



2nd IATA Survey - Report

Status of pilot population as of 1st April 2021, in regard to ICAO Annex 1 and Annex 6 standards, and usefulness of IATA guidance materials

Introduction

This **second** survey was sent on the 2nd of March 2021 in the context of the COVID “third wave”, when it became clear that the industry and the States needed a proper transition period between the official end of the alleviation period (31 March 2021), and the return to normal compliance to the ICAO training standards.

The objectives of this second survey was to evaluate:

- The percentage of the pilot population maintained on duty (flight operations, instruction, etc.)
- The “grounded time” of the pilot population that is not maintained on duty
- The evolution of the status of the pilot populations in regard to ICAO Annex 1 and Annex 6 standards
- The usefulness of the IATA training guidance to manage COVID

Note 1: The first survey report was published on the First of December 2020. ([Link](#))

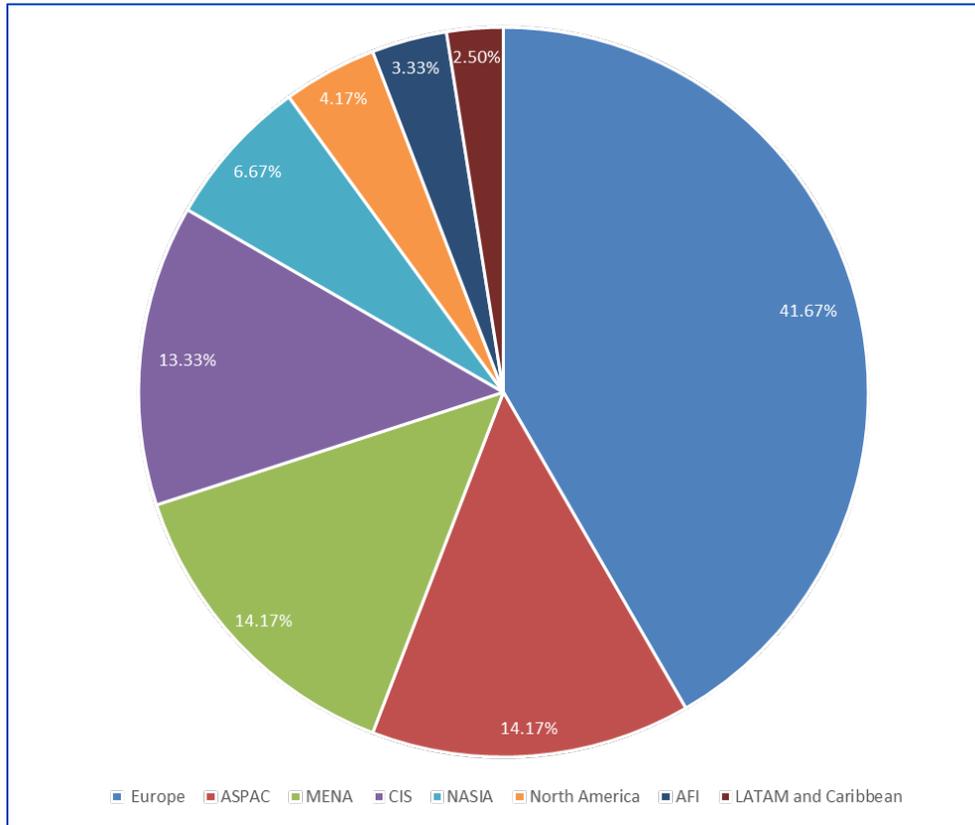
Note 2: Details of the ICAO standards can be found in Annex 2 of this report.

The survey contained twelve questions. A total of 120 airlines completed the survey, 97.5% of them are IATA member airlines.

The first two questions collected contact details about the respondents, such as the name of their airline and the country. This allowed us to establish the following breakdown of airline respondents per region (as per the IATA regions).



The graph below illustrates the fact that all regions are represented, with the highest number of respondents from Europe, Asia/Pacific (ASPAC) and MENA and the lowest number of respondents from the Africa and Latin-America/Caribbean regions.





Survey results

Global overview

The macroscopic result is the following, as an average:

- 64.17% of the respondents indicated that they maintain 80%-100% of their pilot population on duty (flight operations, instruction)
- 93.61% of the respondents indicated that the majority of their pilot population is fully compliant with ICAO standards. The 6.39% of the respondents who indicated that they are not fully compliant with ICAO standards benefit from a valid alleviation.
- 66.67% of the respondents indicated that the average grounded time of the majority (more than 50%) of their pilot population that is not maintained on duty is 0-3 months. Only 5% of the respondents indicated over 12 months on grounded time.
- The two most useful IATA guidance that have been selected by the respondents are the *Guidance for Managing Pilot Training and Licensing During COVID-19 Operations* (68.33%) and the *Guidance for Post-COVID Restart of Operations: CBTA Training Solutions* (65.83%).

The fact that 64.17% of the respondents maintain 80%-100% of their pilot population on duty, combined with the fact that the average grounded time is 0-3 months for the pilot population not maintained on duty for 66.67% of the respondents, indicates that the airlines have tried to maintain, to a maximum, the pilots in operation. Nevertheless, taking into account that more than 33% of the respondents indicated that the pilot grounded time goes beyond 3 months, and up to more than 12 months, airlines will need incremental training options adapted to each pilot's individual situation to bring them back to operations. These options are provided in the [*IATA Guidance for Post COVID Restart of Operations: CBTA Training Solutions*](#).

The general overview demonstrates that the respondents have globally maintained the majority (93.61%) of their pilot population in compliance with the ICAO standards. This percentage has increased compared to the **first** survey report, where 87% of the respondents indicated that the majority of their pilot population was fully compliant with ICAO standards. This indicates that the Targeted Exemption system that IATA has advocated for to ICAO is relevant to our members' needs.

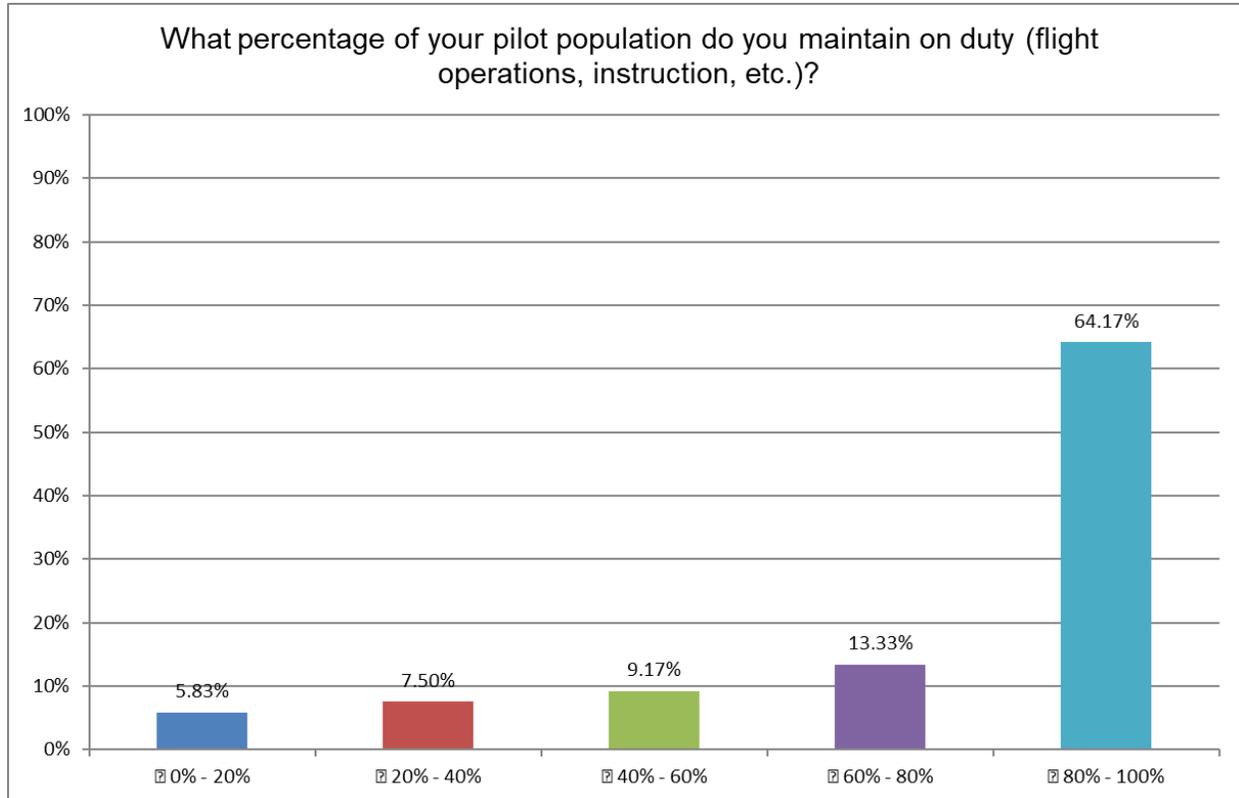
Regarding the usefulness of the guidance materials produced by IATA, the feedback from the respondents is globally very positive as all guidance are declared "useful" by significant percentages, except for the White Paper ATO-AOC Partnership (only # 21%), which is more of a long-term initiative.

The next step will be to adapt the third survey content and to launch it on 1st July 2021.

Detailed overview

Question 3. What percentage of your pilot population do you maintain on duty (flight operations, instruction, etc.)?

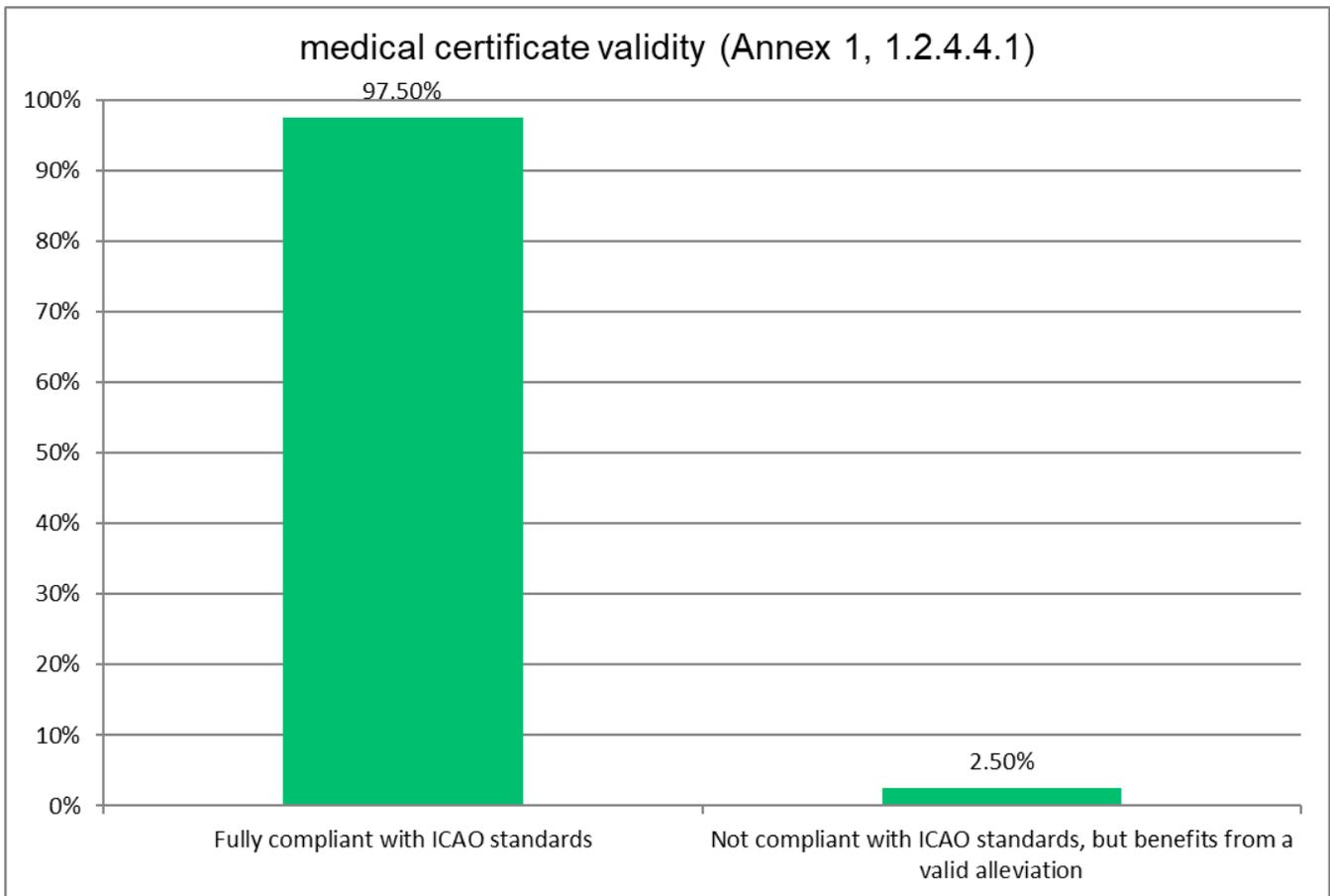
- The majority, **64.17%**, maintain between 80%-100% of their pilot population on duty.



Answer Choices	Responses	
0% - 20%	5.83%	7
20% - 40%	7.50%	9
40% - 60%	9.17%	11
60% - 80%	13.33%	16
80% - 100%	64.17%	77
Total	100%	120

Question 4. What will be the status of the majority (more than 50%) of your pilot population **maintained on duty** in terms of medical certificate validity (Annex 1, 1.2.4.4.1)

➤ **97.50%** of the respondents answered that they are fully compliant with ICAO standards.

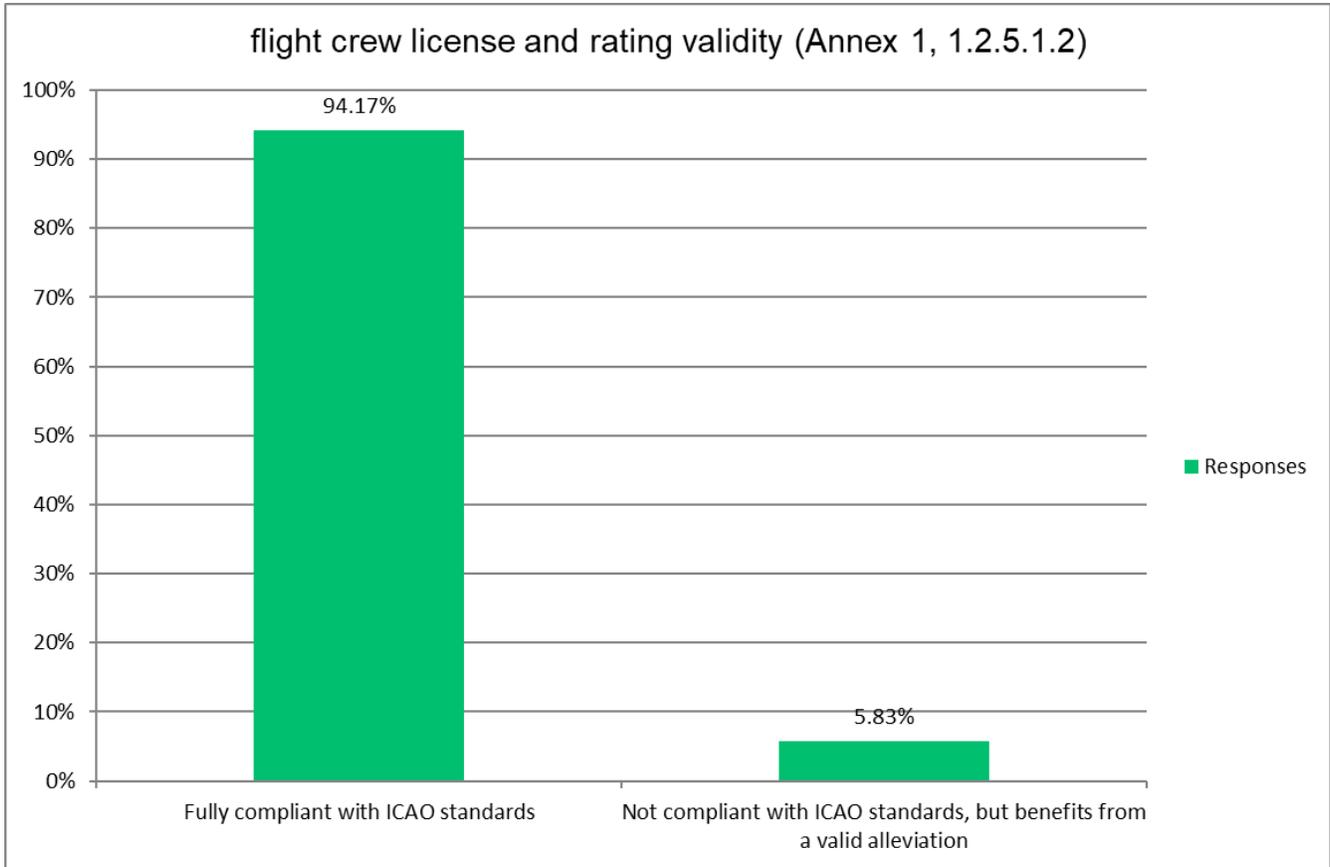


Answer Choices	Responses	
Fully compliant with ICAO standards	97.50%	117
Not compliant with ICAO standards, but benefit from a valid alleviation	2.50%	3
Total	100%	120



Question 5. What will be the status of the majority (more than 50%) of your pilot population **maintained on duty** in terms of flight crew license and rating validity (Annex 1, 1.2.5.1.2)

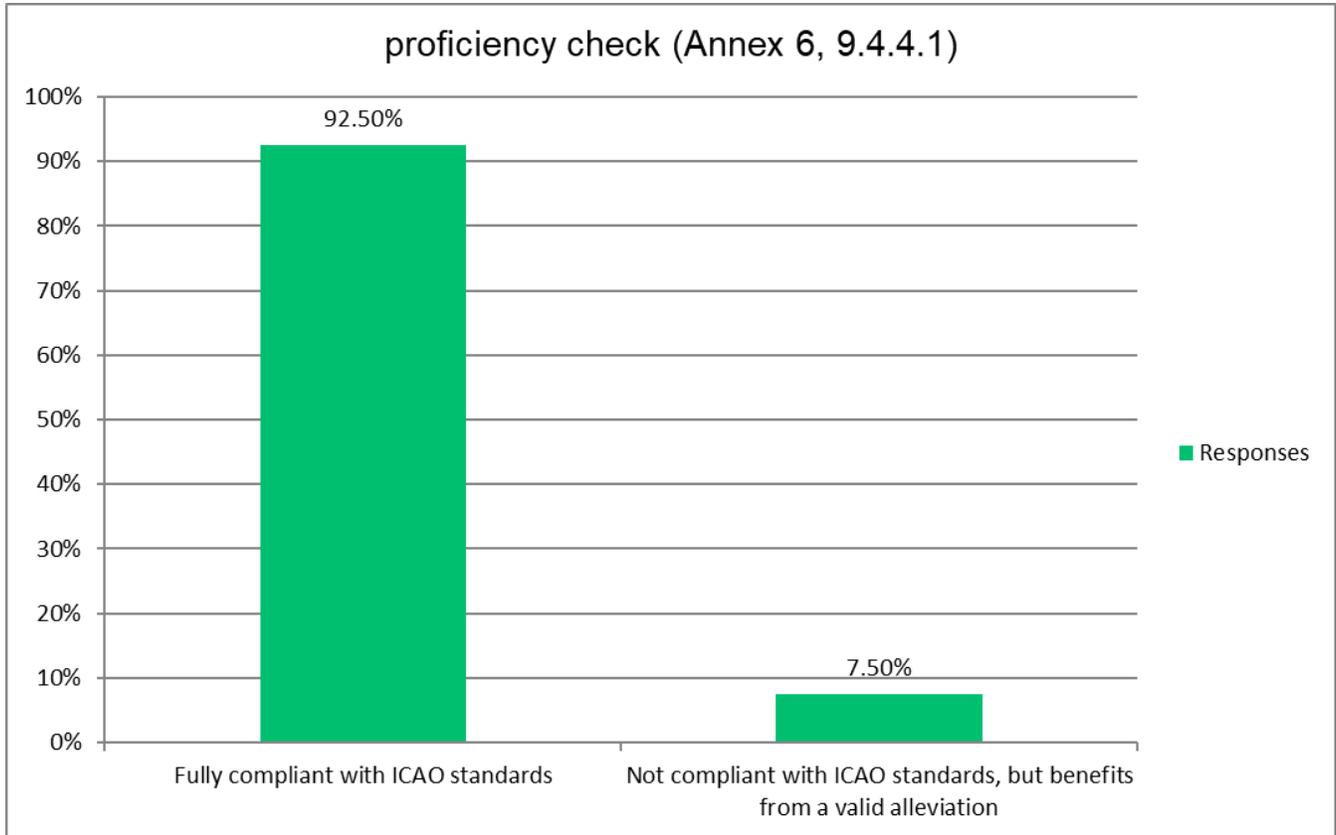
➤ **94.17%** of the respondents answered that they are fully compliant with ICAO standards.



Answer Choices	Responses	
	Fully compliant with ICAO standards	94.17%
Not compliant with ICAO standards, but benefit from a valid alleviation	5.83%	7
Total	100%	120

Question 6. What will be the status of the majority (more than 50%) of your pilot population **maintained on duty** in terms of proficiency check (Annex 6, 9.4.4.1)

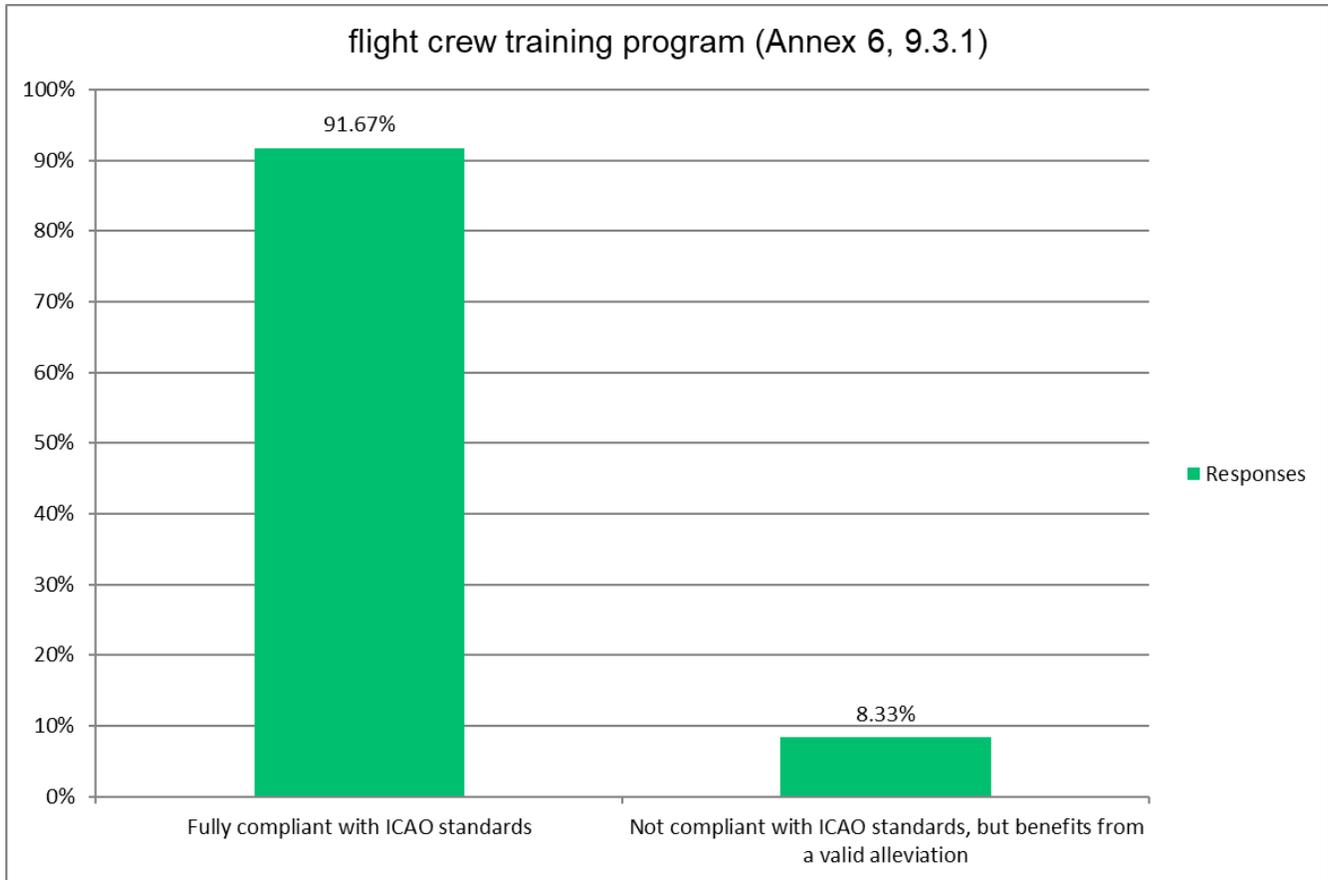
➤ **92.50%** of the respondents answered that they are fully compliant with ICAO standards.



Answer Choices	Responses	
Fully compliant with ICAO standards	92.50%	111
Not compliant with ICAO standards, but benefit from a valid alleviation	7.50%	9
Total	100%	120

Question 7. What will be the status of the majority (more than 50%) of your pilot population **maintained on duty** in terms of flight crew training program (Annex 6, 9.3.1)

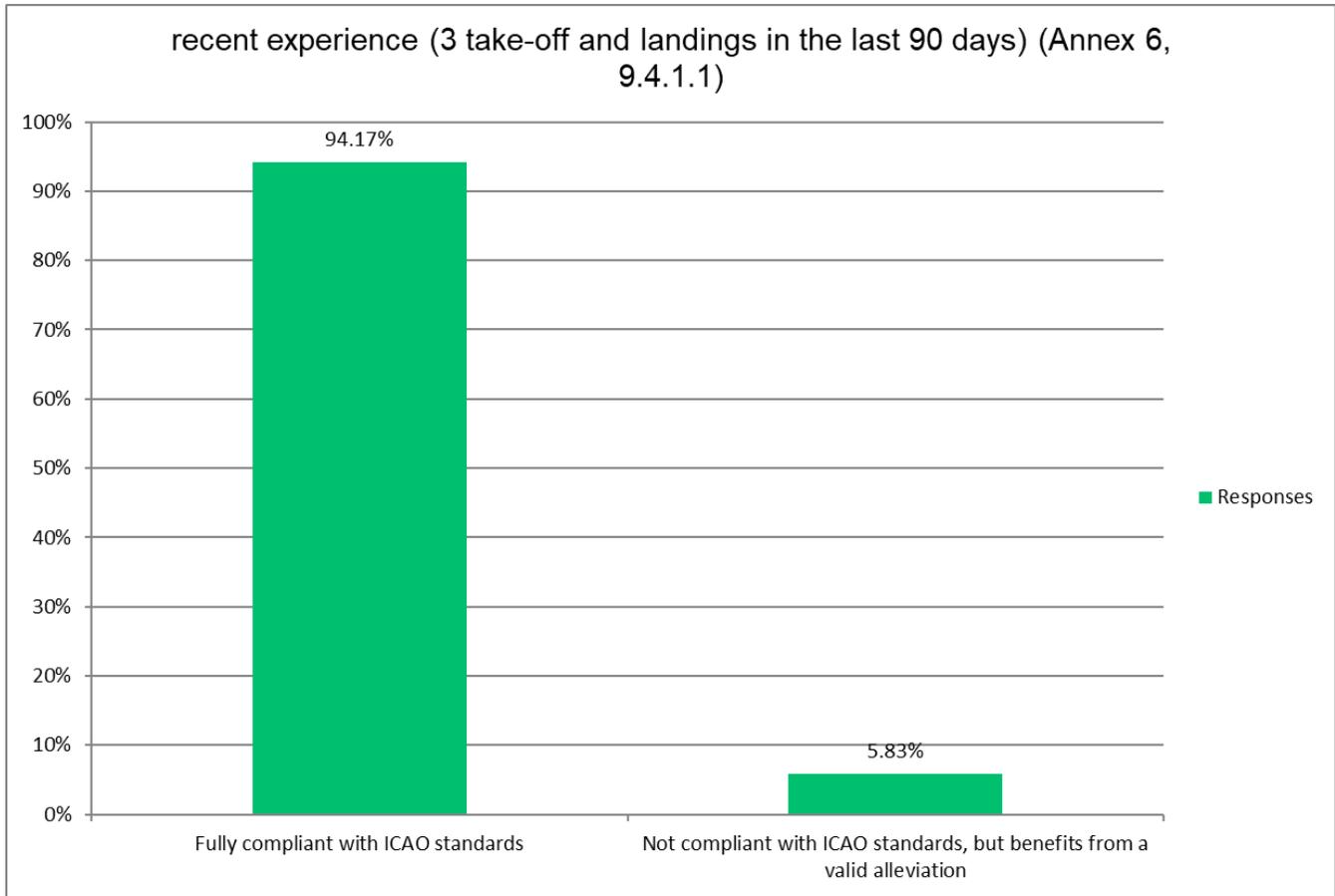
➤ **91.67%** of the respondents answered that they are fully compliant with ICAO standards.



Answer Choices	Responses	
Fully compliant with ICAO standards	91.67%	110
Not compliant with ICAO standards, but benefit from a valid alleviation	8.33%	10
Total	100%	120

Question 8. What will be the status of the majority (more than 50%) of your pilot population **maintained on duty** in terms of recent experience (3 take-off and landings in the last 90 days) (Annex 6, 9.4.1.1)

➤ **94.17%** of the respondents answered that they are fully compliant with ICAO standards.

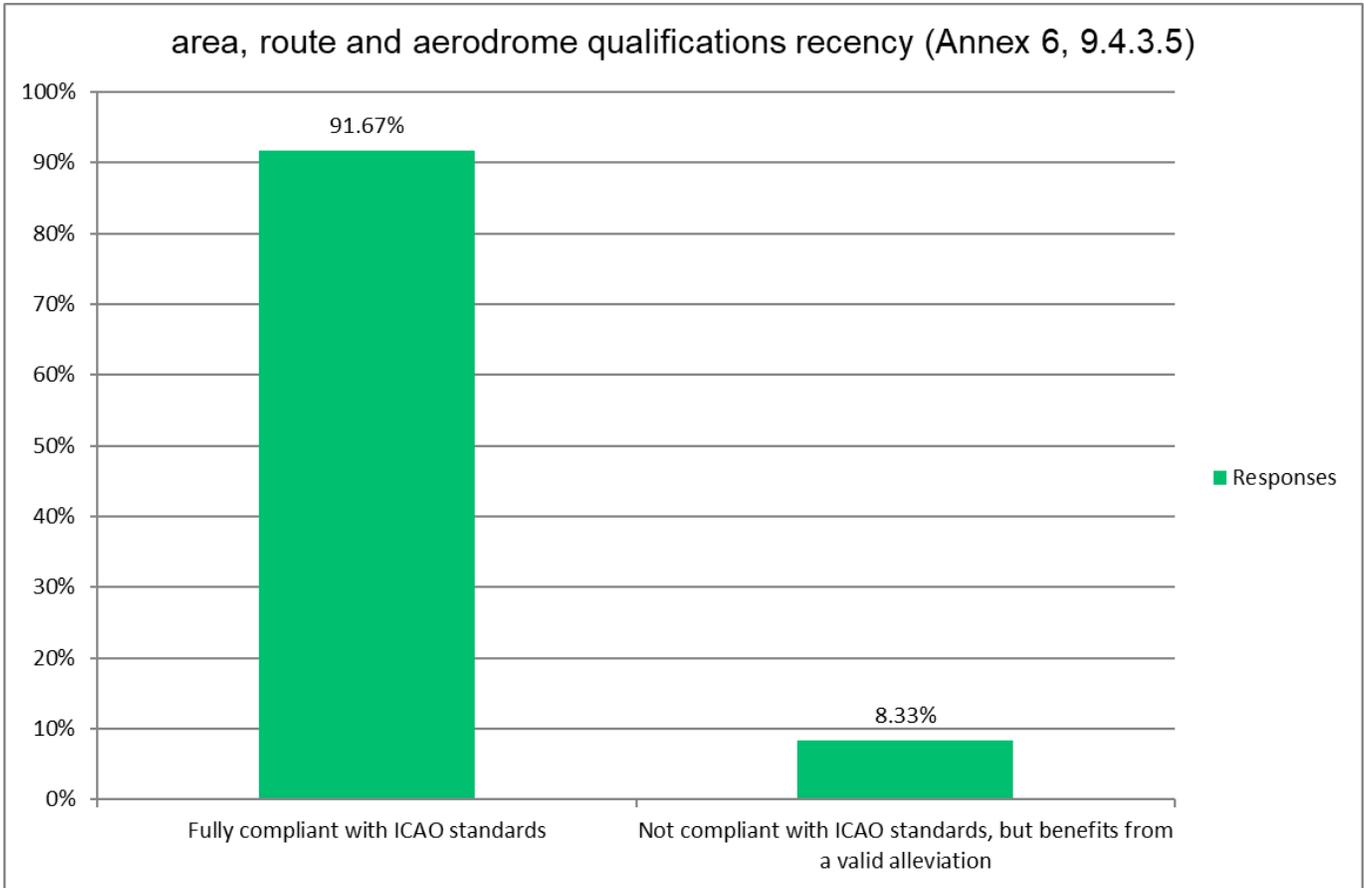


Answer Choices	Responses	
	Fully compliant with ICAO standards	94.17%
Not compliant with ICAO standards, but benefit from a valid alleviation	5.83%	7
Total	100%	120



Question 9. What will be the status of the majority (more than 50%) of your pilot population **maintained on duty** in terms of area, route and aerodrome qualifications recency (Annex 6, 9.4.3.5)

- **91.67%** of the respondents answered that they are fully compliant with ICAO standards.

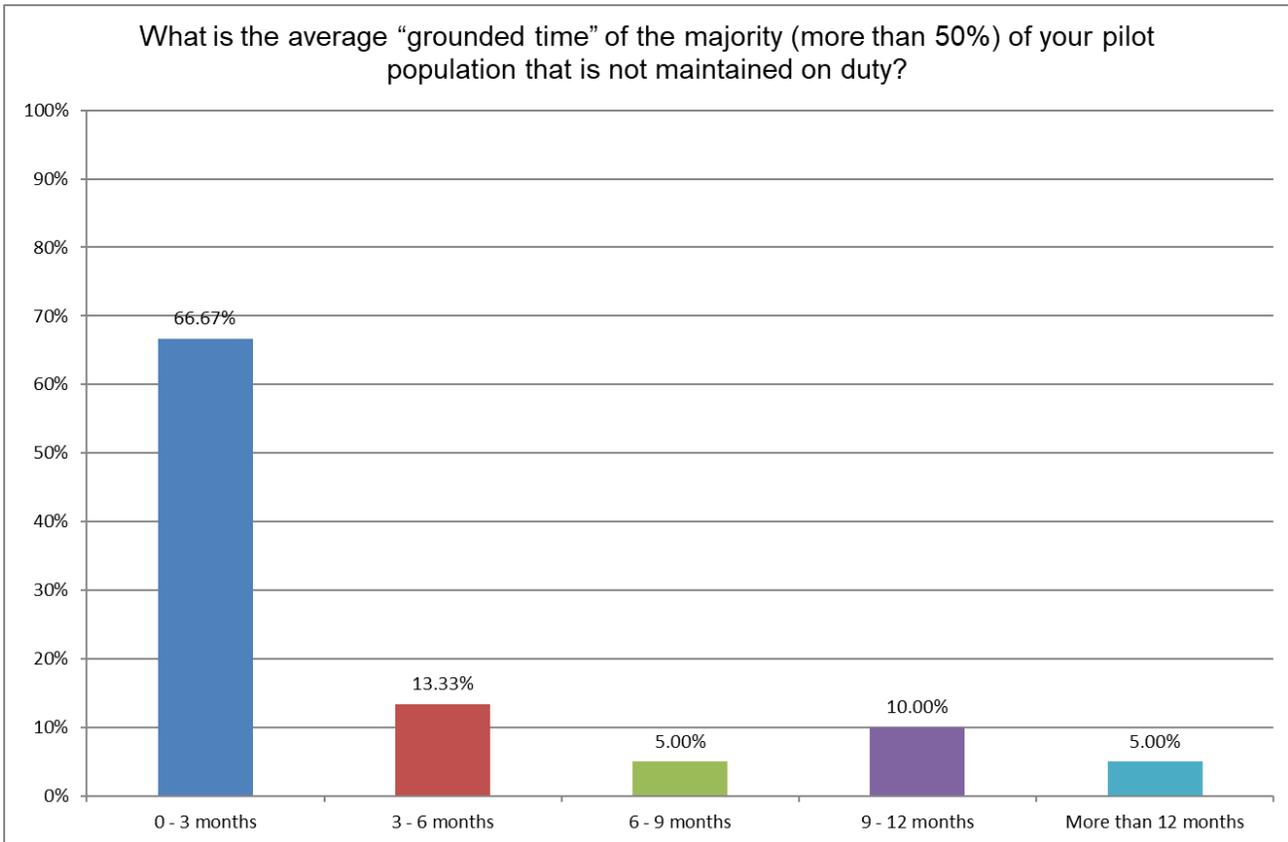


Answer Choices	Responses	
Fully compliant with ICAO standards	91.67%	110
Not compliant with ICAO standards, but benefit from a valid alleviation	8.33%	10
Total	100%	120



Question 10: What is the average “grounded time” of the majority (more than 50%) of your pilot population that is **not maintained on duty**?

- **66.67%** of the respondents answered that the average grounded time is between 0-3 months.



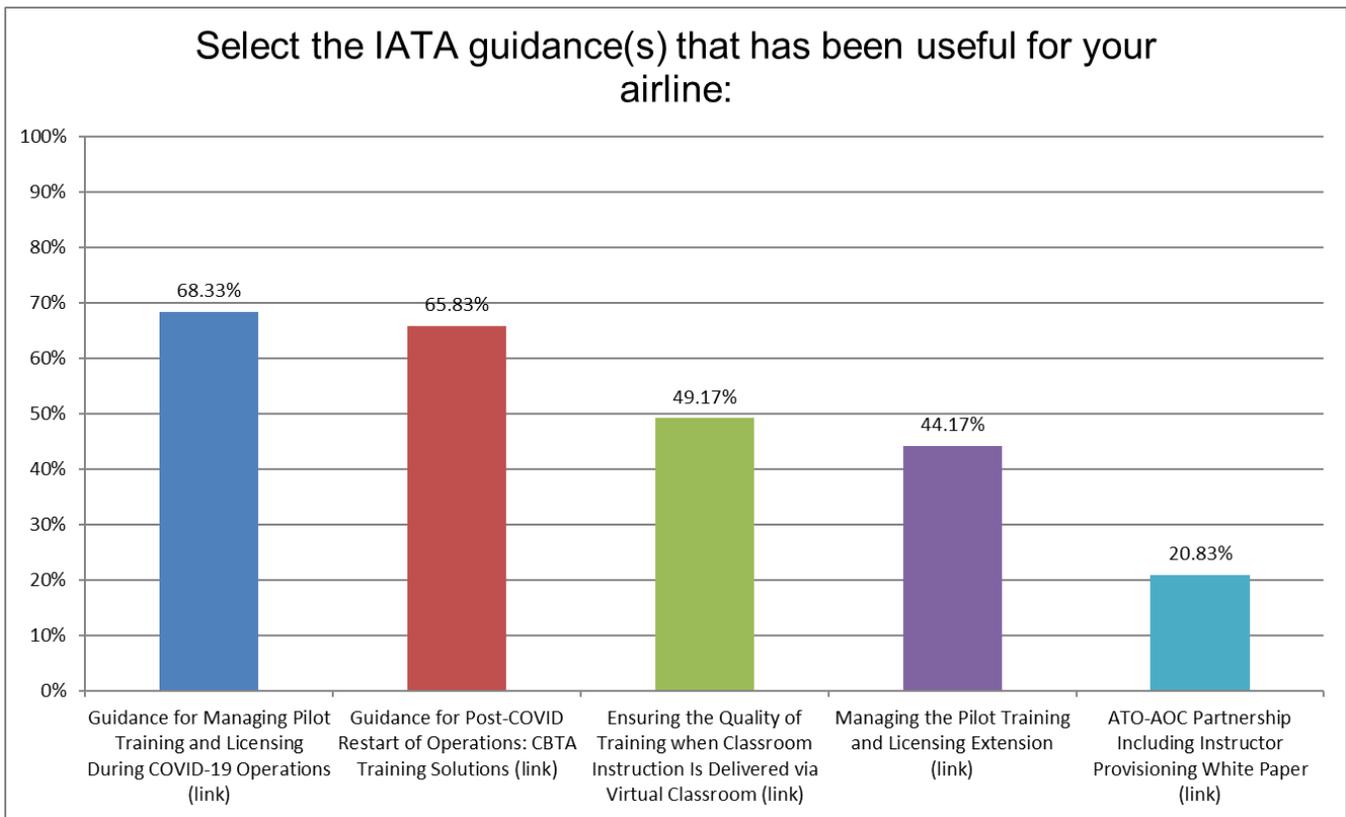
Answer Choices	Responses	
	0 - 3 months	66.67%
3 - 6 months	13.33%	16
6 - 9 months	5.00%	6
9 - 12 months	10.00%	12
More than 12 months	5.00%	6
Total	100.00%	120



Question 11: Select the IATA guidance(s) that has been useful for your airline?

These guidance materials were produced to provide solutions to our member airlines to manage training and licensing issues and challenges throughout the COVID crisis.

Two of these guidance materials stand out as being particularly useful for the operators; *Guidance for Managing Pilot Training and Licensing During COVID-19 Operations* (68.33%), and *Guidance for Post-COVID Restart of Operations: CBTA Training Solutions* (65.83%).



Answer Choices	Responses	
Guidance for Managing Pilot Training and Licensing During COVID-19 Operations (link)	68.33%	82
Guidance for Post-COVID Restart of Operations: CBTA Training Solutions (link)	65.83%	79
Ensuring the Quality of Training when Classroom Instruction Is Delivered via Virtual Classroom (link)	49.17%	59
Managing the Pilot Training and Licensing Extension (link)	44.17%	53
ATO-AOC Partnership Including Instructor Provisioning White Paper (link)	20.83%	25



Question 12: Please add any specific needs that you may have, in terms of pilot training and licensing during COVID and for the restart of operations?

The last question of the survey was an open-ended question for respondents to add any specific needs they may have.

Out of the 120 respondents, only 24 included comments. A few pointed out to what has been a complaint from many operators during past year; the closing of the borders, the quarantines imposed, and the difficulty to access the simulators for training.

Many of the comments were related to the operators' experience and the status of their pilot population in terms of licensing and training recency and the extensions used.

Please see the comment details in Annex 1.

Annex 1

Below are the details of the comments received by the survey respondents to question 12.

Question 12. Please add any specific needs that you may have, in terms of pilot training and licensing during COVID and for the restart of operations?

- Any guidance in respect of drills - especially ditching drills to the operators and the regulator could be of help due COVID risk in the water.
- Vast majority of the publications were focused on long haul, orgs with long grounded periods or companies without FSTD available or without operative e-learning. Typical proposed solutions was spending more and more money in recycled training and increase human resources to design additional trainings without any guarantee of success to face the RNO. I would have expected fresh ideas with the feet on the real world and more pressure to regulators to give useful reliefs not only small delays with lots of work and enormous risk of potential findings because of the poor of government guidance. I feel we (many airlines) did it alone. Ps. question 11 was going to be in blank, useful? more than the 50% I guess
- Community: 34 Pilots Jet fleet, 50 Cabin & 35 Pilot DHC-6 Fleet. 1. Due to the small number of Pilots & Cabin Crew in the company all training was conducted in classrooms while complying with COVID19 guidelines. Additional class were held as the number of people per class were reduced. 2. All SIM (Jet Fleet) & Aircraft (DHC-6) training/checking have been conducted. 3. For Jet Fleet we conduct LPC every 6 months along with the OPC. This prevents Rating Expiry. 4. Some medical extension (45 days) were granted for February 2021 due to the vaccination campaign resulting in clinics not being available. All crew medicals will be current by end of March 2021. Back to normal. Recency: No issues for DHC-6 Fleet. Recency Jet Fleet: Some pilots went beyond the 90 day period and had to fly with TRIs last year. No one went over the 120 day period. Recency Contingency planning Jet Fleet: If a pilot is due to attend SIM & not enough flight is available to cater for Recency (T/O & LDG). that pilot is grounded past the 90 day period and does his/her Recency in the SIM. If operationally required due to FTL limitations on other pilots that pilot flies with a TRI as long as the 120 Period has not elapsed. Authority Exemptions can be requested as a last resort after the proper Risk assessment. Authority Exemptions and/or Extensions is a last resort.
- Require extensions for Examiners due to inability of Flight Ops Inspectors to do renewal checks - quarantine requirements and financial impact on organisation.
- With great effort we managed to keep 50% of the flight crew active despite the fact that flight activity was reduced to around 10%. We no longer took advantage of licence extensions or other checks because the prolonged shutdown made us evaluate the lack of checks as difficult to mitigate and the risks associated with them were not acceptable to our organisation. Now what could be our biggest bottleneck is LIFUS flights.
- How to train pilots during that pandemic, regardless of recurrent training. What we need to emphasize during this training, just to keep pilots fit to fly.



- We find very useful webinars with training personal representatives of different companies conducted by IATA. Very useful training guidance materials provided by IATA. Thank you!
- We took advantage of the EASA extensions from Article 71, but are now fully compliant. We will conduct extensive retaining for those who have had an extended period off flying.
- Our company has been operating at capacity throughout. Medical and some training alleviations were used in 2020 but we are fully up-to-date in 2021. Training has been conducted in the classroom and simulator in a COVID-secure environment. I have put answers to questions 10 and 11 but these should be blank - I don't have any grounded pilots and we have not used the guidance to my knowledge.
- A restart was never necessary, we never stopped, even increased the flight operations.
- EBT course and UPRT
- We have been in the lucky position of an unrestricted operations since the outbreak of COVID-19 and have not been in the situation to ground any aircraft in our fleet.
- Nothing to say more the IATA & ICAO did.
- Proper and in-depth disinfecting simulators pre and post sessions.
- Due to the restricted travel capability and borders closed access to FFS is very limited. To get Visas is very also difficult, in most cases rejected.
- The worst problem is travelling restrictions implemented by other countries.
- Alternate procedure for implementation of Door/Wet Drill as social distancing required.
- Immediate vaccination of all crew members 2. Uniform implementation of easing of borders for training requirements done in other countries 3. Enhanced virtual classroom delivery of ground courses.
- Revalidation of proficiency check without local access to a simulator.
- The challenges of getting visas firstly then 14 days of quarantine on entering another country before going to simulator in that country, then 14 days of quarantine on return plus limited flights makes this a complicated and very expensive exercise especially when individual states keep changing the rules.
- Specific guidance with Additional Training syllabus for keeping Manual Flying and FPM competencies during this phase of low activity.
- It would be useful to have a document consolidating experiences from several IATA members on training areas of special emphasis for the post-COVID restart.
- Alignment within CC and FC normative to establish an alternate procedure for practices (donning) related with PBE, RCP, etc, that generates a risk of contagion in case to be performed in classroom according to the mandatory hard rule.
- We have managed fairly good and in good cooperation with our CAA.

Annex 2

ICAO standard related to Question 4. What will be the status of the majority (more than 50%) of your pilot population **maintained on duty** in terms of medical certificate validity (Annex 1, 1.2.4.4.1)

1.2.4 Medical fitness

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.

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.

ICAO Standard related to Question 5. What will be the status of the majority (more than 50%) of your pilot population **maintained on duty** in terms of flight crew license and rating validity (Annex 1, 1.2.5.1.2)

1.2.5 Validity of licences

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.

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.

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.

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.

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.

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.

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.

Note 4.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).

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.

ICAO standard related to Question 6. What will be the status of the majority (more than 50%) of your pilot population **maintained on duty** in terms of proficiency check (Annex 6, 9.4.4.1)

9.4 Qualifications

9.4.4 Pilot proficiency checks

9.4.4.1 An 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, an 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.

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.

Note 2. – See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).

ICAO standard related to Question 7. What will be the status of the majority (more than 50%) of your pilot population **maintained on duty** in terms of flight crew training program (Annex 6, 9.3.1)

9.3 Flight crew member training programmes

9.3.1 The operator shall establish and maintain a ground and flight training programme, approved by the State of the Operator, which ensures that all flight crew members are adequately trained to perform their assigned duties. The training programme shall:

- a) include ground and flight training facilities and properly qualified instructors as determined by the State of the Operator;
- b) consist of ground and flight training in the type(s) of aeroplane on which the flight crew member serves;
- c) include proper flight crew coordination and training in all types of emergency and abnormal situations or procedures caused by engine, airframe or systems malfunctions, fire or other abnormalities;
- d) include upset prevention and recovery training;
- e) include training in knowledge and skills related to visual and instrument flight procedures for the intended area of operation, human performance including threat and error management and in the transport of dangerous goods;

- f) ensure that all flight crew members know the functions for which they are responsible and the relation of these functions to the functions of other crew members, particularly in regard to abnormal or emergency procedures; and
- g) be given on a recurrent basis, as determined by the State of the Operator and shall include an assessment of competence.

Note 1.— Paragraph 4.2.5 prohibits the in-flight simulation of emergency or abnormal situations when passengers or cargo are being carried.

Note 2.— Flight training may, to the extent deemed appropriate by the State of the Operator, be given in flight simulation training devices approved by the State for that purpose.

Note 3.— The scope of the recurrent training required by 9.2 and 9.3 may be varied and need not be as extensive as the initial training given in a particular type of aeroplane.

Note 4.— The use of correspondence courses and written examinations as well as other means may, to the extent deemed feasible by the State of the Operator, be utilized in meeting the requirements for periodic ground training.

Note 5.— For more information on dangerous goods operational requirements see Chapter 14.

Note 6.— Guidance material to design training programmes to develop knowledge and skills in human performance can be found in the Human Factors Training Manual (Doc 9683).

Note 7.— Information for pilots and flight operations personnel on flight procedure parameters and operational procedures is contained in PANS-OPS (Doc 8168), Volume I. Criteria for the construction of visual and instrument flight procedures are contained in PANS-OPS (Doc 8168), Volume II. Obstacle clearance criteria and procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.

Note 8.— Guidance material to design flight crew training programmes can be found in the Manual of Evidence-based Training (Doc 9995).

Note 9.— Guidance material on the different means used to assess competence can be found in the Attachment to Chapter 2 of the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).

Note 10.— Procedures for upset prevention and recovery training in a flight simulation training device are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).

Note 11.— Guidance on upset prevention and recovery training in a flight simulation training device is contained in the Manual on Aeroplane Upset Prevention and Recovery Training (Doc 10011).

ICAO standard related to Question 8. What will be the status of the majority (more than 50%) of your pilot population **maintained on duty** in terms of recent experience (3 take-off and landings in the last 90 days) (Annex 6, 9.4.1.1)

9.4 Qualifications

9.4.1 Recent experience — pilot-in-command and co-pilot

9.4.1.1 An 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.

ICAO standard related to Question 9. What will be the status of the majority (more than 50%) of your pilot population **maintained on duty** in terms of area, route and aerodrome qualifications recency (Annex 6, 9.4.3.5)

9.4 Qualifications

9.4.3.5 An operator shall not continue to utilize a pilot as a pilot-in-command on a route or within an area specified by the operator and approved by the State of the Operator unless, within the preceding 12 months, that pilot has made at least one trip as a pilot member of the flight crew, or as a check pilot, or as an observer in the flight crew compartment.

- a) within that specified area; and
- b) if appropriate, on any route where procedures associated with that route or with any aerodromes intended to be used for take-off or landing require the application of special skills or knowledge.