

# Guidance for pilots on ORS4 Exemptions issued during COVID-19 pandemic



## ORS4 No. 1416

### What does it cover?

This exemption applies to UK CAA issued EASA licences for aeroplanes.

This exemption is to assist individual licence holders who may have experienced difficulties in completing pilot training and checking during the period of the COVID-19 pandemic and recovery phase.

Licence holders whose ratings are due to expire soon may be unable to meet the normal revalidation by experience requirements before that expiry date is reached. This exemption provides flexible revalidation requirements.

This exemption does not cover UK CAA issued LAPL(A) or 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 will not be necessary for those licence holders.

### What does it mean?

If you are the holder of a UK CAA issued EASA licence for aeroplanes, which includes a valid SEP or TMG Class Rating whose rating is within the second 12-month period of its validity, you can take advantage of the flexible revalidation requirements.

Licence holders who took advantage of the extension to their privileges in ORS 4 No.1385 will calculate their revalidation from the 22 November 2020. They can look back 12 months from this date to check if they have sufficient flight experience to revalidate by experience under the flexible revalidation terms. If so, their new rating expiry date will be 30 November 2022.

Normal class rating validity expiry dates will apply for other licence holders under the flexible revalidation terms.

These flexible revalidation arrangements are available until 30 April 2021 to help and encourage licence holders to undertake more flying safely, revalidate by experience rather than by proficiency check, to reduce regulatory burden, cost and reduce excessive demands on Examiner availability in the COVID recovery phase.

### What action do I need to take?

Check that SEP or TMG Class Rating is still valid.

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## What action do I need to take? (continued)

Review your pilot's logbook, assessing the 12 months from the expiry date of the class rating as endorsed in the Certificate of Revalidation in the licence.

Work out how many flight hours you have (PIC, PIC U/S or PUT), and when you last flew with an Instructor for a refresher flight (or those with a Skill Test, Proficiency Check or Assessment of Competence).

Considering the total amount of flight time already completed and the time still remaining until the expiry of the class rating(s), decide if you are going to achieve the normal revalidation requirements or wish to take advantage of the flexible revalidation requirements in Table 1 of the exemption.

It might help to discuss this with an Instructor or Examiner.

Once you have met your chosen revalidation requirements an Instructor with FCL.945 privileges or an Examiner (FE or CRE) will endorse the Certificate of Revalidation in the normal manner.

The Instructor or Examiner can then complete either form SRG 1157 or SRG 1119E and submit a copy to the CAA for our records.

### For example:

- A pilot has 9 hours and 15 minutes of flying.
- The pilot decides that they are not likely to meet the normal revalidation requirements before the expiry of their SEP Class Rating.
- Instead they decide to use the alternative revalidation in Table 1 of the exemption for 9 hours or more but less than 10.
- The pilot has 11 take offs and landings and has not as yet flown with an Instructor.
- The pilot can therefore complete a flight with an instructor of at least 1.5 hours and complete the remaining 6 take-offs and landings to achieve the revalidation.
- The flight with an instructor does not have to be completed in one flight, this is a cumulative amount.
- If the pilot is not able to revalidate before the expiry of the class rating or has less than 8 hours then they are required to complete a Proficiency Check with an Examiner.