



Miscellaneous

No: 1421

Air Navigation Order 2016

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Regulation (EU) No. 1178/2011

General Exemption E5144

Covid-19: The Requirement for Holders of Part-FCL Private Pilot Licences and Light Aircraft Pilot Licences to Hold an EASA Part-MED Medical Certificate when Operating EASA Aircraft

- 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, pursuant to Article 71(1) of Regulation (EU) No. 2018/1139 and with the consent of the Secretary of State, exempts holders of the licences issued under European Commission Regulation (EU) No. 1178/2011 ('the Aircrew Regulation') specified in paragraph 2, from the provisions of the Aircrew Regulation specified in paragraph 3, subject to the conditions specified in paragraph 4 and subject to the exclusions specified in paragraph 5.

The CAA in exercise of its powers under Article 266 of the Air Navigation Order 2016 ('the Order') exempts the holders of the licences specified in paragraph 2 from the provisions of Article 162 of the Order subject to the conditions specified in paragraph 4 and subject to the exclusions specified in paragraph 5.

- 2) This exemption applies to holders of the following Part-FCL licences issued by the UK CAA as the Competent Authority under the Aircrew Regulation, Annex 1, Part-FCL, Subparts B and C:

- a) Light Aircraft Pilot's Licence for aeroplanes, LAPL(A);
- b) Light Aircraft Pilot's Licence for helicopters, LAPL(H);
- c) Private Pilot's Licence for aeroplanes, PPL(A); and
- d) Private Pilot's Licence for helicopters, PPL(H).

- 3) Holders of licences specified in paragraph 2 are exempt from the following provisions of the Aircrew Regulation and Basic Regulation:

- a) LAPL(A) and LAPL(H):

The Aircrew Regulation - the requirements of Annex I, Part-FCL, Subpart A, FCL.040 and of Annex IV, Part-MED Subpart A, Section 2 MED.A.030(b) to hold at least a LAPL medical certificate and of Annex I, Part-FCL, Subpart A, FCL.045(a), to always carry a valid medical certificate when exercising the privileges of those licences.

- b) PPL(A) and PPL(H):

The Aircrew Regulation - the requirements of Annex I, Part-FCL, Subpart A, FCL.040 and of Annex IV, Part-MED Subpart A, Section 2 MED.A.030(c) to hold at least a class 2

medical certificate and of Annex I, Part-FCL, Subpart A, FCL.045(a), to always carry a valid medical certificate when exercising the privileges of those licences.

- 4) This exemption is subject to the following conditions:
- a) The licences specified in paragraph 2 must have been issued by the UK CAA.
 - b) Licence holders must hold or have previously held a valid class 1 or class 2 or LAPL medical certificate; medical declaration may not be used to confirm initial pilot medical fitness.
 - c) Licence holders must make or have made a medical declaration in accordance with Article 163(3) of the Order which remains valid and has not been withdrawn.
 - d) Licence holders must only operate flights:
 - i) in a United Kingdom (G) registered EASA aircraft (as defined in Schedule 1 to the Order);
 - ii) in the following areas:
 - 1) within the United Kingdom; or
 - 2) with the permission of the relevant authority, within a Crown Dependency, but for an A to A flight¹ only;
 - iii) in day or night Visual Flight Rules ('VFR'); and
 - iv) which are not:
 - commercial operation flights (as defined in Schedule 1 to the Order);
 - pilot training flights;
 - introductory flights (as defined in article 2 of Commission Regulation (EU) No. 965/2012 of 5 October 2012 laying down technical requirements and administrative procedures related to air operations pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council); or
 - cost-shared flights.
 - e) LAPL(A) and PPL(A) holders must only exercise the privileges stated in FCL.105.A(a), that is to act as Pilot-In-Command ('PIC') on single-engine piston aeroplanes-land or Touring Motor Gliders ('TMG') with a maximum certified take-off mass of 2,000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board the aircraft.
 - f) LAPL(H) and PPL(H) holders must only exercise the privileges stated in Part-FCL.105.H on a single-engine piston helicopter, that is to act as PIC on single-engine piston helicopters with a maximum certified take-off mass of 2,000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board.
- 5) The following are excluded from this exemption:
- a) Initial applicants for the licences specified in paragraph 2, excluding applicants for conversion of a licence granted under the Air Navigation Order into a Part-FCL licence.
 - b) The exercise of the privileges of an Instrument Meteorological Conditions (IMC) Rating or Instrument Rating (IR).

¹ an "A to A flight" means a flight starting from, and ending at, any aerodrome within the same Crown Dependency.

- c) Holders of ICAO licence conversions/validations.
 - d) Student pilots under training for a Part-FCL pilot licence when flying solo.
- 6) This exemption supersedes Official Record Series 4 No. 1370, which is revoked.
- 7) This exemption has effect from the date it is signed until **31 March 2021**, both dates inclusive, unless previously revoked.

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for the Civil Aviation Authority

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Explanatory Note:

The objective of the exemption is to address an unforeseeable shortfall in Aeromedical Examiner (AME) capacity in the UK as a result of Covid-19. Previous exemptions which extended pilot medical currency will create a bow-wave in demand for pilot medical appointments in the second half of 2020 and the early part of 2021 due to the deferral of previously-due medicals. The UK CAA will expect AMEs to prioritise Class 1 and Class 3 medicals for commercial pilots and air traffic controllers to minimise the impact to the Commercial Air Transport industry. Consequently, a total exemption period of over 7 complete months is necessary.

Explanatory Note - For Pilots:

- 1) Licence holders must hold or have previously held a valid class 1 or class 2 or LAPL medical certificate; medical declaration may not be used to confirm initial pilot medical fitness in order to be able to operate UK-registered EASA Certificate of Airworthiness aircraft under this exemption.
- 2) UK GA pilots applying this exemption must hold an appropriate pilot licence with a valid privilege, class or type rating, where applicable to exercise licence privileges (FCL.040). Pilots must satisfy recency requirements before acting as PIC (FCL.060).
- 3) A pilot operating at night must hold a Night Rating (FCL.810), meet night recency requirements (FCL.060) and previously have been assessed as 'colour safe' by a CAA certified AME (MED.A.030(e) and CAA website guidance 'Self Declaring your medical fitness using the Pilot Medical Declaration').
- 4) Student pilots under training for a Part-FCL pilot licence must not fly solo unless the student pilot holds a medical certificate (not a medical declaration) as required for the relevant licence as required by MED.A.030(a).
- 5) The essential requirement of pilot medical fitness remains. The exemption is against the requirement for certain UK GA pilots holding Part-FCL LAPL and PPL to demonstrate this by the grant of a medical certificate in the short term and instead allows them to do so by a pilot medical declaration.