



REGULATORY EXEMPTION # 4-2020-01B

In response to the exceptional circumstances caused by the COVID-19 pandemic outbreak and its impact on Saudi Arabian Air Operators' personnel certificates, training, and qualification requirements, the General Authority of Civil Aviation (GACA), based on The Saudi Arabian Civil Aviation Law (Royal Decree No. M/44) and the delegation of responsibilities to the President of GACA for the administration of regulatory policy in the sector of civil aviation, and after considering the assessment report received from the Assistant President of Aviation Standards (ref no. 5/15/2361 dated June 21st 2020), the President is, hereby, granting the extension of the Regulatory Exemption #4-2020-01 to provide specific reliefs to GACAR Parts 121, 125, 142, and 143 Certificate Holders, from certain requirements pertaining to their Crewmembers and Flight Dispatchers certificates, training and qualification requirements subject to the conditions and limitations prescribed in this Exemption.

1. Applicability:

- 1.1. This Exemption is valid while operating within the kingdom of Saudi Arabia and its aerodromes. Operators intending to operate international flights shall coordinate with the competent civil aviation authorities of that country including other airspaces used for overflying and should refer to ICAO COVID-19 Contingency Related Differences (CCRD):
<https://www.icao.int/safety/COVID-19OPS/Pages/ccrd.aspx>
- 1.2. This exemption does not provide relief from Initial, Transition or Upgrade training and qualification requirements under GACAR Parts 121 and 125.
- 1.3. Each Air Operator and Agency shall develop its own Safety Risk Assessment including the required and suitable mitigations and control measures before utilizing the privileges of this exemption. For the minimum required mitigations in the concerned areas, refer to the ICAO Web-Site below:
<https://www.icao.int/safety/COVID-19OPS/Pages/QRGs.aspx>
- 1.4. GACA / Flight Operations Standards will monitor the effectiveness and implantation of such control measures through its Safety Oversight Program.

2. Purpose:

This exemption is developed with the support of relevant subject matter experts, to provide guidance of training and checking requirements addressing COVID-19 related risks to the continuity of business and operations that were under consideration by Kingdom of Saudi Arabia for alleviations, while ensuring that the safety risks introduced by any changes from alleviations were also addressed.

3. Conditions and Limitations:

- 3.1. Air Operators shall:
 - a) Develop their own Safety Risk Assessment including at least the mitigations that are set by ICAO, and then submit it to GACA before utilizing the privileges of this exemption.
 - b) Comply with all granted exemption conditions and limitations.
 - c) Commit to their measures and mitigations, and monitor the respective implementations by Crew and ground staff.
 - d) Plan to return the alleviated pilots to the required GACARs requirement at the earliest available opportunity.
 - e) Ensure that crewmembers receive a refresher training, followed by an assessment by means established by the operator to determine that the required level of knowledge to operate the applicable class or type has been maintained as follows:
 - 1) The refresher training could be done for via briefing, leaflet, bulletin, CBT, video or any other means to fulfill the objectives set above.
 - 2) The assessment shall:
 - i) include class or type specific abnormal and emergency procedures;
 - ii) be recorded in the crew member's training records, and
 - iii) be performed:
 - (a) For FCMs, by a check pilot.
 - (b) For Flight Engineers, by a Check Flight Engineer.

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- (c) For CCMs, by a Cabin Crew Supervisor.
- 3.2. Before each flight; FCMs shall review the SOPs and Emergency procedures; and Check the Aircraft Technical status carefully.
- 3.3. Air Operator's Risk Assessment should at least:
- Addresses the potential severity of the pilot's competency deterioration related to the extended absence from flying duties.
 - Considers the cumulative effect of other relevant alleviations, such as extension of pilot proficiency checks and lack of recency.
 - Ensures the implementation of criteria to manage crew pairing.
 - Takes into consideration the aerodrome categorization.

4. Validity:

At the end of each of the prescribed alleviation below; the affected crew members and/or other GACA licenses holders must be qualified and current in accordance with the relevant GACARs to exercise the privileges of their licenses.

- 4.1. The following training and checking timeframes requirements under GACAR Parts 121 and 125 are alleviated for FSTDs located outside The Kingdom of Saudi Arabia until 31 March 2021:
- Recent experience 121.769, 125.347.
 - Proficiency Checks 121.797 and Instrument Proficiency Check 125.353.
 - Recurrent training 121.835(c)(1) and 125.349.
- 4.2. The training and checking timeframes requirement under GACAR 121.889(e) is alleviated as follows:
- Compliance with 121.889 is required no later than 31 December 2019. For the recurrent training required in 121.889(d), each pilot qualified to serve as SIC or PIC in operations under Part 121 on December 2019 must complete the recurrent extended envelope training before 31 December 2021.

مكتبة

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