



Miscellaneous

No: 1354

Regulation (EU) No. 1178/2011

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Regulation (EU) No. 965/2012

Regulation (EU) No. 2015/340

Regulation (EU) No. 1321/2014

General Exemption E 5026

Covid-19 Outbreak: Extension of Validity Periods for Licences, Ratings and Certificates of Aircrew, Instructors, Examiners, Aircraft Maintenance Licence Holders and Air Traffic Controllers

1. In response to the exceptional circumstances caused by the Covid-19 outbreak and in line with the European Union Aviation Safety Agency (EASA) guidance, the Civil Aviation Authority ('the CAA'), on behalf of the United Kingdom and pursuant to article 71(1) of Regulation (EU) No. 2018/1139, exempts all operators, aircrew, instructors, examiners, aircraft maintenance licence holders and air traffic controllers for whom the CAA is the Competent Authority, wherever normal revalidation facilities are not available, from the requirements detailed in paragraphs 2 to 5, as appropriate, subject to any conditions therein.
2. **Validity period of licences, ratings and certificates issued in accordance with Annex I (Part-FCL) and Annex IV (Part-MED) to Commission Regulation (EU) No. 1178/2011**
 - 2.1 Subject to the conditions in 2.2, aircrew are exempted from the standard validity periods of the following ratings or certificates, that expire before **31 October 2020**, which may be extended until the end of the validity period of this Exemption:
 - (a) class ratings, type ratings and instrument ratings endorsed in Part-FCL commercial pilot licences (CPL, MPL, ATPL) for operating aeroplanes and helicopters representing those classes and types within an organisation for which Annex III (Part-ORO) to Commission Regulation (EU) No 965/2012 is applicable;
 - (b) valid Part-MED Class 1 medical certificates of holders of the ratings and certificates specified in (a) and (c);
 - (c) Part-FCL instructor and examiner certificates the holders of which are involved in training and checking of holders of the class ratings, type ratings and instrument ratings specified in (a) above;
 - (d) language proficiency endorsements as per FCL.055; and
 - (e) valid medical reports of cabin crew as per MED.C.030.

2.2 The conditions mentioned in 2.1 are that:

- (a) **Part-FCL licence holders** shall comply with the following:
 - (i) hold a valid class or type rating and instrument rating if applicable;
 - (ii) operate under the management system of an organisation for which Part-ORO is applicable; and
 - (iii) 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 has been maintained. That assessment shall include class or type specific abnormal and emergency procedures.
- (b) Upon successful completion of the refresher training and the assessment as per (a)(iii), the licence shall be endorsed with the new expiry date preferably by a type rating examiner (TRE) nominated by the operator, or exceptionally the CAA. (See Note 4)
- (c) **Part-FCL instructor and examiner** certificate holders shall hold a valid instructor and, if applicable, a valid examiner certificate. An appropriately qualified TRE or Senior Examiner, nominated by the operator, or exceptionally the CAA, shall endorse the certificate with the new expiry date. (See Note 4)
- (d) **Part-MED Class 1 medical certificate holders** who are under additional medical surveillance (e.g. by their AME or the CAA) should continue to comply with the specified requirements (e.g. provision of reports) imposed by their AME or the CAA. Failure to do so may invalidate their medical certificate and/or the applicability of this exemption to them. If difficulties arise the certificate holder should contact their AME who may need to be advised by the CAA. (See Note 4)
- (e) **Part-MED cabin crew medical report holders** who are under additional medical surveillance (e.g. by their AME or the CAA) should continue to comply with the specified requirements (e.g. provision of reports) imposed by their AME or the CAA. Failure to do so may invalidate their medical certificate and/or the applicability of this exemption to them. If difficulties arise the certificate holder should contact their AME who may need to be advised by the CAA. (See Note 4)

3. **Validity period of training and checking in accordance with Annex III (Part-ORO) to Commission Regulation (EU) No. 965/2012**

3.1 Subject to the conditions in 3.2, operators are exempted from the standard validity periods of training and checking, as set out in the applicable training and checking requirements of Part-ORO listed below and that expire before **31 October 2020**. Validity periods may be extended to the end of the validity period of this Exemption for all of the following:

- (a) operator proficiency checks (OPC) in accordance with ORO.FC.230(b) and ORO.FC.330;
- (b) operator line-oriented evaluation in accordance with ORO.FC.A.245(d), if applicable;
- (c) operator line checks (LC) in accordance with point ORO.FC.230(c);
- (d) operator emergency and safety equipment training and checking in accordance with ORO.FC.230(d);
- (e) operator crew resource management recurrent training in accordance with ORO.FC.230(e)(1) and (e)(2);

- (f) operator recurrent training and checking in accordance with ORO.FC.130 of Part-ORO.
- (g) operator ground and flight training in accordance with ORO.FC.230(f);
- (h) operator cabin crew member recurrent training and checking in accordance with ORO.CC.140; and
- (i) operator technical crew member recurrent training in accordance with ORO.TC.135.

3.2 The conditions mentioned in 3.1 are that:

- (a) for operator proficiency checks (OPC) in accordance with ORO.FC.230(b) and ORO.FC.330, line-oriented evaluation in accordance with ORO.FC.A.245(d) as well as line checks in accordance with ORO.FC.230(c), if applicable, the **operator** shall ensure that flight crew benefitting from this exemption shall comply with paragraph 2.2(a) above and any additional Part-SPA related exercises, as appropriate; and
- (b) for flight crew member operator emergency and safety equipment training and checking in accordance with ORO.FC.230(d), crew resource management recurrent training in accordance with ORO.FC.230(e)(1) and (e)(2), ground and flight training in accordance with ORO.FC.130 or ORO.FC.230(f), OPC for commercial SPO and CAT ORO.FC.005(b)(1) and (2) in accordance with ORO.FC.330, cabin crew member recurrent training and checking in accordance with ORO.CC.140, technical crew member recurrent training in accordance with ORO.TC.135, crew resource management recurrent training in accordance with point ORO.FC.230(e)(1) and (e)(2), the **operator** shall ensure all members complete additional training through any means.

4. **Validity of licences, endorsements and certificates issued in accordance with Annex I (Part-ATCO) and Annex IV (Part-ATCO.MED) to Commission Regulation (EU) No. 2015/340**

4.1 Subject to the conditions in 4.2, ATCOs are exempted from the standard validity periods of the following endorsements or certificates that expire before **31 October 2020**, which may be extended to the end of the validity period of this Exemption for all of the following:

- (a) ATCO unit endorsements as per ATCO.B.020;
- (b) valid Part-ATCO Class 3 medical certificates as per ATCO.MED.A045;
- (c) ATCO language proficiency endorsements as per ATCO.B.035;
- (d) ATCO on-the-job-training instructor endorsement as per ATCO.C.020;
- (e) ATCO synthetic training device instructor endorsement as per ATCO.C.040; and
- (f) ATCO assessor endorsement as per ATCO.C.060.

4.2 The conditions mentioned in 4.1 are that:

- (a) **Part-ATCO Class 3 medical certificate holders** who are under additional medical surveillance (e.g. by their AME or the CAA) should continue to comply with the specified requirements (e.g. provision of reports) imposed by their AME or the CAA. Failure to do so may invalidate their medical certificate and/or the applicability of this exemption to them. If difficulties arise the certificate holder should contact their AME who may need to be advised by the CAA; (See Note 4)
- (b) for **ATCO unit endorsement** in ATCO licences, **Air Navigation Service Providers (ANSP)** should ensure 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; and

- (c) for **ATCO language proficiency endorsements**, the ANSPs should ensure that in the case of unavailability of a Language Assessment Body (LAB), language training is achieved through other means, e.g. online courses.

5. **Validity of aircraft maintenance licences issued in accordance with Annex III (Part-66) to Commission Regulation (EU) No. 1321/2014**

5.1 Subject to the conditions in 5.2, aircraft maintenance licence holders are exempted from the standard validity period of their licences issued in accordance with Part-66 and that expire before **31 October 2020**, which may be extended until the end of the validity period of this Exemption.

5.2 **Part-66 aircraft maintenance licence holders** shall only exercise the certification privileges associated with their licence when no action is pending pursuant to 66.B.500 of Part-66.

6. **Interpretation**

6.1 In this exemption, “aircrew” has the same meaning as detailed in Commission Regulation (EU) No.1178/2011.

6.2 In this exemption the intent of “through any means” is that operators provide additional training to crew members in order to compensate for the extended validity of the different training elements of Part-ORO and Part-SPA, as applicable. This could be done for example via briefing/leaflet/bulletin/CBT/video.

7. **Revocation**

7.1 ORS4 No.1350 – Licence Proficiency Checks dated 16 March 2020, and ORS4 No.1351 -Operator Proficiency Checks dated 16 March 2020, are hereby revoked.

8. This exemption has effect from the date it is signed until 22 November 2020, both dates inclusive, unless previously revoked.

R Bishton

for the Civil Aviation Authority

23 March 2020

Notes:

1. The CAA is aware that operators and individual licence holders may have difficulties in completing training and checking during the period of the COVID-19 infection and has issued this exemption in line with the template devised by EASA and provided to all Member States.

2. Any questions or queries regarding the application of this exemption should be made, in the first instance, to the relevant FOI, Surveyor or Air Traffic Regional Office. Alternatively, contact the CAA for general queries at Covid-19_licensingexemptions@caa.co.uk or for medical specific queries at medicalweb@caa.co.uk.
3. The CAA will keep this Exemption under constant review and react as necessary to the circumstances which are expected to change.
4. Recording of extension of privileges:
 - (a) Licence holders: Recording the extension of the validity period of the rating privileges for licence holders is to be inserted on the Certificate of Revalidation page of the licence, the Rating Certificate Endorsement to show the relevant endorsement as would normally be entered. At the Date of Rating Test and/or Date of IR Test as applicable, enter 'CAA ORS4 No. 1354', at 'Valid' enter the new expiry date as permitted by this exemption, the Examiner's Certificate Number and Examiner's Certificate and signed entries will be completed as normal.
 - (b) Examiner certificate holders: Recording the extension of the validity period of privileges for examiner certificate holders, the authorised person is to enter on the Examiner's Certificate 'Extended to DD/MM/YYYY as permitted by CAA ORS4 No. 1354' stating their Examiner's Certificate Number and signed.
 - (c) Operators: Organisations using this exemption for their licence holders are to provide a spreadsheet monthly to the CAA via Covid-19_licensingexemptions@caa.co.uk detailing the revalidations.
 - (d) To demonstrate compliance with Part MED aircrew and ATCOs should carry their (expired) medical certificate and a copy of the exemption notice as part of their licence