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National Continuous Monitoring Coordinators (NCMCs) Information Session on COVID-19 Contingency Operational Safety Measures Framework

Séance d'information des Coordinateurs nationaux de la Surveillance continue (NCMC) sur les mesures de sécurité opérationnelle liées à la pandémie du COVID-19



Contingency Operational Safety Framework

Cadre d'urgence de sécurité opérationnelle

- Exportability of Standard Differences
 - State Letter
 - State Acceptance of other's differences
- Other Standards
- Prioritization
- Q&A
- *Portabilité des différences aux normes*
 - *Lettre aux Etats*
 - *Acceptation des différences des Etats tiers*
- *Autres normes*
- *Priorisation*
- *Q&R*



AN 11/55-20/50



- Flexibility in State approaches
- Adhering to their obligations under the Convention
- Elements contained in the COVID-19 OPS website
<https://www.icao.int/safety/COVID-19OPS>

- Facilitate International Operations
- Guidance in specific operational areas
- Links to State websites

- *Souplesse dans l'approche des Etats*
- *Respecter leurs obligations au titre de la Convention*
- *Eléments contenus dans le site web du COVID-19 OPS*
<https://www.icao.int/safety/COVID-19OPS>
 - *Faciliter les opérations internationales*
 - *Indications sur les domaines opérationnelles spécifiques*
 - *Liens aux sites web des Etats*

Miguel Marin, Canada

Canada

Latest News

First Previous **1** 2 3 4 5 Next Last

COVID-19 Contingency-Related Differences (CCRDs)

April 05, 2020 16:50

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

Updated SSPIA information

February 02, 2020 21:49

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

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

January 13, 2020 14:02



State Dashboard



SAAQ



Self-Assessment



CC / EFOD



User Management



CAP



PQ Findings



E-Supplements



Significant Safety Concerns



USOAP Reports



USOAP Live Charts



MIR



Tutorials & Help



CMA Library



Feedback



CC/EFOD Reports



COVID19 CC / EFOD



COVID19 CC/EFOD Reports



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COVID-19 Website



ICAO Uniting Aviation on Safety | Security | Environment



COVID-19 Contingency Related Differences (CCRD/EFOD)

- Select Annex
- First Row
- Previous Row
- Next Row
- Last Row
- Reports
- Filters
- Search
- Save Row
- Validation
- Procedure
- Differs Mode
- Tools

Adoption Date:
 Effective Date:
 Applicable Date:
 of

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



14



Text as provided by State

Recognition of other State Differences

Details of Differences (COVID-19 related)

Remarks - to include: a. Rationale b. Conditions/Mitigations

English text provided as provided by State

Save Row



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COVID-19 NOTIFICATION OF TEMPORARY DIFFERENCES FORM

With reference to State Letter AN/11/55-20/50, the CCRD sub-system has been created in the existing Electronic Filing of Differences (EFOD) system to capture any differences to Certification and Licensing ICAO Standards that may arise from mitigation measures due to the spread of COVID-19.

What

It is recognized that States may need to take flexible approaches to enable service providers and personnel to maintain the validity of their certificates, licenses and other approvals as a result of the COVID-19 pandemic. This form allows a State to identify those temporary differences.

Why

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

When

These temporary measures apply until 31 March 2021. The

Who

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

How

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

Column 3: Details of Difference.

Summarize the difference to the regulatory documents where appropriate.

Column 4: Remarks.

Provide your rationale for these differences where necessary.

Column 5: Recognition of other State Differences.

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

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

| Annex & Reference Number | Generic | | Details of Difference | Remarks - to include: | |
|--------------------------|--|--|-----------------------|---------------------------|--|
| | Alleviations measures | | | a. Rationale | Recognition of other State Differences |
| | Annex Standard or Recommended Practice | | | b. Conditions/Mitigations | |
| Annex 1 1.2.4.4.1 | 1.2.4.4.1 The period of validity of a Medical Assessment may be extended, at the discretion of the Licensing Authority, up to 45 days. <i>Note. — It is advisable to let the calendar day on which the Medical Assessment expires remain constant year after year by allowing the expiry date of the current Medical Assessment to be the beginning of the new validity period under the proviso that the medical examination takes place during the period of validity of the current Medical Assessment but no more than 45 days before it expires.</i> | | | | |
| Annex 1 1.2.5.1.2 | 1.2.5.1.2 A Contracting State, having issued a licence, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence. <i>Note 1. — Until 2 November 2022, the maintenance of competency of flight crew or remote flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6.</i> <i>Note 1. — As of 3 November 2022, the maintenance of competency of flight</i> | | | | |

| Annex Annexe | Standards Normes |
|-----------------|---------------------|
| 1 | 2 |
| 6 Part I | 3 |
| 6 Part II | 2 |
| 6 Part III | 2 |
| | |
| Total | 9 |



Avoid Disruption

Eviter les perturbations

- States can file a difference (Art 38)
- Other States have no obligation to accept filed differences (Art 33)
- Certificates with differences need to have a document that describes them (Art 39)
- States need to accept international operations with non-complaint certificates (Art 40)
- Many States are open to accept COVID-19 related differences
- Harmonized approach
- *Etats peuvent notifier des différences (Art 38)*
- *Tous les Etats n'ont pas l'obligation d'accepter les différences (Art 33)*
- *Les certificats présentant des différences doivent comprendre une annotation (Art 39)*
- *Les Etats ont besoin d'accepter les opérations internationales avec des certificats non conforme (Art 40)*
- *Plusieurs sont prêts à accepter les différences liées au COVID-19*
- *Approche harmonisée*

- Harmonized approach
- Possible options may be:
 - Accept any difference
 - A sub-/regionally agreed difference
 - Accept differences within the limits of a State's differences
- *Approche harmonisée*
- *Options possibles :*
 - *Accepter toute différence*
 - *Accord sous régional sur les différences*
 - *Accepter les différences dans les limites des différences de l'Etat*

| COVID-19 Contingency Related Differences (CCRD) / Electronic Filing of Differences (EFOD) | | | | |
|---|--|--|--|---|
| Kuwait | | Annex 1, Amendment 175 | | |
| Annex Reference | PERSONNEL 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 | 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 states differences |
| Standard | | | | |
| | | | | |



Personnel Licensing

Licences du personnel

States have issued exemptions to ICAO PEL SARPS to support aviation industry

Non exportable PEL exemptions:

- Extension of the validity of:
 - medical certificates due to lack of access to aeromedical doctors
 - licences with an expiry date

Les Etats ont accordé des exemptions aux normes PEL pour appuyer l'industrie aéronautique

Exemptions PEL non permises :

- *Extension de la validité du :*
 - *Certificat médical par manque d'accès aux médecins aéronautiques*
 - *Licences avec date d'expiration*



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Personnel Licensing

Licences du personnel

Other related PEL concerns covered by these exemptions:

“... ensure that the privileges granted by that license, or by related ratings, are not exercised unless the holder maintains competency and meets the requirements for recent experience established by that State.”

Autres préoccupations PEL couvertes par ces exemptions :

“... veiller à ce que les privilèges accordés par cette licence ou par des qualifications connexes ne soient pas exercés à moins que le titulaire ne conserve ses compétences et ne satisfasse aux exigences en matière d'expérience récente établies par cet État.”



Personnel Licensing

Licences du personnel

- Issues for maintaining competency and meeting the requirements for recent experience:
 - lack of access to Flight Simulation Training Devices (FSTDs) in other States
 - category ratings for ATCOs due to the lack of practice
 - aircraft maintenance personnel licenses due to the lack of practice
 - FSTD qualification certificates due to the lack of State's oversight capabilities following travel restrictions
- *Difficultés à maintenir les compétences et répondre aux exigences d'expérience récente:*
 - *manque d'accès aux simulateurs de vol (FSTD) dans d'autres États*
 - *Domaine d'agrément des ATCO en raison du manque de pratique*
 - *Licences de personnel de maintenance d'aéronefs en raison du manque de pratique*
 - *Certificats de qualification FSTD en raison du manque de capacités de surveillance de l'État suite à des restrictions de voyage*



Aircraft Operations

Exploitation technique des aéronefs

States have issued exemptions to ICAO OPS SARPS to support aviation industry

Les Etats ont accordé des exemptions aux normes OPS pour appuyer l'industrie aéronautique

Non exportable OPS exemptions:

• Recency requirements

- Minimum requirements (3 TO/Landings in 90 days)
- *" The operator shall ensure that piloting technique and the ability to execute 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.Such checks shall be performed **twice within any period of one year**. Any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement"*

Exemptions PEL non permises :

- **Exigences d'expérience récente**
 - *Exigences minimales (3 cycles en 90 jours)*
 - *" L'exploitant veillera à ce que la technique de pilotage et l'aptitude à exécuter les procédures d'urgence soient vérifiées de telle manière que la compétence de ses pilotes soit établie sur chaque type ou variante de type d'avion. ... Ces contrôles doivent être effectués au moins deux fois au cours de chaque période d'un an. Deux contrôles de ce type, lorsqu'ils comportent des épreuves semblables et sont effectués à moins de quatre mois d'intervalle, ne suffiront pas à répondre à cette spécification. »*



Aircraft Operations

Exploitation technique des aéronefs

Other related OPS concerns covered by these exemptions:

- **Annex 6 Part I – 9.3 Flight Crew Training**
 - State of the Operator to approve Operator training programme (not a difference)
 - Alternative means to be explored to maintain competency
 - Consideration of return to service issues (crew pairings, training facility capacity etc.)

Autres préoccupations OPS couvertes par ces exemptions :

- ***Annexe 6 Partie I – 9.3 Programme de formation des membres d'équipage de conduite***
 - *L'Etat de l'exploitant doit approuver le programme de formation de l'exploitant (pas une différence)*
 - *Explorer des moyens alternatifs de maintien de compétence*
 - *considérer les difficultés de retour en service (appariement des équipages, capacités des centres de formation*



Aircraft Operations

Exploitation technique des aéronefs

- Additional issues to address Flight and duty time limitations/Fatigue Management
- What are acceptable extensions, what mitigations are available
- Combination factors with lack of recency and/or validity extension
- Dangerous Goods
- Recurrent DG training
- *Difficultés supplémentaires pour résoudre les limitations de temps de vol et de service / gestion de la fatigue*
- *Quelles sont les extensions acceptables, quelles mesures d'atténuations sont disponibles*
- *Facteurs de combinaison avec absence d'expérience récente et / ou d'extension de validité*
- *Marchandises dangereuses*
- *Formation récurrente en MD*



Summary

Résumé

- **Identify what Support States need**
 - **Non-exportable SARPs**
 - Harmonize difference acceptability
 - How to help States and inform ICAO
 - **Other SARPs**
 - **Specific safety risk assessments**
- **Identifier les besoins d'appui des Etats**
 - **Normes non-exportables**
 - Harmoniser l'acceptabilité des différences
 - Comment assister les Etats et informer l'OACI
 - **Autres SARP**
 - **Evaluations des risques de sécurité spécifiques**



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