

## **Relief Granted by SFAR 118 and SFAR 118-1 in Response to the COVID-19 Health Emergency**

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#### **Relief – In General**

*Q: What is an SFAR?*

A: SFAR stands for Special Federal Aviation Regulation (SFAR), and it is typically a temporary rule to address a temporary situation. It is a rule and not an exemption, deviation, or authorization.

*Q: Why am I just hearing about this now? What about the public comment period?*

A: The Administrative Procedure Act (APA) (5 U.S.C.) authorizes agencies to dispense with notice and comment procedures for rules when the agency for “good cause” finds that those procedures are “impracticable, unnecessary, or contrary to the public interest.” The FAA finds

good cause under 5 U.S.C. 553(b)(3)(B) to waive prior notice and the opportunity for public comment.

*Q: To whom does this SFAR apply?*

A: This SFAR applies to:

- (a) Certain persons who are unable to meet the following requirements during some period of time between March 1, 2020 and September 30, 2020, 2020—
  - (1) Training, recency, testing, and checking requirements specified in this part, parts 91, 107, and 125 of this chapter, and SFAR No. 73 of this part; and
  - (2) Duration and renewal requirements specified in this part, parts 63, 65, and 141 of this chapter, and SFAR No. 100–2 of this part; and
- (b) Certain air carriers and operators who are unable to obtain special flight permits with a continuing authorization under part 21 of this chapter for the purpose of flying the aircraft to a point of storage.

*Q: How do I know if I am eligible for this relief?*

A: The provisions in this final rule provide temporary relief to persons who have been unable to meet certain requirements during the national emergency concerning the novel coronavirus disease (COVID-19). There are two sections to the relief. The first section, *Training, Recency, Testing and Checking Requirements*, contains specific restrictive applicability requirements and is not available to all persons. The second section, *Duration and Renewal Requirements*, has certain qualifications specified in the details of the relief.

Relief for *Training, Recency, Testing and Checking Requirements* in the SFAR applies to -

- (1) Operations conducted for compensation or hire under parts 91, 125, 133 and 137 of this chapter by persons who are exercising the privileges of a commercial pilot certificate issued under part 61 of this chapter;
- (2) Operations conducted by persons who are exercising the privileges of a private pilot certificate issued under part 61 of this chapter, provided the person meets one of the following paragraphs—
  - (i) The person is conducting a charitable medical flight for a volunteer pilot organization pursuant to an exemption issued under part 11 of this chapter, and the flight involves only the carriage of persons considered essential for the flight;
  - (ii) The person is conducting an agricultural aircraft operation under a private agricultural aircraft operating certificate issued in accordance with §137.19;
  - (iii) The person has at least 500 hours of total time as a pilot, that includes at least 400 hours as a pilot in command and at least 50 hours that were accrued within the preceding 12 calendar months, and the person is conducting one of the following operations consistent with the compensation or hire prohibitions specified in §61.113:
    - (A) A flight incidental to that person’s business or employment;
    - (B) A flight in support of family medical needs or to transport essential goods for personal use;
    - (C) A flight necessary to fly an aircraft to a location in order to meet a requirement of this chapter; or

- (D) A flight to transport essential goods and medical supplies to support public health needs;

## **Relief from Certain Training, Recency, Testing and Checking Requirements**

### **1. Second-in-Command Qualifications (§61.55)**

*Q: What relief is being granted?*

A: Relief is granted from the requirement that no person may serve as SIC of an aircraft certificated for more than one required pilot flight crewmember or in operations requiring a SIC unless that person has, within the previous 12 calendar months, become familiar with certain information specific to the type aircraft and performed and logged pilot time in the type of aircraft or in a flight simulator that represents the type of aircraft. SFAR No. 118 and SFAR No. 118-1 increase the usual one grace month that is allowed by two grace months. The result is that the total grace months allowed will now be three.

*Q: What relief is not being granted?*

A: The base month does not change as a result of the SFAR. When the requirement is met, the base month will remain the same.

SFAR No 118-1 does not extend further relief to pilots who have already taken the relief provided by SFAR No. 118.

*Q: How long does the relief last?*

A: The relief lasts two additional grace months but not beyond December 31, 2020.

*Q: Who is affected by the relief?*

A: This relief is extended to pilots whose base month is in March 1, 2020 through September 30, 2020 and who meet the SFAR applicability and qualifications.

*Q: How do I comply with this relief?*

A: Pilots must review the following information for the specific type of aircraft for which they are seeking SIC privileges:

- a. Operational procedures applicable to the powerplant, equipment, and systems;
- b. Performance specifications and limitations;
- c. Normal, abnormal, and emergency operating procedures;
- d. Flight manual; and
- e. Placards and markings; and

Prior to serving as second-in-command, must have logged at least three takeoffs and landings to a full stop as the sole manipulator of the flight controls within the 180 days preceding the date of the flight.

## **2. Flight Review (§61.56)**

### Q: What relief is being granted?

A: The requirement for a flight review as per §61.56.

### Q: What relief is not being granted?

A: The SFAR does not provide relief to pilots who do not meet the applicability requirements of the SFAR stated at the beginning of the SFAR.

### Q: How long does the relief last?

A: The SFAR provides up to three calendar month extension for pilots who were current to act as pilot in command of an aircraft in March 2020 and whose flight review was due in March 1, 2020 through September 30, 2020. To act as pilot in command of an aircraft after the relief period ends, the person that used this relief must satisfactorily complete a flight review in accordance with §61.56. For pilots whose flight review was due in March 2020, the three-month grace period is available through June 30, 2020, and these pilots must complete the requirements in §61.56 before acting as PIC after June 30, 2020.

### Q: Who is affected by the relief?

A: Relief for the flight review granted under the SFAR only affects certain eligible pilots conducting specific operations for which the FAA has determined relief is appropriate. See the general section of this Q&A for operations that meet the applicability requirements of the SFAR and qualify pilots for §61.56 relief under the SFAR.

### Q: How do I comply with this relief?

A: After determining that you meet the applicability requirements for relief from the flight review provided by the SFAR, you will also need to comply with the certain requirements. See the SFAR for specific details.

## **3. Recent Flight Experience: Pilot in Command (§61.57)**

### Q: What relief is being granted?

A: This SFAR provides relief to instrument recency requirements of §61.57(c).

### Q: What relief is not being granted?

A: Takeoff and landing recency requirements of §§61.57(a) and 61.57(b) are not affected by the relief provided in this SFAR as the COVID-19 outbreak does not affect the ability to comply with those recency requirements.

### Q: How long does the relief last?

A: The SFAR extends the six calendar month requirement of §61.57(c)(1) by an additional three calendar months. You may exercise the relief through September 30, 2020. After that date, you must be current in accordance with §61.57(c). This relief does not extend the period of time that you can reacquire instrument recency without an instrument proficiency check under §61.57(d).

### Q: Who is affected by the relief?

A: This provision affects pilots who meet the applicability of the SFAR and who are operating as pilot in command (PIC) under instrument flight rules (IFR). Not all pilots qualify for this relief.

Q: How do I comply with this relief?

A: In order to qualify for this relief, you must have logged at least three instrument approaches in the previous six calendar months. The approaches may be conducted in actual instrument weather conditions or under simulated conditions using a view-limiting device.

#### **4. Pilot-in-Command Proficiency Check: Operation of an Aircraft That Requires More Than One Pilot Flight Crewmember or is Turbojet-Powered (§61.58)**

Q: What relief is being granted?

A: Relief is being granted from the requirement of a PIC proficiency check for certain pilots who fly an aircraft that requires more than one pilot flight crewmember or is turbojet-powered. For pilots who meet SFAR No. 118 and SFAR No. 118-1 applicability and qualifications, the SFAR extends the proficiency check two additional grace months after the regulatory grace month for a total of three calendar months.

Q: What relief is not being granted?

A: This section does not grant relief to persons conducting operations under 14 CFR subpart K of part 91, parts 121, 125, 133, 135, or 137. The base month does not change as a result of the SFAR. The base month remains the same.

SFAR No 118-1 does not extend further relief to pilots who have already taken the relief provided by SFAR No. 118.

Q: How long does the relief last?

A: The relief lasts two additional grace months. In no case will the granted relief extend beyond December 31, 2020.

Q: Who is affected by the relief?

A: This relief is extended to pilots whose base month is March through September 2020 and who meet the applicability and qualifications specified in the SFAR.

Q: How do I comply with this relief?

A: Pilots must meet the flight experience requirements of §61.57 that are applicable to the operation to be conducted. Pilots must also have reviewed, within the 3 calendar months preceding the month of the flight, the following for the specific aircraft type for which PIC privileges are desired:

- a. Operational procedures applicable to the powerplant, equipment, and systems.
- b. Performance specifications and limitations.
- c. Normal, abnormal, and emergency operating procedures.
- d. Flight manual.
- e. Placards and markings.

**5. Part 91, Subpart K Flight Crewmember Requirements (§§91.1065, 91.1067, 91.1069, 91.1071, 91.1073, 91.1089, 91.1091, 91.1093, 91.1095, 91.1099, 91.1107)**

*Q: What relief is being granted?*

A: Relief is granted for the timeframe requirements for 14 CFR part 91 subpart K testing and checking, recurrent training, check pilot (simulator) and flight instructor (simulator) flight segments or line-observation program, and check pilot and flight instructor observation check requirements.

*Q: What relief is not being granted?*

A: The relief does not apply to the requirements for initial training, testing, checking, or qualification.

*Q: How long does the relief last?*

A: Relief is granted for events required to be completed between March 1, 2020 and September 30, 2020. An additional two grace months is provided, for a total of three grace months.

*Q: Who is affected by the relief?*

A: Relief is granted to pilots, flight attendants, check pilots, and flight instructors operating under 14 CFR part 91 subpart K.

*Q: How do I obtain this relief (specific steps involved and/or personnel directed to)?*

A: To obtain relief, the management specification holder must submit to their Principle Operations Inspector (POI), an acceptable safety mitigation plan. The POI will review the plan and either accept it or inform the management specification holder it is unacceptable.

*Q: How do I comply with this relief?*

A: The management specification holder must comply with the requirements of their safety mitigation plan.

*Q: Must a part 91 subpart K management specification holder revise its FAA-approved training program to include the safety mitigation plan?*

A: No. There is no requirement for a management specification holder to revise its FAA-approved training program to include the safety mitigation plan.

**6. Mitsubishi MU-2B Series Special Training, Experience, and Operating Requirements (Part 91, §§91.1703, 91.1705, 91.1715)**

*Q: What relief is being granted?*

A: SFAR No. 118-1 grants relief to the requirement that a person may not manipulate the controls, act as PIC, or act as SIC of a MU-2B series airplane for the purpose of flight unless that person satisfies recurrent training requirements, in an FAA-approved MU-2B training program.

SFAR No. 118-1 grants relief to the requirement that a person may not manipulate the controls, act as PIC, or act as SIC, of a MU-2B series airplane for the purpose of flight unless that person satisfactorily completes, if applicable, recurrent pilot training on the special emphasis items and

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all items listed in the Training Course Final Phase Check in accordance with an FAA-approved MU-2B training program that meets the standards of subpart N of part 91 within the preceding 12 months. The usual one grace month that is allowed will be increased by two grace months. The result is that the total grace months allowed will now be three.

SFAR No. 118-1 grants relief to the requirement that a person must satisfactorily complete a flight review in accordance with part 61, §61.56 and part 91 §91.1715(c) in a Mitsubishi MU-2B series airplane or an MU-2B simulator approved for landings with an approved course conducted under part 142.

*Q: What relief is not being granted?*

A: This relief is not applicable to pilots that are required to complete initial/transition or requalification training in an MU-2B series airplane.

The base month does not change as a result of this SFAR. When the recurrent training requirement is met, the base month will remain the same.

As required by §91.1715(a), the pilot must maintain the takeoff and landing currency requirements of part 61, §61.57 in the MU-2B series airplane.

SFAR No. 118-1 does not extend the relief that was granted to a pilot who was eligible for relief in the original SFAR No. 118.

*Q: How long does the relief last?*

A: The recurrent training relief lasts two additional grace months. In no case will the granted relief extend beyond December 31, 2020.

The flight review relief lasts three additional calendar months. In no case will the granted relief extend beyond December 31, 2020.

*Q: Who is affected by the relief?*

A: The recurrent training relief is extended to pilots whose base month falls in March through September 2020.

The flight review relief is extended to pilots who were current to act as pilot in command of an MU-2B series airplane in March 2020 and, to maintain currency, were required to have completed a flight review in an MU-2B series airplane between March 1, 2020 and September 30, 2020.

*Q: How do I comply with this relief?*

A: To exercise the relief, a pilot must have logged a minimum of 10 hours of flight time in an MU-2B series airplane within the previous 12 calendar months of the base month. Three of those hours must be obtained within 3 calendar months preceding the base month

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A pilot must complete online courses for 3 WINGS credits. These courses must have been completed since January 1, 2020.

Prior to manipulating the controls of an MU-2B series airplane, a pilot must complete 3 hours of self-study since January 1, 2020, and preceding the date of the flight. This self-study must include the ground training required by §91.1705(h)(1) and the special emphasis items listed in the approved MU-2B training program last completed. A pilot must review the limitations, procedures, aircraft performance, and MU-2B Cockpit Checklist procedures applicable to the flight training curriculum required by §91.1705(h)(2) for the MU-2B model flown and the current general operating and flight rules of part 91

In addition to the requirements above, to exercise the relief for a flight review, the pilot must also have been current to act as pilot in command of a Mitsubishi MU-2B series airplane in March 2020 and, to maintain currency, was required to complete a flight review in a Mitsubishi MU-2B series airplane between March 1, 2020 and September 30, 2020.

Q: Are there any other specific CFRs that I must comply with to take advantage of this relief?

A: A pilot exercising this relief must comply with all other part of Part 91, Subpart N—Mitsubishi MU-2B Series Special Training, Experience, and Operating Requirements, including the requirement that the takeoff and landing currency requirements of §61.57 of this chapter must be maintained in the Mitsubishi MU-2B series airplane.

Q: What are any continuing or ongoing steps for the relief?

A: A pilot must have at least 3 takeoffs and landings to a full stop as sole manipulator of the controls in an MU-2B series airplane within the last 90 days prior to the flight.

## **7. Aeronautical Knowledge Recency (107.65)**

Q: What relief is being granted?

A: Provides relief to airmen who are due to establish recency of knowledge in the 24th calendar month from the month they last completed training/testing. Recency of knowledge lapses (“expires”) on the first day of the 25th calendar month from the month they last completed training/testing. The relief will extend an airman’s aeronautical knowledge recency six calendar months.

Q: What relief is not being granted?

A: Airmen whose recency of knowledge (“currency”) lapsed on March 1, 2020 were not restricted by the COVID-19 pandemic from visiting a knowledge testing center in February, 2020. Applicants for a remote pilot certificate must still comply with §107.63. This SFAR does not offer any relief for those requirements.

CFIs are not authorized to endorse recency of knowledge required by §107.65.

An airman operating in accordance with this SFAR will be allowed to take the training course a single time to establish recency of knowledge. Completing the training course an additional time, will not “reset” the six calendar month extension.



Q: How long does the relief last?

A: Unless otherwise extended, airmen who are in their sixth calendar month must comply with §107.65 as written in order to continue flying in the following calendar month. For example, if an airman completes the online training per this SFAR on April 18th, 2020, in September, 2020 they will need to establish recency of knowledge by complying with §107.65 as written. Termination of this SFAR will require compliance with §107.65 as written.

Q: Who is affected by the relief?

A: This SFAR applies to airmen:

1. Certificated under part 107; *and*
2. Whose recency of knowledge lapses between April 1, 2020 and September 30, 2020; *and*
3. Who must meet recency of knowledge requirements by passing an aeronautical knowledge test per §107.65(a) or (b)

Q: How do I comply with this relief?

A: Airmen who are eligible and comply with the provisions of the SFAR will be able to take either online training course (ALC-451 or ALC-515) at [www.faasafety.gov](http://www.faasafety.gov) in lieu of taking an aeronautical knowledge test at a knowledge testing center required by §107.65(a) or (b). Completing the online training course under the provisions of this SFAR will extend an airman's aeronautical knowledge recency six calendar months.

Q: I can't find my previous aeronautical knowledge test/training course certificate. How may I obtain a copy of my previous certificate required by this SFAR?

A: To obtain a copy of a previous aeronautical knowledge test certificate, contact the Airman Certification Branch at (866) 878-2498. If an airman completed the online training course at [www.faasafety.gov](http://www.faasafety.gov), the airman may re-print the airman's certificate from the airman's account.

Q: To whom does the SFAR apply?

A: The SFAR applies to an airman:

1. Who is certificated as a remote pilot under part 107; *and*
2. Whose recency of knowledge lapses between April 1, 2020 and September 30, 2020; *and*
3. Who must meet recency of knowledge requirements by passing an aeronautical knowledge test per §107.65(a) or (b).

Q: What does the SFAR do?

A: An airman who is eligible and complies with the provisions of the SFAR will be able to take either online training course (ALC-451 or ALC-515) at [www.faasafety.gov](http://www.faasafety.gov) in lieu of taking an aeronautical knowledge test at a knowledge testing center required by §107.65(a) or (b). Completing the online training course under the provisions of the SFAR will extend an airman's aeronautical knowledge recency six calendar months.

Q: What happens after the additional six calendar months of aeronautical knowledge recency the SFAR provides or the SFAR is terminated?

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A: Unless otherwise extended, an airman who is in their sixth calendar month must comply with §107.65 as written in order to continue exercising the privileges of their remote pilot certificate in the following calendar month. For example, if an airman completes the online training per the SFAR on May 4th, 2020, prior to November 1st, 2020 the airman will need to establish recency of knowledge by complying with §107.65 as written. Termination of the SFAR will require compliance with §107.65 as written.

Q: When am I due to establish recency of knowledge and when does my recency of knowledge lapse?

A: An airman is due to establish recency of knowledge in the 24th calendar month from the month they last completed training/testing. Recency of knowledge lapses (“expires”) on the first day of the 25th calendar month from the month they last completed training/testing.

Q: My currency expired on March 1, 2020 (or earlier), am I eligible for this relief?

A: No. An airman whose recency of knowledge (“currency”) lapsed on March 1, 2020 were not restricted by COVID-19 pandemic procedures from visiting a knowledge testing center in February, 2020.

Q: What is a “calendar month”?

A: A calendar month contains all dates within that month. For example, if an airman received their initial remote pilot certification (or established recency of knowledge) on April 18th, 2018, they would be current through April 30, 2020 (the 24th calendar month). In this example, on May 1, 2020, the airman would not be permitted to exercise the privileges of their remote pilot certificate until they met the requirements of §107.65.

Q: Does my remote pilot certificate expire?

No. Remote Pilot certificates do not expire. The ability to exercise the privileges of the certificate must be established every 24 calendar months by complying with §107.65.

Q: What happens if I’m not eligible for the SFAR relief?

A: If your recency of knowledge expired in March 2020 (or before), you may still be able to operate under part 107, provided you can comply with §107.12(a)(2). That regulation permits a person to operate a small UAS under part 107 without holding a remote pilot certificate as long as they are under direct supervision of a Remote Pilot who is current per §107.65.

Q: Does this provide relief for initial certification of remote pilots under part 107 as well?

A: No. Applicants for a remote pilot certificate must comply with §107.63. The SFAR does not offer any relief for those requirements.

Q: If I qualify for initial certification under §107.63(a)(2) and I cannot visit a FAA Flight Standards District Office (FSDO), who can process my application?

A: Any FAA Designated Pilot Examiner (DPE), Airman Certification Representative (ACR), or Certified Flight Instructor (CFI) may process applications under §107.63(a)(2).

*Note: CFIs are not authorized to issue a temporary certificate and the applicant will need to wait until the Integrated Airman Certification and Rating Application (IACRA) notifies the applicant that their temporary airman certificate is available for printing.*

Q: Do I need to create an account on [www.faa.gov](http://www.faa.gov) in order to take either of the online training courses identified in the SFAR?

A: Yes. In order for credit to be given for completing the online course, the user must create an account. There is no cost for creating an account.

Q: If I don't have access to the internet or a computer, will I be able to take the training course another way?

A: No. The SFAR only provides relief by completing either training course (ALC-451 or ALC-515) online at [www.faa.gov](http://www.faa.gov).

Q: May a Certified Flight Instructor (CFI) endorse my recency of knowledge to meet the requirements of §107.65?

A: No. CFIs are not authorized to endorse recency of knowledge required by §107.65.

Q: Is the FAA extending recency of knowledge without enforcement action, like they did for medical certificates?

A: No. To use the relief provided by the SFAR, an airman must be eligible and complete one of the training courses identified.

Q: If I still meet the currency requirements under §61.56 and I complete the online training course per §107.65(c), do I still get a new 24 calendar month period?

A: Yes. An airman who qualifies for recency of knowledge per §107.65(c) without using the provisions of the SFAR will still be able to complete the online training course and establish a new 24 calendar month period.

Q: If I qualify for §61.56 relief under the SFAR, will I still be able to establish my recency of knowledge per §107.65(c)?

A: Yes. If you are receiving SFAR relief for the currency requirements under §61.56, you may use that relief and establish recency of knowledge under §107.65(c) which will be valid for 24 calendar months.

Q: Can I take the online training identified in the SFAR multiple times to get additional six calendar month extensions?

A: No. An airman operating in accordance with the SFAR will be allowed to take the training course a single time to establish recency of knowledge. Completing the training course an additional time, will not “reset” the six calendar month extension.

Q: Do I need to carry additional documents with me when operating under the provisions of the SFAR?

A: An airmen operating under the SFAR must remain in compliance with §107.7 and make available to the Administrator “Any other document, record, or report required to be kept under the regulations of this chapter.” This includes documentation that shows eligibility for the SFAR and the training course completion certificate used under the provisions of the SFAR.

Q: What subject areas are not included in the online training courses that are required under §107.73?

A: Airspace classification, flight restrictions, and their operating requirements as well as airport operations are not included in the online training courses. The FAA recommends that remote pilots eligible for relief under the SFAR review those subject areas after completing the online training.

## **8. Flight Crewmember Requirements (§§125.285, 125.287, 125.289, 125.291, 125.293)**

Q: What relief is being granted?

A: The timeframe requirements for 14 CFR part 125 recency, recurrent testing, and proficiency checking.

Q: What relief is not being granted?

A: The relief applies to requirements for currently qualified crewmembers only. It does not apply to requirements for the testing and qualification of new personnel.

Q: How long does the relief last?

A: Relief is granted for recency, recurrent testing, and proficiency checking events required to be completed between March 1, 2020 and September 30, 2020. An additional 60 days is provided for recency requirements. For recurrent testing and proficiency checking an additional two grace months is provided, for a total of three grace months. .

Q: Who is affected by the relief?

A: Relief is granted to pilots and flight attendants operating under 14 CFR part 125.

Q: How do I obtain this relief?

A: To obtain relief, the certificate holder or A125 LODA holder must submit to their Principal Operations Inspector (POI), an acceptable safety mitigation plan. The POI will review the plan and either accept it or inform the certificate holder or A125 LODA holder it is unacceptable.

Q: How do I comply with this relief?

A: The certificate holder and A125 LODA holder must comply with the requirements of their safety mitigation plan.

Q: Must a certificate holder or A125 LODA holder put its safety mitigation plan in its procedures and policies manual?

A: No. There is no requirement for a certificate holder to place its safety mitigation plan in its procedures and policies manual. The POI can accept the safety mitigation plan in a form and manner acceptable to the POI.

Q: Does the SFAR part 125 relief apply to a Special Flight Authorization (SFA) (A510, A511, A512) LODA holder?

A: No. An operator issued a LODA SFA is authorized to operate under 14 CFR part 91. Applicable relief under part 91 and 61 would apply.

Q: Does the SFAR part 125 relief apply to a Parachute, Museum, Airplane Manufacturer or Leasing Operations, Leasing-Company-Specific LODA holder?

A: No. An operator issued a LODA for Parachute, Museum, Airplane Manufacturer or Leasing Operations, or Leasing Company Specific operations is authorized to operate under 14 CFR part 91. Applicable relief under part 91 and 61 would apply.

## **9. Robinson R-22/R-44 Special Training and Experience Requirements (SFAR 73)**

Q: What relief is being granted?

A: R-22 and/or R-44 pilots whose flight review under 14 CFR Part §61.56 and SFAR 73 is due in March through September 2020 may extend an additional three calendar months provided those pilots meet the following criteria:

- Pilots have greater than 200 hours in helicopter with 50 hours in a Robinson.
- Pilots must have had 10 hours PIC time in an R-22 or R-44 as applicable in the preceding 12 months, three hours of which have been within the preceding three months of the due date reference §61.56
- Pilots must meet the qualifications requirements of this section since January 1, 2020 prior to flight being conducted on the following subjects;
  - SFAR 73 awareness training in 2(a)(3)(i-v)
  - 14 CFR Part 91 regulations
  - Robinson R-22 or R-44 Maneuvers Guide
  - Complete ALC-103
  - Complete ALC-104
- Pilot has established eligibility in accordance with 14 CFR Part §61.51

Q: What relief is not being granted?

A: Pilots who do not have 200 hours helicopter with 50 hours in a Robinson are not eligible for relief provided under this SFAR.

This applies to pilots whose flight review has come due between the dates of March 1, 2020 and September of 2020. This SFAR allows the pilot to add three calendar months to the original due date. For example if the pilot's currency expired on February 29th, 2020, on March 1st, 2020 the pilot would not be eligible for this SFAR relief.

If someone were qualified in both the R-22 and R-44, the person would be required to meet this SFAR in both models. This would require 10 hours in previous 12 months with three hours in the previous three months prior to being due for a flight review in both models.

Q: How long does the relief last?

A: Anyone due for a flight review under §61.56 in March 2020 through September 2020 will be extending their due date by three calendar months. Relief will be granted in the time range from June through December of 2020.

Q: Who is affected by the relief?

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A: Pilots of an R-22 or R-44 whose flight review under 14 CFR Part §61.56 and SFAR 73 is due in March through September 2020.

Q: How do I comply with this relief?

A: The pilot must have had a minimum of three hours of self-study since January 1, 2020 and prior to the first flight conducted within that three calendar month extension window on the areas of:

- SFAR 73 awareness training SFAR 2(a)(3)(i-v)
- 14 CFR part 91 regulations
- Maneuvers guide of whatever model relief is sought, or BOTH if relief is sought in both models
- ALC-103 and ALC-104 of wings program (each course only estimated .5 hours)

Pilot must show eligibility and document eligibility in accordance with §61.51(a)(1) and (2) in order to qualify for this SFAR.

Q: Are there any other specific CFRs that I must comply with to take advantage of this relief?

A: 14 CFR Part §61.56, §61.51, and SFAR 73

Q: What are any continuing or ongoing steps for the relief?

A: After three calendar months extension from the airman's original due month, the airman must comply with §61.56 in respective models.

## **Relief from Certain Duration and Renewal Requirements**

### **1. Medical Certificates: Requirement and Duration (§61.23)**

Q: What relief is being granted?

A: Medical certificate privileges that expire from March 31, 2020 through August 31, 2020, are being extended a maximum of three additional months or until September 30, 2020, whichever occurs sooner.

Q: What relief is not being granted?

A: The SFAR does not modify the requirements of §61.53 regarding prohibition on operations during medical deficiency.

Q: How long does the relief last (in both months and a hard date)?

A: Relief for medical certificates under this SFAR extends for an additional three months, but no later than September 30, 2020.

Q: Who is affected by the relief?

A: Anyone who holds a medical certificate with privileges expiring between March 31, 2020 and August 31, 2020 is affected.

Q: How do I comply with this relief?

A: There are no special provisions necessary to exercise the relief

Q: What class of medical certificates does this relief apply to?

A: Relief extends to all classes of medical certificates, regardless of the operation conducted.

Q: Will the FAA extend the deadline for airmen to submit required reports for Special Issuances (SI)?

A: If an interim report is required and the airman is unable to provide the report(s), the FAA will issue a SI and encourage the airman to submit required information when available, but no later than September 30, 2020. The FAA will withdraw the SI if the information is not received by the required date.

Q: I live in the UK but hold an FAA commercial pilot certificate and a second class medical certificate. Does the relief for expiring medical certificates apply to pilots living outside the US?

A: The Special Federal Aviation Regulation extends relief to U.S. certificated airmen operating outside the U.S., provided that country does not specifically prohibit such operations.

Q: I am a pilot operating an aircraft in the U.S. on a foreign pilot certificate. Can I exercise the COVID-19 relief granted by my country's Civil Aviation Authority?

A: The FAA is honoring all other Civil Aviation Authorities' (CAA) relief for the global COVID-19 outbreak. You must abide by the conditions and limitations of relief set forth by your CAA. For reference, the International Civil Aviation Organization (ICAO) has created a webpage that includes reports of all member CAA's associated relief. That webpage can be found here: <https://www.icao.int/safety/COVID-19OPS/Pages/ccrd.aspx>.

## **2. Prerequisites for Practical Tests (§61.39)**

Q: What relief is being granted?

A: Requirement to present a successful unexpired knowledge test report when applying of a certificate or rating.

Q: How long does the relief last?

A: Three months for knowledge test results expiring March 1, 2020 through September 30, 2020. Relief will not be available for knowledge test results that expire after 06/30/2020.

Q: Who is affected by the relief?

A: Any applicant for an airman certificate or rating that presents a successfully completed FAA knowledge test that expires between March 1, 2020 and September 30, 2020.

Q: How do I comply with this relief?

A: Present knowledge test results to evaluator and reference to COVID-19 SFAR relief for §61.39(a)(1).

Q: Does the SFAR extend the date for a letter of discontinuance or notice of disapproval?

A: The FAA considered an extension to these so that an airman could receive credit for the documented areas of operation the airman passed. Airman privileges and the testing requirements are necessary and time sensitive to ensure that a newly certificated pilot is qualified to safely operate aircraft in the National Airspace System (NAS). The FAA could not justify an

extension for these testing requirements given the FAA's responsibility to verify all pilot skills and proficiency in a timely fashion, before providing an individual a pilot certificate or rating privilege.

### **3. Renewal Requirements for Flight Instructor Certification (§61.197)**

SFAR 118-1, the amendment to the original SFAR 118, does not provide any additional relief.

*Q: What relief is being granted?*

A: The new SFAR provides an extension of renewal requirements for flight instructors that hold a flight instructor certificate that expired between March 31, 2020 and May 31, 2020.

*Q: What relief is not being granted?*

A: Relief is not being granted for flight instructor certificates that expire after May 31, 2020.

*Q: How long does the relief last?*

A: The relief last three calendar months for flight instructor certificates that expired on March 31, 2020. The relief last two calendar months for certificates that expired April 30, 2020. The relief last one calendar month for certificates that expired May 31, 2020.

*Q: Who is affected by the relief?*

A: The holder of a flight instructor certificate that expired between March 31, 2020 and May 31, 2020 is affected by the relief.

*Q: How do I comply with this relief?*

A: To comply with the relief, you must satisfactorily complete one of the following renewal requirements specified in §61.197(a)(2)(i) through (iv) before June 30, 2020 and submit a completed and signed application with the FAA. Upon satisfactory completion, the FAA will send a renewed flight instructor certificate to you by mail.

*Q: Are there any other specific CFRs that I must comply with to take advantage of this relief?*

A: - No, you do not need to comply with any other CFRs to take advantage of this relief.

### **4. Relief for U.S. Military and Civilian Personnel Who are Assigned Outside the United States in Support of U.S. Armed Forces Operations (SFAR 100-2)**

SFAR 118-1, the amendment to the original SFAR 118, does not provide any additional relief.

*Q: What relief is being granted?*

A: Relief for U.S. Military and Civilian Personnel Who are Assigned Outside the United States in Support of U.S. Armed Forces Operations Notwithstanding the 6 calendar month period specified in paragraph 2 of SFAR No. 100-2 of this chapter, a person may exercise the relief specified in paragraph 1 of SFAR No. 100-2 of this chapter for a duration of 9 calendar months after returning to the United States, provided the person—

- (1) Is eligible in accordance with paragraph 2 of SFAR No. 100-2 of this chapter;



- (2) Complies with the documentation requirements specified in paragraph 3 of SFAR No. 100-2 of this chapter; and
- (3) Returned to the United States from deployment between October 2019 and March 2020.

Q: What relief is not being granted?

A: No other relief is being granted for compliance with SFAR 100-2. Any return to the United States after March 2020 does not fall under this SFAR provision. It remains 6 months.

Q: How long does the relief last?

A: The applicant has 9 calendar months from date of return between October 2019 and March 2020. Example: The last date to renew is December 31, 2020 if they returned in March 2020.

Q: Who is affected by the relief?

A: U.S. Military and Civilian Personnel Who are Assigned Outside the United States in Support of U.S. Armed Forces Operations

Q: How do I comply with this relief?

A: Upon return to the United States, review the SFAR 100-2 and comply with the requirements for renewal set forth in the regulation. Contact the FSDO or appropriate designee for an appointment. Complete an FAA Form 8710-1. Provide the required documents as stated in paragraph 3 of SFAR 100-2 to show orders returning to the United States that show compliance within relief timeframe.

Q: Are there any other specific CFRs that I must comply with to take advantage of this relief?

A: Review 14 CFR Parts 61, 63, or 65 as applicable, and comply with the renewal requirements.

**5. Requirements for a Pilot School Certificate (§141.5) and Renewal of Certificates and Ratings (§141.27)**

SFAR 118-1, the amendment to the original SFAR 118, does not provide any additional relief.

Q: What relief is being granted?

A: Title 14 CFR Part 141.5 and 141.27 requires a provisional pilot school to apply to become a pilot school within 24 months of their initial certification or their air agency certificate will lapse. Pilot schools also need to renew their air agency certificates every 24 months.

Due to the stay at home provisions of the COVID 19 response many provisional schools may be unable to get the required activity (10 separate students graduating from applicable courses with an 80% first time pass rate). The same issue affect pilot schools who may be unable to obtain the required quality of training.

The relief granted is merely an extension of the 24-month timeframe, which will allow a school that expires in April through June of 2020 to be given through December 31, 2020 to complete application. There is no other relief granted by this provision of the SFAR.

Q: What relief is not being granted?

A: There is no change to the quality and quantity of training required for renewal. A provisional pilot school will still be required to present evidence that they have graduated 10 different people from the school's approved courses and those graduates did so with an 80% first time pass rate. A pilot school will still be required to present evidence they have met the quality of training as required by §141.5 (d)

Q: How long does the relief last?

A: This extension is only applicable to schools that may expire between April through June of 2020. The end date of this extension is December 31, 2020.

Q: Who is affected by the relief?

A: The relief is directly applicable to the certificate holder. However, without the relief some provisional pilot schools and pilot schools may not be able to renew which would greatly affect all personnel associated with the school.

Q: How do I obtain this relief (specific steps involved and/or personnel directed to)?

A: Each part 141 provisional pilot school must notify its responsible Flight Standards office that it is applying for a pilot school certificate in accordance with this SFAR. Each part 141 pilot school must notify its responsible Flight Standards office that it will renew its pilot school certificate in accordance with this SFAR.

The part 141 provisional pilot school must submit an acceptable plan that explains the method to meet the requirements of §141.5(d) and (e), which includes ensuring each instructor used for ground or flight training is current and proficient and evaluating students to determine if they are assigned to the proper stage of the training course and if additional training is necessary.

Each part 141 pilot school must submit an acceptable plan that explains the method to regain currency that includes ensuring each instructor used for ground or flight training is current and proficient and evaluating students to determine if they are assigned to the proper stage of the training course and if additional training is necessary.

Q: How do I comply with this relief?

A: Each part 141 provisional pilot school and pilot school should review the status of the school's Air Agency Certificate and determine if the school will need the relief as contained in the SFAR. The steps include identifying the certificate's status and what will be lacking at the time of the school's renewal. Each part 141 provisional pilot school or pilot school should determine what the school will need for each instructor assigned to a course to regain currency.

Q: Are there any other specific CFRs that I must comply with to take advantage of this relief?

A: Each part 141 provisional pilot school and pilot school should review the school's Training Course Outlines (TCOs) and syllabi to ensure they comply with the course requirements. Each part 141 provisional pilot school or pilot school should review §141.79 to ensure the chief instructor for each course is current. Each instructor in a part 141 provisional pilot school or pilot schools should review §141.79 to ensure each instructor is current for the course they are assigned to instruct. The chief instructor for each course should review each student's training folder to determine what steps the student will need to regain currency and what will be needed to complete the course for which they are enrolled in.

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*Q: What are any continuing or ongoing steps for the relief?*

A: Each part 141 provisional pilot school or pilot school must review the status of the school's certificate and determine when the Air Agency Certificate will expire. This will require a part 141 pilot school to look at the date of the school's previous renewal in order to determine when the school's current certificate will expire. The part 141 provisional pilot school should review the date of the school's certification and determine when the provisional pilot status expires. Part 141 provisional pilot schools are reminded that as soon as they meet §141.5, specifically, §141.5 (d) and (e), the school may apply for a pilot school certificate.

**\*\*\*End of Frequently Asked Questions\*\*\***