



Miscellaneous

No: 1413

Air Navigation Order 2016

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General Exemption E 5126

Covid-19 Outbreak: Extension of Validity Periods for Medical Certificates of Pilots holding a United Kingdom licence

- 1) In response to the exceptional circumstances caused by the Covid-19 outbreak the Civil Aviation Authority ('the CAA'), on behalf of the United Kingdom and pursuant to article 266 of the Air Navigation Order 2016 ('the Order'), exempts all pilots holding a United Kingdom licence¹ issued in accordance with the Order, who are required to hold a Class 1, 2 or LAPL Medical Certificate from the requirements of article 160(2) and 161(7) of the Order, as follows.
- 2) Subject to the conditions in paragraph 3, pilots holding a United Kingdom licence issued in accordance with the Order are exempted from the standard validity and related time periods of valid Part-MED Class 1, 2 and LAPL medical certificates issued in accordance with Annex IV (Part-MED)² to Commission Regulation (EU) No. 1178/2011 in accordance with sub-paragraphs (a) and (b).
 - a) The validity periods of those certificates that expire on or after 16 March 2020, but before 31 August 2020, are extended until 22 November 2020.
 - b) The validity periods of those certificates that expire on or after 1 September 2020, but before 22 November 2020, are extended for a maximum of 45 days, but no later than 31 December 2020, whichever is the sooner:
- 3) The conditions mentioned in paragraph 2 are that:
 - a) **Part-MED medical certificate holders** must not have experienced a reduction in medical fitness in accordance with MED.A.020. or MED.C.030;

¹ "United Kingdom licence" means a licence included in Chapter 2 of Part 1 of Schedule 8 to the Order.

² Annex IV (Part-MED) to Commission Regulation (EU) No. 1178/2011 is used as the medical standard for non-EASA licences issued by the United Kingdom and is in full compliance with the Chicago Convention Annex I.

- b) **Part-MED medical certificate holders who** are under additional medical surveillance (e.g. by their AME, OHMP or the CAA) should continue to comply with the specified requirements (e.g. provision of reports) imposed by their AME, OHMP or the CAA. Failure to do so may invalidate their medical certificate or report and/or the applicability of this exemption to them. If difficulties arise the certificate/report holder should contact their AME or OHMP as appropriate who may need to be advised by the CAA.
 - c) **Class 2 and LAPL medical certificate holders** should, where possible in relation to their flying activities, consider the medical self-declaration system to reduce pressure on the availability of the AME to maintain medical certification of licence holders undertaking commercial air operations and air navigation service provision on behalf of the UK aviation industry.
- 4) This exemption has effect from the date it is signed until 31 December 2020, both dates inclusive, unless previously revoked.

J Overall
for the Civil Aviation Authority

3 August 2020

Notes:

1. The CAA is continuing to take steps to support Aero-Medical Examiners (AMEs) and Licence Holders affected by COVID-19, directly or indirectly, taking into account the effects of the pandemic and the advice from the relevant Public Health bodies within the UK, to reduce, where appropriate, the time periods for which a medical certificate validity period extension exemption is required. This is to ensure that the UK returns to the norms of the Chicago Convention, Annex 1, and Part 6 of the Order, particularly for international commercial air transport, as soon as is reasonably practicable.
2. Any questions or queries regarding the application of this exemption should be made, in the first instance, to the Aero-Medical Examiner (Pilots) who last issued the medical certificate or report.
3. The CAA will continue to keep this exemption under review and react as necessary to the circumstances which are expected to change.
4. When taking advantage of this exemption, to demonstrate compliance with the regulations, aircrew should carry their (expired) medical certificate and a copy of the exemption notice as part of their flight crew licence.
5. A Class 1 or 2 medical certificate is still required if operating outside UK airspace.
6. All pilots should be aware of HM Government's and the relevant devolved Government's current positions on recreational flying, prior to any flights.
7. If possible, recreational pilots should take advantage of using a Self-Declaration of Medical status, as this would assist commercial pilots to return to ICAO norms as soon as possible. Such Declarations would be restricted to flights within UK airspace.
8. This exemption replaces the medical elements of exemptions previously published in ORS4 Numbers 1378 and 1382.