



Costa Rica

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 Civil Aviation Authority of Costa Rica could issue, upon request of the applicant and after proper assessment, an extension (until July 16th, 2020) of the Medical Certificates which expired from March 16th, 2020. This assessment be will carried out case by case scenario, applicable for pilots, flight instructors, flight examiners, air traffic controllers and cabin crew members, due to the worldwide pandemic of the corona virus disease. (COVID-19) AIC Series A 19 April 6th, 2020. This same measure shall apply for the language proficiency requirement, applicable for pilots and air traffic controllers.	The Civil Aviation Authority of Costa Rica, prior to issuing any extension of validity periods, will assess each applicant’s medical record (carried out by the Civil Aviation medical assessor) and/or language proficiency level, to minimize as much as possible any level of risk.	The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States.



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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>	No differences	Standard Regulation Applies	The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States.



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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 style="text-align: center;">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>The Civil Aviation Authority of Costa Rica could issue, upon request of the applicant and after proper assessment, an extension (until July 16th, 2020) of the recent experience requirements which expired from March 16th, 2020. This assessment be will carried out case by case scenario, due to the worldwide pandemic of the corona virus disease. (COVID-19) AIC Series C20 April 25th, 2020.</p>	<p>The rationale behind this difference is the safety operational measures needed due to COVID 19. Taking into the account the impact on industry, there is a special consideration on requirements regarding personnel training. In order to mitigate risks, the DGAC has established that each exemption request needs to be accompanied by a risk analysis and include the respective risk mitigation. The DGAC reserves the right to approve or disapprove the request based on the analysis of the information provider by the operator.</p>	<p>The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States</p>



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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 difference	Standard Regulation applies	The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States



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ANNEX 6 Chapter 9 Reference Standard	<p style="text-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>	The Civil Aviation Authority of Costa Rica could issue, upon request of the applicant and after proper assessment, an extension (until July 16th, 2020) of the pilot proficiency checks requirements which expired from March 16th, 2020. This assessment be will carried out case by case scenario, due to the worldwide pandemic of the corona virus disease. (COVID-19) AIC Series C20 April 25th, 2020.	The rationale behind this difference is the safety operational measures needed due to COVID 19. Taking into the account the impact on industry, there is a special consideration on requirements regarding personnel training. In order to mitigate risks, the DGAC has established that each exemption request needs to be accompanied by a risk analysis and include the respective risk mitigation. The DGAC reserves the right to approve or disapprove the request based on the analysis of the information provider by the operator.	The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States



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ANNEX 6 Chapter 3 Reference Standard	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.	The Civil Aviation Authority of Costa Rica could issue, upon request of the applicant and after proper assessment, an extension (until July 16th, 2020) of the recent experience requirements which expired from March 16th, 2020. This assessment be will carried out case by case scenario, due to the worldwide pandemic of the corona virus disease. (COVID-19) AIC Series C20 April 25th, 2020.	The rationale behind this difference is the safety operational measures needed due to COVID 19. Taking into the account the impact on industry, there is a special consideration on requirements regarding personnel training. In order to mitigate risks, the DGAC has established that each exemption request needs to be accompanied by a risk analysis and include the respective risk mitigation. The DGAC reserves the right to approve or disapprove the request based on the analysis of the information provider by the operator.	The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States



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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.	The Civil Aviation Authority of Costa Rica could issue, upon request of the applicant and after proper assessment, an extension (until July 16th, 2020) of the recent experience requirements which expired from March 16th, 2020. This assessment be will carried out case by case scenario, due to the worldwide pandemic of the corona virus disease. (COVID-19) AIC Series C20 April 25th, 2020.	The rationale behind this difference is the safety operational measures needed due to COVID 19. Taking into the account the impact on industry, there is a special consideration on requirements regarding personnel training. In order to mitigate risks, the DGAC has established that each exemption request needs to be accompanied by a risk analysis and include the respective risk mitigation. The DGAC reserves the right to approve or disapprove the request based on the analysis of the information provider by the operator.	The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States



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ANNEX 6 Chapter 7 Reference Standard	<p style="text-align: center;">7.4 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>7.4.1 Recent experience — pilot-in-command and co-pilot</p> <p>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.</p>	The Civil Aviation Authority of Costa Rica could issue, upon request of the applicant and after proper assessment, an extension (until July 16th, 2020) of the recent experience requirements which expired from March 16th, 2020. This assessment be will carried out case by case scenario, due to the worldwide pandemic of the corona virus disease. (COVID-19) AIC Series C20 April 25th, 2020.	The rationale behind this difference is the safety operational measures needed due to COVID 19. Taking into the account the impact on industry, there is a special consideration on requirements regarding personnel training. In order to mitigate risks, the DGAC has established that each exemption request needs to be accompanied by a risk analysis and include the respective risk mitigation. The DGAC reserves the right to approve or disapprove the request based on the analysis of the information provider by the operator.	The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States



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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>	The Civil Aviation Authority of Costa Rica could issue, upon request of the applicant and after proper assessment, an extension (until July 16th, 2020) of the pilot proficiency checks requirements which expired from March 16th, 2020. This assessment be will carried out case by case scenario, due to the worldwide pandemic of the corona virus disease. (COVID-19) AIC Series C20 April 25th, 2020	The rationale behind this difference is the safety operational measures needed due to COVID 19. Taking into the account the impact on industry, there is a special consideration on requirements regarding personnel training. In order to mitigate risks, the DGAC has established that each exemption request needs to be accompanied by a risk analysis and include the respective risk mitigation. The DGAC reserves the right to approve or disapprove the request based on the analysis of the information provider by the operator.	The Civil Aviation Authority of Costa Rica will recognize the validity of certificates of other States, as well as the temporary differences adopted, based on risk mitigation or alleviation measures taken by those States

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