



Miscellaneous

No: 1384

Air Navigation Order 2016  
Regulation (EU) No. 1178/2011

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General Exemption E 5068

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**Covid-19 Outbreak: Extension of Validity Periods for licences, Ratings, Certificates and Training and Checking of Aircrew and Crew Operating under a UK National or Police Air Operator's Certificate**

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 aeroplane and helicopter commercial pilots with an EASA licence for whom the CAA is the Competent Authority from the requirements detailed in paragraph 2, 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 are valid on the date of this exemption and 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 that has been granted a UK National Air Operator's Certificate (AOC) under article 101(a) of the Air Navigation Order 2016 ("the Order") or a UK Police Air Operator's Certificate (PAOC) granted under article 134 of the Order;
    - (b) 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) 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 AOC or PAOC; 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** must not have experienced a reduction in medical fitness in accordance with MED.A.020;
- (e) **Part-MED Class 1 medical certificate holders** must not have experienced a reduction in medical fitness in accordance with MED.A.020;
- (f) **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)
- (g) **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 operator training, practice and periodical tests as required by article 114(2) or article 135 of the Order**

3.1 The CAA, in exercise of its powers under article 266 of the Order, exempts the holder of an AOC or PAOC from the validity periods of any crew or pilot training, practice and periodical tests established by the operator in accordance with article 114(2) and Part 3 of Schedule 9 of the Order or in Part D of the Police Operations Manual (PAOM) Part 1 required under article 135 of the Order, as appropriate, in so far as those periods may be extended until the end of the validity period of this Exemption subject to the conditions specified in paragraph 4.

4. The conditions mentioned in paragraph 3.1 are that:

- (a) the Exemption only applies to any crew or pilot training, practice or periodic check valid on the date of this Exemption and due to expire before the 31 October 2020;

- (b) the test validity period under 10(d)(i) of Part 3 to Schedule 9 regarding paragraph 2(8) (recency) is to be 90 days but may be extended up to a maximum of 120 days, as long as the pilot undertakes line flying under the supervision of a type rating instructor or examiner in current flying practice;
- (c) the recent experience requirements detailed at 1.8.9, 1.8.10 and 1.8.11 of Part D to PAOM Part 1 specified in CAP 612 remain required;
- (d) for training and checking required under 2 and 5 of Part 3 to Schedule 9 of the Order, and for Operator Proficiency and Line Checks of Part D of the PAOM Part 1 specified in CAP 612, the operator shall ensure that pilots receive refresher training followed by the completion of an assessment 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;
- (e) the operator is to utilise normal revalidation facilities wherever available and practical; and
- (f) for all other training, the operator shall ensure all crew complete alternative training through any means.

## 5. Interpretation

### 5.1 In this exemption:

- (a) “aircrew” has the same meaning as detailed in Commission Regulation (EU) No.1178/2011.
- (b) “crew” has the same meaning as detailed in schedule 1 of the Order; and
- (c) the intent of “through any means” is that operators provide alternative training to compensate for the extended validity period. This could be done for example via briefing/leaflet/bulletin/CBT/video.

6. This exemption supersedes Official Record Series 4 No. 1367, which is revoked.

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

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for the Civil Aviation Authority

28 April 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. This exemption does not preclude the revalidation of licences, ratings or medical certificates so long as the participants do not breach legal prohibitions on non-essential activities, Government COVID-19 public health guidance, CAA guidance and they can be carried out safely.
2. Any questions or queries regarding the application of this exemption should be made, in the first instance, to the relevant FOI. Alternatively, contact the CAA for general queries at [Covid-19\\_licensingexemptions@caa.co.uk](mailto:Covid-19_licensingexemptions@caa.co.uk) or for medical specific queries at [medicalweb@caa.co.uk](mailto: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.1384**', 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.1384**' 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](mailto:Covid-19_licensingexemptions@caa.co.uk) detailing the revalidations.
  - (d) Where the licence endorsement at 2.1 (a) is carried out remotely, the instructor or examiner shall provide the pilot with a Temporary Certificate Extending Validity of Licence Privileges (Forms SRG 1100 & SRG 1100A as per **ORS4 No.1373**). This may be done electronically or by post and the pilot shall carry a hard copy of the temporary certificate with their licence.
  - (e) To demonstrate compliance with Part MED aircrew should carry their (expired) medical certificate and a copy of the exemption notice as part of their licence.