

UK Part-CAO UK/EU Exit Information

UK Civil Aviation Authority Briefing

Introduction

The UK Civil Aviation Authority (CAA) has produced this briefing to provide additional guidance to UK Part-CAO organisations following the UK's exit from the EU on 31 December 2020.

The briefing is for Part-CAO organisations with an approval issued by the UKCAA located in the UK or in a third country.

This briefing should be shared within your organisation and the organisations and individuals you work with as applicable. This information is correct for the period 01 January 2022 to 31 December 2022

Organisation Privileges

Dependent upon the scope listed on your approval certificate, you may, subject to the aircraft being on the UK register and classed as a Part 21 aircraft¹ or component be able to:

1. Maintain and Certify aircraft
2. Maintain and Certify aircraft components and issue CAA Form 1
3. Manage continuing airworthiness of aircraft, including the approval of the aircraft maintenance programme
4. Issue an Airworthiness Review Certificate (ARC) for an aircraft
5. Issue a Permit to Fly for an aircraft for flight in UK airspace

The UK Approval does not allow you to carry out the same privileges on EU/EASA registered aircraft and components. If you wish to maintain and certify aircraft and components, as well as manage aircraft on EU/EASA register you will need to apply for an EASA third country approval.

If you have an Approval to maintain aircraft from outside EU/EASA member states, you will need to discuss with National Aviation Authority of the state of registry whether the approval is still valid.

Part-66 Certifying Staff

Within a UK Part-CAO organisation:

- Part-66 licences issued by the UKCAA remain valid, and there is currently no need for re-issue of the licence.

¹ See "Categorisation of Aircraft" section in this document

- Part-66 licences issued by an EU/EASA member state (non-UK) remain valid for a period of up to two years².

Part-66 Licence holders who have a licence issued in an EU/EASA member state can apply for a UK Part-66 licence [here](#)

Airworthiness Directives

All EU regulations current and valid on 31 December 2020 are retained in UK domestic legislation, including Regulation (EU) No 1321/2014, Part-M and Part-ML. This means owners, operators and UK Part-CAO's must continue to review and apply applicable Airworthiness Directives.

Airworthiness Directives and other Mandatory Requirements for Airworthiness are set out in CAP747. You can view CAP 747 here: www.caa.co.uk/CAP747

CAP747, Section 1, Part 1 provides new flowcharts to assist in identifying the applicable mandatory requirements for airworthiness relating to your product.

CAA Form 1

UK Part-CAO Organisations are no longer be able to issue EASA-approved Form 1 certificates. UK Part-CAO Organisations should issue CAA Form 1 certificates.

A template of the new UK CAA Form 1 is available here: [CAA Form 1](#)

EASA Form 1

A comprehensive briefing on acceptance and use of components with an EASA Form 1 on UK registered aircraft is [here](#)

Categorisation of Aircraft

Before EU-exit, aircraft were often referred to as “EASA” or “non-EASA” aircraft.

Each aircraft type is now categorised as either:

- **EASA Aircraft** = a “**Part 21 aircraft**”; an aircraft that is included in the scope of Regulation (EU) 2018/1139 (as retained by The European Union (Withdrawal) Act 2018); or
- **Non-EASA Aircraft** = a “**non-Part 21 aircraft**”; an aircraft that is subject to the Air Navigation Order.

Contact Us

If you want to discuss anything in this briefing, please contact: ga@caa.co.uk

² Any new licence issued by an EU/EASA member states after 31 December 2020 or change to a licence after this date will not be acceptable in the UK system.