

**Quick Reference Guidance
(QRG)**

Alleviation Title	Recent experience requirements - pilot-in-command, co-pilot and cruise relief pilot
Version	2.0
Publication Date	15 May 2020
Relevant Standard(s)	<p>Annex 6, Part I:</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>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> <ol 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>Annex 6 Part III:</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>
CCRD entry required	Yes
Problem Statement	Operators may have difficulties in complying with recency requirements due to reduced flight operations and/or the unavailability of flight simulation training devices as a consequence of the COVID-19 pandemic.
Applicability/Pre-Requisites	<ul style="list-style-type: none"> • Pilot has a valid licence and medical (this can include licences where the validity has been extended by State alleviation) • At least one pilot of the minimum required flight crew shall be fully recent (<i>as defined in 'Operational context'</i>), or in the case of an instructor or examiner, partially recent • The alleviations timeframe is limited to a period needed to continue 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).

	<ul style="list-style-type: none"> • This alleviation applies for the period established by the State and ending no later than 31 March 2021 <p>Before granting alleviations, States are invited to seek the possibility to:</p> <ul style="list-style-type: none"> • require the conduct of non-commercial operations to regain recency; or • approve the use of alternative flight simulation training devices (e.g. not qualified in accordance with national standards but still deemed fit for purpose), provided that negative transfer of training is avoided.
<p>Alleviation summary</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.</p> <p>Pilot-in-command or co-pilot alleviations may be granted by reducing the number of required take-offs, approaches and landings;</p> <p>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>Operational context</p>	<ul style="list-style-type: none"> • Consideration needs to be given to the likely impact of a significantly reduced operation. • Alleviations should be commensurate to the recent experience gained by the concerned pilots. Therefore, pilots could be clustered into 3 groups: <ul style="list-style-type: none"> ○ fully recent (3 TO/LDG in 90 days), ○ partially recent (1 or 2 TO/LDG in 90 days), and ○ not recent (no TO/LDG in 90 days). • The extent of alleviations should be proportionate to the concerned pilots’ flight experience (total and on the type) and qualifications. • The operator’s risk assessment should: <ul style="list-style-type: none"> ○ address the potential severity of the pilot’s competency deterioration related to the extended absence from flying duties. ○ consider the cumulative effect of other relevant alleviations, for example extension of pilot proficiency checks (operator proficiency and licence proficiency) plus lack of recency. ○ provide appropriate mitigations measures to reduce the risks identified as far as possible. ○ Consider the recency of the PIC in the Operator’s risk assessment. ○ Ensure the implementation of criteria to manage crew pairing ○ Take into consideration the aerodrome categorization • Plan to return the alleviated pilots to within recency at the earliest available opportunity
<p>Possible Mitigations</p>	<ul style="list-style-type: none"> • Not-recent pilots are paired with fully recent instructors or examiners (see table below)

	<ul style="list-style-type: none"> • Partially recent pilots are paired with fully recent pilots or partially recent instructors or examiners (see table below) • Apply one or more operational limitations to alleviated crew pairings such as: <ul style="list-style-type: none"> ○ First sector with the most recent pilot assuming the role of pilot flying; ○ Reduction in maximum crosswind / tailwind limitations; ○ Avoidance of contaminated 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; ○ No MEL items that may unacceptably increase pilot workload.
<p>Alleviations likely to be unacceptable to other States</p>	<ul style="list-style-type: none"> • Alleviations should not allow flight crews to be composed with all required pilots not having conducted any flight activity (in the aeroplane or in an approved flight simulator) in the preceding 90 days. • Operations with flight time and flight duty period limitations and rest periods subject to variations, should not be allowed – (See <i>OPS QRG Variations to existing flight and duty time limitations</i>).
<p>References:</p>	<ul style="list-style-type: none"> • Safety Oversight Manual Part A (Doc 9734) • Manual of Procedures for Operations Inspection, Certification and Continued Surveillance (Doc 8335) • Manual on Notification and Publication of Differences (Doc 10055)
<p><i>This guidance has been developed by ICAO with the support of SME's made available from States and Industry through different ANC panels, study groups and other expert groups.</i></p>	

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