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| Annex 1  1.2.4.4.1 | 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.* | The validity period of class 1, class 2 and 3 medical certificates issued by Latvia are extended by 4 months. | a) Rationale Holders of Class 1, class 2 and Class 3 medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificates to continue to exercise their licence or certificate privileges and are not able to reach or gain access to an aero-medical examiner or aero-medical centre timely, to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in the expiry of said certificates.  b) Conditions/mitigations Latvia requires that Class 1, class 2 and Class 3 medical certificate holders benefitting from this alleviation hold a valid medical certificate without limitations, except visual ones, prior to applying the alleviation. | As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.  As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.  Medical certificates with the extended validity period exceeding their standard validity period more than two times are not recognised. |
| Annex 1  1.2.5.1.2 | 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.* | The validity period of the licences  issued by Latvia is extended  by 4 months.  If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further  extended for a period of up to  4 months. Since the relevant standard is met by the validity period of the ratings and endorsement (class, type and instrument ratings, unit endorsement) associated to the licence, the  extension regards the validity period applies to: 1) class ratings, type ratings and  instrument ratings endorsed in  commercial pilot licences  (CPL, MPL, ATPL) of pilots operating aeroplanes and helicopters with an operator; 2) class ratings, type ratings and instrument ratings endorsed in  pilot licences (PPL, CPL, ATPL) of pilots involved in the operation of aeroplanes and helicopters outside an operator. 3) unit endorsements issued in air traffic controller licences. | a) Rationale Holders of commercial pilot licences who are required both, to perform their licence proficiency check to revalidate the validity period of their type and instrument ratings and to comply with the applicable  operator recurrent training and checking requirements, in order to continue to exercise their privileges are not able to reach or gain access to flight simulators timely, to complete the necessary training and checking. This would result in the expiry of their ratings. Holders of pilot licences operating outside an operator, who are required to perform a proficiency check to revalidate the validity period of their class, type or instrument ratings, are not able to reach or gain access to aircraft or flight  simulators timely, to complete the necessary flights, training and checking events. Holders of air traffic controller licences experience difficulties in access to synthetic training devices to complete their scheduled recurrent training / assessment activities  b) Conditions/mitigations Latvia requires: 1) Licence holders who hold a valid licence prior to applying the alleviation and who operate within an operator shall have received refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate the applicable class or type are maintained. That assessment shall include class or type-specific abnormal and emergency  procedures.  Upon successful completion of the refresher training and the assessment, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Latvia, will be attached to the licence.   2) Licence holders of a valid licence prior to applying the alleviation and who operate outside an operator shall have received a briefing from an instructor who holds relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class/type specific abnormal and emergency procedures, as appropriate.  Upon successful completion of the briefing, the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Latvia, will be attached to the licence.   3) In the case of ATCO unit endorsements in ATCO licences, the air navigation service provider (ANSP) ensures that the potential unavailability of synthetic training devices is mitigated by other means, e.g. computer-based training or the rescheduling of refresher training as soon as possible. | As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.  As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States. |
| Annex 6 Part 1  9.4.1.1 | 9.4    Qualifications  *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.*  9.4.1    Recent experience — pilot-in-command and co-pilot  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. | Subject to the evaluation of a risk assessment, the alleviation provided by Latvia allows individual operators to assign flight crew member tasks to pilots who are not meeting all recent experience requirements. The alleviations relate to either: a) reducing the number of required take-offs, approaches and landings; or b) extending the 90-day period; or c) both.  The alleviations are subject to mitigating measures.  The criteria used for composition of the flight crew will distinguish between pilots who are “recent”, “partially recent” or “not recent”.  “Partially recent” means a pilot that has carried out as pilot flying at least 2 take-offs, approaches and landings in the preceding 90 days, or 1 take-off, approach and landing in the last 30 days. In addition, the pilot’s flight experience (total and in the type) and qualifications (e.g. instructor) are taken into account.  The period of the alleviation is limited to the time needed for the operator to cope with the reduced flight schedule and the unavailability of flight simulators.  No alleviations are granted if all required flight crew members have not carried out any flight / simulator activity in the preceding 90 days. | a) Rationale The COVID-19 crisis resulted in the cessation / significant reduction of commercial air transport operations and in difficulties in reaching the location where suitable flight simulators are available. This is leading to a large number of pilots who are not able to meet the recent experience requirements.  b) Conditions / mitigations  Latvia requires the following.  Individual pilot’s recency and qualifications, and their combination in the multi-crew operation environment, are considered to determine the alleviated crew composition.  The operator has to develop a risk assessment to determine the probability and potential severity of the crew competency deterioration related to the extended absence from flying duties.   Appropriate mitigations measures to minimise the identified risks have to be determined and applied, with one or more operational restriction valid for the complete flight crew to reduce their exposure to demanding situations (e.g. reducing maximum crosswind limits, introducing higher approach minima, restricting runway surface conditions, dispatching with a functioning autoland system, if installed). | Click or tap here to enter text.  As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.  As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States.  Alleviations which allow a crew composition with all required flight crew members that have not carried out any flight or flight simulator session in the preceding 90 days are not recognised. |
| Annex 6 Part 1  9.4.2.1 | 9.4.2    Recent experience — cruise relief pilot  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:  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. | **Refer to 9.4.1.1  EASA considers the 9.4.1.1 alleviation suitable to cover 9.4.2.1, as addressing the overall flight crew composition.** |  |  |
| Annex 6 Part 1  9.4.4.1 | 9.4.4    Pilot proficiency checks  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.  *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).* | The validity period of operator’s  proficiency checks for each individual pilot is extended by Latvia for a period of 4 months. If, towards the end of the extension, Latvia considers  that the reasons for granting the  alleviation still apply, the  validity period may be further  extended for a period of up to  4 months. | a) Rationale:  The COVID-19 outbreak  has resulted in drastic travel restrictions. The closure of  borders between the  majority of EU States have  limited the operators’  capability to perform pilot’s competence checks twice a  year in a flight simulator. The conduct of such checks in an aircraft is not always possible and in some cases may pose greater risks than the ones linked to the alleviation.  b) Conditions / mitigations Latvia requires that pilots receive refresher training, followed by the completion of an assessment, by means established by the operator, to determine that the required level of knowledge to operate as flight crew member is maintained. That assessment shall include class or type – specific abnormal and emergency procedures. | Click or tap here to enter text.As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.  As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States. |
| 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. | **Refer to Annex 6 Part I 9.4.1.1** |  |  |
| 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. | **Refer to Annex 6 Part I 9.4.1.1** |  |  |
| Annex 6 Part 3  7.4.1.1 | 7.4    Qualifications  *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.*  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. | **Refer to Annex 6 Part I 9.4.1.1  EASA has not identified the need to alleviate recency standards for helicopter CAT operations.** |  |  |
| 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 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.  *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)*, Volume II — *Helicopters.* | The validity period of operator’s  proficiency checks for each  individual pilot is extended by  Latvia for a period of 4  months. If, towards the end of the extension, Latvia considers  that the reasons for granting the  alleviation still apply, the  validity period may be further  extended for a period of up to  4 months | a) Rationale:  The COVID-19 outbreak  has resulted in drastic travel  restrictions. The closure of  borders between the  majority of EU States have  limited the operators’  capability to perform pilot’s  competence checks twice a  year in a flight simulator.  The conduct of such checks in an  aircraft is not always possible and  in some cases may pose greater  risks than the ones linked to the  alleviation.  b) Conditions / mitigations Latvia requires that pilots  receive refresher training,  followed by the completion of an assessment, by means established  by the operator, to determine that  the required level of knowledge  to operate as flight crew member  is maintained. That assessment  shall include class or type –  specific abnormal and emergency procedures. | Click or tap here to enter text.  As regards the certificates and  licences issued by EASA Member  States, the differences will be  recognised without further  technical evaluation based on  Regulation (EU) 2018/1139.  As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States. |
| Annex 1  1.2.9 | 1.2.9 Language proficiency  1.2.9.1 Until 2 November 2022, aeroplane, airship, helicopter and powered-lift pilots, air traffic  controllers and aeronautical station operators  shall demonstrate the ability to speak and  understand the language used for radiotelephony communications to the level specified in the  language proficiency requirements in Appendix 1.  1.2.9.1 As of 3 November 2022, aeroplane, airship,  helicopter and powered-lift pilots; aeroplane,  airship, glider, rotorcraft, powered-lift or free  balloon remote pilots; air traffic controllers; and aeronautical station operators shall demonstrate  the ability to speak and understand the language  used for radiotelephony communications to the  level specified in the language proficiency  requirements in Appendix 1.  *1.2.9.2 Recommendation.— Flight engineers, and*  *glider and free balloon pilots should have the*  *ability to speak and understand the language*  *used for radiotelephony communications.*  1.2.9.3 Flight navigators required to use the  radiotelephone aboard an aircraft shall  demonstrate the ability to speak and understand  the language used for radiotelephony  communications.  *1.2.9.4 Recommendation.— Flight navigators required to use the radiotelephone aboard an aircraft should*  *demonstrate the ability to speak and understand*  *the language used for radiotelephony*  *communications to the level specified in*  *the language proficiency requirements in*  *Appendix 1.*  1.2.9.5 Until 2 November 2022, the language  proficiency of aeroplane, airship, helicopter and  powered-lift pilots, air traffic controllers and  aeronautical station operators who demonstrate  proficiency below the Expert Level (Level 6) shall  be formally evaluated at intervals in accordance  with an individual’s demonstrated proficiency  level.  1.2.9.5 As of 3 November 2022, the language  proficiency of aeroplane, airship, helicopter and  powered-lift pilots; aeroplane, airship, glider,  rotorcraft, powered-lift or free balloon remote  pilots; air traffic controllers; and aeronautical  station operators who demonstrate proficiency  below the Expert Level (Level 6) shall be formally  evaluated at intervals in accordance with an  individual’s demonstrated proficiency level.  *1.2.9.6 Recommendation.— Until 2 November*  *2022, the language proficiency of aeroplane,*  *airship, helicopter and powered-lift pilots,*  *flight navigators required to use the*  *radiotelephone aboard an aircraft, air traffic*  *controllers and*  *aeronautical station operators who demonstrate*  *proficiency below the Expert Level (Level 6)*  *should be formally evaluated at*  *intervals in accordance with an individual’s*  *demonstrated proficiency level, as follows:*  *a) those demonstrating language proficiency at the Operational Level (Level 4) should be evaluated at*  *least once every three years; and*  *b) those demonstrating language proficiency at*  *the Extended Level (Level 5) should be evaluated*  *at least once every six years.*  *Note 1.— Formal evaluation is not required for*  *applicants who demonstrate expert language*  *proficiency, e.g. native and very proficient*  *non-native speakers with a dialect or accent*  *intelligible to the international aeronautical*  *community.*  *Note 2.— The provisions of 1.2.9 refer to Annex*  *10, Volume II, Chapter 5, whereby the language*  *used for radiotelephony communications may be*  *the language normally used by the station on the*  *ground or English. In practice, therefore, there*  *will be situations whereby flight crew members*  *will only need to speak the language normally*  *used by the station on the ground.*  *1.2.9.6 Recommendation.— As of 3 November*  *2022, the language proficiency of aeroplane,*  *airship, helicopter and powered-lift pilots;*  *aeroplane, airship, gliders, rotorcraft, powered-lift*  *or free balloon remote pilots; flight navigators*  *required to use the radiotelephone aboard an*  *aircraft; air traffic controllers; and aeronautical*  *station operators**who demonstrate proficiency*  *below the Expert Level (Level 6) should be formally evaluated at intervals in accordance with an individual’s*  *demonstrated proficiency level, as follows:*  *a) those demonstrating language proficiency at*  *the Operational Level (Level 4) should be evaluated at least once every three years; and*  *b) those demonstrating language proficiency at the Extended Level (Level 5) should be evaluated at least once*  *every six years.*  *Note 1.— Formal evaluation is not required for*  *applicants who demonstrate expert language*  *proficiency, e.g. native and very proficient*  *non-native speakers with a dialect or accent*  *intelligible to the international aeronautical*  *community.*  *Note 2.— The provisions of 1.2.9 refer to Annex 10, Volume II, Chapter 5, whereby the language used for*  *Radiotelephony communications may be the*  *language normally used by the station on the*  *ground or English.*  *In practice, therefore, there will be situations*  *whereby flight crew members*  *and remote flight crew members will only need to*  *speak the language normally used by the station*  *on the ground.* | The language proficiency formal evaluation interval, prescribed by Latvia, of aeroplane and helicopter licences holders, who demonstrate proficiency below the Expert Level (Level 6), whose language proficiency endorsement is expiring, is extended by 8 months.  The language proficiency formal evaluation interval, prescribed by Latvia, of Air Traffic Controllers, whose language proficiency endorsement is expiring, is extended by 4 months.  If, towards the end of the extension, the reasons for granting the alleviation still apply, the validity period may be further  extended for a period of up to  4 months. | 1. a) Rationale 2. The COVID-19 outbreak has resulted in drastic travel restrictions and closure of borders between the majority of States. 3. As a consequence, pilots and Air Traffic Controllers, are not able to timely get access to an examination for maintaining their language proficiency. 4. This would result in the expiry of their language proficiency endorsement. 5. b) Conditions / mitigations 6. Latvia requires the following. 7. Pilots hold a valid language proficiency endorsement and receive a briefing from an instructor who holds relevant instructional privileges in order to refresh the required level of ability to speak and understand the language used for radiotelephony communication to safely operate.   Upon successful completion of the briefing the new expiry date will be endorsed in the licence, or an official document with the new expiry date, issued by Latvia, will be attached to the licence.  For Air Traffic Controllers holding a valid language proficiency endorsement, in the case of unavailability of a Language Assessment Body, air navigation service providers shall ensure that language proficiency is ensured through other means, e.g. on-line courses. | As regards the certificates and licences issued by EASA Member States, the differences will be recognised without further technical evaluation based on Regulation (EU) 2018/1139.  As regards the certificates and licences issued by non-EASA States, the differences will be recognised based on Regulation (EU) 2018/1139 provided that the conditions/mitigations associated with those differences are adequate. This will be particularly the case when those conditions/mitigations are equivalent to the conditions/mitigations notified by EASA Member States. |