



REPRESENTATION OF ARGENTINA  
ON THE COUNCIL OF THE  
INTERNATIONAL CIVIL AVIATION ORGANIZATION

999 University Street, Suite 15.20  
Montreal, Quebec H3C 5J9

Tel.: (514) 954-8250  
Fax (514) 954-5732  
E-mail: [argentina@icao.int](mailto:argentina@icao.int)

Nota: ROACI 23/2020

Asunto: Carta a los Estados 20/50  
Medidas operacionales para garantizar operaciones  
seguras durante la pandemia de COVID-19

Montreal, 24 de abril de 2020.


Sra Secretaria General de la OACI  
Dra. Fang Liu

Tengo el honor de dirigirme a Usted a efectos de transmitirle la respuesta de la República Argentina a la Carta a los Estados 20/50 sobre "Medidas operacionales para garantizar operaciones seguras durante la pandemia de COVID-19".

La referida respuesta ha sido cargada asimismo en el sistema EFOD.

Saludo a Usted con mi consideración más distinguida.



  
Gustavo Ainchil  
Embajador  
Representante Permanente de la Argentina  
Ante el Consejo de la OACI



Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
Annex 1  1.2.4.4.1	<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><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>Desde el 20 de marzo y hasta el 31 de mayo se prorrogó por 90 días el vencimiento de las licencias y certificados de competencia, como así también la CMA.</p> <p>Motivo: COVID-19</p>	<p>(*) En el contexto de la declaración de la pandemia por la aparición del nuevo Coronavirus (COVID-19), la Administración Nacional de Aviación Civil (ANAC) prorrogó por 90 días la vigencia de distintas certificaciones, habilitaciones y licencias, para asegurar el cumplimiento de las medidas dispuestas por el Estado Nacional para evitar o retrasar la propagación del virus COVID-19.</p> <p>21 de marzo de 2020. Considerando la emergencia sanitaria actual, mediante la Resolución N° 101/2020, la Autoridad Aeronáutica ha implementado esta medida para garantizar la cantidad necesaria de personal aeronáutico en condiciones de desarrollar normalmente sus tareas abocadas al desarrollo de las operaciones aerocomerciales, que constituyen una herramienta insustituible para asegurar el retorno de los ciudadanos, ciudadanas y residentes a nuestro país; como así también para el abastecimiento de insumos médicos; alimentos y medicamentos, entre otros bienes indispensables para el manejo de la pandemia.</p> <p>Además, de acuerdo al Decreto N° 297 que estableció la medida de “aislamiento social, preventivo y obligatorio” para todas las personas que habitan en el país o se encuentren en él en forma temporaria, esta</p>	

Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
			<p>normativa da cuenta de la imposibilidad de llevar a cabo los exámenes de capacitación y operativos y las tareas de evaluación del personal aeronáutico ya que las personas involucradas no pueden acceder de forma adecuada a los lugares y simuladores en los que se realizan muchas actividades de entrenamiento y verificación. Por todo esto, la ANAC resolvió prorrogar los vencimientos de aquellas licencias, certificados y habilitaciones que tuvieran fecha de vencimiento entre el 20 de marzo y el día 31 de mayo de 2020.</p> <p>son alcanzadas:</p> <ul style="list-style-type: none"> <li>•Todas las certificaciones respecto del nivel de dominio del idioma otorgadas de acuerdo con lo establecido en el apartado 61.34 de la Parte 61 de las RAAC “Requerimiento de idioma”;</li> <li>•Todas las Certificaciones Médicas Aeronáuticas (CMA) otorgadas de acuerdo con lo establecido en la Parte 67 de las RAAC “Certificación médica aeronáutica”;</li> <li>•Todas las autorizaciones de operación y aprobaciones de cursos emitidas bajo la Parte 141 “Centros de Instrucción de Aeronáutica Civil (CIAC)” y la Parte 142 “Centros de Entrenamiento de Aeronáutica Civil (CEAC)”;</li> <li>•Todas las acreditaciones de examinadores vinculados a operadores aéreos (Inspectores reconocidos/instructores de vuelo) y a</li> </ul>	

Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
			Centros de Instrucción de Aeronáutica Civil (CIAC); •y todos los exámenes de capacitación y operativos previstos en la Parte 91 “Reglas de vuelo y operación general”, en la Parte 121 “Requerimientos de operación: operaciones regulares internas e internacionales, operaciones suplementarias” y en la Parte 135 “Requerimientos de operación: operaciones no regulares internas e internacionales”.	
		An extension of the validity of licenses, proficiency certificates and Medical Assessment has been granted for 90 days since March, 20th until May, 31st due to COVID-19	(* ) In the context of the declaration of the pandemic due to the appearance of the new Coronavirus (COVID-19), The National Administration Of Civil Aviation (ANAC) extended for 90 days the validity of different certifications, ratings and licenses to ensure compliance with the measures provided by the government in order to avoid or delay the spread of the COVID-19 virus.  March, 21st 2020. Considering the current health emergency, under the resolution N° 101/2020, the aeronautical authority has implemented this measure to guarantee the necessary number of aeronautical personnel to carry out their tasks normally for the development of aero commercial operations, tool that cannot be replaced to ensure citizens and residents to come back to our country, as well as the provision of medical	

Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
			<p>supplies, food, medicine, among other essential goods to handle pandemic. In addition, according to decree N° 297 that established the measure of social preventive and mandatory isolation for all the people either living or being temporarily in the country, this regulation accounts for the impossibility of carrying out the training and operational exams and the aeronautical personnel assessment since people involved cannot properly access to places and simulators where many training and verification activities are performed.</p> <p>For all these reasons, ANAC decided to extend the expiration dates of those licenses, certificates and ratings that had an expiration date between March, 20th and May, 31st 2020.</p> <p>Extensions involved:</p> <ul style="list-style-type: none"> <li>•All certifications regarding the level of language proficiency granted in accordance with the provisions of section 61.34 of part 61 of the RAAC “Language Requirement”;</li> <li>•All Aeronautical Medical Certifications (CMA) granted in accordance with the provisions of part 67 of the RAAC “Aeronautical Medical Certification”;</li> <li>•All operating authorizations and course approval issued under part 141 “Civil Aeronautics Instruction Centers (CIAC)” and part 142 “Civil Aeronautics Training Centers (CEAC)”;</li> </ul>	

Annex & Reference Number	Generic	Details of Difference	Remarks – to include:	Recognition of other State Differences
	Alleviations measures		a. Rationale	
	Annex Standard or Recommended Practice		b. Conditions/Mitigations	
			<ul style="list-style-type: none"> <li>•All examiner accreditations linked to air operators (Recognized Inspectors/ Flight Instructors) and Civil Aeronautics Instruction Centers (CIAC);</li> <li>•And all the training and operational exams provided for in part 91 “Flight rules and general operation” in part 121 “Operation Requirements: regular internal and international operations, supplementary operations” and in part 135 “Operation requirements: internal and international non-regular operations”</li> </ul>	
Annex 1 1.2.5.1.2	<p>1.2.5.1.2 A Contracting State, having issued a licence, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence.</p> <p><i>Note 1.— Until 2 November 2022, the maintenance of competency of flight crew or remote flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6.</i></p> <p><i>Note 1.— As of 3 November 2022, the maintenance of competency of flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6.</i></p>	<p>Pueden consultar su validez a través del departamento de registro de licencias aeronáuticas de ANAC ARGENTINA (drl@anac.gob.ar ; galonso@anac.gob.ar)</p> <p>Verify validity through the aeronautical Registry License Department of the National Administration of civil Aviation (ANAC - Argentina) (email: drl@anac.gob.ar ; galonso@anac.gob.ar)</p>	<p>Mantenimiento de competencias, por periodo de 90 días (COVID 19)</p> <p>Proficiency validity will be extended for 90 days.</p>	

Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
	<p><i>Note 2. — Until 2 November 2022, maintenance of competency may be satisfactorily recorded in the operator’s records, or in the flight crew member’s personal log book or licence.</i></p> <p><i>Note 2. — As of 3 November 2022, maintenance of competency may be satisfactorily recorded in the operator’s records, or in the flight crew or the remote flight crew member’s personal log book or licence.</i></p> <p><i>Note 3. — Until 2 November 2022, flight crew members may, to the extent deemed feasible by the State of Registry, demonstrate their continuing competency in FSTDs approved by that State.</i></p> <p><i>Note 3. — As of 3 November 2022, flight crew and remote flight crew members may, to the extent deemed feasible by the State of Registry, or Licensing Authority of the State of the Operator, respectively, demonstrate their continuing competency in FSTDs approved by that State.</i></p> <p><i>Note 4. — See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i></p> <p><i>Note 5. — See the Manual of Procedures for Establishment and Management of a State’s Personnel</i></p>			



Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
	Licensing System ( <i>Doc 9379</i> ) for guidance material on the development of a risk assessment process.			
Annex 6 Part 1 9.4.1.1	<p>9.4 Qualifications</p> <p><i>Note.— See the Manual of Procedures for Establishment and Management of a State’s Personnel Licensing System (Doc 9379) for guidance of a general nature on cross-crew qualification, mixed-fleet flying and cross-credit.</i></p> <p>9.4.1 Recent experience — pilot-in-command and co-pilot</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>Por Resolución ANAC 101/2020 se extiende por NOVENTA (90) días corridos la validez de todos los entrenamientos que tuvieran vencimiento hasta el 31 de mayo de 2020.</p>	<p>a. COVID 19</p> <p>b. A través de los POI se ha requerido a los explotadores que hagan un análisis de riesgo para que ellos puedan ver cuáles son las amenazas y que propongan las medidas de mitigación correspondientes, siguiendo las siguientes recomendaciones: Las empresas deben:</p> <ul style="list-style-type: none"> <li>• exponer por escrito, en forma documentada, la norma o requisito reglamentario del cual solicita se le exima,</li> <li>• argumentar los motivos, expresando los eventuales beneficios al interés público,</li> <li>• explicar en que forma no resultará afectado el nivel de seguridad operacional,</li> <li>• explicar la forma o método alternativo de cumplimiento que propone y cuando corresponda, la duración.</li> <li>• con el fin de mantener un registro del personal al cual le ha sido extendida sus certificaciones y actividades o eventos de entrenamiento, cada operador aéreo deberá remitir al POI, la nómina del personal con la actividad o evento, fecha de caducidad y fecha extendida.</li> <li>• mantener actualizados estos registros para consulta de los POI.</li> </ul>	

Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
			<ul style="list-style-type: none"> <li>• presentar un informe a los POI con las debidas certificaciones de los FSTD de los países en los cuales están realizando o van a realizar la instrucción. Si éstos no pudiesen ser inspeccionados por las AAC pero se encuentran operativos, esa circunstancia deberá ser informada al POI, valorando las falencias que podría sufrir la instrucción.</li> <li>• las empresas deberían incluir en sus informes la excepción de las prácticas de lucha contra el fuego, uso del PBE, ditching, toboganes, etc. Debería poder autorizarse el uso de videos en instrucción a distancia.</li> <li>• deberán hacer uso intensivo de la web para cumplir los cursos de instrucción anual. Las empresas deberán realizar el monitoreo del cumplimiento e informarlo al POI.</li> </ul>	
		<p>According to Resolution 101/2020 issued by ANAC, the validity of all training sessions expiring until May 31st, 2020 is extended for 90(ninety) calendar days.</p>	<p>a. COVID 19 b. Through the POI (Principal Operations Inspector), operators have been required to make a risk analysis so that they can see what the threats are and to propose the corresponding mitigation measures, following these recommendations: Operators must:</p> <ul style="list-style-type: none"> <li>• Put forth in writing, in a documented form, the rule or regulatory requirement from which they request to be exempted,</li> <li>• Support reasons expressing the possible benefits to the public interest,</li> </ul>	

Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
			<ul style="list-style-type: none"> <li>• Explain how the level of operational safety will not be affected,</li> <li>• Explain the alternative form or method of compliance proposed and, when appropriate, the duration.</li> <li>• Submit to the POI (Principal Operations Inspector) the list of the personnel with the activity or event, expiration date and extended date in order to keep a record of the personnel to which their certifications and activities or training events have been extended.</li> <li>• Keep these records updated for POI consultation.</li> <li>• Provide a report to the POI with the proper certifications of the FSTD (Flight simulation training devices) of the countries in which they are carrying out or will carry out the training. If they could not be inspected by the CAA but were operational, they should have to report that circumstance to the POI, assessing the shortcomings that the instruction could suffer.</li> <li>• Include in their reports the exception of firefighting practices, use of PBE, ditching, slides, etc. The use of videos in remote instruction should be authorized.</li> </ul>	

Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
			<ul style="list-style-type: none"> <li>• Make intensive use of the web to complete annual instruction courses. Operators must monitor compliance and report it to the POI.</li> </ul>	
Annex 6 Part 1 9.4.2.1	<p>9.4.2 Recent experience — cruise relief pilot</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> <p>a) operated as a pilot-in-command, co-pilot or cruise relief pilot on the same type of aeroplane; or</p> <p>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>	<p>Por Resolución ANAC 101/2020 se extiende por NOVENTA (90) días corridos la validez de todos los entrenamientos que tuvieren vencimiento hasta el 31 de mayo de 2020.</p>	<p>a. COVID 19</p> <p>b. A través de los POI se ha requerido a los explotadores que hagan un análisis de riesgo para que ellos puedan ver cuáles son las amenazas y que propongan las medidas de mitigación correspondientes, siguiendo las siguientes recomendaciones: Las empresas deben:</p> <ul style="list-style-type: none"> <li>• exponer por escrito, en forma documentada, la norma o requisito reglamentario del cual solicita se le exima,</li> <li>• argumentar los motivos, expresando los eventuales beneficios al interés público,</li> <li>• explicar en que forma no resultará afectado el nivel de seguridad operacional,</li> <li>• explicar la forma o método alternativo de cumplimiento que propone y cuando corresponda, la duración.</li> <li>• con el fin de mantener un registro del personal al cual le ha sido extendida sus certificaciones y actividades o eventos de entrenamiento, cada operador aéreo deberá remitir al POI, la nómina del personal con la actividad o evento, fecha de caducidad y fecha extendida.</li> </ul>	

Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
			<ul style="list-style-type: none"> <li>• mantener actualizados estos registros para consulta de los POI.</li> <li>• presentar un informe a los POI con las debidas certificaciones de los FSTD de los países en los cuales están realizando o van a realizar la instrucción. Si éstos no pudiesen ser inspeccionados por las AAC pero se encuentran operativos, esa circunstancia deberá ser informada al POI, valorando las falencias que podría sufrir la instrucción.</li> <li>• las empresas deberían incluir en sus informes la excepción de las prácticas de lucha contra el fuego, uso del PBE, ditching, toboganes, etc. Debería poder autorizarse el uso de videos en instrucción a distancia.</li> <li>• deberán hacer uso intensivo de la web para cumplir los cursos de instrucción anual. Las empresas deberán realizar el monitoreo del cumplimiento e informarlo al POI.</li> </ul>	
		<p>According to Resolution 101/2020 issued by ANAC, the validity of all training sessions expiring until May 31st, 2020 is extended for 90(ninety) calendar days.</p>	<p>a. COVID 19 b. Through the POI (Principal Operations Inspector), operators have been required to make a risk analysis so that they can see what the threats are and to propose the corresponding mitigation measures, following these recommendations: Operators must:</p> <ul style="list-style-type: none"> <li>• Put forth in writing, in a documented form, the rule or regulatory requirement from which they request to be exempted,</li> </ul>	

Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
			<ul style="list-style-type: none"> <li>• Support reasons expressing the possible benefits to the public interest,</li> <li>• Explain how the level of operational safety will not be affected,</li> <li>• Explain the alternative form or method of compliance proposed and, when appropriate, the duration.</li> <li>• Submit to the POI (Principal Operations Inspector) the list of the personnel with the activity or event, expiration date and extended date in order to keep a record of the personnel to which their certifications and activities or training events have been extended.</li> <li>• Keep these records updated for POI consultation.</li> <li>• Provide a report to the POI with the proper certifications of the FSTD (Flight simulation training devices) of the countries in which they are carrying out or will carry out the training. If they could not be inspected by the CAA but were operational, they should have to report that circumstance to the POI, assessing the shortcomings that the instruction could suffer.</li> <li>• Include in their reports the exception of firefighting practices, use of PBE, ditching, slides, etc. The use of videos</li> </ul>	

Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
			<p>in remote instruction should be authorized.</p> <ul style="list-style-type: none"> <li>• Make intensive use of the web to complete annual instruction courses. Operators must monitor compliance and report it to the POI.</li> </ul>	
Annex 6 Part 1  9.4.4.1	<p>9.4.4 Pilot proficiency checks</p> <p>9.4.4.1 The operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in such a way as to demonstrate the pilot’s competence on each type or variant of a type of aeroplane. Where the operation may be conducted under instrument flight rules, the operator shall ensure that the pilot’s competence to comply with such rules is demonstrated to either a check pilot of the operator or to a representative of the State of the Operator. Such checks shall be performed twice within any period of one year. Any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement.</p> <p><i>Note 1.— Flight simulation training devices approved by the State of the Operator may be used for those parts of the checks for which they are specifically approved.</i></p>	<p>Por Resolución ANAC 101/2020 se extiende por NOVENTA (90) días corridos la validez de todos los entrenamientos que tuvieron vencimiento hasta el 31 de mayo de 2020.</p>	<p>a. COVID 19</p> <p>b. A través de los POI se ha requerido a los explotadores que hagan un análisis de riesgo para que ellos puedan ver cuáles son las amenazas y que propongan las medidas de mitigación correspondientes, siguiendo las siguientes recomendaciones: Las empresas deben:</p> <ul style="list-style-type: none"> <li>• exponer por escrito, en forma documentada, la norma o requisito reglamentario del cual solicita se le exima,</li> <li>• argumentar los motivos, expresando los eventuales beneficios al interés público,</li> <li>• explicar en que forma no resultará afectado el nivel de seguridad operacional,</li> <li>• explicar la forma o método alternativo de cumplimiento que propone y cuando corresponda, la duración.</li> <li>• con el fin de mantener un registro del personal al cual le ha sido extendida sus certificaciones y actividades o eventos de entrenamiento, cada operador aéreo deberá remitir al POI, la nómina del</li> </ul>	

Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
	<p><i>Note 2.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i></p>		<p>personal con la actividad o evento, fecha de caducidad y fecha extendida.</p> <ul style="list-style-type: none"> <li>• mantener actualizados estos registros para consulta de los POI.</li> <li>• presentar un informe a los POI con las debidas certificaciones de los FSTD de los países en los cuales están realizando o van a realizar la instrucción. Si éstos no pudiesen ser inspeccionados por las AAC pero se encuentran operativos, esa circunstancia deberá ser informada al POI, valorando las falencias que podría sufrir la instrucción.</li> <li>• las empresas deberían incluir en sus informes la excepción de las prácticas de lucha contra el fuego, uso del PBE, ditching, toboganes, etc. Debería poder autorizarse el uso de videos en instrucción a distancia.</li> <li>• deberán hacer uso intensivo de la web para cumplir los cursos de instrucción anual. Las empresas deberán realizar el monitoreo del cumplimiento e informarlo al POI.</li> </ul>	
		<p>According to Resolution 101/2020 issued by ANAC, the validity of all training sessions expiring until May 31<sup>st</sup>, 2020 is extended for 90(ninety) calendar days.</p>	<p>a. COVID 19 b. Through the POI (Principal Operations Inspector), operators have been required to make a risk analysis so that they can see what the threats are and to propose the corresponding mitigation measures, following these recommendations: Operators must:</p> <ul style="list-style-type: none"> <li>• Put forth in writing, in a documented form, the rule or regulatory</li> </ul>	



Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
			<p>requirement from which they request to be exempted,</p> <ul style="list-style-type: none"> <li>• Support reasons expressing the possible benefits to the public interest,</li> <li>• Explain how the level of operational safety will not be affected,</li> <li>• Explain the alternative form or method of compliance proposed and, when appropriate, the duration.</li> <li>• Submit to the POI (Principal Operations Inspector) the list of the personnel with the activity or event, expiration date and extended date in order to keep a record of the personnel to which their certifications and activities or training events have been extended.</li> <li>• Keep these records updated for POI consultation.</li> <li>• Provide a report to the POI with the proper certifications of the FSTD (Flight simulation training devices) of the countries in which they are carrying out or will carry out the training. If they could not be inspected by the CAA but were operational, they should have to report that circumstance to the POI, assessing the shortcomings that the instruction could suffer.</li> <li>• Include in their reports the exception of firefighting practices, use of PBE,</li> </ul>	

Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
			ditching, slides, etc. The use of videos in remote instruction should be authorized. • Make intensive use of the web to complete annual instruction courses. Operators must monitor compliance and report it to the POI.	
Annex 6 Part 2 3.9.4.2	3.9.4.2 Recent experience — pilot-in-command  The operator shall not assign a pilot to act as pilot-in-command of an aeroplane unless that pilot has made 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.	Por Resolución ANAC 101/2020 se extiende por NOVENTA (90) días corridos la validez de todos los entrenamientos que tuvieren vencimiento hasta el 31 de mayo de 2020.	a. COVID 19 b. Para aviación general la experiencia reciente se encuentra comprendida en la RAAC Parte 61, sección 61.57, razón por la cual aplica lo expresado con relación al Anexo 1.	
		According to Resolution 101/2020 issued by ANAC, the validity of all training sessions expiring until May 31 <sup>st</sup> , 2020 is extended for 90(ninety) calendar days.	a. COVID 19 b. For general aviation, recent experience is included in *RAAC part 61, section 61.57, therefore it applies what is expressed in relation to Annex 1. *RAAC ( The Argentine Civil Aviation Regulations)	
Annex 6 Part 2 3.9.4.3	3.9.4.3 Recent experience — co-pilot  The operator shall not assign a co-pilot to operate at the flight controls of an aeroplane during take-off and landing unless that pilot has made 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.	Por Resolución ANAC 101/2020 se extiende por NOVENTA (90) días corridos la validez de todos los entrenamientos que tuvieren vencimiento hasta el 31 de mayo de 2020.	a. COVID 19 b. Para aviación general la experiencia reciente se encuentra comprendida en la RAAC Parte 61, sección 61.57, razón por la cual aplica lo expresado con relación al Anexo 1.	
		According to Resolution 101/2020 issued by ANAC, the validity of all training sessions expiring until May 31 <sup>st</sup> , 2020 is extended for 90(ninety) calendar days.	a. COVID 19 b. For general aviation, recent experience is included in *RAAC part 61, section 61.57, therefore it applies what is expressed in relation to Annex 1.	

Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
			*RAAC ( The Argentine Civil Aviation Regulations)	
Annex 6 Part 3  7.4.1.1	7.4 Qualifications  <i>Note.— See the Manual of Procedures for Establishment and Management of a State’s Personnel Licensing System (Doc 9379) for guidance of a general nature on cross-crew qualification, mixed-fleet flying and cross-credit.</i>  7.4.1 Recent experience — pilot-in-command and co-pilot  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.	Por Resolución ANAC 101/2020 se extiende por NOVENTA (90) días corridos la validez de todos los entrenamientos que tuvieren vencimiento hasta el 31 de mayo de 2020.  According to Resolution 101/2020 issued by ANAC, the validity of all training sessions expiring until May 31 <sup>st</sup> , 2020 is extended for 90(ninety) calendar days.	a.COVID 19 b. Para los helicópteros que están afectados a transporte aéreo (RAAC 135) rige lo expresado en relación al Anexo 6 Parte I, cada explotador deberá enviar sus planes e informes. Para los helicópteros que operan aviación general la experiencia reciente se encuentra comprendida en la RAAC Parte 61, sección 61.57, razón por la cual aplica lo expresado con relación al Anexo 1.  a. COVID 19 b. Helicopters affected by air transport (RAAC 135) should apply to what is stated in Annex 6 Part 1, each operator must send their plans and reports. Helicopters operating general aviation, recent experience is included in RAAC part 61, section 61.57, therefore it applies what is expressed in relation to Annex 1.	
Annex 6 Part 3  7.4.3.1	7.4.3 Pilot proficiency checks  7.4.3.1 The operator shall ensure that piloting technique and the ability to execute emergency procedures is checked in such a way as to demonstrate the pilot’s competence on each type or variant of a type of helicopter. Where the operation may	Por Resolución ANAC 101/2020 se extiende por NOVENTA (90) días corridos la validez de todos los entrenamientos que tuvieren vencimiento hasta el 31 de mayo de 2020.	a.COVID 19 b. Para los helicópteros que están afectados a transporte aéreo (RAAC 135) rige lo expresado en relación al Anexo 6 Parte I, cada explotador deberá enviar sus planes e informes. Para los helicópteros que operan aviación general queda comprendida en la RAAC Parte 61, razón por la cual	

Annex & Reference Number	Generic	Details of Difference	Remarks – to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
	Alleviations measures			
	Annex Standard or Recommended Practice			
	<p>be conducted under IFR, the operator shall ensure that the pilot’s competence to comply with such rules is demonstrated to either a check pilot of the operator or to a representative of the State of the Operator. Such checks shall be performed twice within any period of one year. Any two such checks which are similar and which occur within a period of four consecutive months shall not alone satisfy this requirement.</p> <p><i>Note 1. — Flight simulation training devices approved by the State of the Operator may be used for those parts of the checks for which they are specifically approved.</i></p> <p><i>Note 2. — See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625), Volume II — Helicopters.</i></p>	<p>According to Resolution 101/2020 issued by ANAC, the validity of all training sessions expiring until May 31<sup>st</sup>, 2020 is extended for 90(ninety) calendar days.</p>	<p>aplica lo expresado con relación al Anexo 1.</p> <p>. COVID 19</p> <p>b. Helicopters affected by air transport (RAAC 135) should apply to what is stated in Annex 6 Part 1, each operator must send their plans and reports. Helicopters operating general aviation is included in RAAC part 61, therefore it applies what is expressed in relation to Annex 1.</p>	