



Miscellaneous

No: 1416

Regulation (EU) No. 1178/2011

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General Exemption E 5134

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**COVID-19 – Recovery Phase: Revalidation of Single Engine Piston (SEP) and Touring Motorglider (TMG) Class Ratings Endorsed in EASA Aircrew Licences Conducting Flying Operations other than within an Organisation Holding a National Air Operator’s Certificate, Police Air Operator’s Certificate or Required to Comply with Part-ORO**

- 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 71(1) of Regulation (EU) No. 2018/1139, exempts all pilots, instructors and examiners for whom the CAA is the Competent Authority from the normal revalidation requirements for class ratings issued in accordance with Annex I (Part-FCL) to Commission Regulation (EU) No. 1178/2011 detailed in paragraph 3 subject to any conditions specified in paragraph 4.
- 2) This exemption is not applicable to pilots involved in operations subject to the organisation being required to hold a National Air Operator’s Certificate, Police Air Operator’s Certificate or required to comply with Part-ORO of Commission Regulation (EU) No. 965/2012 (EASA Air Operations)<sup>1</sup>.
- 3) Subject to the conditions in paragraph 4, licence holders with a valid SEP and/or TMG class rating(s) are exempted from the normal revalidation requirements as per FCL.740.A(b) of Annex I (Part-FCL) to Commission Regulation (EU) No. 1178/2011 until 30 April 2021.
- 4) The conditions mentioned in paragraph 3 are:
  - a) Licence holders with a valid class rating(s) specified in paragraph 3 whose rating is within the second 12-month period of its validity may take advantage of the criteria in Table 1.

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<sup>1</sup> Such persons or organisations are subject to the General Exemptions applied by Official Record Series 4 No. - 1410 and 1411, as amended or renewed.

b) Table 1:

<b>Column A</b>	<b>Column B</b>	<b>Column C</b>
<b>Flight Time Relevant for Revalidation by Experience</b>	<b>Take-offs/Landings (Minimum)</b>	<b>Cumulative Total Refresher Training Flight Time with Instructor (Minimum)</b>
Normal rules <sup>2</sup> : 12 hours or more	Normal rules: 12/12 take-offs and landings	Normal rules: At least 1 hour
11 or more – less than 12	15/15	At least 1 hour
10 or more – less than 11	16/16	At least 1 hour
9 or more – less than 10	17/17	At least 1.5 hours
8 or more – less than 9	18/18	At least 1.5 hours
Less than 8	Proficiency Check required	

- c) The requirement for at least 6 hours as Pilot in Command (PIC) must be included in the flight experience in Column A.
- d) Prior to the expiry of the rating(s), the licence holder can meet the different criteria in columns A, B and C in any sequence to revalidate their class rating(s).
- e) Upon the successful completion of the revalidation requirements in Table 1 the Instructor with FCL.945 privileges or the applicable Examiner (Flight Examiner (FE) or Class Rating Examiner (CRE)) will endorse the Certificate of Revalidation in the normal manner.
- f) Licence holders who took advantage of the extension to their privileges in ORS4 No. 1385 (or subsequent replacement), extending validity to 22 November 2020, will have a subsequent class rating validity expiry date of 30 November 2022.
- g) Normal class rating validity expiry dates will apply for other licence holders
- h) The Instructor or Examiner will complete SRG1157 or SRG1119E and submit a copy to the CAA.
- 5) This exemption has effect from the date it is signed until 30 April 2021, both dates inclusive, unless previously revoked.

Jim Frampton  
for the Civil Aviation Authority

12 August 2020

<sup>2</sup> See Explanatory Notes paragraph 8.

**Explanatory Notes:**

- 1) The CAA is aware that individual licence holders may have experienced difficulties in completing pilot training and checking during the period of the COVID-19 pandemic restrictions due to social distancing, essential travel only and specifically the strict limitations on recreational flying activity imposed for a number of months by UK Government.
- 2) The purpose of this exemption is to assist pilots affected whose class rating is due to expire in the COVID pandemic recovery phase of aviation and who may be unable to meet the normal revalidation requirements before that expiry date is reached, while maintaining a proportionate and adequate level of safety assurance.
- 3) If those pilots are not granted a more flexible means to revalidate by experience in the COVID recovery phase they will instead be required to undertake a Proficiency Check at additional cost and regulatory burden to them. Due to volumes of pilots affected this may introduce market distortion to UK GA and an unacceptable demand on Examiner availability.
- 4) Holders of light aircraft pilot licence for aeroplanes (LAPL(A)) and sailplane licence (SPL) with TMG privileges: Due to the format of the recency requirements - 'the rolling validity', and as the flight experience required is over 24 months, it is anticipated that this exemption is not necessary for holders of LAPL(A) and SPL with TMG privileges.
  - i) The recency requirements for LAPL(A) as per FCL.140.A(a) are:
    - '(a) Holders of a LAPL(A) shall exercise the privileges of their licence only if in the last 2 years they have met any of the following conditions as pilots of aeroplanes or TMGs:
      - (1) they have completed at least 12 hours of flight time as PIC or flying dual or solo under the supervision of an instructor, including:
        - 12 take-offs and landings;
        - refresher training of at least 1 hour of total flight time with an instructor.'
  - ii) The recency requirement for SPL (Commission Regulation (EU) No. 2020/358) as per SFCL.160(b) are:
    - '(b) TMGs  
SPL holders shall exercise their TMG privileges only if in the last 24 months before the planned flight they:
      - (1) completed at least 12 hours of flight time as PIC or flying dual or solo under the supervision of an FI(S), including, on TMGs, at least:
        - (i) six hours flight time as PIC;
        - (ii) 12 take-offs and landings; and
        - (iii) a training flight of at least one-hour total flight time with an instructor.'
- 5) Anyone with queries regarding the application of this exemption should contact the CAA at [Covid-19\\_licensingexemptions@caa.co.uk](mailto:Covid-19_licensingexemptions@caa.co.uk).
- 6) The CAA will keep this exemption under constant review.
- 7) Revalidation requirements for SEP and TMG Class Ratings:
  - a) Licence holders whose class rating(s) is due for revalidation can take advantage of the flexible revalidation criteria in Table 1.

- b) Where the licence holder is unlikely to meet the normal revalidation requirements, they can achieve revalidation by using the criteria in Table 1, for example where a licence holder has 9 flight hours or more but less than 10, they can revalidate by meeting the 17 take-offs and landings and complete at least 1.5 hours cumulative refresher training with an Instructor, instead of meeting the normal revalidation requirements.
  - c) The Instructor with FCL.945 privileges or Examiner (FE or CRE) can then record the revalidation of the class rating(s) on the Certificate of Revalidation page of the licence, in the normal manner.
  - d) Licence holders who took advantage of the extension to their privileges in ORS4 No. 1385 will calculate their revalidation from 22 November 2020.
  - e) The Instructor or Examiner will complete SRG1157 or SRG1119E and submit a copy to the CAA.
- 8) Where the exemption refers to 'Normal rules' in Table 1 this means the revalidation requirements as per FCL.740.A(b):
- (b) Revalidation of single-pilot single-engine class ratings.
    - (1) Single-engine piston aeroplane class ratings and TMG ratings. For revalidation of single-pilot single-engine piston aeroplane class ratings or TMG class ratings the applicant shall:
      - (i) within the 3 months preceding the expiry date of the rating, pass a proficiency check in the relevant class in accordance with Appendix 9 to this Part with an examiner; or
      - (ii) within the 12 months preceding the expiry date of the rating, complete 12 hours of flight time in the relevant class, including:
        - 6 hours as PIC,
        - 12 take-offs and 12 landings, and
        - refresher training of at least 1 hour of total flight time with a flight instructor (FI) or a class rating instructor (CRI). Applicants shall be exempted from this refresher training if they have passed a class or type rating proficiency check, skill test or assessment of competence in any other class or type of aeroplane.
    - (2) When applicants hold both a single-engine piston aeroplane-land class rating and a TMG rating, they may complete the requirements of (1) in either class or a combination thereof and achieve revalidation of both ratings.'
- 9) It is the intention of the CAA for licence holders to resume the normal licensing requirements at the next anniversary of their class rating(s).