

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



ORS4 No. 1418 (formerly No. 1417)

What does it cover?

This exemption applies to UK CAA issued **national** pilot 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.

What does it mean?

If you are the holder of a UK CAA issued national pilot's licence for aeroplanes, which includes a valid SEP, TMG, SSEA, SLMG or Microlight Class Rating, whose rating is due for revalidation, you can take advantage of the flexible revalidation requirements..

Licence holders who took advantage of the extension to their privileges in ORS 4 No.1378 or 1414 (or subsequent replacements) will calculate their revalidation from the 22 November 2020. They can look back 12 or 24 months, depending on the licence they hold, 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 or flight test, 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 Class Rating is still valid.

Review your pilot's logbook, assessing the 12 or 24 months depending on the licence you hold, 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.

ORS4 No 1418 Guidance

What action do I need to take? (continued)

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, CRE or Revalidation Examiner) 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.

The need to notify the CAA of the revalidation of the ratings endorsed in a NPPL is not a requirement. The CAA would, however, appreciate the notification enabling the updating of licensing records.

For example:

- A pilot with a valid SEP Class Rating has 9 hours and 15 minutes of flying, including 6 hours PIC.
- 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 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 or Flight Test with an Examiner.