

**57th CONFERENCE OF
DIRECTORS GENERAL OF CIVIL AVIATION
ASIA AND PACIFIC REGIONS**

*Incheon, Republic of Korea
4 – 8 July 2022*

AGENDA ITEM 3: AVIATION SAFETY

ACCESS TO FLIGHT SIMULATION TRAINING DEVICES

Presented by Indonesia

SUMMARY

This paper presents the importance of cross border access to States with training facilities for aviation personnel to maintain their flight proficiency.

Action: The Conference is invited to:
Encourage ICAO to provide standards in regards to the ease of access for aviation personnel to enter States with training facilities, to anticipate similar situation in the future.

ACCESS TO FLIGHT SIMULATION TRAINING DEVICES

1. INTRODUCTION

1.1 To support aviation recovery in this pandemic, aviation personnel's proficiency aspect is considered important to maintain level of safety in global air transport. ICAO Annex 1 Personnel Licencing requires training to all flight crew member to keep their proficiency by demonstrating their competence in full flight simulation devices periodically. On the other hand, a number of States do not have this suitable training facility so need to conduct this training outside their countries.

1.2 Travel restrictions occurring during COVID-19 pandemic however have impacted harder access to the training facilities.

2. DISCUSSION

2.1 In relation to the compliance to ICAO SARPs, exemptions to national standards are allowed to be granted. As a response to the pandemic situation, ICAO further provides a guidance in managing the grant of exemption through 'Targeted Exemption' which needs to be reported to ICAO, particularly for the aspects of Pilot Proficiency Check (PPC), Pilot Recent Experience (REC), Pilot Area, Route and Aerodrome Recency (ARA), Pilot Medical Certificate (MED) and Licence Validity (PEL).

2.2 ICAO Annex 1 requires a pilot to periodically demonstrate their competence using flight simulation training devices for the purpose to maintain their proficiency.

2.3 The Targeted Exemption references state that applicability shall be granted for a specific time period and reported to ICAO. In the event that Targeted Exemption is required to extend beyond the expected applicability period, a new Targeted Exemption form is required to be submitted to ICAO.

2.4 Time limitation and renewal cycle of certain exemptions are not specifically described in Targeted Exemption references, particularly for flight crew member proficiency check requirement in which this condition potentially increases hazards and affect aviation safety. Given the uncertainty due to pandemic situation, the exemption will be granted beyond expected time limitation. To hinder the potential hazards, renewal cycle of exemptions should immediately be terminated and compliance to the standards should promptly be completed.

2.5 Recommendation 12 of ICAO CART encourages States to facilitate cross-border access to training facilities, including flight simulation training devices used for flight crew and Air Traffic Controllers (ATCOs) to maintain their certifications, recency of experience and proficiency. State's implementation to this recommendation during this pandemic is considered beneficial to maintain aviation safety level. Prioritization for aviation personnel to access countries with training devices for the purpose of demonstrating their competence periodically is believed to be crucial for aviation restart.

2.6 Recommendation 14 of ICAO CART supports States to establish Public Health Corridor (PHC) as a useful way to structure a collaborative approach to manage cross-border health risks. To support States in the establishment of Public Health Corridor, ICAO has developed targeted assistance in the ICAO Implementation Package (iPack), general tools published on the ICAO Public Health Corridor Website and a new application featuring a Public Health Corridor arrangement template and online builder to facilitate discussion between two or more States and/or a region.

2.7 In the implementation of PHC during the pandemic COVID-19 period, States are prerogative to set their respective assessment criteria including testing and quarantine protocol in the establishment of public health corridor among States. Uniformity of assessment criteria is required to ensure access for pilot to enter countries with training facility to conduct training.

2.8 Recently, training facilities for a number of aircraft types are not available in many States. This condition requires their aviation personnel to perform the training overseas. Unfortunately, the prerogative of States to determine their own PHC requirement has likely caused difficulties for the personnel to perform the overseas training. If this circumstance continuously occurs in a larger scale and a longer period, it then potentially leads to hazard to safety.

3. ACTION BY THE CONFERENCE

The Conference is invited to:

3.1 In light of the above, the Conference is invited to encourage ICAO to review and reconsider CART recommendations which might need to be re-categorized as standards to facilitate cross-border access to countries with training facilities to support aviation recovery.

3.2 Encourage ICAO to provide standards in regards to the ease of access for aviation personnel to enter States with training facilities, to anticipate similar situation in the future.

— END —

Executive Summary for consideration for inclusion in the Conference Report

ACCESS TO FLIGHT SIMULATION TRAINING DEVICES

ICAO Annex 1 requires a pilot to periodically demonstrate their competence using flight simulation training devices for the purpose to maintain their proficiency.

Recently, training facilities for a number of aircraft types are not available in many States. This condition requires their aviation personnel to perform the training overseas. Unfortunately, in the pandemic situation, the prerogative of States to determine their own PHC requirement has likely caused difficulties for the personnel to perform the overseas training. If this circumstance continuously occurs in a larger scale and a longer period, it then potentially leads to hazard to safety.

Therefore, the Conference is invited to encourage ICAO to review and reconsider CART recommendations which might need to be re-categorized as standards to facilitate cross-border access to countries with training facilities to support aviation recovery.

Encourage ICAO to provide standards in regards to the ease of access for aviation personnel to enter States with training facilities, to anticipate similar situation in the future.