



Miscellaneous

No: 1090

EASA Aircrew Regulations

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Derogations

Notification of the use by the United Kingdom of Commission Decisions authorising Member States to derogate from certain common aviation safety rules pursuant to Article 14(6) of Regulation (EC) No. 216/2008 of the European Parliament and of the Council

Applications have been made by the UK and other Member States for derogation from certain requirements of the Aircrew Regulation (Regulation (EU) No.1178/2011 as amended). These applications were made under Article 14(6) of Regulation (EC) No. 216/2008.

The Commission has published Decisions authorising Member States to apply some of the derogations applied for. This document sets out the derogations that the UK is applying in accordance with those Commission Decisions and revokes the exemptions that have been superseded by these derogations and by amendments to the Aircrew Regulation.

The previous notification ORS4 No.1039 is withdrawn. This new notification amends item B.8

A The Commission Decisions

- 1) The Commission has authorised Member States to derogate from certain provisions of Regulation (EU) No. 1178/2011 (as amended) by means of the following Commission Decisions:
 - a) Commission Decision 2014/69/EU, dated 6 February 2014;
 - b) Commission Decision 2014/425/EU, dated 1 July 2014; and
 - c) Commission Decision 2014/426/EU, dated 1 July 2014.

B The Derogations Being Applied by the United Kingdom

1) Derogation from FCL.905.SFI(a) with respect to Synthetic Flight Instructor (SFI) privileges to instruct for Instrument Ratings

Pursuant to Article 1 of Commission Decision 2014/69/EU, the United Kingdom allows Synthetic Flight Instructors (SFIs) to provide training for the revalidation and renewal of the type-specific Instrument Rating (IR) without having completed the Instrument Rating Instructor (IRI) training specified by FCL.905.SFI(a).

The United Kingdom does not allow SFIs to provide training for the renewal and revalidation of the general IR (non-type specific) without having completed an IRI course.

2) Derogation from FCL.1005.SFE(a)(2) with respect to Synthetic Flight Examiner (SFE) privileges to examine for Instrument Ratings

Pursuant to Article 1 of Commission Decision 2014/69/EU, the United Kingdom allows SFEs to conduct proficiency checks for the revalidation and renewal of the type-specific Instrument Rating (IR) without having complied with the requirements applicable to an Instrument Rating Examiner (IRE), which includes the requirement to hold an IRI certificate.

The United Kingdom does not allow SFEs who do not comply with the requirements for an IRE certificate to examine for the initial issue of any Instrument Rating, or for the revalidation or renewal of any Instrument Rating that is not associated with the revalidation or renewal of a Type Rating.

3) Derogation from FCL.910.SFI(b) with respect to the restricted privileges of the Synthetic Flight Instructor (SFI) and the means by which those restrictions may be removed (the addition of further aircraft types)

Pursuant to Article 1 of Commission Decision 2014/69/EU, the United Kingdom allows Synthetic Flight Examiners (SFEs) - as well as Type Rating Examiners (TREs) - to examine SFIs to add additional aircraft types to their instructor certificates.

The SFI privileges may be extended to other Flight Synthetic Training Devices (FSTDs) representing further types of the same category of aircraft when the holder has:

- a) satisfactorily completed the simulator content of the relevant type rating course; and
- b) conducted on a complete type rating course at least three hours of flight instruction related to the duties of an SFI on the applicable type under the supervision and to the satisfaction of a TRE or SFE qualified for this purpose.

4) Derogation from FCL.905.SFI with respect to Synthetic Flight Instructor (SFI) privileges to allow SFIs to teach other SFIs

Pursuant to Article 1 of Commission Decision 2014/69/EU, the United Kingdom allows Synthetic Flight Instructors (SFIs) who do not fulfil the requirement of having at least three years' experience as Type Rating Instructors (TRIs) to provide instruction to applicants for SFI certificates.

This extension of privilege to instruct for the SFI certificate is conditional on the SFIs who are to be granted the greater privilege:

- having at least three years' experience as SFIs;
- completing a specific two-day SFI tutor course provided by an SFI tutor; and
- passing an assessment of competence.

5) Derogation from FCL.625(c) and (d) with respect to renewal of an Instrument Rating

Pursuant to Article 1 of Commission Decision 2014/69/EU, the United Kingdom allows the holders of licences issued in accordance with Part-FCL to renew their IR privileges without passing again the theoretical knowledge examinations for the IR, if they have held a valid IR on the licence of any third country within the seven years preceding IR renewal, provided that the third country licence is compliant with Annex I to the International Convention for Civil Aviation (ICAO Annex I).

6) Derogation from FCL.740(b) with respect to the renewal of Class and Type Ratings

Pursuant to Article 3 of Commission Decision 2014/425/EU, the United Kingdom allows Part-FCL licence holders seeking to renew an expired aircraft type or class rating to renew the rating on the Part-FCL licence by passing the proficiency check, without being required to undergo refresher training, provided that they hold the equivalent non-expired aircraft rating on a third-country licence that is compliant with Annex I to the International Convention for Civil Aviation (ICAO Annex I).

7) Derogation from FCL.740.A(b)(1) with respect to the revalidation of Single Engine Piston (SEP) or Touring Motor Glider (TMG) Class Ratings

Pursuant to Article 2 of Commission Decision 2014/425/EU, the United Kingdom allows pilot licence holders to revalidate an SEP or TMG class rating without completing the specified training flight with a flight instructor, subject to the licence holder having passed within the 12 months preceding the expiry of the SEP or TMG rating:

- a) a skill test or proficiency check for any class, type, instrument or mountain rating included in the pilot's aeroplane licence; or
- b) an assessment of competence for any flight instructor, class rating instructor or instrument rating instructor certificate included in the pilot's aeroplane licence.

8) Derogation from FCL.1010.SFE with respect to the prerequisite requirements applicable to Synthetic Flight Instructors

Pursuant to Article 2 of Commission Decision 2014/425/EU, the United Kingdom allows an applicant for an SFE certificate to examine for the type rating for a Single Pilot High Performance Complex Aeroplane (SPHPCA) to be granted the examining privileges if they:

- a) hold or have held a CPL(A), MPL(A) or ATPL(A) and a class or type rating and hold the SFI(A) certificate for the applicable type of aeroplane; and
- b) have at least 500 hours of flight time as a pilot on single-pilot aeroplanes, of which at least 200 hours must be as Pilot-In-Command; and
- c) for the initial issue of an SFE certificate, have completed at least 50 hours of synthetic flight instruction as an SFI(A) on the applicable aeroplane type.

9) Derogation from Article 4(2) and (3) in with respect to the conversion of national qualifications for sailplane pilots, instructors and examiners issued by the British Gliding Association to Part-FCL licences and certificates

Pursuant to Article 1 of Commission Decision 2014/426/EU, the United Kingdom allows the conversion of sailplane pilot, instructor and examiner qualifications issued by the British Gliding Association into appropriate Part-FCL qualifications in accordance with the conversion report established in accordance with Article 4(2) and (3) of the Aircrew Regulation.

C Revocation of Exemptions

As notified previously in ORS4 No. 1039, with effect from 10 October 2014, the Civil Aviation Authority revoked the exemptions that were published in the Official Record Series 4 as:

- ORS4 No. 969;
- ORS4 No. 974; and
- ORS4 No. 1005.

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