



Miscellaneous

No: 1010

EASA Aircrew Regulation

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Derogations

Revised List of Derogations Notified to the European Commission by the United Kingdom under Article 12 of the Aircrew Regulation effective from 8 April 2014.

Pursuant to article 12(7) of the Aircrew Regulation (Regulation (EU) No 1178/2011 (as amended)), the United Kingdom has amended its notification to the European Commission of the derogations that it intends to apply pursuant to article 12(1) – (6) within the territory of Great Britain and Northern Ireland, and of the related implementation programme. This notification takes account of the amendments introduced by Regulation (EU) No 290/2012 and Regulation (EU) No 245/2014.

The notification published in ORS4 No. 929 is withdrawn.

Previously notified derogations that were available only up to 8 April 2014 are now omitted from this revised list as not being relevant from 8 April 2014 onwards.

Derogations

1. Deferring the requirement to hold a Part-FCL licence for powered lift aircraft, airships, balloons or sailplanes until 8th April 2015

Pursuant to article 12(2)(a) from 17th September 2012 until 8th April 2015, Annex I (Part-FCL) will not apply to any person holding a pilot licence granted or validated under United Kingdom legislation flying a UK registered powered-lift aircraft, airship or balloon or to a person flying a sailplane in accordance with UK national legislation, unless the person flying such an aircraft is issued an appropriate Part-FCL licence or converts their national licence into an appropriate Part-FCL licence under Annex II.

Reason: to enable any such person to continue to fly such aircraft under UK national legislation until they are issued with a Part-FCL licence.

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2. Deferring the requirement to hold a Light Aircraft Pilot Licence for aeroplanes or helicopters.

Pursuant to article 12(2)(b) from 17th September 2012 until 8th April 2015, the provisions of Subpart B of Part-FCL will not apply to any person holding a pilot licence granted or validated under United Kingdom legislation flying a UK registered aeroplane or helicopter until that person has converted the licence into a Part-FCL Light Aircraft Pilot Licence under Annex II or the person is issued a Part-FCL Light Aircraft Pilot Licence.

Reason: to enable any such licence holder to continue to fly such aircraft under UK national legislation until the holder converts the licence into a Part-FCL Light Aircraft Pilot Licence under Annex II or is issued such a Part-FCL licence.

3. Deferring the requirements to hold the aerobatic, towing, mountain and flight test ratings; the Multi Crew Co-operation Instructor rating for helicopters; and the mountain instructor and flight test instructor certificates.

Pursuant to article 12(2)(c), (d) and (e) from 17th September 2012 until 8th April 2015:

- a) points FCL.800, FCL.805, FCL.815 and FCL.820 of Part-FCL;
- b) in the case of helicopters, section 8 of Subpart J; and
- c) sections 10 and 11 of Subpart J.

will not apply to any person who holds a pilot licence granted or validated under United Kingdom legislation or a Part-FCL licence, flying a UK registered aircraft in circumstances when they would otherwise require a certificate or rating for the flight under any of the above provisions until the holder of the licence is issued the appropriate certificate or rating under such provisions.

Reason: to enable any such licence holder to fly when such a certificate or rating would otherwise be required under the afore-mentioned provisions of Part-FCL to continue to fly until the licence holder is issued the appropriate Part-FCL certificate or rating.

4. Deferring the application of Part-ORA and Part-ARA to organisations conducting the specified activities

Pursuant to article 12(2)(g) from 17th September 2012 until 8th April 2015, Annex VII (Part-ORA) will not apply to any organisations providing training for the issue of a private pilot licence, balloon pilot licence or sailplane pilot licence and whose principal place of business is in the United Kingdom until the organisation is issued a Part-ORA organisation certificate.

Reason: to allow any such organisation to continue to provide training whilst the organisation adjusts its procedures and systems to qualify for the issue of an organisation certificate under Part-ORA.