must specify how full compliance with the regulations will be established once the extension has expired. - submit a personal declaration on honor attesting that the crew member concerned has revised the theoretical courses on maneuvers and the normal, abnormal and emergency procedures specific to the class or type of aircraft. * aircraft maintenance technicians (AMT) The applicant / holder must: - submit a request for extension of the license in accordance with the procedure for requesting exemption (P-DSA-2050-ORG); and - justify at least two (02) months of recent maintenance experience (over the last 12 months) of an aircraft or aircraft components in accordance</p>	

COVID-19 Alleviation measures by ICAO Region sorted by State

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			<p>with the privileges conferred by the license. It is essential to take into account the execution of critical tasks. * air traffic controllers The applicant must: - submit a request for extension of the license in accordance with the procedure for requesting exemption (P-DSA-2050-ORG); The security risk assessment to be attached to the request must: <input type="checkbox"/> identify alternative training and monitoring / evaluation programs to ensure that the required level of knowledge / skills is maintained; <input type="checkbox"/> identify operational mitigation measures concerning in particular staff pairing, performance monitoring or assesement, monitoring of traffic complexity and volume to ensure ATCO workload is maintained at an appropriate level <input type="checkbox"/> specify how full compliance with the regulations will be established once the extension has expired. - submit a personal declaration on honor attesting that the controllers concerned have revised the theoretical courses on the</p>	

COVID-19 Alleviation measures by ICAO Region sorted by State

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			maneuvers and the normal, abnormal and emergency procedures. For operations: The air navigation service provider must ensure that when pairing a planner and a controller, one must comply with the recency requirements	
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>	No Difference	a. No extension of the recent experience of a pilot-in-command or a co-pilot has yet been decided. A detailed analysis will be carried out if necessary and if the Covid-19 pandemic persists. The provisions of Order 4359 / MTACMM-CAB of March 31, 2014 § 9.1.20 and Order 11049 / MTACMM-CAB of June 13, 2019 § 9.1.20 are still in force b. N/A	The Republic of Congo shall recognize differences filed by other States as long as they are within the guidelines presented in that State’s details of differences and mitigations



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 Difference	Not applicable	The Republic of Congo shall recognize differences filed by other States as long as they are within the guidelines presented in that State's details of differences and mitigations



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>	The proficiency checks of flight crew members maturing after March 31, 2020 may be with a maximum validity limited to 31 December 2020, subject to certain conditions All personnel subject to the exemption have to carry an attachment to the license / certificate and medical certificate which refers to the exemption granted. Ref : Décision n° 0091/ANAC/DG/DSA du 04 mai 2020 Decision n° 00247/ANAC/DG/DSA du 21 septembre 2020 (refer to ANAC website www.anaccongo.org)	a) Due to COVID-19 pandemic restrictions, there is inability for flight crew to execute their recurrent proficiency check because of unavailability of flight simulation training devices (FSTD) or instructor/examiners to perform necessary training and checking. b. The applicant must: - submit an extension request in accordance with the exemption request procedure (P-DSA-2050-ORG); and - justify that the crew member concerned has received a briefing from a designated instructor holding the relevant training privileges, in order to update the theoretical knowledge to safely perform the relevant maneuvers and procedures. This briefing includes specific normal, abnormal and emergency procedures for the class or type of aircraft.	The Republic of Congo shall recognize differences filed by other States as long as they are within the guidelines presented in that State's details of differences and mitigations



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 Difference	Not applicable	The Republic of Congo shall recognize differences filed by other States as long as they are within the guidelines presented in that State's details of differences and mitigations
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 Difference	Not applicable	The Republic of Congo shall recognize differences filed by other States as long as they are within the guidelines presented in that State's details of differences and mitigations



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 Difference	Not applicable	The Republic of Congo shall recognize differences filed by other States as long as they are within the guidelines presented in that State’s details of differences and mitigations



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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 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 difference	Not applicable	The Republic of Congo shall recognize differences filed by other States as long as they are within the guidelines presented in that State's details of differences and mitigations

Côte d'Ivoire

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>	No difference	The approved medical center of expertise in Côte d'Ivoire continues to operate normally	Côte d'Ivoire accepts other states temporary differences.
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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
<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>ANAC extends to 31st, December 2020, the validity of the licenses, ratings and linguistic skills it has issued. subject to the validity of the original license. An applicant can submit a request for extension of the validity of the license.</p> <p>Before exercising privileges of his license, the holder should have the letter of exemption from ANAC, license, ratings and medical certificate if requested</p>	<p>a) (i) Absence of simulator training facilities in Cote d’Ivoire and impossibility to perform simulator sessions abroad for pilots and cabin crew members due to the coronavirus pandemic (COVID 19)</p> <p>(ii) Travel difficulties for air traffic controllers and aircraft maintenance technicians due to the containment measures</p> <p>b) The followings licence holders : pilots cabine crew members and air traffic controllers must have a ground session instruction (briefing, online or video conference training) performed by a designated instructor. This briefing session must include abnormal, specific and emergency procedures</p>	<p>Côte d’Ivoire accepts other states temporary differences.</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>			
<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>An extension period is given to pilot licence holder who did not performed at least three takeoffs and landings within 90 days prior to March 23, 2020 on the same type of aircraft or on approved flight simulator. This extension is valid until December 31, 2020 The operator must take necessary pairing measures to prevent two pilots benefiting from this exemption to be in command of the same aeroplane</p>	<p>a) Absence of flight simulator in Côte d'Ivoire, impossibility to perform flight simulator sessions abroad and impossibility to fly regularly due to the coronavirus pandemic (COVID-19).</p> <p>b) Ground instruction session (briefing, online course, video conference training) performed by an instructor having the qualifications recognized by ANAC in order to update/refresh the the knowledge required for a safe operation. This briefing session must include, abnormal, specific and emergency procedures for the class or type of aeroplane</p>	<p>Côte d'Ivoire accepts other states temporary differences.</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
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>An extension period is given to a pilot licence holder who did not perform at least three takeoffs and landings within 90 days prior to March 23, 2020 on the same type of aircraft or on an approved flight simulator. This extension is valid until December 31, 2020. The operator must take necessary pairing measures to prevent two pilots benefiting from this exemption to be in command of the same aeroplane.</p>	<ul style="list-style-type: none"> a) Absence of flight simulator in Côte d'Ivoire, impossibility to perform flight simulator sessions abroad and impossibility to fly regularly due to the coronavirus pandemic (COVID-19) b) Ground instruction session (briefing, online course, video conference training) performed by an instructor having the qualifications recognized by ANAC in order to update/refresh the knowledge required for a safe operation. This briefing session must include abnormal, specific and emergency procedures for the class or type of aeroplane. 	<p>Côte d'Ivoire accepts other states temporary differences.</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>	The validity of the recurrent training in an approved synthetic flight simulator is extended until December 31, 2020	a) Absence of flight simulator in Côte d'Ivoire and impossibility to perform flight simulator sessions abroad due to the coronavirus pandemic (COVID-19) b) Ground instruction by a designated examiner (briefing session, online session course or video conference) in respect of the recommendation of the Health Ministry.	Côte d'Ivoire accepts other states temporary differences.
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>	No difference	Côte d'Ivoire does not have an operator in international General aviation	Côte d'Ivoire accepts other states temporary differences.



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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>Côte d'Ivoire does not have an operator in international General aviation.</p>	<p>Côte d'Ivoire accepts other states temporary differences.</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>No difference</p>	<p>Côte d'Ivoire accepts other states temporary differences.</p>



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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 difference	No difference	Côte d’Ivoire accepts other states temporary differences.

Democratic Republic of the Congo

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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>THE PERIOD OF THE VALIDITY OF MEDICAL ASSESSMENT IS EXTENDED FOR THE SAME VALIDITY FOR EACH CLASS . ALL THE MEDICAL ASSESSMENT WILL BE DONE WITHIN 3 MOUNTHS AFTER THE EXTERMINATION OF COVID 19. ARTICLE 3; DECISION N° AAC/101/DG/TMJ/SMK/0420 /20 DU 28 AVRIL 2020 PORTANT DISPOSITIONS EXCEPTIONNELLES APPLICABLES AUX PRIVILEGES RECONNUS AUX DETENTEURS DES LICENCES, AUX ORGANISMES DE FORMATION AERONAUTIQUE, AUX CENTRES DE FORMATION AERONAUTIQUE ET DE COMPETENCE LINGUISTIQUE, AUX CENTRES D'EXPERTISE MEDICALE AERONAUTIQUE, AUX MEDECINS EXAMINATEURS AERONAUTIQUES ET AUX EXPLOITANTS AERIENS DURANT LA PERIODE DE LA PANDEMIE DU CORONAVIRUS (COVID-19) Cfr site web: www.aacrdc.org</p>	<p>Since the all medical examiners and centers closed down and most pilots are under lockdown, it is not possible to undergo medical assessments to revalidate medical certificates in timely manner. All personnel have to apply for a revalidation to the DRC/Civil Aviation Authority. All personnel subject to the exemption have to carry their license with extended special derogation and the last medical assessment</p>	<p>DRC CAA ACCEPT OTHERS ICAO STATES MEMBERS 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>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>not differences published</p>	<p>not applicable, DRC apply all standards directives contain in its regulation RACD 02 related to Personnel Licencing</p>	<p>We accept others ICAO states members 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>			



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>	FLIGHT CREW WHOSE QUALIFICATION EXPIRE MAY CONTINUE TO EXERCISE THE PRIVILEGES OF THEIR LICENCES FOR AN EXTENDED PERIOD OF 6 MONTHS. Article 3, DECISION N° AAC/101/DG/TMJ/SMK /0420 /20 DU 28 AVRIL2020 PORTANT DISPOSITIONS EXCEPTIONNELLES APPLICABLES AUX PRIVILEGES RECONNUS AUX DETENEURS DES LICENCES, AUX ORGANISMES DE FORMATION AERONAUTIQUE, AUX CENTRES DE FORMATION AERONAUTIQUE ET DE COMPETENCE LINGUISTIQUE, AUX CENTRES D'EXPERTISE MEDICALE AERONAUTIQUE, AUX MEDECINS EXAMINATEURS AERONAUTIQUES ET AUX EXPLOITANTS AERIENS DURANT LA PERIODE DE LA PANDEMIE DU CORONAVIRUS (COVID-19) Cfr , site web: www.aacrdc.org	Since all FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates in timely manner. Due to this situation it is also not possible for the DRC/CAA to reissue all licenses to extend the ratings/certificates according the procedure, which is why the special remark issued to the license.	We accept others ICAO states members differences.



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 DIFFERENCES PUBLISHED.	NOT APPLICABLE IN DRC	WE ACCEPT OTHERS ICAO STATES MEMBERS DIFFERENCES



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>	Flight crew whose proficiency checks expire may continue to exercise the privileges of licence for the extended period of 3 months. Article 3; DECISION N° AAC/101/DG/TMJ/SMK /0420 /20 DU 28 AVRIL2020 PORTANT DISPOSITIONS EXCEPTIONNELLES APPLICABLES AUX PRIVILEGES RECONNUS AUX DETENEURS DES LICENCES, AUX ORGANISMES DE FORMATION AERONAUTIQUE, AUX CENTRES DE FORMATION AERONAUTIQUE ET DE COMPETENCE LINGUISTIQUE, AUX CENTRES D'EXPERTISE MEDICALE AERONAUTIQUE, AUX MEDECINS EXAMINATEURS AERONAUTIQUES ET AUX EXPLOITANTS AERIENS DURANT LA PERIODE DE LA PANDEMIE DU CORONAVIRUS (COVID-19)	Since all FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates in timely manner. Due to this situation it is also not possible for the DRC/CAA to reissue all licenses to extend the ratings/certificates according to the procedure, which is why the special remark issued to the license.	WE ACCEPT OTHERS ICAO STATES MEMBERS DIFFERENCES



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.	FLIGHT CREW WHOSE QUALIFICATION EXPIRE MAY CONTINUE TO EXERCISE THE PRIVILEGES OF THEIR LICENCES FOR AN EXTENDED PERIOD OF 6 MONTHS.. Article 3; DECISION N° AAC/101/DG/TMJ/SMK/0420 /20 DU 28AVRIL2020 PORTANT DISPOSITIONS EXCEPTIONNELLES APPLICABLES AUX PRIVILEGES RECONNUS AUX DETENEURS DES LICENCES, AUX ORGANISMES DE FORMATION AERONAUTIQUE, AUX CENTRES DE FORMATION AERONAUTIQUE ET DE COMPETENCE LINGUISTIQUE, AUX CENTRES D'EXPERTISE MEDICALE AERONAUTIQUE, AUX MEDECINS EXAMINATEURS AERONAUTIQUES ET AUX EXPLOITANTS AERIENS DURANT LA PERIODE DE LA PANDEMIE DU CORONAVIRUS (COVID-19) cfr site web: www.aacrdc.org	Since all FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates in timely manner. Due to this situation it is also not possible for the DRC/CAA to reissue all licenses to extend the ratings/certificates according the procedure, which is why the special remark issued to the license.	WE ACCEPT OTHERS ICAO STATES MEMBERS DIFFERENCES



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	3.9.4.3 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.	FLIGHT CREW WHOSE QUALIFICATION EXPIRE MAY CONTINUE TO EXERCISE THE PRIVILEGES OF THEIR LICENCES FOR AN EXTENDED PERIOD OF 6 MONTHS.. Article 3; DECISION N° AAC/101/DG/TMJ/SMK /0420 /20 DU 28 AVRIL2020 PORTANT DISPOSITIONS EXCEPTIONNELLES APPLICABLES AUX PRIVILEGES RECONNUS AUX DETENEURS DES LICENCES, AUX ORGANISMES DE FORMATION AERONAUTIQUE, AUX CENTRES DE FORMATION AERONAUTIQUE ET DE COMPETENCE LINGUISTIQUE, AUX CENTRES D'EXPERTISE MEDICALE AERONAUTIQUE, AUX MEDECINS EXAMINATEURS AERONAUTIQUES ET AUX EXPLOITANTS AERIENS DURANT LA PERIODE DE LA PANDEMIE DU CORONAVIRUS (COVID-19) Cfr site web : www.aacrdc.org	Since all FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates in timely manner. Due to this situation it is also not possible for the DRC/CAA to reissue all licenses to extend the ratings/certificates according the procedure, which is why the special remark issued to the license.	WE ACCEPT OTHERS ICAO STATES MEMBERS DIFFERENCES



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>	Flight crew whose proficiency check expire may continue to exercise the privileges of licence for the extended period of 6 months. Article 3; DECISION N° AAC/101/DG/TMJ/SMK /0420 /20 DU 28 AVRIL 2020 PORTANT DISPOSITIONS EXCEPTIONNELLES APPLICABLES AUX PRIVILEGES RECONNUS AUX DETENEURS DES LICENCES, AUX ORGANISMES DE FORMATION AERONAUTIQUE, AUX CENTRES DE FORMATION AERONAUTIQUE ET DE COMPETENCE LINGUISTIQUE, AUX CENTRES D'EXPERTISE MEDICALE AERONAUTIQUE, AUX MEDECINS EXAMINATEURS AERONAUTIQUES ET AUX EXPLOITANTS AERIENS DURANT LA PERIODE DE LA PANDEMIE DU CORONAVIRUS (COVID-19) Cfr site web : www.aacrdc.org	Since all FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates in timely manner. Due to this situation it is also not possible for the DRC/CAA to reissue all licenses to extend the ratings/certificates according to the procedure, which is why the special remark issued to the license.	WE ACCEPT OTHERS ICAO STATES MEMBERS DIFFERENCES



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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>	Flight crew whose proficiency check expire may continue to exercise the privileges of licence for the extended period of 3 months. Article 3; DECISION N° AAC/101/DG/TMJ/SMK /0420 /20 DU 28 AVRIL 2020 PORTANT DISPOSITIONS EXCEPTIONNELLES APPLICABLES AUX PRIVILEGES RECONNUS AUX DETENEURS DES LICENCES, AUX ORGANISMES DE FORMATION AERONAUTIQUE, AUX CENTRES DE FORMATION AERONAUTIQUE ET DE COMPETENCE LINGUISTIQUE, AUX CENTRES D'EXPERTISE MEDICALE AERONAUTIQUE, AUX MEDECINS EXAMINATEURS AERONAUTIQUES ET AUX EXPLOITANTS AERIENS DURANT LA PERIODE DE LA PANDEMIE DU CORONAVIRUS (COVID-19) Cfr site web : www.aacrdc.org	Since all FSTD operators closed down and most pilots are under lockdown, it is not possible to undergo checks or assessments to revalidate ratings/certificates in timely manner. Due to this situation it is also not possible for the DRC/CAA to reissue all licenses to extend the ratings/certificates according to the procedure, which is why the special remark issued to the license.	WE ACCEPT OTHERS ICAO STATES MEMBERS DIFFERENCES

Equatorial Guinea

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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>Alleviation period (dates) Start:01 de agosto de 2020 End:30 de octubre de 2020. brief description of exemption granted/alleviation measures authorized/ implemented, as applicable The validity periods of all medical certificates which expires before the end of June 2020, may be extended by 3 months based on conditions resulting from a risk assessment approach.</p> <p>The medical certificates which expires between August 1st and October 30th and those medical certificates which were previously extended due to the COVID-19 situation can be extended for another 3 months based on conditions resulting from the risk assessment approach.</p> <p>All personnel subject to the exemption must carry on the license the notice, which refers to the exemption granted.</p>	<p>a. Rational This is necessary since the COVID-19 crisis conditions still valide or in place, and there are still restrictions .</p> <p>(b) Conditions/Mitigation (1)Holders of medical certificates without limitations and younger than sixty years old may be automatically extended; (2) Holder of Certificates with limitations are subject to Authority assessment, taking into consideration the holder’s medical history: i)Certificates with Numerical limitations VDL, VML, VNL might be exempted from the examination, provided the complete ophthalmological or otolaryngology examination was not required in 2020. ii) Holders having limitations concerning diabetes, high blood pressure, cardiac issues shall submit a medical declaration by a designated</p>	<p>Differences published by the other states member, are recognized, for reasons of COVID-19</p>

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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>For commercial pilot license holders (CPL, MPL, ATPL) issued pursuant to RACGE FCL 1, who meet the following conditions: 1) Have a class rating or ratings, or type for operating aircraft of said classes and types included in organizations approved or accepted by AAGE. 2) Operate under the management system of an organization for which RACGE OPS 1 is applicable. 3) They have received an alternative refreshment training, followed by an evaluation, according to the means and methodologies established by the operator to determine that the required level of knowledge to operate the class or type of aircraft is maintained. This evaluation will include abnormal and emergency procedures specific to the class or type of aircraft. This training and evaluation may be included in the one referred to in section 2 (c) (1) (ii) of this article. The class, type and instrument ratings included in the license, referred to in (e) (1), which are valid as of March 13, 2020, and whose ordinary period of validity expires before July 31, 2020, extends the validity of said ratings for 4 months. The new</p>	<p>Due to the conditions imposed by the National Committee to Combat COVID-19, since there are no flight simulators available in the country, flight personnel cannot access the simulators for their LPC, which has led to Resolution No. 4/2020, dated March 30, of the Director General, by which they adopt measures on aeronautical documents for personnel, operators and providers of aeronautical services in Equatorial Guinea due to the Covid pandemic19. Once this period ends and they can move, they must immediately proceed to formalize their situation, since the reasons for this exemption will no longer be in force.</p>	<p>Differences published by the other states member, are recognized, for reasons of 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>	<p>expiration date after applying the extension of validity referred to in the previous paragraph will be noted on the license by a TRE appointed by the operator, once the refreshment training and evaluation referred to in point (3) have been successfully passed. previous.</p> <p>g) For holders of airplane and helicopter pilot licenses pursuant to RACGE FCL 1 and FCL 2, who do not operate under a system of an organization according to RACGE OPS 1, valid as of March 13, 2020, and whose ordinary period validity expires before July 31, 2020, the validity of these licenses is extended for 4 months.</p> <p>Resolution No. 4/2020 dated March 30, of the Director General, adopting measures on aeronautical documents for personnel, operators and providers of aeronautical services in Equatorial Guinea due to the COVID-19 pandemic.</p> <p>AAGE WEBSITE www.aage-gob.gq / legislacion / decretos</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>	There's no difference. RACGE OPS 1.970		Differences published by the other states member, are recognized, for reasons of COVID-19
ANNEX 6 Chapter 9 Reference Standard	<p style="text-align: center;">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. 	There's no difference □ □ Appendix 1 of RACGE OPS 1.940 □ letter F) point (5		Differences published by the other states member, are recognized, for reasons of COVID-19



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<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>	<p>For the training and periodic verifications, referred (b), which are carried out by explorers subject to compliance with the RACGE ops1 and whose periodicity requires that they be carried out between May 13, 2020 and July 31, 2020, will extend its validity for 04 months □ □ Resolution No. 4/2020 dated March 30, of the Director General, adopting measures on aeronautical documents for personnel, operators and providers of aeronautical services in Equatorial Guinea due to the COVID-19 pandemic. □ □ RACGE OPS 1.965 letra b □ □ Point 02 of Resolution No. 4/2020, dated March 30, of the Director General, by which they adopt measures on aeronautical documents for personnel, operators and providers of aeronautical services in Equatorial Guinea due to the Covid pandemic19 □ □ AAGE WEBSITE www.aage-gob.gq / legislacion / decretos</p>	<p>Due to the conditions imposed by the National Committee to Combat COVID-19, since there are no flight simulators available in the country, flight personnel cannot access the simulators for their LPC, because all flight are canceled; which has led to Resolution No. 4/2020, dated March 30, from the Director General to extend the validity of licenses and ratings. once this period ends and they can move, they must immediately proceed to formalize their situation, since the reasons for this exemption will no longer be in force.</p>	<p>Differences published by the other states member, are recognized, for reasons of COVID-19</p>



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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.	Non impemented		Differences published by the other states member, are recognized, for reasons of COVID-19
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.	Non impemented	Non impemented	Differences published by the other states member, are recognized, for reasons of COVID-19



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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>	Non impemented	Non impemented	Differences published by the other states member, are recognized, for reasons of COVID-19



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>	Non impemented	Non impemented	Differences published by the other states member, are recognized, for reasons of COVID-19

Gabon

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>	NO DIFFERENCE PUBLISHED	NOT APPLICABLE	Gabon will recognize differences filed by other States as long as they are within the guidelines presented in that Sate's details of differences and mitigations
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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>	NO DIFFERENCE PUBLISHED	NOT APPLICABLE	Gabon will recognize differences filed by contracting States as long as these States have notified and published their differences on the CCRD-EFOD.



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>NO DIFFERENCE PUBLISHED</p>	<p>NOT APPLICABLE</p>	<p>YES. Gabon will recognize differences filed by contracting States as long as these States have notified and published their differences on the CCRD-EFOD.</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 DIFFERENCE PUBLISHED	NOT APPLICABLE	Gabon will recognize differences filed by contracting States as long as these States have notified and published their differences on the CCRD-EFOD.



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>	NO DIFFERENCE PUBLISHED	NOT APPLICABLE	Gabon will recognize differences filed by contracting States as long as these foreign States have notified and published their differences on the CCRD-EFOD
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 DIFFERENCE PUBLISHED	NOT APPLICABLE	Gabon will recognize differences filed by contracting States as long as these States have notified and published their differences on the CCRD-EFOD.



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>NO DIFFERENCE PUBLISHED</p>	<p>NOT APPLICABLE</p>	<p>Gabon will recognize differences filed by contracting States as long as these States have notified and published their differences on the CCRD-EFOD.</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 PUBLISHED</p>	<p>NOT APPLICABLE</p>	<p>Gabon will recognize differences filed by contracting States as long as these States have notified and published their differences on the CCRD-EFOD</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>	NO DIFFERENCE PUBLISHED	NOT APPLICABLE	Gabon will recognize differences filed by contracting States as long as these States have notified and published their differences on the CCRD-EFOD.

Gambia (the)

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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>The validity periods of all medical certificates which expire before the end of August 2020, except such containing other than visual limitations are automatically extended by 6 months.</p> <p>Ref: GCAA Office Directive No. 017 (refer to GCAA website www.gcaa.aero)</p>	<p>This is necessary, since designated medical examiners who could re-validate medical certificates may not be available due to the COVID-19 crisis. Personnel with other than visual limitations have to submit application for a re-validation to the GCAA by electronic means (email: pel@gcaa.aero). All personnel subject to the exemption have to carry an attachment to their medical certificate/licence to make inspectors aware of the exemption.</p>	<p>The Gambia recognizes differences of other States.</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>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>The Gambia extends the validity of all ratings and certificates which expire before the end of August 2020 by 6 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>Ref: GCAA Office Directive No. 017 (refer to GCAA website www.gcaa.aero)</p>	<p>Since most FSTD are not available due to the COVID-19 crisis and most air operators have suspended operations, it is not possible for licence/certificate holders to undergo checks or assessments to re-validate ratings/certificates at the moment. Due to this situation it is impossible for the GCAA to reissue all licences or extend the ratings/certificates accordingly, which is why the attachment to the licence is required.</p>	<p>The Gambia recognizes differences of other States.</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>The Gambia extends the validity of all ratings and certificates which expire before the end of August 2020 by 6 months.</p> <p>All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>Ref: GCAA Office Directive No. 017 (refer to GCAA website www.gcaa.aero)</p>	<p>Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required.</p>	<p>The Gambia recognizes differences of other States.</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. 	<p>The Gambia extends the validity of all ratings and certificates which expire before the end of August 2020 by 6 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>Ref: GCAA Office Directive No. 017 (refer to GCAA website www.gcaa.aero)</p>	<p>Since most, if not all, air operators have suspended operations and most FSTD are not available due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience - cruise relief. Due to this situation, the attachment to the licence is required.</p>	<p>The Gambia recognizes differences of other States.</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;">9.4.4 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>The Gambia extends the validity of all ratings and certificates which expire before the end of August 2020 by 6 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>Ref: GCAA Office Directive No. 017 (refer to GCAA website www.gcaa.aero)</p>	<p>Since most FSTD are not available due to the COVID-19 crisis and most air operators have suspended operations, it is not possible for pilots to undergo checks or assessments to re-validate ratings/certificates at the moment.</p> <p>Due to this situation it is impossible for the GCAA to reissue all licences or extend the ratings/certificates accordingly, which is why the attachment to the licence is required.</p>	<p>The Gambia recognizes differences of other States.</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>	<p>The Gambia extends the validity of all ratings and certificates which expire before the end of August 2020 by 6 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>Ref: GCAA Office Directive No. 017 (refer to GCAA website www.gcaa.aero)</p>	<p>Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required.</p>	<p>The Gambia recognizes differences of other States.</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>The Gambia extends the validity of all ratings and certificates which expire before the end of August 2020 by 6 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>Ref: GCAA Office Directive No. 017 (refer to GCAA website www.gcaa.aero)</p>	<p>Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required.</p>	<p>The Gambia recognizes differences of other States.</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>NONE</p>	<p>N/A</p>	<p>The Gambia recognizes differences of other States.</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 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>	NONE	N/A	The Gambia recognizes differences of other States.

Ghana

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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>1. Class I, II, III medical certificates which expire after 30th June 2020 will be extended for 180 days subject to the conditions attached to each certificate. The medical extension for Class I, II and III medical certificates is granted for a period of 180 days instead of 45 days required by the Ghana Civil Aviation (Flight Standards) Directives (GCADs) Part 2.11.9(5)(d). 2. Extension of Designated Aviation Medical Examiners whose appointment expire on 30 June 2020 will be extended for 180 days (effective 1st July 2020)..</p>	<p>This is necessary, since designated medical examiners who could revalidate medical certificates may not be available due to the COVID-19 crisis. 1. Class I, II, III medical certificate holders applicants on medical protocols will be required to complete a signed medical examination form/self-declaration and submit to the Designated Aviation Medical examiners or Medical Assessors prior to the medical extension being granted. 2) Applicants with medical conditions should continue to provide the follow-up medical reports as per the Ghana Civil Aviation (Flight Standards) Directives (GCADs) Part 2. (e.g. annual Electrocardiogram Test). 3) The pilot in command and co-pilot must ensure that while operating an aircraft in a multi-pilot environment that one crew member has a valid medical certificate, no entire crew can operate in a multi-pilot environment on an extended medical. 4) DAMEs may re-schedule new medical examination</p>	<p>Ghana shall recognize differences filed by other States as long as they are within the guidelines presented in that State's details of differences and mitigations.</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
			during this pandemic. 5. Applicants who become aware of medical condition during this time should notify the DAME or Medical Assessor.	

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 Difference</p>	<p>Ghana Civil Aviation (Flight Standards) Directives (GCADs) Part 2 applies.</p>	<p>Ghana shall recognize differences filed by other States as long as they are within the guidelines presented in that State’s details of differences and mitigations.</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>No Differences</p>	<p>Ghana Civil Aviation (Flight Standards) Directives (GCADs) Part 8.10 applies.</p>	<p>Ghana shall recognize differences filed by other States as long as they are within the guidelines presented in that State’s details of differences and mitigations.</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 Differences	Ghana Civil Aviation (Flight Standards) Directives (GCADs) Part 8.10.5 applies.	Ghana shall recognize differences filed by other States as long as they are within the guidelines presented in that State's details of differences and mitigations.



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>	Ghana extends the validity of the Proficiency Checks for 180 days effective 1 July 2020.	Due to unavailability of FSTD facility in Ghana. All personnel subject to this extension shall carry an attachment of proof of the extension to the license/certificate and medical certificate.	Ghana shall recognize differences filed by other States as long as they are within the guidelines presented in that State’s details of differences and mitigations.
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>	No Differences	Ghana Civil Aviation (Flight Standards) Directives (GCADs) Part 8.10 applies.	Ghana shall recognize differences filed by other States as long as they are within the guidelines presented in that State’s details of differences and mitigations.



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>No Differences</p>	<p>Ghana Civil Aviation (Flight Standards) Directives (GCADs) Part 8.10 applies.</p>	<p>Ghana shall recognize differences filed by other States as long as they are within the guidelines presented in that State's details of differences and mitigations.</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 Differences</p>	<p>Ghana Civil Aviation (Flight Standards) Directives (GCADs) Part 8.10 applies.</p>	<p>Ghana shall recognize differences filed by other States as long as they are within the guidelines presented in that State's details of differences and mitigations.</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>	Flight Crew whose proficiency check expires after 1st April 2020 may continue to exercise the privileges of their licenses for an extended period of 180 days.	Due to international travel restrictions in the context of COVID-19 pandemic coupled with the unavailability of FSTD facilities in Ghana, aviation personnel do not have access to training courses or simulators checks. The problem of the implementation of control and supervision functions, as well as certification observations are also faced by aviation inspectors of the Authority. All personnel subject to this extension shall carry an attachment of proof of the extension to the license/ certificate and medical certificate.	Ghana shall recognize differences filed by other States as long as they are within the guidelines presented in that State's details of differences and mitigations.

Guinea				



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>The validity periods of all medical certificates which expire before the end of June 2020 are automatically extended by 3 months by General Exemption related to COVID-19 with the option of additional 3 months if a renewal/revalidation is not possible before the expiry date.</p>	<p>However, the 90-day extension authorization will apply only to pilots who have their medical situation in adequate condition. The situation of the aeronautical personnel who have an exemption will be assessed case by case. This is due to the burden that COVID-19 imposes on the health system and because these tests increase the risk of transmission of the virus through personal contact between Doctors and the Applicant for a Medical Certificate.</p>	<p>We accept other ICAO members States 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
ANNEX 1 Chapter 1 Reference Standard	<p>1.2.5.1.2 A Contracting State, having issued a licence, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence.</p> <p><i>Note 1.— Until 2 November 2022, the maintenance of competency of flight crew or remote flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6.</i></p> <p><i>Note 1.— As of 3 November 2022, the maintenance of competency of flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6.</i></p> <p><i>Note 2.— Until 2 November 2022, maintenance of competency may be satisfactorily recorded in the operator’s records, or in the flight crew member’s personal log book or licence.</i></p> <p><i>Note 2.— As of 3 November 2022, maintenance of competency may be satisfactorily recorded in the operator’s records, or in the flight crew or the remote flight crew member’s personal log book or licence.</i></p> <p><i>Note 3.— Until 2 November 2022, flight crew members may, to the extent deemed feasible by the State of Registry, demonstrate their continuing competency in FSTDs approved by that State.</i></p> <p><i>Note 3.— As of 3 November 2022, flight crew and remote flight crew members may, to the extent deemed feasible by the State of Registry, or Licensing Authority of the State of the Operator, respectively, demonstrate their continuing competency in FSTDs approved by that State.</i></p>	<p>The validity periods of all licenses issued by Guinea CAA which expire before the end of June 2020 will be extended by 3 months by General Exemption related to COVID-19.</p>	<p>Crew shall carry the State Exemption/Extension Letter and any other Documentation issued.</p>	<p>We accept other ICAO members States Differences</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>A four-month renewable extension exemption is granted to licenses whose qualifications: Dangerous Goods, CRM, SMS Online control, periodic control, Recent Simulator Experience which expire before the end of June 2020.</p>	<p>1. Refresher course for all crew members 2. CBT on the plane. 3. Theoretical Knowledge Assessment Test 4. Attach the result of the assessment to the exemption granted.</p>	<p>We accept other ICAO Members States 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. 	No Differences	The type of aircraft being operated by the Guinea AOC holder does not require cruise relief pilot.	We accept other ICAO Members States Differences



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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 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>	Flight Crew whose proficiency check expires after 1st April 2020 may continue to exercise the privileges of their licenses for an extended period of up to 30 June 2020.	No availability of FSTDs due to the lockdown.	We accept other ICAO Members States Differences
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	No General aviation operations in Guinea	We accept other ICAO Members States Differences



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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 Differences</p>	<p>No General aviation operations in Guinea</p>	<p>We accept other ICAO Members States Differences</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 Differences</p>	<p>No helicopter operations in Guinea</p>	<p>We accept other ICAO Members States Differences</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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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>	No Differences	No helicopter operations in Guinea	We accept other ICAO Members States Differences

Guinea-Bissau				
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>	No difference	No case has been identified that may need the establishment of an alleviation measure. In the case of any need that may appears, the AACGB will decide to issue directive or grant a specific authorization, as necessary.	GUINEA-BISSAU recognizes differences notified by 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
<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 difference</p>	<p>No case has been identified that may need the setabliment of an alleviation measure.</p> <p>In case of any need that may appears the AACGB will decide to issue directive or grant a specific autorisation, as necessary.</p>	<p>GUINEA-BISSAU recognizes the differences notified by other States.</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>			
<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 difference</p>	<p>a. GUINEA-BISSAU will advise if the restrictions are maintained after the end of May. b. Not applicable.</p>	<p>Guinea-Bissau recognizes the differences notified by other States.</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. 	No difference	No operator use cruise relief pilot in Guinea-Bissau.	Guinea-Bissau recognizes the differences from others States during the pandemic of COVID-19.



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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 difference	a. Guinea-Bissau will inform/advise restrictions maintained after the end May. b. Not applicable	Guinea-Bissau, recognizes the differences from other States.
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>	No difference	a. GUINEA-BISSAU will inform/advise if the restrictions are maintained after the end of May. b .Not applicable.	GUINEA-BISSAU recognizes the differences notified by other States



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>No difference</p>	<p>a. GUINEA-BISSAU will inform/advise if the restrictions are maintained after the end of May.</p> <p>b. Not applicable</p>	<p>GUINEA-BISSAU recognizes the differences notified by other States.</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>a. GUINEA-BISSAU will inform/advise, if the restrictions are maintained after the end of May.</p> <p>b. Not applicable.</p>	<p>GUINEA-BISSAU recognizes the differences notified by other States.</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>	No difference	a. GUINEA-BISSAU, will inform if the restrictions maintained after the end of May. b. Not applicable.	GUINEA-BISSAU recognizes the differences from other States.

Liberia

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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>Classes 3 Medical Certificates which are issued to air traffic controllers are scheduled to expire 18 November 2020 and will be extended for a period up to 18th March 2021.</p>	<p>This extension is necessary</p> <p>a. Certificate holders may not be able to access Authorized Aviation Medical Examiner (AAME) during this pandemic, owing to the medical examiner involvement in the fight against the pandemic.</p> <p>b. Classes 3 Medical Certificate holders who have limitations or are under additional surveillance by their Authorized Aviation Medical Examiner (AAME) or the LCAA, shall continue to comply with the specified requirements imposed.. Failure to do this may invalidate their medical certificate and /or the applicability of this exemption to them.</p>	<p>Liberia will recognize Differences of other States filed during this COVID-19</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>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>The LCAA will issue extension enabling licensed personnel whose licenses expire after 18 November 2020 to exercise the privileges of their licenses for an extended period of up to 18 March 2021. This applies to Air Traffic Controllers Designated Examiners and Medical Assessor. All personnel subject to the extension have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted. www.lcaa.gov.lr</p>	<p>a. Due to the restrictions imposed as a result of the COVID-19 pandemic it is impossible to conduct checks or assessments for ratings, certificates and licenses at the moment. LCAA will not be issuing or reissuing any license or certificate but will issue extensions to accompany the license or certificate.</p> <p>b. Air Traffic Controllers Designated Examiners and Medical Assessors whose proficiency check expires after 18 November 2020 shall continue to exercise the privileges of their licenses for an extended period of up to 18, March 2021.</p>	<p>Liberia will recognize Differences of other States filed during this 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>			
<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 difference</p>	<p>Not Applicable.</p> <p>LCAA does not issue or reissue any licenses or certificates other than Air Traffic Controller Licenses (LCAA ORDER No.: LCAA/DG/AOC/19/001).</p>	<p>Liberia will recognize differences filed by other contracting States during this COVID -19 pandemic.</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 Difference	Not Applicable. LCAA does not issue or reissue any licenses or certificates other than Air Traffic Controller Licenses (LCAA ORDER No.: LCAA/DG/AOC/19/001).	Liberia will recognize differences filed by other contracting States during this 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>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 Difference	Not Applicable. LCAA does not issue or reissue any licenses or certificates other than Air Traffic Controller Licenses (LCAA ORDER No.: LCAA/DG/AOC/19/001).	Liberia will recognize differences filed by other contracting States during this COVID -19 pandemic.
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 Difference	Not Applicable. LCAA does not issue or reissue any licenses or certificates other than Air Traffic Controller Licenses (LCAA ORDER No.: LCAA/DG/AOC/19/001).	Liberia will recognize differences filed by other contracting States during this 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 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>Not Applicable.</p> <p>LCAA does not issue or reissue any licenses or certificates other than Air Traffic Controller Licenses (LCAA ORDER No.: LCAA/DG/AOC/19/001).</p>	<p>Liberia will recognize differences filed by other contracting States during this COVID -19 pandemic.</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>Not Applicable.</p> <p>LCAA does not issue or reissue any licenses or certificates other than Air Traffic Controller Licenses (LCAA ORDER No.: LCAA/DG/AOC/19/001).</p>	<p>Liberia will recognize differences filed by other contracting States during this COVID -19 pandemic.</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 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 Difference	Not Applicable. LCAA does not issue or reissue any licenses or certificates other than Air Traffic Controller Licenses (LCAA ORDER No.: LCAA/DG/AOC/19/001).	Liberia will recognize differences filed by other contracting States during this COVID -19 pandemic.

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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>	a. Inability to perform aeromedical examinations and assessments required for extension (e.g. closure of certain analysis centers, inability to access an approved medical center). b. Medical certificate valid as of 3/16/2020 www.anac-mali.org . (reference to the ANAC website where information could be obtained) Unrestricted medical certificate	The validity periods of all medical certificates which expire after the end of March 2020, except such containing other than visual limitations are automatically extended by 4 months renewable one time but not exceeding end of November 2020.	Mali recognises 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
<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>ANAC Mali extends the validity of all ratings and certificates which expire after the end of March 2020 by 4 months renewable one time for the period up to end of November 2020.</p> <p>All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>www.anac-mali.org. (reference to the ANAC website where information could be obtained)</p>	<p>a. Since most FSTD are not available due to the COVID-19 crisis and most air operators have suspended operations, it is not possible for pilots to undergo checks or assessments to revalidate ratings/certificates at the moment. Also aircraft maintenance personnel licences cannot be renewed due to the lockdown. Due to this situation it is impossible for the CAA to reissue all licences or extend the ratings/certificates accordingly, which is why the attachment to the licence is required.</p> <p>b. None</p>	<p>Mali recognises differences of other States.</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>	<p>ANAC Mali extends the validity of all ratings and certificates which expire after the end of March 2020 by 4 months renewable one time during the period up to end of November 2020.</p> <p>All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>www.anac-mali.org. (reference to the ANAC website where information could be obtained)</p>	<p>a. Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required.</p> <p>b. None</p>	<p>Mali recognises differences of other States.</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. 	None www.anac-mali.org. (reference to the ANAC website where information could be obtained)	None	Mali recognises differences of other States.



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>	<p>ANAC Mali extends the validity of all ratings and certificates which expire after the end of March 2020 by 8 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted.</p> <p>www.anac-mali.org. (reference to the ANAC website where information could be obtained)</p>	<p>a. Since most FSTD are not available due to the COVID-19 crisis and most air operators have suspended operations, it is not possible for pilots to undergo checks or assessments to revalidate ratings/certificates at the moment. Due to this situation it is impossible for the CAA to reissue all licences or extend the ratings/certificates accordingly, which is why the attachment to the licence is required.</p> <p>b-None</p>	<p>Mali recognises differences of other States</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.	ANAC Mali extends the validity of all ratings and certificates which expire after the end of March 2020 by 8 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted. www.anac-mali.org. (reference to the ANAC website where information could be obtained)	a. Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required. b. None	Mali recognises differences of other States.
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.	ANAC Mali extends the validity of all ratings and certificates which expire after the end of March 2020 by 8 months. All personnel subject to the exemption have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted. www.anac-mali.org. (reference to the ANAC website where information could be obtained)	a. Since most, if not all, air operators have suspended operations due to the COVID-19 crisis, it may not be possible for pilots to meet the requirements for recent experience. Due to this situation, the attachment to the licence is required. b. None	Mali recognises differences of other States.



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>	None. www.anac-mali.org. (reference to the ANAC website where information could be obtained)	None	Mali recognises differences of other States.



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>	None. www.anac-mali.org. (reference to the ANAC website where information could be obtained)	None	Mali recognises differences of other States.

Mauritania

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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>The validity period of all medical certificates which expires between April 30 and July 31, 2020 March is extended by 06 months beyond the corresponding expiration date. Extension granted is carried directly on the applicant's license Circular n°00011 dated 11/05/2020 Is posted to the anac website : site.anac.mr/fr/index.php/antennes/decisions</p>	<p>A) 1-Inability to carry out the aero medical examinations and assessments necessary for extension (for example, ANAC approved centers closed, lack of means of transport, inability to access an approved medical center); 2-medical certificate valid as of 03/16/2020 3-unrestricted medical certificate. B)- Class 1 medical certificate holders and Class 3 medical certificate holders benefitting from this extension shall hold a valid Class 1 or Class 3 medical certificate without restrictions, except visual ones</p>	<p>Mauritania recognize temporary differences from other states submitted through CCRD</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
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>Mauritania extends the validity of all ratings and certificates which expire between April 30 and July 31, 2020 by 6 months renewable one time during the period up to end of November 2020. Extension granted is carried directly on the applicant's license. Extension granted is carried directly on the applicant's license</p>	<p>A) Since most FSTD are not available due to the COVID-19 crisis and most Air Operators have suspended operations, it is not possible for pilots to undergo checks or assessment to revalidate ratings/certificates at the moment. Also the maintenance personnel licenses cannot be renewed do to the lockdown. Due to this situation it is impossible for the CAA to reissue all licenses or extend the rating certificates. Accordingly which is why the extension is required.</p>	<p>Mauritania recognize temporary differences from other states submitted through CCRD</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>	Mauritania extends the validity of recent experience for flight crew that expire between April 30 and July 31, 2020, by 6 months renewable once during the period up to end of November 2020. Circular n °00011dated 11/05/2020 Is posted to the anac website : site.anac.mr/fr/index.php/antennes/decisions	A)- Since most, if not all, air operators have suspended operations due to the COVID 19 crisis; it may not be possible for pilots to meet the requirements for recent experience due to this situation. Accordingly which is why the extension is required B)-1. Licence holders benefiting from this extension shall comply with all of the following: (a) they shall hold a valid class or type rating; (b) they shall operate under the management system of their organization; (c) they shall have received refresher training, followed by the completion of an assessment by means established by the operator to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class- or type – specific abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment as per point (c), either the inspector of ANAC or a type rating examiner	Mauritania recognize temporary differences from other states submitted through 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
			<p>(TRE) nominated by the operator shall endorse the license, as appropriate, with the new expiry date B)-2. Operators benefiting from this extension shall comply with all of the following: 1-in the case of operator proficiency checks (OPC) in accordance with RTA6 OPS 1 (9.4.1.1) as well as line-oriented evaluation in accordance with point RTA6 OPS 1 (9.6.6.3), if applicable, the operator shall ensure that flight crew benefitting from this extension shall comply with point 1) above and any additional operations specifications related exercises, as applicable. 2-In case of operator emergency and safety equipment training and checking, ground and flight training, OPC for commercial operations, cabin crew recurrent training and checking, technical crew recurrent training, the operator shall ensure flight crew members complete additional training through any means.</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. 	<p>Mauritania extends the validity of all training and checking listed below for flight and cabin crew that expire between April 30 and July 31, 2020, by 6 months renewable once during the period up to end of November 2020. Circular n °00011dated 11/05/2020 Is posted to the anac website : site.anac.mr/fr/index.php/antennes/decisions</p>	<p>A) Since most of the training centers are not available due to the COVID-19 crisis and most Air Operators have suspended operations, it is not possible for flight and cabin crew to undergo checks or assessment to revalidate ratings/certificates at the moment. Due to this situation it is impossible for the CAA to reissue all licenses or extend the rating certificates. Accordingly which is why the extension is required</p>	<p>Mauritania recognize temporary differences from other states submitted through CCDR</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;">9.4.4 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>Mauritania extends the validity of Pilot proficiency checks for that expire between April 30 and July 31, 2020 six (6) months renewable once during the period up to end of November 2020. Extension granted is carried directly on the applicant’s license. Circular n°00011dated 11/05/2020 is posted to the anac website : site.anac.mr/fr/index.php/antennes/decisions</p>	<p>A)-Since most FSTD are not available due to the COVID-19 crisis and most Air Operators have suspended operations, it is not possible for pilots to undergo checks or assessment to do their Pilot proficiency checks at the moment. Due to this situation it is impossible for the CAA to reissue all licenses or extend the rating certificates. Accordingly which is why the extension is required. B)-1. Licence holders benefiting from this extension shall comply with all of the following: (a)they shall hold a valid class or type rating; (b)they shall operate under the management system of their organization; (c)they shall have received refresher training, followed by the completion of an assessment by means established by the operator to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class- or type – specific abnormal and emergency</p>	<p>Mauritania recognize temporary differences from other states submitted through CCRD</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>procedures. Upon successful completion of the refresher training and the assessment as per point (c), either the inspector of ANAC or a type rating examiner (TRE) nominated by the operator shall endorse the license, as appropriate, with the new expiry date . B)-2. Operators benefiting from this extension shall comply with all of the following: 1-in the case of operator proficiency checks (OPC) in accordance with RTA6 OPS 1 (9.4.1.1) as well as line-oriented evaluation in accordance with point RTA6 OPS 1 (9.6.6.3), if applicable, the operator shall ensure that flight crew benefitting from this extension shall comply with point 1) above and any additional operations specifications related exercises, as applicable. 2-In case of operator emergency and safety equipment training and checking, ground and flight training, OPC for commercial operations, cabin crew recurrent training and checking, technical crew recurrent training, the</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
			operator shall ensure flight crew members complete additional training through any means.	
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.	Mauritania extends the validity of recent experience for flight crew that expire between April 30 and July 31, 2020, by 6 months renewable once during the period up to end of November 2020. Circular n °00011dated 11/05/2020 Is posted to the anac website : site.anac.mr/fr/index.php/antennes/decisions	A) Since most, if not all, air operators have suspended operations due to the COVID 19 crisis, it may not be possible for pilots to meet the requirements for recent experience due to this situation. Accordingly which is why the extension is required	Mauritania recognize temporary differences from other states submitted through CCRD
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.	Mauritania extends the validity of recent experience for flight crew that expire between April 30 and July 31, 2020, by 6 months renewable once during the period up to end of November 2020. Circular n °00011dated 11/05/2020 Is posted to the anac website : site.anac.mr/fr/index.php/antennes/decisions	A) Since most, if not all, air operators have suspended operations due to the COVID 19 crisis, it may not be possible for pilots to meet the requirements for recent experience due to this situation. Accordingly which is why the extension is required	Mauritania recognize temporary differences from other states submitted through 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>	Mauritania extends the validity of recent experience for flight crew that expire between April 30 and July 31, 2020, by 6 months renewable once during the period up to end of November 2020. Circular n °00011dated 11/05/2020 Is posted to the anac website : site.anac.mr/fr/index.php/antennes/decisions	A) Since most, if not all, air operators have suspended operations due to the COVID 19 crisis, it may not be possible for pilots to meet the requirements for recent experience due to this situation. Accordingly which is why the extension is required. B)-1. Licence holders benefiting from this extension shall comply with all of the following: (a) they shall hold a valid class or type rating; (b) they shall operate under the management system of their organization; (c) they shall have received refresher training, followed by the completion of an assessment by means established by the operator to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class- or type – specific abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment as per point (c), either the inspector of ANAC or a type rating examiner	Mauritania recognize temporary differences from other states submitted through CCR



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>(TRE) nominated by the operator shall endorse the license, as appropriate, with the new expiry date B)-2. Operators benefiting from this extension shall comply with all of the following: 1-in the case of operator proficiency checks (OPC) as well as line-oriented evaluation, if applicable, the operator shall ensure that flight crew benefitting from this extension shall comply with point 1) above and any additional operations specifications related exercises, as applicable. 2-In case of operator emergency and safety equipment training and checking, ground and flight training, OPC for commercial operations, cabin crew recurrent training and checking, technical crew recurrent training, the operator shall ensure flight crew members complete additional training through any means.</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>	Mauritania extends the validity of Pilot proficiency checks for that expire between April 30 and July 31, 2020 6 months renewable once during the period up to end of November 2020. Extension granted is carried directly on the applicant's license. Circular n °00011dated 11/05/2020 Is posted to the anac website : site.anac.mr/fr/index.php/antennes/decisions	A) Since most FSTD are not available due to the COVID-19 crisis and most Air Operators have suspended operations, it is not possible for pilots to undergo checks or assessment to do their Pilot proficiency checks at the Moment. Due to this situation it is impossible for the CAA to reissue all Licenses or extend the rating certificates. Accordingly which is why the extension is required. B)-1. Licence holders benefiting from this extension shall comply with all of the following: (a)they shall hold a valid class or type rating; (b)they shall operate under the management system of their organization; (c)they shall have received refresher training, followed by the completion of an assessment by means established by the operator to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class- or type – specific	Mauritania recognize temporary differences from other states submitted through 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
			<p>abnormal and emergency procedures. Upon successful completion of the refresher training and the assessment as per point (c), either the inspector of ANAC or a type rating examiner (TRE) nominated by the operator shall endorse the license, as appropriate, with the new expiry date B)-2. Operators benefiting from this extension shall comply with all of the following: 1-in the case of operator proficiency checks (OPC) as well as line-oriented evaluation, if applicable, the operator shall ensure that flight crew benefitting from this extension shall comply with point 1) above and any additional operations specifications related exercises, as applicable. 2-In case of operator emergency and safety equipment training and checking, ground and flight training, OPC for commercial operations , cabin crew recurrent training and checking, technical crew recurrent training, the operator shall ensure flight crew members complete additional training through</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
			any means.	

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<p>ANNEX 1 Chapter 1 Reference</p> <p>Standard</p>	<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>RAN 01 Partie A, 1.2.4 The period of validity of crew members's medical certificates, which expire before the 30 June 2020 , is extended for three (03) months from the date of expiry, with August 31 , 2020 as maximum validity..</p>	<p>Due to COVID 19 crisis, this is necessary, since there are no aeromedical centers in Niger and designated medical examiners class 1 who could revalidate medical certificates are not available. Crew members have to submit application for a revalidation to the CAA either physically or by electronic means, whichever is feasible. The revalidation is granted after a favorable opinion from a designated medical examiner class 2. All personnel subject to the exemption have to carry an attachment to their medical certificate/licence to make inspectors aware of the exemption. The request for extension must be accompanied by mitigation measures acceptable for ANAC-NIGER..</p>	<p>Niger accepts differences from other contracting states.</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>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>RAN 01 Partie A, 1.2.5 The period of validity of licenses , qualifications , certificates of aeronautical personnel which expires before 30 June 2020 , is extended for three (03) months from the date of expiry, with August 31 , 2020 as maximum validity..</p>	<p>English Proficiency : Given the closure of approved examination centers ,a pilot can end up in inability to be reassessed within the required time. Type ratings, in class and IR for pilots : Inability to meet all the criteria for extension of a class rating, type ratings or IR (e.g. unavailability of flight simulator or flight in order to go to a center for proficiency check). Type rating and Category for aircraft maintenance technicians: Unable to meet conditions to maintain the validity of an aircraft maintenance license (e.g. maintenance experience of six (06) months not met). Any request for exemption / information must be sent to ANAC - NIGER via this link : anacniger@hotmail.com All personnel subject to the exemption have to carry an attachment to their medical certificate/licence to make inspectors aware of the exemption.</p>	<p>Niger accepts differences from other contracting states.</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>			
<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>RAN 06 partie 1C, 6.6.4.1 (a) et (b). An extension of three (03) months is given to pilots whose recent experience expires before 30 June 2020 with August 31, 2020 as maximum validity .</p>	<p>The suspension of flights caused by the health crisis compromises the compliance with requirements of recent experience imposed by regulations, regarding pilots . Also , the unavailability of simulators , located abroad, does not allow operators to respect recent experience . The operator must introduce a request for exemption in accordance with the exemption procedure in force..</p>	<p>Niger accepts differences from other contracting states.</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
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.	Not applicable.	Niger accepts differences from other contracting states..



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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 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>	RAN 06 partie 1C, 6.6.4.4 (a). The validity of skills check which expire before June 30, 2020, is extended for three (03) months, counting the date of expiry, with August 31, 2020 as maximum validity.	The unavailability of simulators (based abroad) and the suspension of flights do not allow pilots to perform a skills check at a training center. The operator must introduce a request for exemption in accordance with the derogation procedure in force , in order to be able to continue using the privileges of the license.	Niger accepts differences from other contracting states.
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>	RAN 06 partie 2, 6.7.4.2 (a). An extension of three (03) months is given to pilots whose recent experience expires before 30 June 2020 with August 31,2020 as maximum validity.	Pilot training, involving International General Aviation, cannot be carried out due to inaccessibility of foreign training centers during the COVID-19 period. The operator must introduce a request for exemption in accordance with the current procedure on granting of exemptions..	Niger accepts differences from other contracting states.



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>RAN 06 partie 2, 6.7.4.2 (a). An extension of three (03) months is given to pilots whose recent experience expires before 30 June 2020 with August 31,2020 as maximum validity.</p>	<p>Pilot training, involving International General Aviation, cannot be carried out due to inaccessibility of foreign training centers during the COVID-19 period. The operator must introduce a request for exemption in accordance with the current procedure on granting of exemptions.</p>	<p>Niger accepts differences from other contracting states.</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>RAN 06 partie 3, 6.7.1.4 A et B. Not applicable.</p>	<p>Until now, Niger does not have helicopter operator.</p>	<p>Niger accepts differences from other contracting states.</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>	RAN 06 partie 3, 6.7.1.4 D. Not applicable.	Until now, Niger does not have helicopter operator.	Niger accepts differences from other contracting states..

Nigeria

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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>The Validity of the exemption which was earlier issued on 1st April 2020 to expire on 30th June 2020 is hereby extended for a further Six (6) Months and shall expire on 31st December 2020.</p>	<ul style="list-style-type: none"> Continued provision of intercurrent medical reports in cases where reports are required by NCAA. During this period (and possibly beyond), there will be medical certificate holders who need to provide reports (e.g. annual cardiology review for coronary artery disease, six-monthly and annual diabetic follow -up report, HIV six-monthly and annual report, annual psychiatry report, annual ophthalmologist report etc) to their AAME and/or the NCAA in the normal way but preferably by email to maintain their certificatory status. These actions should continue, and medical certificate holders should ensure they provide the reports as required in a timely manner. Medical Certificate holders are advised to carry out these required medical reviews and tests early to avoid subsequent difficulties. Where medical certificate holders experience difficulties with their private doctors or consultant specialist, their AAME may 	<p>Differences filed by other Contracting States will be recognized by Nigeria during the COVID-19 pandemic provided risk management measures put in place by the Contracting State are complied with.</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>be able to advise them of alternative providers, doctors or specialists who can provide them with the clinical reports and/or tests.</p> <p>In situations where a medical certificate holder has difficulties that cannot be easily overcome, they are to contact the Authority or their AAME to discuss on the possibility of extending the deadline for the submission of the report or test.</p> <p>Failure of a Medical certificate holder to submit the required medical report or test or seek extension to the deadline for submission of the report or test from the Authority or AAME, the Authority may withdraw the exemption granted.</p> <p>If it is not possible to maintain safety assurance, then unfortunately some Commercial pilots, Flight Engineers, Private Pilots, Student pilots, Cabin crew and ATCOs will need to be declared Medically unfit until assurance is regained</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>The NCAA will issue an extension enabling licensed personnel whose licences expire after 1st April 2020 to exercise the privileges of their licences for an extended period of up to 31st December 2020. This applies to the following licence categories: Pilot ; Air Traffic Controller ;Cabin Crew ;Aircraft Maintenance Engineer ;Flight Dispatcher ;Aeronautical Station Operator ;Air Traffic Safety Electronics Personnel ;Designated Examiners ;</p>	<p>The relief is subject to the AOC holder submitting to the NCAA a Safety Risk Assessment and measures put in place to manage this risk. The measures put in place shall include at least an alternative means of compliance with Simulator License Proficiency Checks that should include in-house refresher training on (1) usage of normal checklist (2) normal checklist and procedures and (3) emergency checklist and procedures to be conducted by an NCAA approved check airman or training captain prior to submission of a Pilot’s license for renewal and before exercising the privileges of licence.</p>	<p>Differences filed by other Contracting States will be recognized by Nigeria during the COVID-19 pandemic provided risk management measures put in place by the Contracting State are complied with.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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

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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>Under the unprecedented COVID-19 Pandemic, access to flight simulator training facility is restricted and therefore ICAO has recognised the need for temporary deviation by State from some ICAO Standards and Recommended Practices. Based on the ICAO CCRD (COVID-19 Contingency Related Differences) provisions, the NCAA hereby grants an exemption that extends the Pilot Take-off and Landing Recency of experience by additional 60 days beyond the 90 days requirement. The exemption covers pilots due in April, May, and June 2020</p>	<p>Alleviations should be commensurate to the recent experience gained by the concerned pilots. Therefore, pilots could be clustered into 3 groups:</p> <ol style="list-style-type: none"> 1. fully recent (3 TO/LDG in 90 days) 2. partially recent (1 or 2 TO/LDG in 90 days), and 3. not recent (no TO/LDG in 90 days). <p>The extent of alleviations should be proportionate to the concerned pilots’ flight experience (total and on the type) and qualifications.</p> <p>This relief is subject to the AOC holder submitting to the NCAA a satisfactory Safety Risk Assessment and the associated measures put in place to manage this risk to ALARP (As Low As Reasonably Practicable).</p> <p>The operator’s safety risk assessment should:</p> <ol style="list-style-type: none"> 1. address the potential severity of the pilot’s competency deterioration related to the extended absence from flying duties. 2. consider the cumulative effect of other relevant 	<p>Differences filed by other Contracting States will be recognized by Nigeria during the COVID-19 pandemic provided risk management measures put in place by the Contracting State are complied with.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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			alleviations, for example extended validity period of pilot proficiency checks plus lack of recency. 3. provide appropriate mitigations measures to reduce the risks identified as far as possible. 4. determine which pilot should be pilot flying.	



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. 	<p>Under the unprecedented COVID-19 Pandemic, access to flight simulator training facility is restricted and therefore ICAO has recognised the need for temporary deviation by State from some ICAO Standards and Recommended Practices. Based on the ICAO CCRD (COVID-19 Contingency Related Differences) provisions, the NCAA hereby grants an exemption that extends the Pilot Take-off and Landing Recency of experience by additional 60 days beyond the 90 days requirement. The exemption covers pilots due in April, May, and June 2020. This will continue until midnight of 31st August ,2020 (UTC+1hr)</p>	<p>Alleviations should be commensurate to the recent experience gained by the concerned pilots. Therefore, pilots could be clustered into 3 groups:</p> <ol style="list-style-type: none"> 1. fully recent (3 TO/LDG in 90 days) 2. partially recent (1 or 2 TO/LDG in 90 days), and 3. not recent (no TO/LDG in 90 days). <p>The extent of alleviations should be proportionate to the concerned pilots' flight experience (total and on the type) and qualifications.</p> <p>This relief is subject to the AOC holder submitting to the NCAA a satisfactory Safety Risk Assessment and the associated measures put in place to manage this risk to ALARP (As Low As Reasonably Practicable).</p> <p>The operator's safety risk assessment should:</p> <ol style="list-style-type: none"> 1. address the potential severity of the pilot's competency deterioration related to the extended absence from flying duties. 2. consider the cumulative effect of other relevant 	<p>Differences filed by other Contracting States will be recognized by Nigeria during the COVID-19 pandemic provided risk management measures put in place by the Contracting State are complied with.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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			alleviations, for example extended validity period of pilot proficiency checks plus lack of recency. 3. provide appropriate mitigations measures to reduce the risks identified as far as possible. 4. determine which pilot should be pilot flying.	
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>	Under the unprecedented COVID-19 Pandemic, access to flight simulator training facility is restricted and therefore ICAO has recognised the need for temporary deviation by State from some ICAO Standards and Recommended Practices. Based on the ICAO CCRD (COVID-19 Contingency Related Differences) provisions, the NCAA hereby grants an exemption that permits pilots to renew and continue to exercise the privileges of their licences without complying with the full Pilot Proficiency - Commercial air Transport Operations requirements of the regulations for 6months . The exemption covers pilots due in April, May, and June 2020.	The relief is subject to the AOC holder submitting to the NCAA a Safety Risk Assessment and measures put in place to manage this risk. The measures put in place shall include at least an alternative means of compliance with Simulator License Proficiency Checks that should include in-house refresher training on (1) usage of normal checklist (2) normal checklist and procedures and (3) emergency checklist and procedures to be conducted by an NCAA approved check airman or training captain prior to submission of a Pilot’s license for renewal and before exercising the privileges of licence.	Differences filed by other Contracting States will be recognized by Nigeria during the COVID-19 pandemic provided risk management measures put in place by the Contracting State are complied with.



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>3.9.4.2 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>Under the unprecedented COVID-19 Pandemic, access to flight simulator training facility is restricted and therefore ICAO has recognised the need for temporary deviation by State from some ICAO Standards and Recommended Practices. Based on the ICAO CCRD (COVID-19 Contingency Related Differences) provisions, the NCAA hereby grants an exemption that extends the Pilot Take-off and Landing Recency of experience by additional 60 days beyond the 90 days requirement. The exemption covers pilots due in April, May, and June 2020</p>	<p>Alleviations should be commensurate to the recent experience gained by the concerned pilots. Therefore, pilots could be clustered into 3 groups:</p> <ol style="list-style-type: none"> 1. fully recent (3 TO/LDG in 90 days) 2. partially recent (1 or 2 TO/LDG in 90 days), and 3. not recent (no TO/LDG in 90 days). <p>The extent of alleviations should be proportionate to the concerned pilots' flight experience (total and on the type) and qualifications.</p> <p>This relief is subject to the AOC holder submitting to the NCAA a satisfactory Safety Risk Assessment and the associated measures put in place to manage this risk to ALARP (As Low As Reasonably Practicable).</p> <p>The operator's safety risk assessment should:</p> <ol style="list-style-type: none"> 1. address the potential severity of the pilot's competency deterioration related to the extended absence from flying duties. 2. consider the cumulative effect of other relevant 	<p>Differences filed by other Contracting States will be recognized by Nigeria during the COVID-19 pandemic provided risk management measures on PIC recent experience put in place by the Contracting State are complied with.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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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.	Under the unprecedented COVID-19 Pandemic, access to flight simulator training facility is restricted and therefore ICAO has recognised the need for temporary deviation by State from some ICAO Standards and Recommended Practices. Based on the ICAO CCRD (COVID-19 Contingency Related Differences) provisions, the NCAA hereby grants an exemption that extends the Pilot Take-off and Landing Recency of experience by additional 60 days beyond the 90 days requirement. The exemption covers pilots due in April, May, and June 2020	Alleviations should be commensurate to the recent experience gained by the concerned pilots. Therefore, pilots could be clustered into 3 groups: 1. fully recent (3 TO/LDG in 90 days) 2. partially recent (1 or 2 TO/LDG in 90 days), and 3. not recent (no TO/LDG in 90 days). The extent of alleviations should be proportionate to the concerned pilots' flight experience (total and on the type) and qualifications. This relief is subject to the AOC holder submitting to the NCAA a satisfactory Safety Risk Assessment and the associated measures put in place to manage this risk to ALARP (As Low As Reasonably Practicable). The operator's safety risk assessment should: 1. address the potential severity of the pilot's competency deterioration related to the extended absence from flying duties. 2. consider the cumulative effect of other relevant	Differences filed by other Contracting States will be recognized by Nigeria during the COVID-19 pandemic provided risk management measures co-pilot recent experience put in place by the Contracting State are complied with.



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 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>Under the unprecedented COVID-19 Pandemic, access to flight simulator training facility is restricted and therefore ICAO has recognised the need for temporary deviation by State from some ICAO Standards and Recommended Practices. Based on the ICAO CCRD (COVID-19 Contingency Related Differences) provisions, the NCAA hereby grants an exemption that extends the Pilot Take-off and Landing Recency of experience by additional 60 days beyond the 90 days requirement. The exemption covers pilots due in April, May, and June 2020</p>	<p>Alleviations should be commensurate to the recent experience gained by the concerned pilots. Therefore, pilots could be clustered into 3 groups:</p> <ol style="list-style-type: none"> 1. fully recent (3 TO/LDG in 90 days) 2. partially recent (1 or 2 TO/LDG in 90 days), and 3. not recent (no TO/LDG in 90 days). <p>The extent of alleviations should be proportionate to the concerned pilots’ flight experience (total and on the type) and qualifications.</p> <p>This relief is subject to the AOC holder submitting to the NCAA a satisfactory Safety Risk Assessment and the associated measures put in place to manage this risk to ALARP (As Low As Reasonably Practicable).</p> <p>The operator’s safety risk assessment should:</p> <ol style="list-style-type: none"> 1. address the potential severity of the pilot’s competency deterioration related to the extended absence from flying duties. 2. consider the cumulative effect of other relevant 	<p>Differences filed by other Contracting States will be recognized by Nigeria during the COVID-19 pandemic provided risk management measures put in place by the Contracting State are complied with.</p>



COVID-19 Alleviation measures by ICAO Region sorted by State

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ANNEX 6 Chapter 7 Reference Standard	<p>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>	Under the unprecedented COVID-19 Pandemic, access to flight simulator training facility is restricted and therefore ICAO has recognised the need for temporary deviation by State from some ICAO Standards and Recommended Practices. Based on the ICAO CCRD (COVID-19 Contingency Related Differences) provisions, the NCAA hereby grants an exemption that permits pilots to renew and continue to exercise the privileges of their licences without complying with the full Pilot Proficiency - Commercial air Transport Operations requirements of the regulations for 6months . The exemption covers pilots due in April, May, and June 2020.	The relief is subject to the AOC holder submitting to the NCAA a Safety Risk Assessment and measures put in place to manage this risk. The measures put in place shall include at least an alternative means of compliance with Simulator License Proficiency Checks that should include in-house refresher training on (1) usage of normal checklist (2) normal checklist and procedures and (3) emergency checklist and procedures to be conducted by an NCAA approved check airman or training captain prior to submission of a Pilot’s license for renewal and before exercising the privileges of licence.	Differences filed by other Contracting States will be recognized by Nigeria during the COVID-19 pandemic provided risk management measures put in place by the Contracting State are complied with.

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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>	No difference	With reference to State Letter AN/11/55-20/50, requesting from states to implement related contingency measures which allow the airlines greater flexibility and support the Operational measures to ensure safe operations during the COVID-19. We have the honor to inform that São Tomé and Príncipe recognize the differences issued by others states. By now, we don't have any case that suggest us to issue an exemption, but in case we decide to create or authorize, we will update and resubmit with all indication and directive.	Sao Tome and Principe 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>	No difference	With reference to State Letter AN/11/55-20/50, requesting from states to implement related contingency measures which allow the airlines greater flexibility and support the Operational measures to ensure safe operations during the COVID-19. We have the honor to inform that São Tomé and Príncipe recognize the differences issued by others states. By now, we don’t have any case that suggest us to issue an exemption, but in case we decide to create or authorize, we will update and resubmit with all indication and directive.	Sao Tome and Principe 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
	<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 difference</p>	<p>With reference to State Letter AN/11/55-20/50, requesting from states to implement related contingency measures which allow the airlines greater flexibility and support the Operational measures to ensure safe operations during the COVID-19. We have the honor to inform that São Tomé and Príncipe recognize the differences issued by others states. By now, we don’t have any case that suggest us to issue an exemption, but in case we decide to create or authorize, we will update and resubmit with all indication and directive.</p>	<p>Sao Tome and Principe recognizes differences of other States.</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 difference	With reference to State Letter AN/11/55-20/50, requesting from states to implement related contingency measures which allow the airlines greater flexibility and support the Operational measures to ensure safe operations during the COVID-19. We have the honor to inform that São Tomé and Príncipe recognize the differences issued by others states. By now, we don't have any case that suggest us to issue an exemption, but in case we decide to create or authorize, we will update and resubmit with all indication and directive.	Sao Tome and Principe recognizes differences of other States.



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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 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 difference	With reference to State Letter AN/11/55-20/50, requesting from states to implement related contingency measures which allow the airlines greater flexibility and support the Operational measures to ensure safe operations during the COVID-19. We have the honor to inform that São Tomé and Príncipe recognize the differences issued by others states. By now, we don’t have any case that suggest us to issue an exemption, but in case we decide to create or authorize, we will update and resubmit with all indication and directive.	Sao Tome and Principe recognizes differences of other States.



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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 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 difference	With reference to State Letter AN/11/55-20/50, requesting from states to implement related contingency measures which allow the airlines greater flexibility and support the Operational measures to ensure safe operations during the COVID-19. We have the honor to inform that São Tomé and Príncipe recognize the differences issued by others states. By now, we don't have any case that suggest us to issue an exemption, but in case we decide to create or authorize, we will update and resubmit with all indication and directive.	Sao Tome and Principe recognizes differences of other States.



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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 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 difference	With reference to State Letter AN/11/55-20/50, requesting from states to implement related contingency measures which allow the airlines greater flexibility and support the Operational measures to ensure safe operations during the COVID-19. We have the honor to inform that São Tomé and Príncipe recognize the differences issued by others states. By now, we don't have any case that suggest us to issue an exemption, but in case we decide to create or authorize, we will update and resubmit with all indication and directive.	Sao Tome and Principe recognizes differences of other States.



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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 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 difference	With reference to State Letter AN/11/55-20/50, requesting from states to implement related contingency measures which allow the airlines greater flexibility and support the Operational measures to ensure safe operations during the COVID-19. We have the honor to inform that São Tomé and Príncipe recognize the differences issued by others states. By now, we don’t have any case that suggest us to issue an exemption, but in case we decide to create or authorize, we will update and resubmit with all indication and directive.	Sao Tome and Principe recognizes differences of other States.



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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>	No difference	With reference to State Letter AN/11/55-20/50, requesting from states to implement related contingency measures which allow the airlines greater flexibility and support the Operational measures to ensure safe operations during the COVID-19. We have the honor to inform that São Tomé and Príncipe recognize the differences issued by others states. By now, we don't have any case that suggest us to issue an exemption, but in case we decide to create or authorize, we will update and resubmit with all indication and directive.	Sao Tome and Principe recognizes differences of other States.

Senegal

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 period of validity of the expired medical certificates are extended up to September, 30th 2020. The related Circular note n° 1488 dated 30th, June 2020 is posted to the ANACIM website (www.anacim.sn).	a- Due to the COVID-19, there is no possibility to undergo a medical assessment in a reasonable period. b- The licence holder must feel healthy before operations.	SENEGAL will recognize the differences published in the CCRD-EFOD by other contracting states during the COVID-19 pandemic.
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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
<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>ANACIM has issued a Circular note to extend the validity period of the licences up to 30th, September 2020. The licence holder must have a copy of the said circular note n° 1488 dated 30th, June 2020.</p>	<p>a- Due to the COVID-19 pandemic, ANACIM has received many requests for exemption explaining their difficulties to undergo medical assessment and proficiency checks. b. The licence holder must have a copy of circular n° 1488 dated 30th, June 2020.</p>	<p>SENEGAL will recognize the differences published in the CCRD-EFOD by other contracting states during the COVID-19 pandemic.</p>



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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>No difference.</p>	<p>a. SENEGAL will advise if needed. For the moment there is no request because there were some humanitarian flights during the pandemic. b. N/A.</p>	<p>SENEGAL will recognize the differences published in the CCRD-EFOD by other contracting states during the COVID-19 pandemic.</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
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 difference.	<ul style="list-style-type: none"> a. No operator in SENEGAL do use cruise cruise relief pilot. b. Not applicable. 	SENEGAL will recognize the differences published in the CCRD-EFOD by other contracting 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
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 difference.	a. SENEGAL will advise if needed. For the moment there is no request because there were some humanitarian flights during the pandemic. b. N/A.	SENEGAL will recognize the differences published in the CCRD-EFOD by other contracting states during the COVID-19 pandemic.
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>	No difference.	a. SENEGAL will advise if needed. For the moment there is no request because there were some humanitarian flights during the pandemic. b. N/A.	SENEGAL will recognize the differences published in the CCRD-EFOD by other contracting states during the COVID-19 pandemic.



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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>a. SENEGAL will advise if needed. For the moment there is no request because there were some humanitarian flights during the pandemic. b. N/A.</p>	<p>SENEGAL will recognize the differences published in the CCRD-EFOD by other contracting states during the COVID-19 pandemic.</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>a. SENEGAL will advise if needed. For the moment there is no request; b. N/A.</p>	<p>SENEGAL will recognize the differences published in the CCRD-EFOD by other contracting states during the COVID-19 pandemic.</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>	No difference.	a. SENEGAL will advise if needed. For the moment there is no request. b. N/A.	SENEGAL will recognize the differences published in the CCRD-EFOD by other contracting states during the COVID-19 pandemic.

Sierra Leone

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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>No Difference; Classes 1 ,2 and 3 Medical Certificates coming due after 31st March 2020 was extended for periods up to 30th September 2020.</p>	<p>a. Certificate holders may not be able to access Authorized Aviation Medical Examiners (AAME) during this pandemic, due to the restrictions imposed by government. b. Classes 1, 2 and 3 Medical Certificate holders who have limitations or are under additional surveillance by their Authorized Aviation Medical Examiner (AAME) or the SLCAA, should continue to comply with the specified requirements imposed. Failure to do this may invalidate their medical certificate and /or the applicability of this exemption to them.</p>	<p>Sierra Leone will recognise Differences of other States filed during this COVID-19 pandemic</p>



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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>No Difference; The SLCAA issued extension enabling licensed personnel whose licences expire after 31st March 2020 to exercise the privileges of their licences for an extended period of up to 30th September 2020. This applied to Air Traffic Controllers and Designated Examiners. All personnel subject to the extension have to carry an attachment to the license/certificate and medical certificate which refers to the exemption granted. Information can be found on the SLCAA website www.slcaa.gov.sl</p>	<p>a. Due to the restrictions during this COVID-19 pandemic it is not possible to conduct checks or assessments for ratings, certificates and licences at the moment. b. The extension attachment to the Licence is required.</p>	<p>Sierra Leone will recognise Differences of other States filed during this 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>			
<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 Difference.</p>	<p>Sierra Leone does not issue or reissue any licences other than Air Traffic Controller Licence (see SLCAA Order No. 1 - SLCAA/DG/PEL/19/001)</p>	<p>Sierra Leone will recognise differences filed by other contracting States during this COVID -19 pandemic.</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 Difference.	Not applicable.	Sierra Leone will recognise differences filed by other contracting States during this 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>	No Difference.	Not applicable	Sierra Leone will recognise differences filed by other contracting States during this COVID-19 pandemic.
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>	No Difference.	Not applicable.	Sierra Leone will recognise differences filed by other contracting States during this 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 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>Not applicable</p>	<p>Sierra Leone will recognise differences filed by other contracting States during this COVID-19 pandemic.</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>Not applicable</p>	<p>Sierra Leone will recognise differences filed by other contracting States during this COVID-19 pandemic.</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>	No Difference	Not applicable	Sierra Leone will recognise differences filed by other contracting States during this COVID-19 pandemic.

St Helena, UK Overseas Territories:

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>	N/A - St Helena does not issue OTAR 61 Licences		St Helena accepts other State's differences
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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>	N/A - St Helena does not issue OTAR 61 Licences		St Helena accepts other State's differences



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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>N/A - St Helena does not issue OTAR 61 Licences</p>		<p>St Helena accepts other State's differences</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
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 difference	Nil	St Helena accepts other State's differences



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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 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>	OTAR 135/121.1115(a) The validity of the Operator proficiency checks may be extended until 31 October 2020 therefore the maximum period between checks may be 12 months (October 2019 to October 2020).	Pilots will not be able to undertake their proficiency check in an aircraft or FSTD without coming into close proximity of another person (co-pilot or examiner). This would be against medical advice during the Covid 19 Pandemic.	St Helena accepts other State's differences
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 difference	Nil	St Helena accepts other State's differences



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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 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>Nil</p>	<p>St Helena accepts other State's differences</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>N/A - St Helena does not issue OTAR 61 Licences</p>		<p>St Helena accepts other State's differences</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
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>	OTAR 135/121.1115(a) The validity of the Operator proficiency checks may be extended until 31 October 2020 therefore the maximum period between checks may be 12 months (October 2019 to October 2020).	Pilots will not be able to undertake their proficiency check in an aircraft or FSTD without coming into close proximity of another person (co-pilot or examiner). This would be against medical advice during the Covid 19 Pandemic.	St Helena accepts other State's differences

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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>The validity periods of all medical certificates without limitations except visual ones, valid as of 26th March 2020 and which expire before the end of June 2020, are extended by 3 months from the expiration date, with maximum validity limited to 31st August 2020, subject to certain conditions. Ref: Circular N°20/20/ANAC/DG of 14th April 2020, available link: www.anac-togo.tg/wp-content/uploads/2020/04/Circulaire-N%C2%B0020-_Mesures-op%C3%A9rationnelles-PEL.pdf Medical certificate extension alleviation measures will not be valid from 1st September 2020. From this date, normal medical certificate will be issued.</p>	<p>a. To reduce the severity of the disruptions that would occur due to the negative effect of the air transport activities immobilization and unavailability of medical examiner during COVID-19 pandemic, in order to maintain calendar validity of medical certificates, and to allow a resilient air transportation system. b. The extension will be requested from CAA and will be issued by medical assessor. The applicant must be visibly in good physical health. During operations: i) For team work, at least one team member must have a valid non-extended medical, and ii) each medical certificate holder has to perform self-health assessment and reporting to medical assessor. All personnel subject to the extension have to carry the circular N°20/20/ANAC/DG of 14th April 2020 in attachment to their medical certificate. c) From 21st July 2020, CAA medical Assessor and other medical Examiners took necessary sanitary measures and began normal</p>	<p>Togo recognizes differences of other ICAO member States</p>



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			medical fitness examination in order to issue normal medical certificate. Therefore, the above medical alleviation provisions are no more valid from 1st September 2020.	

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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>The validity periods of licenses (its ratings component), valid as of 26th March 2020 and which expire before the end of June 2020 are extended by three (03) months from the expiration date with maximum validity limited to 31st August 2020., subject to certain conditions. Ref: Circular N°20/20/ANAC/DG of 14th April 2020, available link: www.anac-togo.tg/wp-content/uploads/2020/04/CIRCULAIRE-MESURES-ET-RECOMMANDATIONS- COVID-19.pd</p> <p>All licenses which will expire between 30th June 2020 and 31 August 2020 will be extended for three (03) months based safety risk analysis</p>	<p>a. Due to COVID-19 pandemic restrictions, there is inability for licenses holders to meet all the requirements for licenses renewal. The licenses holders who are required to perform their LPC (licence proficiency check) to revalidate the validity period of their ratings in order to continue to exercise their privilege, are not able to have access to flight simulation training devices (FSTD) or instructor/examiners to perform necessary training and checking b. The license holder must obtain the extension authorization from CAA by submitting an application to the Authority. The extension is granted provided that the applicant/holder: i) submit a safety risk assessment which must clearly identify alternative training and check / evaluation programs to ensure that the level of knowledge/skills required to operate the class or type of aircraft is maintained. It is essential to take into account the modules and procedures relating to the management of abnormal</p>	<p>Togo recognizes differences of other ICAO member States</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>and emergency situations specific to the class or type of aircraft. It must specify how full compliance with the regulations will be established once the extension has expired; ii) submit according to the result of the safety risk assessment, a personally statement on honor attesting that the flight crew member concerned has revised the theoretical courses on maneuvers and the specific normal, abnormal and emergency procedures for the class or type of aircraft. All personnel subject to the extension have to carry the circular N°20/20/ANAC/DG of 14th April 2020 in attachment to their licenses In case the applicant/holder licence expires between 30th June 2020 and 31 August 2020, he has to submit an extension auhorization application to CAA under the following conditions :</p> <ul style="list-style-type: none"> i) application must be supported by safety risk assessment based on ICAO specific QRG ; ii) the validity period of the license will be extended for 	



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
			three (03) months ; iii) all personnel subject to the extension has to carry the proof of this extension in attachment to their licenses.	
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>	All recent experience for pilot and co-pilot which will not be valid from 30th June 2020 will be extended for three (03) months based safety risk analysis	a) Based on further detailed analysis carried out in the scope of the Covid-19 crisis, it is found necessary to issue recent experience extension to pilot and co-pilot b)The applicant/holder who will not have valid recent experience from 30th June 2020, has to submit an extension authorization application to CAA under the following conditions : i) application must be supported by safety risk assessment based on ICAO specific QRG ; ii) the validity period of the recent experience will be extended for three (03) months ; iii) all personnel subject to the extension has to carry the proof of this extension in attachment to their licenses	Togo recognizes differences of other ICAO member States



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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 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 difference	a) Standard Regulation (RANT 06-OPS 1) applies. No extension of recent experience of pilot-in-command or co-pilot have been decided for the moment. Detailed analysis will be carried out if needed and the Covid-19 crisis is persistent. b) N/A	Togo recognizes differences of other ICAO member States



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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 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>The validity periods of operator proficiency check (OPC), valid as of 26th March 2020 and which expire before the end of June 2020 are extended by three (03) months from the expiration date with maximum validity limited to 31st August 2020., subject to certain conditions. Ref : Circular N °21/20/ANAC/DG of 14th April 2020, available link: www.anac-togo.tg/wp-content/uploads/2020/04/Circulaire-N°C2%B0021-_Mesures-op%C3%A9rationnelles-OPS.pdf All OPC which will expire between 30th June 2020 and 31 August 2020 will be extended for three (03) months based safety risk analysis.</p>	<p>a) Due to COVID-19 pandemic restrictions, there is inability for flight crew to execute their recurrent OPC (operator proficiency check) because of unavailability of flight simulation training devices (FSTD) or instructor/examiners to perform necessary training and checking. b) The flight crew must obtain the extension authorization from CAA by submitting an application to the Authority. The extension is granted provided that: i) flight crew holds a type rating valid as of 26th March 2020; ii) a safety risk assessment must clearly identify alternative check programs to ensure that the level of knowledge/skills required to operate the class or type of aircraft is maintained. It is essential to take into account the assessment of abnormal and emergency procedures specific to the class or type of aircraft. The risk assessment must specify how full compliance with the regulations will be established once the extension has expired; iii) flight crew must provide,</p>	<p>Togo recognizes differences of other ICAO member States</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>based on the result of the safety risk assessment, a statement on honor certifying that they (the flight crew members concerned) have revised the theoretical courses on the maneuvers, the specific normal, abnormal and emergency procedures for the class or type of aircraft. All personnel subject to the extension have to carry the circular N °21/20/ANAC/DG of 14th April 2020 in attachment to their records</p> <p>In case the applicant/holder OPC expires between 30th June 2020 and 31 August 2020, he has to submit an extension auhorization application to CAA under the following conditions :</p> <ul style="list-style-type: none"> i) application must be supported by safety risk assessment based on ICAO specific QRG ; ii) the validity period of the OPC will be extended for three (03) months ; iii) all personnel subject to the extension has to carry the proof of this extension in attachment to their licenses. 	



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 difference	a) Standard Regulation (RANT 06-OPS 2) applies. No extension of recent experience of pilot-in-command have been decided for the moment. Detailed analysis will be carried out if needed and the Covid-19 crisis is persistent. b) N/A	Togo recognizes differences of other ICAO member States
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 difference	a) Standard Regulation (RANT 06-OPS 2) applies. No extension of recent experience of co-pilot have been decided for the moment. Detailed analysis will be carried out if needed and the Covid-19 crisis is persistent. b) N/A	Togo recognizes differences of other ICAO member States



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 difference	a) Standard Regulation (RANT 06-OPS 3) applies. No commercial helicopter operator available. No extension of recent experience of pilot-in-command or co-pilot have been decided for the moment. b) N/A	Togo recognizes differences of other ICAO member States



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 difference	a) Standard Regulation (RANT 06-OPS 3) applies. No commercial helicopter operator available. No extension of helicopter pilot proficiency checks have been decided for the moment. b) N/A	Togo recognizes differences of other ICAO member States

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