

**Quick Reference Guidance  
(QRG)**

<b>Alleviation Title</b>	<b>Medical Assessment - Certificate Validity Extension</b>
<b>Version</b>	<b>2.0</b>
<b>Publication Date</b>	<b>4 Feb 2021</b>
<b>Relevant Standard(s)</b>	<p>Annex 1</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 style="text-align: center;"><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>1.2.5.2 Except as provided in 1.2.5.2.1, 1.2.5.2.2, 1.2.5.2.3, 1.2.5.2.4, 1.2.5.2.5 and 1.2.5.2.6 , a Medical Assessment issued in accordance with 1.2.4.7 and 1.2.4.8 shall be valid from the date of the medical examination for a period not greater than:</p> <ul style="list-style-type: none"> <li>• 60 months for the private pilot licence — aeroplane, airship, helicopter and powered-lift;</li> <li>• 12 months for the commercial pilot licence — aeroplane, airship, helicopter and powered-lift;</li> <li>• 12 months for the multi-crew pilot licence — aeroplane;...</li> <li>• 12 months for the airline transport pilot licence — aeroplane, helicopter and powered-lift;</li> <li>• 60 months for the glider pilot licence;</li> <li>• 60 months for the free balloon pilot licence;</li> <li>• 12 months for the flight navigator licence;</li> <li>• 12 months for the flight engineer licence;</li> <li>• 48 months for the air traffic controller licence; and</li> </ul> <p style="text-align: center;"><i>Note 1. — The periods of validity listed above may be extended by up to 45 days in accordance with 1.2.4.3.1.</i></p> <p style="text-align: center;"><i>Note 2. — When calculated in accordance with 1.2.5.2 and its sub-paragraphs, the period of validity will, for the last month counted, include the day that has the same calendar number as the date of the medical examination or, if that month has no day with that number, the last day of that month.</i></p>

	<p>1.2.5.2.2 When the holders of airline transport pilot licences — aeroplane, helicopter and powered-lift, and commercial pilot licences — aeroplane, airship, helicopter and powered-lift, who are engaged in single-crew commercial air transport operations carrying passengers, have passed their 40th birthday, the period of validity specified in 1.2.5.2 shall be reduced to six months.</p> <p>1.2.5.2.3 When the holders of airline transport pilot licences — aeroplane, helicopter and powered-lift, commercial pilot licences — aeroplane, airship, helicopter and powered-lift, and multi-crew pilot licences — aeroplane, who are engaged in commercial air transport operations, have passed their 60th birthday, the period of validity specified in 1.2.5.2 shall be reduced to six months.</p> <p>1.2.5.2.4 Until 2 November 2022, when the holders of private pilot licences — aeroplane, airship, helicopter and powered-lift, free balloon pilot licences, glider pilot licences and air traffic controller licences have passed their 40th birthday, the period of validity specified in 1.2.5.2 shall be reduced to 24 months.</p> <p><i>1.2.5.2.5 Recommendation.— Until 2 November 2022, when the holders of private pilot licences — aeroplane, airship, helicopter and powered-lift, free balloon pilot licences, glider pilot licences and air traffic controller licences have passed their 50th birthday, the period of validity specified in 1.2.5.2 should be further reduced to 12 months.</i></p>
<p><b>CCRD entry required</b></p>	<p>Yes for 1.2.4.4.1</p>
<p><b>Problem Statement</b></p>	<p>The purpose of this document is to provide Member States guidance on acceptable alleviations to enable continued aviation medical certification in the broadest foreseeable circumstances while States work towards a return to normal medical certification processes. As always, aircrew remain ultimately responsible for ensuring that they meet the conditions of their medical certification and are fit before every duty period.</p> <p>Due to requirements of AMEs to provide clinical care to COVID-19 patients, implementation of social distancing practices, closure of workspaces, lack of Personal Protective Equipment, 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"> <li>• Ineligible to perform duties due to licensing requirements to hold a valid medical certificate.</li> <li>• Degraded functional ability of aircrew to safely carry out aviation duties e.g. fatigue, psychological well-being</li> <li>• 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.</li> </ul>

<b>Applicability</b>	<ul style="list-style-type: none"> <li>• All classes of medical assessments</li> <li>• Assessments, which were valid at the point of time as determined by the State, defined in the published alleviation measure.</li> <li>• Validity ends between at a date determined by the State or by 31 March 2021</li> </ul>
<b>Minimum pre-requisites</b>	<ul style="list-style-type: none"> <li>• Limited to revalidation of an existing medical certificate</li> <li>• No current enforcement action against the licence holder e.g. medical certificate has been suspended, withdrawn/revoked or denied</li> <li>• Continued compliance with medical restrictions/ limitations on licence.</li> <li>• The medical certificate subject to the alleviation is carried and it is accompanied by proof of exemption with date of expiry (publication of the exemption and/or a letter of endorsement could be available from the State's website)</li> </ul>
<b>Alleviation summary</b>	<p>Extension of the validity of the Medical certificate to a specific date upon application or general administrative decision to ensure continued operations.</p>
<b>Operational context</b>	<ul style="list-style-type: none"> <li>• States have reviewed methods of continuing with medical examinations/ assessments with standard validity periods and found no alternative other than to grant an alleviation.</li> <li>• Consideration has been given to existing public health measures implemented by States.</li> </ul>
<b>Possible Mitigations</b>	<ul style="list-style-type: none"> <li>• Utilize alternate means of aeromedical risk determination and management, keeping in mind that flexibility should not be considered the "new normal" as it could have a detrimental impact on flight safety These may include: <ul style="list-style-type: none"> <li>• Limited in person medical examination (partial physical examination);</li> <li>• Telemedicine consultation;</li> <li>• Health questionnaire; and/or,</li> <li>• Health declaration.</li> </ul> </li> <li>• 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.</li> <li>• Continued provision of intercurrent medical reports in cases where reports are required by the Licensing Authority.</li> <li>• Where the capacities to perform face-to-face physical examinations become available, a physical examination should be performed, especially for exempted medical certifications, taking into account practical considerations.</li> </ul> <p>Availability of CAA Resources</p> <ul style="list-style-type: none"> <li>• Higher priority for examinations and/ or assessments should be given to essential service flights, medical emergency flights, cargo flights transporting essential medical supplies, humanitarian and repatriation flights, medevac</li> </ul>

	<p>and air ambulance services.</p> <ul style="list-style-type: none"> <li>• Other examinations pertaining to international flights considered to be essential travel by the state concerned should be afforded higher priority e.g. small island States.</li> </ul> <p>Monitoring and management of alleviations</p> <ul style="list-style-type: none"> <li>• Review of the risk assessment on a regular basis</li> <li>• Procedure for the extension of validity, lifting of extension and the return to standard validity periods.</li> <li>• Implementation of a record for tracking the use of the alleviation instrument.</li> </ul> <p><i>Note: See other QRGs such as Licence and rating validity extension; Recent experience requirements; and Flight crewmember training programmes.</i></p>
<p><b>Alleviations likely to be unacceptable to other States</b></p>	<ul style="list-style-type: none"> <li>• Extension of the certificate beyond two times the standard certification period up to a maximum of 12 months additional validity.</li> </ul>
<p><b>References:</b></p>	<ul style="list-style-type: none"> <li>• Manual of Civil Aviation Medicine (Doc 8984)</li> <li>• Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379)</li> <li>• Manual on Notification and Publication of Differences (Doc 10055)</li> <li>• Air Traffic Services Planning Manual (Doc 9426)</li> </ul>
<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>	