

In Focus - Part 66 Aircraft Licensing post EU Exit

About this guide

The UK left the EASA system on 31 December 2020.

This guide explains how Part 66 engineer licensing has changed as a result and includes information for:

- Current UK-issued Part 66 licence holders (who have not transferred their licence to an EU Member State).
- UK-issued Part 66 licence holders who have applied to transfer their licence to an EU Member State but have not yet been issued with a replacement EU licence.
- Engineers who only hold an EU-issued Part 66 licence after successfully transferring to an EU Member State and have now surrendered their UK licence.

This document also includes guidance for EU Part 66 licence holders, explaining the eligibility for certifying G-registered aircraft.

If you hold a current UK-issued Part 66 Licence (and have not transferred to the EU)

Your licence remains valid in its current form and can be used to support the release to service of G-registered aircraft.

You do not need to update your licence immediately. When you renew or change your licence:

- It will be updated to the new CAA template
- The CAA template will be an administrative change and does not affect the content or validity of your licence

Your CAA-issued licence cannot currently be used to certify aircraft registered in the EU.

You will need to apply for an EU-issued Part 66 licence or be employed by an EU Part 145 organisation and be working in the UK under the requirements of EU Part 145.A.30(j) and Appendix 4 to Part 145.

If you have applied to transfer your licence to an EU Member State but have not yet been issued with an EU licence

You may have applied to transfer your UK licence but have not completed that process.

In this situation:

- Your UK licence remains valid (you should have retained a copy of the licence after returning the original to the CAA).

Checking the status of your EU licence application

If we received your application before 24 December 2020 then your records have been sent to the relevant EU authority.

- Please contact the EU authority directly about the status of your application
- The CAA cannot provide updates about your EU licence application

Reactivating a UK-issued licence

The new regulatory landscape allows you to hold both a UK and EASA licence.

If you would like to retain your UK licence please see the [guidance on our website](#).

If you have an urgent operational need to reactivate a UK Part 66 licence, please contact ELDWEB@caa.co.uk with more details.

If you have completed a transfer to the EU and now only hold an EASA licence

The new regulatory landscape allows you to hold both a UK and EASA licence.

See above for information on reactivating a UK-issued Part 66 Aircraft Maintenance Licence.

If your EASA licence is issued and dated before 31 December 2020

The licence can be used to release to service G-registered aircraft in the UK for up to two years after 31 December 2020:

- when authorised by a maintenance organisation approved by the CAA
or
- when working as an independent certifying staff

The licence can also be used to support the release to service of a G-registered aircraft under an EU/EASA approval using 'Practice 3' as defined in [CAA Decision 3](#), providing the maintenance approval has its 'principle place of business' outside the UK.

If your EASA licence is issued and dated after 1 January 2021

The licence is not eligible to certify G-registered aircraft within the UK under a UK maintenance approval or as an independent certifying staff.

The UK CAA has however issued a short-term exemption for these licence-holders **if they are in the process of applying for a UK licence**.

Therefore, EU licences issued by an EU Member State between 1 January 2021 and 31 December 2021 can be used to certify G-registered aircraft.

A copy of the exemption can be found at [ORS4 No. 1468 \(caa.co.uk\)](#).

It should be printed and placed with the licence holder's records at each maintenance organisation where the holder has been granted an authorisation as certifying staff (or support staff) based on the EASA FORM 26 (EASA Aircraft Maintenance Licence).

This exemption will only be legal if the conditions are followed explicitly and an application for a UK licence is made.

Further guidance

Consolidated Version of the UK Part 66 Regulation

UK Regulations - <https://info.caa.co.uk/uk-regulations/>

Continuing Airworthiness Regulation (EU) No 1321/2014 as retained (and amended in UK domestic law) under the European Union (Withdrawal) Act 2018:

www.caa.co.uk/cap2022A00

Continuing Airworthiness Regulation (EU) No 1321/2014 IR + AMC & GM:

www.caa.co.uk/cap2022A01

Further details of the UK's EU Exit and FAQ's: <https://info.caa.co.uk/uk-eu-transition/>

CAP 2009 UK-EU transition: Airworthiness flowcharts: www.caa.co.uk/cap2009

Further guidance material and CAA policy on Part 145 can be found on the CAA website at: <https://www.caa.co.uk/Commercial-industry/Aircraft/Airworthiness/Approval-information-and-guidance/Part-145-holders-guidance/>

CAA Publication Search Engine where all other applicable UK law and policy can be found:

<http://publicapps.caa.co.uk/modalapplication.aspx?appid=11>

Recordings of webinars were providing details of the above-mentioned legislation implementation are available at: <https://info.caa.co.uk/uk-eu-transition/webinars/>