



Bhutan Civil Aviation Authority

OPS AND PEL ALLEVIATIONS DUE TO COVID -19

April 2020

Prepared by:

Bhutan Civil Aviation Authority





ALLEVIATIONS DUE TO COVID-19 FOR OPS AND PEL

BCAA ISSUE 0 REV 1

Date of the notification	1st May 2020
Version	Issue 0 Rev 1
Operator or person whom the alleviation is granted to	<ol style="list-style-type: none">1. Bhutan Airlines2. Drukair corporation Limited3. RBHSL,4. Holders of licenses, ratings, certificates, endorsements and attestations issued by BCAA
Title	OPS and PEL Alleviations due to COVID-19: <ul style="list-style-type: none">• Extension of validity periods for licenses, ratings, certificates, validations and attestations of aircrew, instructors, examiners, aircraft maintenance licence holders and ATO,• Recent experience requirements - pilot-in-command, co-pilot.
Domain	Flight Operations and Personnel Licensing
Summary of the alleviation	<p>Subject to fulfilling the applicable mitigating conditions as specified in this Alleviation (see field "Summary of mitigations"), with regard to licenses, ratings, certificates and attestations issued by Bhutan Civil Aviation Authority, including associated medical certificates, reports and recent experience requirements, all of the following shall apply:</p> <p>(a) Licenses, ratings, certificate, validations and attestations issued in accordance with BCAR-PEL</p> <p>Provided that the regular validity period of a rating or a certificate expires before 31st July 2020, that validity period is extended as follows:</p> <p>(1) by 90 days, in the case of:</p> <ol style="list-style-type: none">(i) type ratings and instrument ratings endorsed in BCAR-PEL commercial pilot licenses and Airline Transport Pilot Licenses (CPL & ATPL) for operating aeroplanes and helicopters representing those types within an organization for which BCAR-OPS1, BCAR-OPS3 and BARNs is applicable;(ii) validations/temporary authorizations issued as per BCAR-PEL.(iii) Class 1 medical certificates of holders of the ratings and certificates specified in point (i) above; <p>(2) until 31st July 2020, in the case of:</p> <ol style="list-style-type: none">(i) TRI and TRE certificates the holders of which are involved in training and checking of holders of the type ratings specified in point 1(i) above;(ii) language proficiency endorsements as per BCAR-PEL(iii) privileges of designated medical examiner certificates related to Class 1 medical certificates;(iv) Medical reports of cabin crew. <p>If, towards the end of the alleviation period specified in point (1) and (2) above, the BCAA considers that the reasons for granting the Alleviation still apply, the validity period of above Alleviations may be further extended.</p>





	<p>(b) Training and checking in accordance with BCAR-OPS1, BCAR-OPS3 to BANRs</p> <p>Provided that the regular validity period of training, checking and in house ground instructor, as set out in the applicable training and checking requirements of BCAR-OPS1 and BCAR-OPS3, expires before 31 July 2020, that validity period of the following are extended by 120 days:</p> <ol style="list-style-type: none">(1) operator proficiency checks (OPC)(2) line-oriented evaluation(3) operator emergency and safety equipment training(4) operator ground and flight training(5) operator cabin crew recurrent training and checking(6) operator technical crew recurrent training(7) all the in-house ground Instructor <p>If, towards the end of the 120 days period specified in point (b), the BCAA considers that the reasons for granting the Alleviation still apply, the validity period of relevant training and checking may be further extended for a period of up to 120 days.</p> <p>(c) Aircraft maintenance licenses issued in accordance with BCAR-PEL and BCAR 66</p> <p>Provided that the regular validity period of the licence expires before 31 July 2020, that validity period is extended by 90 days. If, towards the end of that 90 days period, the BCAA considers that the reasons for granting the Alleviation still apply, the validity period of the licence may be further extended for a period of up to 90 days</p> <p>(d) Recent experience requirements - pilot-in-command, co-pilot</p> <p>Temporarily allow operators to assign pilots to act as pilot-in-command or co-pilot although not meeting full recent experience requirements of three take off and landing in 90 days. The recent experience requirements are set as three takeoff and landing in 120 days.</p> <p>The alleviation timeframe is limited to a period needed to continue or ramp-up 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).</p>
Reasons for granting	<p>Unforeseeable circumstances</p> <p>The COVID-19 outbreak has resulted in drastic travel restrictions and closure of borders between a majority of States.</p> <ul style="list-style-type: none">• Holders of Bhutanese commercial pilot licenses who are required both to perform their licence proficiency check (LPC) to revalidate the validity period of their type and instrument ratings and to comply with the applicable operator recurrent training and checking requirements (OPC) in order to continue to exercise their privileges on behalf of their operator are not able to timely reach or gain access to flight simulation training devices





	<p>(FSTD) to complete the necessary training and checking. This would result in expiry of their ratings.</p> <ul style="list-style-type: none">• Holders of TRI and TRE certificates who are required to perform an assessment of competence to revalidate their instructor or examiner privileges in order to continue to exercise their training and checking privileges on behalf of their operator are not able to timely reach or gain access to FSTD to complete the necessary assessment of competence. This would result in expiry of said certificate.• Holders of Class 1 medical certificates who are required to undergo a recurrent medical examination to revalidate their Class 1 medical to continue to exercise their licence or certificate privileges on behalf of their operator are not able to timely reach or gain access to Jigme Dorji Wangchuk National Referral (JDWNRH) Hospital to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak. This would result in expiry of said certificates.• Holders of cabin crew attestations who are required to undergo a recurrent training, in accordance with the applicable requirements of BCAR-OPS1, are not able to timely reach or gain access to training facilities.• Holders of a cabin crew medical report, who are required to undergo a recurrent medical assessment, are not able to undergo aero-medical assessment.• Holders of aircraft maintenance licenses issued in accordance with BCAR-PEL and BCAR 66 are not able to timely revalidate their licence.• Operators may have difficulties in complying with recency requirements due to reduced flight operations and/or the unavailability of flight simulators as a consequence of the COVID-19 pandemic. <p>Urgent operational needs</p> <p>As a result of the aforementioned unforeseen circumstances, it is needed to apply this alleviation to said holders of Bhutanese licenses, ratings, certificates and attestations as well as operators/maintenance organizations when the said circumstances are declared to the BCAA by either the holder (of the licence, rating, endorsement, certificate or attestation) or the operator/maintenance organization to ensure a certain level of business continuity for organizations for which BCAR-OPS1, BCAR-OPS3 to BANRs are applicable. This Alleviation aims to reduce the severity of the disruptions that would otherwise occur due to non-availability of a sufficient number of flight and cabin crew members and aircraft maintenance licence holders to operate on behalf of said operators.</p>
Summary of Mitigating measures, if any	<p>The Operators shall ensure that they will strictly comply with the mitigation measures in the time of alleviation</p> <p>(1) licence holders benefiting from this alleviation shall comply with all of the following:</p> <ul style="list-style-type: none">(a) they shall hold a valid current type rating;(b) they shall operate under the operation manual of an organization for which BCAR-OPS1, BCAR-OPS3 and BCAR-PEL is applicable;



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	<p>(c) the document outlining the BCAA alleviation standards shall be carried by the pilot.</p> <p>(d) the pilot shall confirm the States over which the flight will overfly and the destination accept the published temporary differences.</p> <p>(e) individuals shall renew their licences with PEL Section of BCAA for temporary licence/authorization.</p> <p>(2) TRI and TRE holders benefiting from this alleviation shall hold a valid TRI and, if applicable, a valid TRE certificate. The TRE nominated by the operator shall endorse the certificate, as appropriate, with the new expiry date.</p> <p>(3) Class 1 medical certificate holders benefitting from this alleviation shall hold a valid Class 1 without limitations, except visual ones. Note: the flight crew shall not have any underlying medical conditions that could affect his/her performance</p> <p>(4) Cabin crew medical report holders benefiting from this alleviation shall hold a valid cabin crew medical report without limitations, except visual ones. Note: the cabin crew shall not have any underlying medical conditions that could affect his/her performance</p> <p>(5) Operators benefiting from this alleviation shall comply with all of the following:</p> <p>(a) in the case of operator proficiency checks (OPC) as well as line-oriented evaluation, if applicable, the operator shall ensure that flight crew benefitting from this alleviation shall comply with point (1)</p> <p>(b) In case of operator emergency and safety equipment training, ground and flight training, OPC, cabin crew recurrent training and checking, technical crew recurrent training, the operator shall ensure flight crew members complete training if the situation of COVID-19 improves.</p> <p>(c) Operator need to provide supplementary safety briefing to crew including daily briefing</p> <p>(d) Operators need to include a notice within operations manual explaining the COVID 19 safety measures that are being taken</p> <p>(e) BCAA to conduct periodic inspections to ensure that alleviation requirements are being complied with.</p> <p>(f) the operator shall confirm the States over which the flight will overfly and the destination accept the published temporary differences.</p> <p>(g) the document outlining the BCAA alleviation standards shall be carried on each aircraft.</p> <p>(6) Aircraft maintenance licence holders benefitting from this alleviation shall only exercise the certification privileges associated with their licence.</p> <p>(7) Recent experience requirements - pilot-in-command, co-pilot</p> <ul style="list-style-type: none"> • Pilot had a valid rating for the type of aeroplane and the validity of that rating has not been extended using Covid-19 alleviation
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	<ul style="list-style-type: none"> • At least one pilot of the minimum required flight crew shall be fully recent • Operators should not allow flight crews to be paired with all required pilots not having conducted any flight activity (in the aeroplane or in an approved flight simulator) in the preceding 90 days. • Partially recent pilots are paired with fully recent pilots • Not recent pilots are paired with fully recent instructors or examiners. • Partially recent pilots may be paired with partially recent instructors or examiners. • Apply one or more operational limitations to alleviated crew pairings such as: <ol style="list-style-type: none"> 1. First sector with the most recent pilot assuming the role of pilot flying; 2. Reduction in maximum crosswind / tailwind limitations; 3. Avoidance of contaminated runways / severe weather; 4. Higher takeoff / approach minima; 5. Dispatching only with a functioning autoland system, if installed, or to airports with multiple approach capabilities, including autoland; 6. Operate with additional flight crew members; 7. Operate with variations to existing flight and duty time limitations • The operators should submit the risk assessment: <ol style="list-style-type: none"> 1. Address the potential severity of the pilot's competency deterioration related to the extended absence from flying duties. 2. Consider the cumulative effect of other relevant alleviation, for example extended validity period of pilot proficiency checks plus lack of recency. 3. Provide appropriate mitigations measures to reduce the risks identified as far as possible. 4. Determine which pilot should be pilot flying
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Issuing Authority	
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BCAA	Director	
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