Industry Restart
Ready for Take-off
Part I:
Airline Personnel Readiness
and Airline Readiness

Carlos Cirilo
Director ATM Infrastructure
Challenge

To restart aviation, protect health and safety, **ensure aviation is not a meaningful vector** for the spread of COVID-19 and **restore public confidence** in air travel.

This means temporary and significant change for how we travel.
Goal

To restore air connectivity with an internationally-consistent, mutually-accepted and harmonized approach

Success will depend on government and industry collaboration
A matter of urgency

Aviation:

- Drives economies ($2.7 trillion of GDP)
- Creates employment (65.5 million jobs)
- Enables trade (delivering 35% of goods by value)
- Facilitates healthcare and emergency aid
- Connects people, businesses and economies

Aviation will be a vital driver of the world's economic recovery
Airline Industry Restart

3 phases of recovery

Immediate
- Q3/2020
- Minimum measures in place to enable governments to approve flights

Intermediate
- Q4/2020 – Q4/2021
- Temporary arrangements with consistent application and mutual acceptance between States

Post COVID-19
- 2022 –
- Removal of temporary arrangements
Airline Industry Restart

**System Restart**
- System Capability: Get planes back up in the sky…
- Travel Experience (biosafety): … taking all necessary precautions to avoid the spread of COVID-19…

**Demand Restart**
- Restore Confidence: … so that States are confident to relax travel restrictions, and the public is confident to fly…
- Stimulate Demand: … while keeping air travel affordable, and getting people on planes
Airline Personnel Readiness and Airline Readiness

Stuart Fox
Director, Flight Ops
Worldwide impact: 65% of fleet grounded

Global Average Daily Utilization (hrs/day)

---------|-----------|-----------|-----------|-----------|-----------
3,107    | 3,430     | 4,485     | 16,891    | 18,079    | 15,859    

Source: Cirium
Addressing System Restart

System Restart

System Capability

Get planes back up in the sky ...

Airline Personnel Readiness (Licenses)

Airline Readiness (Certification)

Pilot Training and Licensing

Airworthiness Tech Ops & MRO

IOSA & ISAGO Support Programs

Insurance

Fuel
Pilot Training and Licensing

Capt Yann RENIER
Head Training and Licensing
Safety & Flight Operations
Pilot Training and Licensing

- **Safety Risk Assessment**
  - Approved training program
  - Recent experience

- **Practical examples**
  - Virtual Classroom
  - Simulated Line check

- **Best Practices**
  - Sanitization
  - Competency Based Training Session
  - Operator-Training Organization partnership

**Guidance for Managing Pilot Training and Licensing During COVID-19 Operations**

Edition 1
22 May 2020

Contact us at: Training.Licensing@iata.org
Airworthiness
Tech Ops & MRO

Chris Markou
Head, Operational Cost Management
Safety & Flight Operations
Tech Ops & MRO

- **Maintenance burden for parked aircraft**
  - Extending Maintenance Tasks for Parking/Storage
  - Postponing Maintenance Tasks for a later date
  - [Guidance for managing the airworthiness of an aircraft during and post COVID19 pandemic](link)

- **Return To Service (RTS)**
  - Aircraft parking issues
  - Procurement of parts, equipment, tools
  - Resources and Licenses / MRO Certification and availability
  - [Aircraft cleaning & disinfection during & post-pandemic](link)

- **Transporting Cargo in Passenger Cabin**
  - With or without seats
  - Regulatory involvement
  - [Guidance for the transport of cargo and mail on aircraft configured for the carriage of passengers](link)
Fuel

Stuart Fox
Director, Flight Ops
Fuel

- Lack of availability of the biocides and joint industry approach for Biocide approval (derogations) in EU
- Harmonization of user instructions
- Have a strategy that would minimise or avoid defuel activities
- Data sharing between expert groups/OEM and airlines, ad-hoc group created
- New standard for manufactures and users of biocide equipment
- Testing fuel for free water
Support Programs

Serkan Simitcioglu
Head, IOSA
Safety & Flight Operations
IOSA & ISAGO Support Program

Support airlines and ground handlers with pertinent and affordable audit solutions

- Allow extensions to registered airlines and service providers affected by the crisis
- Introducing a remote audit option
- Remote audits will be reduced to safety-critical standards during crisis, vetted by governance and regulators
- Audits address business-continuity provisions to re-establish trust in airline
- Reduced audit costs

Ensure minimum industry-wide safety assurance activity during the crisis.

- Safety must remain a top priority during crisis
- Continue to provide safety assurance during the crisis through on-site and remote audits
- Questionnaires submitted in regular intervals by airlines and service providers facilitate exchange of information
- IATA issued Guidance on Safety Monitoring during COVID-19

Contribute to reopening of air traffic through audit results provided to Civil Aviation Authorities.

- Over 60 states complement oversight with IOSA, such as US FAA, EASA, CASA
- IOSA program changes performed in close cooperation with key regulators
- IATA advocates worldwide to ensure regulators issue authorizations, for example to foreign operators based on IOSA registration and relevant information

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Insurance Related Issues

- Knowledge Sharing & Improved Risk Identification
- Issues & Concerns Regarding Renewals
- Alternative Risk Transfer Solutions
Q & A