

Safety and Airspace Regulation Group

To Whom It May Concern

22 December 2020

Dear Sir / Madam

Continued acceptance of on-board aircraft certificates and flight crew licences with EASA form numbers

The temporary arrangements between the United Kingdom and European Union came to an end on 31 December 2020. At that point, UK membership of the European Union Aviation Safety Agency ("EASA") and other EU institutions ceased. The purpose of this letter is to explain why aircraft certificates and flight crew licences, carried on board an aircraft, with EASA form numbers should continue to be accepted.

The UK has, pursuant to the European Union (Withdrawal) Act 2018, brought European Union ("EU") legislation, which is in force and applicable at 31 December 2020, into UK domestic law. This includes any EU regulation, EU decision and EU tertiary legislation.

References to any EU Regulation by a document carried on a UK registered aircraft, including Air Operator Certificates, Certificates of Airworthiness, Airworthiness Review Certificates, Noise Certificates and Flight Crew Licences remain valid pursuant to provisions in Schedule 8 of the European Union (Withdrawal) Act 2018 and Schedule 3 of the Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019. These references may include EASA form numbers. Until the UK CAA replaces all certificates with a CAA form number, existing certificates with EASA form numbers remain valid in accordance with UK Law.

Where a member of the flight crew on board a UK registered aircraft is carrying a licence, issued by an EASA Member State, please note that such a licence is validated by a general validation issued by the UK CAA under UK law which is valid for 2 years. Such a licence is therefore valid under Annex 1 of the Chicago Convention for use on a UK registered aircraft.

Yours faithfully,

Group Director SARG