

VEDLEGG til vedtak 19. mars 2020 om unntak fra bestemmelser om gyldighetstid for tillatelser, sertifikat og bevis på luftfartsområdet

Revisjon 4 – 30. april 2020

EASA Exemption notification

<p>* Exempted requirements</p>	<p>Regulation (EU) No 1178/2011, particularly:</p> <ul style="list-style-type: none">- points FCL.025, FCL.055, FCL.060, FCL.140.A, FCL.140.H, FCL.625, FCL.725, FCL.735.A, FCL.735.H, FCL.740, FCL.805, FCL.810, FCL.825, FCL.940 and FCL.1025 of as well as point (1) of Section H of Appendix 3 to Annex I (Part-FCL)- points MED.A.045, MED.C.030 and MED.D.030 of Annex IV (Part-MED) <p>Regulation (EU) No 965/2012, particularly:</p> <ul style="list-style-type: none">- points ORO.GEN.110, ORO.FC.130, ORO.FC.230 (b), (c), (d) and (f), ORO.FC.330, ORO.FC.A.245 (d), ORO.CC.140 and ORO.TC.135 of Annex III (Part-ORO)- point SPA.DG.105 of Annex V (Part-SPA) <p>Regulation (EU) 2015/340, particularly:</p> <ul style="list-style-type: none">- points ATCO.B.020, ATCO.B.035, ATCO.C.020, ATCO.C.040 and ATCO.C.060 of Annex I (Part-ATCO)- points ATCO.MED.A.045 and ATCO.MED.C.025 of Annex IV (Part-ATCO.MED) <p>Regulation (EU) 1321/2014, particularly:</p> <ul style="list-style-type: none">- point 66.A.40 of Annex III (Part-66)- points 145.A.30 and 145.A.35 of Annex II (Part-145)
<p>* Details of the exemption</p>	<p>Subject to fulfilling the applicable mitigating conditions as specified in this Exemption (see field “Summary of mitigations” and “Additional national terms of the decision”), with regard to applicants for as well as holders of licences, ratings, privileges, endorsements, certificates and attestations issued by Luftfartstilsynet (Civil Aviation Authority Norway) in accordance with Regulation (EU) No 1178/2011, including associated medical certificates and reports, all of the following shall apply:</p> <p>A. Licences, ratings, certificates and attestations issued in accordance with Annex I (Part FCL), Annex IV (Part-MED) and Annex V (Part-CC) to Regulation (EU) No 1178/2011</p> <p>(a) The time period of all of the following is extended as follows:</p> <p>(1) by 4 months or until the end of the application of this Exemption, whichever period of time is shorter, in the case of validity periods of all of the following:</p>

	<ul style="list-style-type: none"> (i) class ratings, type ratings and instrument ratings endorsed in Part-FCL pilot licences, other than LAPL(S) and LAPL(B); (ii) Part-MED medical certificates; <p>(2) until the end of the application of this Exemption, in the case of validity periods or time periods, as applicable, of all of the following:</p> <ul style="list-style-type: none"> (i) Part-FCL instructor and examiner certificates; (ii) language proficiency endorsements as per point FCL.055 of Part-FCL; (iii) Part-MED aeromedical examiner certificates; (iv) medical reports of cabin crew as per point MED.C.030 of Part-MED; (v) recommendations for taking theoretical knowledge examinations, issued by a DTO or by an ATO in accordance with point FCL.025(a)(3) of Part-FCL; (vi) theoretical knowledge examinations for the purpose of licence issue as per points (c)(1) and (c)(2) of point FCL.025 of Part-FCL; (vii) the time periods specified in point FCL.725(c) of Part-FCL with regard to all of the following: <ul style="list-style-type: none"> (A) the time period between the commencement of the type rating training course and the pass of the skill test; (B) the time period between the pass of the skill test and the application for the issue of the class or type rating; (viii) the time period specified in all of the following, provided that the regular time period ended during the application period of this Exemption: <ul style="list-style-type: none"> (A) point FCL.735.A(b); (B) point FCL.735.H(b); (C) point (1) of Section H of Appendix 3 to Part-FCL; (D) points (a)(1) and (b)(2) of point FCL.810; (E) point FCL.825(c); <p>(3) in the case of the time period specified in point FCL.025(b)(2) of Part-FCL, that time period is extended by the time period that equals the time period during which an applicant was unable to access theoretical knowledge examinations for the reasons specified in this Exemption (see field “Reasons for granting it”).</p> <p>If, towards the end of the period specified in point (1), the competent authority considers that the reasons for granting this Exemption still apply, the validity period of the rating or certificate may be further extended for another period of up to 4 months or the end of the application of this Exemption, whichever date comes first.</p>
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	<p>(b) For the application of all of the following requirements of Part-FCL, the time period is extended as follows:</p> <ol style="list-style-type: none"> (1) to the last 2 years and 8 months, in the case of point FCL.140.A(a) (LAPL(A) recency); (2) to the last 20 months, in the case of point FCL.140.H (LAPL(H) recency). <p>(c) In the case of point FCL.060(c)(1), the 120-day period is extended to 180 days under the same conditions as specified in that point.¹</p> <p>B. Training and checking in accordance with Annex III (Part-ORO) to Regulation (EU) No 965/2012</p> <p>The validity period of all of the following is extended by 4 months or until the end of the application of this Exemption, whichever is the shorter period of time:</p> <ol style="list-style-type: none"> (1) operator proficiency checks (OPC) in accordance with points ORO.FC.230(b) and ORO.FC.330 of Part-ORO; (2) operator line-oriented evaluation in accordance with point ORO.FC.A.245(d) of Part-ORO, if applicable; (3) operator emergency and safety equipment training and checking in accordance with point ORO.FC.230(d) of Part-ORO; (4) operator ground and flight training in accordance with point ORO.FC.230(f) of Part-ORO; (5) operator cabin crew recurrent training and checking in accordance with point ORO.CC.140 of Part-ORO; (6) operator technical crew recurrent training in accordance with point ORO.TC.135 of Part-ORO; (7) operator line checks (LC) in accordance with point ORO.FC.230(c) of Part-ORO; (8) operator dangerous goods recurrent training in accordance with point ORO.GEN.110(j) of Part-ORO and, when applicable, point SPA.DG.105(a) of Part-SPA; (9) operator crew resource management recurrent training in accordance with point ORO.FC.230(e)(1) and (e)(2) of Part-ORO; (10) operator recurrent training and checking in accordance with point ORO.FC.130 of Part-ORO. <p>If, towards the end of the period specified in the introductory sentence of this point, the competent authority considers that the reasons for granting the Exemption still apply, the validity period of relevant training and checking may be further extended for a period of up to 4 months or by the end of the application of this Exemption, whichever date comes first.</p>
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¹ Clarification: Point (e) regarding the measures in the context of point FCL.060(c) generally apply to all Part-FCL licence holders, including pilots involved in operation in accordance with Part-ORO.

C. Licences, endorsements and certificates issued in accordance with Annex I (Part-ATCO) and Annex IV (Part-ATCO.MED) to Regulation (EU) 2015/340

The validity period of all of the following is extended as follows:

- (1) by 4 months or until the end of the application of this Exemption, whichever is the shorter period of time, in the case of:
 - (i) ATCO unit endorsements as per point ATCO.B.020 of Part-ATCO;
 - (ii) Part-ATCO Class 3 medical certificates as per point ATCO.MED.A045 of Part-ATCO.MED;
 - (iii) ATCO language proficiency endorsements as per point ATCO.B.035 of Part-ATCO.
- (2) until the end of the application of this Exemption, in the case of:
 - (i) practical instructor endorsements (OJTI and STDI) as per points ATCO.C.020, ATCO.C.040 of Part-ATCO;
 - (ii) assessor endorsements as per point ATCO.C.060 of Part-ATCO;
 - (iii) privileges of Part-ATCO.MED aeromedical examiner certificates related to Class 3 medical certificates.

If, towards the end of the period specified in point (1), the competent authority considers that the reasons for granting this Exemption still apply, the validity period of the endorsement or the certificate may be further extended for a period of up to 4 months or the end of the application of this Exemption, whichever date comes first.

D. Aircraft maintenance licences issued in accordance with Annex III (Part-66) to Regulation (EU) No 1321/2014

The validity period of aircraft maintenance licences is extended by 4 months or until the end of the application of this Exemption, whichever is the shorter period of time. If, towards the end of that period, the competent authority considers that the reasons for granting the Exemption still apply, the validity period of the licence may be further extended for a period of up to 4 months or by the end of the application of this Exemption, whichever date comes first.

E. Certification Authorisation issued in accordance with Annex II (Part-145) to Regulation (EU) No 1321/2014

The validity period of Certification Authorisation is extended by 4 months or until the end of the application of this Exemption, whichever is the shorter period of time. If, towards the end of that period, the competent authority considers that the reasons for granting the Exemption still apply, the validity period of the

	<p>Certification Authorisation may be further extended for a period of up to 4 months or by the end of the application of this Exemption, whichever date comes first</p>
<p>* Reasons for granting it</p>	<p><input checked="" type="checkbox"/> Unforeseen urgent operational circumstances</p> <p>The COVID-19 outbreak has resulted in drastic travel restrictions and closure of borders between a majority of States.</p> <ul style="list-style-type: none"> • Holders of Part-FCL pilot licences who are required to perform their licence proficiency check (LPC) to revalidate the validity period of their class ratings, type ratings, instrument ratings are not able to timely reach or gain access to aircraft or flight simulation training devices (FSTDs) to complete the necessary flights, training and checking. Additionally, these pilots are not able to timely get access to an examination for maintaining their language proficiency. This would result in expiry of their ratings and the language proficiency endorsement. • Holders of LAPLs are not able to maintain recent experience related to their privileges. • Holders of Part-FCL instructor and examiner certificates who are required to perform an assessment of competence to revalidate their instructor or examiner privileges in order to continue to exercise their training and checking privileges are not able to timely reach or gain access to aircraft or FSTDs to complete the necessary assessment of competence. This would result in expiry of said certificate. • Holders of Part-MED or Part-ATCO MED medical certificates who are required to undergo a recurrent medical examination to revalidate their medical certificate to continue to exercise their licence or certificate privileges are not able to timely reach or gain access to an aeromedical examiner (AME) or aeromedical centre (AeMC) to complete the necessary medical examination. In addition, in many cases medical examiners have been reassigned to support the COVID-19 outbreak in their State. This would result in expiry of said certificates. • Holders of aeromedical examiner certificates as per (Part-MED) and Annex IX (Part-ATCO.MED) to Regulation 1178/2011 who are required to perform medical examinations of the applicants for a medical certificate in order to revalidate their relevant AME privileges are not able to timely reach or gain access to their competent authorities. This would result in expiry of said certificates. • Applicants for the issue of a licence or an instrument rating are not able to timely reach the competent authority to complete theoretical knowledge examinations within the time periods specified in points (a)(3) and (b)(2) of point FCL.025 of Part-FCL. • After completion of theoretical knowledge examinations, applicants for the issue of a licence or an instrument rating

	<p>are not able to access training facilities and training aircraft or FSTDs in order continue with practical training within the time periods specified in point FCL.025(c)(1) of Part-FCL.</p> <ul style="list-style-type: none"> • Applicants for a class or a type rating are not able to access training facilities as well as training aircraft or FSTDs in order to comply with the second subparagraph of point FCL.725(c) of Part-FCL. • Holders of cabin crew attestations issued in accordance with Annex V (Part-CC) to Regulation (EU) 1178/2011 who are required to undergo a recurrent training, in accordance with the applicable requirements of Part-ORO, are not able to timely reach or gain access to training facilities. • Holders of a cabin crew medical report as per Annex IV (Part-MED) to Regulation 1178/2011 who are required to undergo a recurrent aero-medical assessment, in accordance with the applicable requirements of Part-MED, are not able to undergo aero-medical assessment. • Holders of air traffic controller licences as per Regulation (EU) 2015/340 experience difficulties in both the use of synthetic training devices (STDs) to complete their scheduled recurrent training / assessment activities and the access to examination for maintaining their language proficiency. • Holders of air traffic controller licences and associated on-the-job-training instructor, practical instructor endorsements and assessor endorsements, who are required to complete refresher training in order to continue to exercise their training and assessment privileges are not able to complete their scheduled refresher training activities. • Holders of aircraft maintenance licences issued in accordance with Part-66 are not able to timely revalidate their licence. • Holders of Certification Authorisation issued in accordance with Part-145 who are not able to undergo sufficient continuation training at the end of the valid period. <p><input checked="" type="checkbox"/> Urgent operational needs</p> <p>As a result of the extreme operational and resource constraints caused by the COVID-19 outbreak, it is needed to apply this exemption to holders of European licences, ratings, endorsement and certificates when the CA is informed about the said circumstances, either by the holder of the licence, rating, endorsement, certificate or attestation, or by the operators, ANSPs, maintenance organization or training organisation of the applicant(s), as applicable. This Exemption aims to reduce the severity of the disruptions and consequent negative impacts on general aviation.</p>
* Summary of Mitigating measures, if any	A) Safety:

	<p>(1) Holders of class ratings, type ratings, instrument ratings or language proficiency endorsements benefiting from point A. (a) of this exemption (see field “Summary of the exemption”) shall comply with all of the following:</p> <ul style="list-style-type: none"> (a) they shall hold a valid relevant rating and, if applicable, a valid language proficiency endorsement; (b) they shall, during the application period of this Exemption, have received a briefing from an instructor who holds relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable class or type and to safely carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include class – or type – specific abnormal and emergency procedures, as appropriate. <p>(2) Upon successful completion of the briefing as per point (b), the new expiry date of the relevant rating and, if applicable, the language proficiency endorsement, shall be indicated in one of the following methods:</p> <ul style="list-style-type: none"> (a) it shall be endorsed in the licence of the pilot by one of the following: <ul style="list-style-type: none"> (i) the CA; (ii) an examiner acting in accordance with point FCL.1030. <p>(3) Instructors and examiner certificate holders benefiting from point (a) of this exemption (see field “Summary of the exemption”) shall hold a valid instructor and, if applicable, a valid examiner certificate. The new expiry date of the certificate shall be endorsed in the licence or certificate of the pilot, either by the CA or a (senior) examiner acting in accordance with point FCL.1030, as applicable.</p> <p>(4) Applicants for a licence, rating or certificate benefiting from point (a)(2)(vii) of this exemption (see field “Summary of the exemption”) shall have received additional training, if deemed necessary by the ATO or the DTO, in consultation with the CA.</p> <p>(5) Holders of licences as per Part-FCL benefitting from point A.(b) (1) and (2) of this Exemption (see field “Summary of the exemption”) shall, during the application period of this Exemption, have received a briefing from an instructor who holds relevant instructional privileges in order to refresh the required level of theoretical knowledge to safely operate the applicable aircraft and to carry out the relevant manoeuvres and procedures, as applicable. That briefing shall include specific abnormal and emergency procedures, as appropriate to the category, class and type of aircraft as well as to the relevant kind of privileges, as applicable.</p>
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	<p>(6) Part-MED and PART-ATCO.MED medical certificate holders benefitting from this exemption shall hold a valid medical certificate without limitations, except visual ones.</p> <p>(7) Part-MED cabin crew medical report holders benefitting from this exemption shall hold a valid cabin crew medical report without limitations, except visual ones.</p> <p>(8) Part-MED and PART-ATCO.MED aero-medical examiner certificate holders benefitting from this exemption shall hold a valid aero-medical examiner certificate.</p> <p>(9) Operators benefitting from this exemption shall comply with all of the following:</p> <p>(a) The operator shall ensure that flight crew members benefitting from this exemption comply with the refresher training specified in point (1) above in all of the following cases:</p> <ul style="list-style-type: none"> (i) operator proficiency checks (OPC) in accordance with point ORO.FC.230(b); (ii) line checks in accordance with point ORO.FC.230(c); (iii) line-oriented evaluation in accordance with point ORO.FC.A.245(d), if applicable. <p>(b) In addition to point (a) above, the refresher training mentioned in point (1)(c) shall include any additional Part-SPA related elements, as applicable.</p> <p>(c) The operator shall ensure that crew members complete additional training through any means in all of the following cases:</p> <ul style="list-style-type: none"> (i) operator emergency and safety equipment training and checking in accordance with ORO.FC.230(d); (ii) ground and flight training in accordance with point ORO.FC.230(f); (iii) OPC for commercial specialised operations and CAT operations referred to in point ORO.FC.005(B)(1) and (2), in accordance with point ORO.FC.330; (iv) cabin crew recurrent training and checking in accordance with point ORO.CC.140; (v) technical crew recurrent training in accordance with point ORO.TC.135. (vi) dangerous goods recurrent training in accordance with point ORO.GEN.110(j) and, when applicable, point SPA.DG.105(a); (vii) crew resource management recurrent training in accordance with point ORO.FC.230(e)(1) and (e)(2); (viii) operator recurrent training and checking in accordance with point ORO.FC.130 of Part-ORO.
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	<p>Note: The intent of “through any means” is that operators provide additional training to crew members in order to compensate for the extended validity of the different training elements of Part-ORO and Part-SPA, as applicable. This could be done for example via briefing/leaflet/bulletin/CBT/video.</p> <p>(10) In the case of ATCO unit endorsements as well as instructor and assessor endorsements in ATCO licences, the air navigation service provider (ANSP) should ensure that the potential unavailability of STDs is mitigated by other means, e.g. computer-based training or the rescheduling refresher training as soon as possible.</p> <p>(11) In the case of ATCO language proficiency endorsements, in the case of unavailability of an LABs, ANSPs should ensure that language training is ensured through other means, e.g. online courses.</p> <p>(12) Part-66 aircraft maintenance licence holders benefitting from this exemption shall only exercise the certification privileges associated with their licence when no action is pending pursuant to point 66.B.500 of Part-66.</p> <p>(13) Maintenance Organisations benefitting from this exemption shall hold a valid Certification Authorisation issued in accordance with Part-145.A.30 and 145.A.35.</p> <p>B) Environment: The circumstances and needs addressed by the exemption do not have an impact on environment.</p> <p>C) Market distortion: Due to the exceptional circumstances affecting all EU Member States, and given its limited duration, the exemption does not have a distorting effect on the market conditions.</p> <p>E) Essential requirements: Not applicable.</p>
<p>Additional national terms of the decision and administrative procedures</p>	<p>A) Safety:</p> <p>(1) Holders of class ratings, type ratings, instrument ratings or language proficiency endorsements benefitting from point A. (a) of this exemption , as well as holders of instructors and examiner certificates benefitting from point A. (a) of this exemption (see field “Details of the exemption”) shall comply with all of the following:</p> <p>(a) Revalidation of licences, ratings and certificates shall be done according to the following procedure:</p>

- (i) Briefing shall be conducted by an instructor, or by the operator if conducted as refresher training, for revalidation of type ratings, class ratings and instrument ratings (not required for Language Proficiency (LPA), and instructor or examiner certificates).
- (ii) An examiner shall endorse the applicable type rating, class rating, and instrument rating and/or instructor certificate in the flight crew licence.
- (iii) The licence holder shall inform Luftfartstilsynet (CAA Norway) about the use of this exemption.

The email to be sent to Luftfartstilsynet (CAA Norway) shall be in one of the following format:

1) Revalidation of ratings

Information about ratings revalidated by examiner shall be sent to Luftfartstilsynet (CAA Norway) by email to postmottak@caa.no.

The subject field shall read:

[last and first name of license holder] – Covid-19 exemption.

The email shall give the following information:

1. Name and date of birth (dd.mm.yyyy) of the license holder
2. Which type rating, class rating, instrument rating, language proficiency rating or instructor rating that is revalidated
3. Name and date of birth (dd.mm.yyyy) of instructor who gave the briefing (not applicable for LPA).
4. Name and examiner number of the examiner who revalidated the rating in the license (not applicable for LPA). If examiner not available, refer to point 2).

2) Request to CAA Norway to endorse the rating(s)

Request to revalidate ratings by the competent authority shall be sent to Luftfartstilsynet (CAA Norway) by email to postmottak@caa.no.

The subject field shall read:

[last and first name of license holder] – Covid-19 exemption – request for licence issue

The email shall give the following information:

1. Name and date of birth (dd.mm.yyyy) of the license holder
2. Which type rating, class rating, instrument rating, instructor rating or language proficiency rating that needs to be revalidated

3. Name and date of birth (dd.mm.yyyy) of instructor who gave the briefing (not required for LPA).

3) Revalidation of examiner certificate

Request to revalidate examiner ratings by the competent authority shall be sent to Luftfartstilsynet (CAA Norway) by email to postmottak@caa.no.

The subject field shall read:
[last and first name of license holder] – Covid-19 exemption – request for licence issue

The email shall give the following information:

1. Name and examiner number of the examiner/ license holder
2. Which examiner certificate to be revalidated

(9) **Operators** benefiting from this exemption shall comply with all of the following:

(a) This exemption apply to commercial Part-FCL certificate holders who

- (i) are conducting periodic training and checking (OPC) in a simulator (FSTD), but who cannot access a suitable simulator in time; or
- (ii) are unable to perform any other necessary training in the normal manner.

(b) The operator shall ensure that the exemption is only used by its crew members if, due to the Covid-19 pandemic, there is no other way of completing the required training and checking. Once the situation is normalized, the remaining training must be completed as soon as possible.

(c) The operator shall as a part of its risk management system identify, analyze, decide and document as follows:

- (i) What training and checking that cannot be done as normal;
- (ii) Why training cannot be done normally;
- (iii) Consequences if the training cannot be carried out normally. (Risk analysis);
- (iv) Mitigating measures, including temporary training program(s).
- (v) Temporary changes to the operating manuals;
- (vi) A plan for actions when the situation is normalized;
- (vii) A system to document which license holders that have been affected, which training has been given, and which training that has been postponed.

	<p>(d) Operators using this exemption must no later than 14 days after they start using it submit the documentation as described above to Luftfartstilsynet (CAA Norway) by email to postmottak@caa.no.</p> <p>(10) In the case of ATCO unit endorsements as well as instructor and assessor endorsements in ATCO licences:</p> <p>(a) The air navigation service provider (ANSP) shall define the absolute minimum number of hours for each unit and perform a risk analysis, including among other things, who is/will be affected (unit(s)/person(s)). The risk analysis with attached overview of unit(s)/person(s) shall be submitted to postmottak@caa.no.</p> <p>(13) Maintenance Organisations benefiting from this exemption shall comply with all of the following:</p> <p>(a) The maintenance organisation must hold a valid Certification Authorisation issued in accordance with Part-145.A.30 and 145.A.35 and the exemption shall apply to personnel that is</p> <ul style="list-style-type: none"> (i) certifying staff and/or support staff with minimum 6 months of documented practical experience last 24 months covering the scope of the authorisation, but who are unable to perform all necessary continuation training in the normal manner; or (ii) a commander with CPL holder of Limited Certification Authorisation, but who are unable to perform re-current training in the normal manner. <p>(b) The maintenance organisation shall as a part of its assessment identify, analyse, decide and document as follows:</p> <ul style="list-style-type: none"> (i) What training and checking that cannot be done as normal; (ii) Why training cannot be done normally; (iii) Consequences if the training cannot be carried out normally (Risk analysis); (iv) Mitigating measures, including temporary training program(s). (v) A plan for actions when the situation is normalized; (vi) A system to document which certification authorisation holders that have been affected, which training has been given, and which training that has been postponed.
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