

VEDLEGG til vedtak 2. april 2020 om unntak fra bestemmelser om gyldighetstid for tillatelser, sertifikat og bevis – seilfly og ballong

EASA Exemption notification

Exempted requirements	Regulation (EU) No 1178/2011 , particularly: <ul style="list-style-type: none">- points FCL.025, FCL.060, FCL.130.S, FCL.140.S, FCL.130.B, FCL.140.B, FCL.725, FCL.740, FCL.805, FCL.830, FCL.940 and FCL.1025 of Part-FCL
Details of the exemption	<p>Subject to fulfilling the applicable mitigating conditions as specified in this Exemption (see field “Summary of mitigations”), with regard to applicants for as well as holders of licences, ratings, privileges, endorsements and certificates issued by Norsk Luftsportstilsyn (Norwegian Air Sports Authority) in accordance with Regulation (EU) No 1178/2011, including associated medical certificates, all of the following shall apply:</p> <p>(a) The time period of all of the following is extended as follows:</p> <ul style="list-style-type: none">(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:<ul style="list-style-type: none">(i) class ratings, type ratings and instrument ratings endorsed in Part-FCL LAPL(S) and LAPL(B) licences, the holders of which are not involved in the operation of aircraft representing those classes and types within an organisation for which Annex III (Part-ORO) to Regulation (EU) No 965/2012 is applicable¹;(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:<ul style="list-style-type: none">(i) Part-FCL instructor and examiner certificates;(ii) 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;(iii) theoretical knowledge examinations for the purpose of licence issue as per points (c)(1) and (c)(2) of point FCL.025 of Part-FCL;(iv) 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;

	<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> <p>(b) For the application of all of the following requirements of Part-FCL, the time period is extended as follows:</p> <p>(1) to the last 32 months, in the case of all of the following:</p> <ul style="list-style-type: none"> (i) points FCL.130.S(c) (sailplane launching methods); (ii) points (a) and (b)(1) of point FCL.140.S a (sailplane pilot recency); (iii) points FCL.130.B(c) (recency for tethered balloon flight); (iv) points FCL.140.B (balloon pilot recency) (v) point FCL.805(e) (towing rating recency); (vi) point FCL.830(d) (sailplane cloud flying recency).
Reasons for granting exemption	<p>X unforeseen urgent operational circumstances Please detail: 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 LAPLs as well as of sailplane cloud flying ratings 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. • 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 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. • Applicants for a class or a type rating are not able to access training facilities as well as training aircraft or FSTDs in order

	<p>to comply with the second subparagraph of point FCL.725(c) of Part-FCL.</p> <p>X operational needs of a limited duration Please detail: 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 or certificate or by the 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>
<p>Justifications of the maintained Level of Safety; Mitigating measures, if any</p>	<p>A) Safety:</p> <p>(1) Holders of class ratings, type ratings or instrument ratings benefiting from point (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; (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; <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</p>

	<p>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 (b), (c) or (d) 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> <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>
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