

AUTORITÉ GUINÉENNE DE L'AVIATION CIVILE

DECISION 2020/N°.....0036.....MT/DG/DSV

Portant établissement de mesures d'allègement pour le maintien des opérations aériennes pendant la période de la pandémie de COVID-19**LE DIRECTEUR GENERAL,**

- Vu** la Loi L/2018/048/AN du 15 Mai 2018, portant amendement de la Loi L/2013/063/CNT du 05 Novembre 2013, portant amendement du Code de l'aviation civile de la République de Guinée ;
- Vu** le Décret D/2017/048/PRG/SGG, du 25 février 2017, portant Création, Attributions, Organisation et fonctionnement de l'Autorité Guinéenne de l'Aviation Civile ;
- Vu** le Décret D/2018/021/PRG/SGG du 09 février 2018, portant Nomination du Directeur Général et du Directeur Général Adjoint de l'Autorité Guinéenne de l'Aviation Civile ;
- Vu** l'Arrêté 2017/N°4058/MT/CAB/SGG, du 12 juin 2019 portant adoption des Règlements Aéronautiques de Guinée (RAG) ;
- Vu** l'Arrêté 2019/N°4209/MT/CAB/SGG, du 27 juin 2019 portant délégation de pouvoirs au Directeur Général de l'AGAC ;

DECIDE

Article 1 : En raison de la pandémie de COVID-19, la République de Guinée a établi et mis en œuvre des mesures d'allègements, nécessaires pour maintenir les opérations aériennes pendant la période de cette pandémie. Ces mesures d'allègements sont relatives à des différences temporaires par rapport aux normes de l'OACI, telles que prévues à l'article 38 de la Convention de Chicago et, à des exemptions et exceptions telles que décrites au §3.2.7 du Manuel de supervision de la sécurité (Doc 9734 Partie A).

Article 2 : Ces mesures d'allègements contenues dans le tableau joint à la présente Décision sont valables jusqu'au 31 mars 2021 et concernent les neufs (09) normes ci-après :

- 1.2.4.4.1 et 1.2.5.1.2 de l'Annexe 1 – Licences de personnel;
- 9.4.1.1; 9.4.2.1 et 9.4.4.1 de l'Annexe 6, Partie 1 – Exploitation technique des aéronefs; Aviation de transport commercial international — Avions ;
- 3.9.4.2 et 3.9.4.3 de l'Annexe 6, Partie 2 – Exploitation technique des aéronefs; Aviation générale internationale — Avions ;
- 7.4.1.1 et 7.4.3.1 de l'Annexe 6, Partie 3 – Exploitation technique des aéronefs; Vols internationaux d'hélicoptères.

Article 3 : La notification de différences à l'OACI par rapport à ces neufs (09) normes est faite en ligne à travers le CCRD/EFOD de l'OLF, relatif au COVID-19.

Article 4 : La République de Guinée accepte les différences notifiées par les autres Etats contractants par rapport à ces neufs (09) normes jusqu'à la date du 31 mars 2021, date à laquelle le niveau de la pandémie sera réévalué.

Article 5 : La présente décision qui entre en vigueur à compter de sa date de signature sera publiée sur le site web de l'AGAC www.agac-gn.com et partout où besoin sera.

Conakry, le..... 29 AVR. 2020

Ampliations

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Elhadj Mamady KABA



Guinea COVID-19 Alleviation measures by State

Annex Reference	PERSONNEL LICENSING Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 1 Chapter 1 Reference Standard	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. <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>	The validity periods of all medical certificates which expire before the end of June 2020 are automatically extended by 3 months by General Exemption related to COVID-19 with the option of additional 3 months if a renewal/revalidation is not possible before the expiry date.	However, the 90-day extension authorization will apply only to pilots who have their medical situation in adequate condition. The situation of the aeronautical personnel who have an exemption will be assessed case by case. This is due to the burden that COVID-19 imposes on the health system and because these tests increase the risk of transmission of the virus through personal contact between Doctors and the Applicant for a Medical Certificate.	We accept other ICAO members States Differences



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ANNEX 1 Chapter 1 Reference Standard	<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><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>The validity periods of all licenses issued by Guinea CAA which expire before the end of June 2020 will be extended by 3 months by General Exemption related to COVID-19.</p> <p>For the maintenance of competency of flight crew, NO DIFFERENCES.</p>	<p>Crew shall carry the State Exemption/Extension Letter and any other Documentation issued.</p>	<p>We accept other ICAO members States Differences</p>



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	<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 Licensing System (Doc 9379) for guidance material on the development of a risk assessment process.</i></p>			
<p>ANNEX 6 Chapter 9 Reference Standard</p>	<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>No Differences</p>	<p>Standard Regulation Applies.</p>	<p>We accept other ICAO Members States Differences</p>



Guinea COVID-19 Alleviation measures by State

Annex Reference	OPERATION OF AIRCRAFT Standard or Recommended Practice	Details of Difference (COVID-19, related)	Remarks - to include: a. Rationale b. Conditions/Mitigations	Recognition of other State Differences
ANNEX 6 Chapter 9 Reference Standard	<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> <ul style="list-style-type: none"> a) operated as a pilot-in-command, co-pilot or cruise relief pilot on the same type of aeroplane; or 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. 	No Differences	Standard Regulation Applies.	We accept other ICAO Members States Differences



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ANNEX 6 Chapter 9 Reference Standard	<p align="center">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><i>Note 2.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i></p>	Flight Crew whose proficiency check expires after 1st April 2020 may continue to exercise the privileges of their licenses for an extended period of up to 30 June 2020.	This is subject to compliance with flight crew recency requirements	We accept other ICAO Members States Differences
ANNEX 6 Chapter 3 Reference Standard	<p>3.9.4.2 Recent experience — pilot-in-command</p> <p>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.</p>	No Differences	Standard Regulation Applies.	We accept other ICAO Members States Differences



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ANNEX 6 Chapter 3 Reference Standard	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.	No Differences	Standard Regulation Applies.	We accept other ICAO Members States Differences
ANNEX 6 Chapter 7 Reference Standard	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.	No Differences	Standard Regulation Applies.	We accept other ICAO Members States Differences



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ANNEX 6 Chapter 7 Reference Standard	<p style="text-align: center;">7.4.3 Pilot proficiency checks</p> <p>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 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>	No Differences	Standard Regulation Applies.	We accept other ICAO Members States Differences

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