



Miscellaneous

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**General Exemption E5139**

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**COVID-19 Recovery Phase: Revalidation of Class Ratings Endorsed on United Kingdom Flight Crew Licences**

- 1) In response to the exceptional circumstances caused by the COVID-19 outbreak, the Civil Aviation Authority ('the CAA'), pursuant to Article 266 of the Air Navigation Order 2016 ('the Order'), exempts holders of a United Kingdom Flight Crew Licence from the requirements of Articles 155 and 157 of the Order.
- 2) Subject to the conditions in paragraph 5 flight crew licence holders, specified in paragraph 3, with a valid class rating(s), specified in paragraph 4, are exempted from the normal revalidation requirements as per Chapters 1 and 2 of Part 3, Schedule 8, of the Order until **30 April 2021**.
- 3) For the purpose of this exemption a United Kingdom Flight Crew Licence means;
  - a) National Private Pilot's Licence (Aeroplanes)
  - b) Private Pilot's Licence (Aeroplanes) and (Microlights)
  - c) Commercial Pilot's Licence (Aeroplanes)
  - d) Airline Transport Pilot's Licence (Aeroplanes)
- 4) For the purpose of this exemption a class rating means;
  - a) Simple Single Engine Aeroplane (SSEA)
  - b) Single Engine Piston (Aeroplane) (SEP)
  - c) Microlight (Aeroplane)
  - d) Self-Launching Motorglider (SLMG)
  - e) Touring Motorglider (TMG)

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- 5) The conditions mentioned in paragraph 2 are:
- a) Holders of a UK PPL(A), CPL(A) or ATPL(A) with valid class rating(s) specified in paragraph 4 who are within the second 12-month period of their validity, can take advantage of the criteria in table 1.
  - b) Holders of a NPPL(A) with valid class rating(s) specified in paragraph 4 who are within the 24-month period of their validity, can take advantage of the criteria in table 1.
  - c) Table 1

Column A	Column B	Column C
<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: 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 hour
8 or more – less than 9	18/18	At least 1.5 hour
Less than 8	Proficiency Check or Flight Test required	

- d) For holders of a UK PPL(A), CPL(A) or ATPL(A) the requirement for at least 6 hours as Pilot in Command (PIC) must be included in the flight experience in Column A.
  - e) For holders of a NPPL(A) the requirement for at least 8 hours as Pilot in Command (PIC) must be included in the flight experience in Column A.
  - f) 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).
  - g) Upon the successful completion of the revalidation requirements in table 1 the Instructor with FCL.945 privileges or the applicable Examiner, (FE, CRE or Revalidation Examiner) will endorse the Certificate of Revalidation in the normal manner.
  - h) Licence holders who took advantage of the extension to their privileges in ORS 4 No.1378 or ORS4 No.1414 (or subsequent replacements) extending validity to 22 November 2020, will have a subsequent class rating validity expiry date of 30 November 2022.
  - i) Normal class rating validity expiry dates will apply for other licence holders.
  - j) The Instructor or Examiner will complete SRG 1157 or SRG 1119E and submit a copy to the CAA.
- 6) This exemption supersedes Official Record Series 4 No. 1417, which is revoked.

- 7) 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

19 August 2020

**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 or Flight Test at additional cost and regulatory burden to them. Due to the volumes of pilots affected this may introduce market distortion to UK GA and an unacceptable demand on Examiner availability.
- 4) Any questions or 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).
- 5) The CAA will keep this Exemption under constant review.
- 6) Revalidation requirements;
  - a) Class Ratings:
    - i. Licence holders whose class rating(s) is due for revalidation can take advantage of the flexible revalidation criteria in table 1.
    - ii. 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 with a valid SEP Class Rating 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 of cumulative refresher training with an Instructor, instead of meeting the normal revalidation requirements.
    - iii. The Instructor with FCL.945 privileges or an Examiner, (FE, CRE or Revalidation Examiner) can then record the revalidation of the class rating(s) on the Certificate of Revalidation page of the licence, in the normal manner.
    - iv. Licence holders who took advantage of the extension to their privileges in ORS 4 No. 1378 or ORS4 No.1414, will calculate their revalidation from 22 November 2020.
    - v. The Instructor or Examiner will complete either SRG 1157 or SRG 1119E and

submit a copy to the CAA. Although notifying the CAA of the revalidation of the ratings endorsed in a NPPL is not a requirement, the CAA would appreciate such notification to enable the updating of licensing records.

7) Where the exemption refers to 'Normal rule(s) in table 1 this means;

a) Chapter 1, Part 3, Schedule 8;

#### Ratings for Aeroplanes

Column 1 Rating	Column 2 Validity	Column 3 Revalidation	Column 4 Renewal
SEP, TMG and SLMG	24 months	FCL.740.A (b)(1) and (4) of Part-FCL, provided a SEP aeroplane with three axis control system is used. Where both a SEP (land) and a TMG or SLMG rating are held, the requirements may be completed in either class and achieve revalidation of both ratings.	(a) complete such training as the CAA may require; and  (b) pass the appropriate proficiency check in accordance with Appendix 9 to Part-FCL.

The revalidation requirements as per FCL.740.A(b);

(a) 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.

## b) Chapter 2, Part 3, Schedule 8

Table B – Experience requirements for issue of certificate of revalidation in accordance with paragraph 2(b) of Table A

Circumstances	Requirements
1 Where one aeroplane class rating is held	<p>(a) The holder has, as a pilot, in an aeroplane specified in the aeroplane class rating and within the period of validity of the current certificate of revalidation for the rating—</p> <p>(i) flown at least 12 hours which includes at least 8 hours as pilot in command;</p> <p>(ii) completed at least 12 take-offs and 12 landings;</p> <p>(iii) subject to sub-paragraph (b), undertaken at least one hour of flying training with an instructor entitled to give instruction on aeroplanes of that class; and</p> <p>(iv) flown at least six hours in the 12 months preceding the specified date.</p> <p>(b) If the holder has not undertaken the flying training specified in paragraph 1(a)(iii) a certificate of revalidation may be issued but must be endorsed “single seat only”.</p>
2 Where two or three aeroplane class ratings are held	<p>(a) The holder has, as a pilot, within the period of validity of the current certificate of revalidation for each rating—</p> <p>(i) flown a total of at least 12 hours in an aeroplane coming within any of the aeroplane class ratings which are held which includes at least a total of eight hours as pilot in command;</p> <p>(ii) completed not less than 12 take-offs and 12 landings in an aeroplane coming within any of the aeroplane class ratings which are held;</p> <p>(iii) subject to sub-paragraph (b), in an aeroplane coming within each of the aeroplane class ratings which are to be revalidated, either—</p> <p>(aa) flown at least one hour as pilot in command; or</p> <p>(bb) undertaken at least one hour of flying training with an instructor entitled to give instruction on aeroplanes of that class;</p> <p>(iv) subject to sub-paragraph (b), undertaken at least one hour of flying training in aeroplanes coming within any of the aeroplane class ratings which are held, with instructors entitled to give instruction on aeroplanes of those classes; and</p> <p>(v) flown at least six hours in the 12 months preceding the specified date in an aeroplane coming within any of the aeroplane class ratings which are held.</p> <p>(b) If the holder has flown at least one hour as pilot in command as specified in paragraph 2(a)(iii)(aa) but has not</p>

	undertaken the flying training specified in paragraph 2(a)(iv) a certificate of revalidation may be issued but must be endorsed "single seat only"
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- 8) 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).