



Miscellaneous

No: 1401

Regulation (EU) No. 1178/2011

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General Exemption E 5109

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**Covid-19 Outbreak: Recency Exemption for Training Personnel involved in Supervision of Line Flying - Commercial Air Transport Only**

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 any type rating instructor (TRI), type rating examiner (TRE) or Line Supervisor (LS) ("the said pilot") from the requirements of FCL.060(b)(1) and (b)(2)(i) of Commission Regulation (EU) No. 1178/2011, whilst conducting commercial air transport on behalf of an Operator for whom the CAA is the competent authority ("the Operator"), subject to the requirements set out in paragraph 2 and the conditions in paragraph 3.
2. The requirements are:
  - a. the said pilot may only operate an aircraft in the circumstances detailed in paragraph 1 if:
    1. as pilot in command (PIC) or co-pilot they have carried out, in the preceding 120 days, at least 3 take-offs, approaches and landings in an aircraft of the same type or class or a Full Flight Simulator (FFS) representing that type or class;
    2. as PIC by night they have carried out, in the preceding 120 days, at least 1 take-off, approach and landing at night as a pilot flying in an aircraft of the same type or class or a FFS representing that type or class;
  - b. for the period of this Exemption, the Operator may use a LS to supervise flights under FCL.060(c)(1).
3. The conditions are:
  - a. the Operator shall conduct an assessment of the risks associated with an extended recent experience period of up to 120 days;
  - b. based on the risk assessment and prior to any use of this Exemption, the Operator shall document the procedure as a temporary amendment to the Operations Manual Part D which must be approved by the assigned CAA Flight Operations Inspector;
  - c. a LS must be a flight crew member specifically nominated and trained for the task of the commander in line flights under supervision (LIFUS) in the context of ORO.FC.220 & 230 of Commission Regulation (EU) No. 965/2012;
  - d. all LSs, TRE's and TRI's nominated by the Operator shall be identified in the operations manual; and
  - e. the Operator must provide a document to confirm this Exemption has been applied to the said pilot who must carry that document and a copy of this Exemption when exercising the privileges granted under it.
4. This Exemption supersedes Official Record Series 4, No. 1390, which is revoked.

5. This Exemption has effect from the date it is signed until 31 October 2020, both dates inclusive, unless previously revoked.

John Overall

for the Civil Aviation Authority

09 July 2020

**Notes:**

1. The CAA is aware that operators and individual licence holders may have difficulties in complying with recency requirements under FCL.060 during the period of the COVID-19 pandemic and has issued this exemption in line with the International Civil Aviation Organisation (ICAO) and European Union Aviation Safety Agency (EASA) guidance.
2. Any questions or queries regarding the application of this exemption should be made, in the first instance, to the relevant FOI. Alternatively, contact the CAA for general queries at [Covid19\\_licensingexemptions@caa.co.uk](mailto:Covid19_licensingexemptions@caa.co.uk).
3. The CAA will keep this Exemption under constant review and react as necessary to the circumstances which are expected to change.
4. The intent of this exemption is to assist operators to return aircrew to recency by using TRIs or TREs or line supervisors who have exceeded the recency requirements of 90 days stated within FCL.060, but must not have exceeded 120 days. It also permits nominated LS to conduct recency supervision under FCL.060(c)(1).
5. This exemption takes into account the requirements of Commission Regulation (EU) 965/2012, Annex III, ORO.FC.100(c).