

RESPONSES TO QUESTIONS AND ZOOM RECORDING LINK

D) QUESTIONS FOR OPS SESSION #1

NOTE: Questions 1, 3, 4, and 13 have been put together as the response are available on the basis of the COVID – 19 ICAO information links.

General Information – COVID19 Information:

Montréal, 3 April 2020 – ICAO issued a new State letter today drawing the attention of national governments to new measures aimed at ensuring safe operations during COVID-19, and to a [contingency coordination website](#) it will establish through March 31, 2021.

The State letter was issued by ICAO Secretary General, Dr. Fang Liu, and comes as more and more aviation service providers and personnel globally are facing challenges in terms of maintaining the validity of their certifications, licenses, and other types of official operating approvals.

There are guidelines available both on the ICAO and IATA websites regarding the questions above. The links are provided below. Here are some areas you may want to review.

As for your questions, I have provided some basic reply notes for which the expanded version is available via the various and appropriate links.

[Q&A for States, Air Transport Operators and the General Public](#)

<https://www.icao.int/safety/COVID-19OPS/Pages/default.aspx>

<https://www.icao.int/Security/COVID-19/Pages/default.aspx>

<https://www.iata.org/en/programs/safety/health/diseases/#tab-2>

<https://www.iata.org/en/programs/covid-19-resources-guidelines/>

<https://www.iata.org/contentassets/df216feeb8bb4d52a3e16befe9671033/iata-guidance-cabin-operations-during-post-pandemic.pdf>

<https://www.faa.gov/news/updates/?newsId=94991>

<https://www.easa.europa.eu/newsroom-and-events/press-releases/easaecdc-issue-joint-guidelines-assure-health-safety-air-travel>
<https://www.icao.int/coscap/References/COVID19AviationReferencesRev8.pdf>

QUESTION 1:

Muhammad Amir Ashraf: A question from our Flt Ops that Due to Covid-19, we have allowed 90 days limit for the currency of Pilots. That is the max limit as per ICAO guidelines. How to manage when we cross the 90 days limit?

ANSWER:

Here are some guidelines and a chart for reference to any temporary alleviations which the state and the operator should agree upon. The chart references the degree of recency for different categories. For the complete extract please review the various recent publications on the ICAO website via the link below.

Alleviation Title Recent experience requirements - pilot-in-command, co-pilot and cruise relief pilot
Version 2.0
Publication Date 15 May 2020

COVID-19 Alleviations Table – Flight Crew Recency

Line Pilot	Instructor or examiner			Line Pilot		
	Fully Recent (3 TO/LGD in 90 days)	Partially Recent (1-2 TO/LDG in 90 days)	Not recent (no TO/LDG in 90 days)	Fully Recent (3 TO/LGD in 90 days)	Partially Recent (1-2 TO/LDG in 90 days)	Not recent (no TO/LDG in 90 days)
Fully Recent (3 TO/LGD in 90 days)	Compliant with Standard	OK	OK	Compliant with Standard	OK	NO
Partially Recent (1-2 TO/LDG in 90 days)	OK	OK	NO	OK	NO	NO
Not recent (no TO/LDG in 90 days)	OK	NO	NO	NO	NO	NO
1. Combinations labelled 'OK' are acceptable in line with the guidance provided in the QRG						

<https://www.icao.int/safety/COVID-19OPS/Pages/QRGs.aspx>

QUESTION 2:

Hari Narayan Mishra: Normally which aspects are covered under Aviation Law?

ANSWER:

Aviation law covers almost all legal issues affecting aircraft and airport operations, including aircraft navigation and maintenance, air traffic control safety, and pilot licensing requirements. Aviation law mostly operates at the federal level, with most aviation regulations and standards enforced by the DGCA/CAA of States.

Aviation Law may encompass different Acts such as Safety, Security, Accident and Incident Investigation, Air Transportation and more. For the Aviation Safety Law, the hierarchical structure of the aviation law typically starts with the Aeronautics Act, Regulations, Standards/requirements and any other enabled publications.

QUESTION 3:

Tri Nusiogo: there is any guidance from ICAO regarding flight crew and cabin crew to wear protective kits to provide their uniform, e.g. gloves, mask, eyes shield.

ANSWER:

In reference to the guidance documents provided above in the general information, you will find guidance to cabin crew with practical methods to protect themselves, passengers, and other crewmembers when someone onboard is sick with a possible contagious disease. Included are instructions to protect yourself and others, manage a sick traveler, clean contaminated areas, and take actions after flight.

When interacting with a sick and potentially infectious traveler (passenger or crew), follow the steps in this guidance to reduce the risk of onboard disease transmission. Be sure to follow your company's policy for managing in-flight medical emergencies.

IATA, EASA FAA, Transport Canada, all have various directives at the industry operators for the safe return to service from all aspects, especially the cabin crew. The links will direct you accordingly for complete information.

ICAO will be publishing guidance within a few weeks; please monitor ICAO web site for news.

QUESTION 4:

R Dharmaraj Naiker: Will there be SARPS/documents created with regards to the Covid-19 epidemic that we are facing now in relation to aviation.

ANSWER:

Yes during this period you may see a number of interim initiatives from ICAO based on the recommendations and actions of the industry and regulators worldwide. This would include other organisations such as CDC, the WHO, EASA, FAA, etc.

As the situation changes, the response to the pandemic will also change and at some point as it stabilizes we shall have new guidance in support of these new requirements.

A constant check of the websites and your regulatory body should provide you with the latest information.

ICAO COVID guidance for aviation is published at <http://capsca.org/CoronaVirusRefs.html> and <https://www.icao.int/safety/COVID-19OPS/Pages/default.aspx>

QUESTION 5:

Thapanapat Srimoonsang: In accordance with Annex6 part1 amendment 44 the term of "specific approval" is for RVSM, EDTO, EFB, AWO, operational credit for HUDs, EVS, CVS , RNP AR , DG. Can OPS SPECS be customized to include other specific approval items e.g PBCS, datalink, PBN, MNPS ?

ANSWER:

The existing OPS SPECS form does have provisions for the main ones as per your questions and the areas you referred to would be placed under the LVO and PBN areas respectively. The airspace previously designated as NAT Minimum Navigation Performance Specification Airspace (MNPSA) was re-designated as North Atlantic High Level Airspace (NAT HLA). This is part of the ongoing harmonization of PBN worldwide.

For the time being Global datalink and PBCS etc., would appear under the section referred to as “other”.

Refer to the ANNEX - 6 and the second page of the Ops specs for guidance.
Appendix 6-3 and 6-4 (08-11-2018)

QUESTION 6

Muhammad Fadillah Rosli: Good evening, when will the icao model regulations for unmanned aircraft system operations will be published?

ANSWER:

Published at <https://www.icao.int/safety/UA/Pages/ICAO-Model-UAS-Regulations.aspx>

There are already publications dealing with unmanned aircraft operations. Additional guidance shall be coming. ICAO already is working with the various states on matters regarding Licensing for some categories of UAs.

The SARPS for this are in the making through a global collaborative effort to ensure all stakeholders have a voice in the drafting of regulations.

Chicago Convention
(Doc 7300)

Remotely piloted aircraft are one type of unmanned aircraft. All unmanned aircraft, whether remotely piloted, fully autonomous, or combination thereof, are subject to the provisions of Article 8 titled Pilotless Aircraft of the Convention on International Civil Aviation.

QUESTION 7

Jigme Thinley: Could you kindly explain following terminologies that appears in the publication of ICAO Annexes: Adopted/Approved Date, Effective Date, and Applicability Dates?.

ANSWER:

See <https://www.icao.int/about-icao/AirNavigationCommission/Documents/How%20to%20Build%20an%20ICAO%20SARP.pdf>

Adopted', 'effective' and 'applicable' are all terms which refer to amendments to the Annexes to the Chicago Convention which are managed through ICAO.

They specifically regard new or adjusted civil aviation Standards and Recommended Practices agreed to by States through ICAO, and how States and operators must implement them, as follows:

Adoption date

This is the actual date that the amendment is adopted by the ICAO Council's 36 Member States. Normally this occurs in March of a given calendar year and the Council is responsible for ICAO's Governance decisions while our full Assembly (every three years) is not in session.

Effective date

A common effective date for all amendments adopted by Council is set as four months after the last day of the Council session when the adoption took place. A standard Council session normally takes four weeks.

The effective date is the date by which States must advise ICAO that they do not approve the amendment. If more than 50 per cent of States indicate disapproval, the amendment does not become effective, but this has not yet happened in the over 70 years that ICAO has been supporting global civil aviation.

Applicability date

This is usually in November (eight months after adoption and approximately four months after the effective date) and is based on the November AIRAC* date.

By this date States should be applying the amendment unless they have notified ICAO of differences between their regulations and the ICAO Standards in the amendment. The deadline to notify differences is one month before the applicability date.

* AIRAC stands for Aeronautical Information Regulation And Control and stems from Annex 15 - Aeronautical Information Services (AIS). It defines a series of common dates and an associated standard aeronautical information publication procedure for States.

QUESTION 8

Jigme Thinley: Do States need to file Differences for Recommended Practices as well like we do for Standards?

ANSWER:

Although not mandatory, States are strongly encouraged to file differences for Recommended Practices. Note that ICAO auditors will issue a finding to those States who do not file a difference to a recommended Practice.

See ICAO Doc 10055 - Manual on Notification and Publication of Differences

QUESTION 9

Joseph Selvaraju: ICAO has specified the requirement in Operations Specification. Can other States insist the State of Operator/ Registry to add in additional requirement in the Operations Specification?

ANSWER:

Normally Member States will stick to the OPS SPEC requirements as specified within the ICAO SARPS (i.e. LVO, CAT II/III, EFB etc...). Demanding additional requirements for the OPS SPEC may be required i.e. for unusual PBN operations in difficult terrain. For example: RNP requirements in mountainous environment.

QUESTION 10

Nyi Nyi Aung (DCA Myanmar): Can you explain what does active response by States mean in approval of air operators' manuals describe in ICAO Annex-6 Part-1, -D, 2.1.2?

ANSWER:

During the approval process, the State must review and verify the validity of the air operator's OM submissions in relation to regulatory requirements prior to issuing an approval. The operator must correct any unsatisfactory portions of the submissions as requested by the CAA. Once the submission is considered satisfactory, the State will issue an official correspondence to the operator approving the OM/Amendment accordingly. Here the State is actively involve in the approval process.

QUESTION 11

Narayan Mishra: On some airports runways, drones were flown by unruly elements during operations of aircraft causing hazards to flight operations. What should be done in such situations?

ANSWER:

The States needs to develop strict UA regulations and requirements. Guidance for this can be found here:

<https://www.icao.int/safety/UA/Pages/ICAO-Model-UAS-Regulations.aspx>

<https://www.icao.int/safety/UA/UASToolkit/Pages/default.aspx>

In addition, States need to develop an educational promotion programme to educate the public on hazards that UA can pose to commercial (and private) aircraft and the regulations. In addition, the State needs to develop **enforcement policies, procedures and deterrent action** to enforce the regulations and requirements accordingly.

QUESTION 12

Singam: Due to the current cover situation, if you are a commercial aircraft, but currently not carrying any passengers on board (only cargo), is the operator still limited by commercial RFFS categories? for example a B787 with a usual RFFS CAT 9, now that its flying with no pax on board (only belly cargo), can the RFFS category be reduced since there is less risk involved as there will be no passenger evacuation required in case of a fire.

ANSWER:

The ICAO SARPs for RFFS do not distinguish between types of payload. The RFFS category based on aircraft type is the same regardless of the type of operation.

QUESTION 13

Rajendran R: As an incident/ Accident investigator what are the precaution to be taken for covid-19 pandemic during the evidence collection and interaction with aviation personnel.

ANSWER:

The investigators should refer to the guidance promulgated by the national public health authority.

The main requirements for accident Investigators are captured and shown below. Details regarding travel based on the above and possible solutions and mitigations are available on the QRG, AIG section.

Aircraft Accident and Incident Investigation

1. Participation of States in investigations

- Accredited representatives of States entitled to participate in investigations outside their territories do not necessarily need to travel to the State of occurrence. To this effect, the applicable Annex 13 provision is reproduced for ease of reference:

Note: Complete Information via the link.

<https://www.icao.int/safety/COVID-19OPS/Pages/aig.aspx>:

II) ZOOM RECORDING OF OPS SESSION #1 LINK AND PASSWORD

Share recording with viewers:

https://ica0.zoom.us/rec/share/6JVfFbyr1G1LZafqz3DOZox6BNniaaa81Hcf-fBcnhxg0zsPnAlMgmIEA_WYkMzh

Password: 7D\$o^9!3

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