

**Miscellaneous****No:** 1269**Regulation (EU) No. 216/2008****Publication date:** 29 May 2018**Air Navigation Order 2016****General Exemption E 4707**

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**Requirement to hold a Part-FCL Light Aircraft Pilot Licence (“LAPL”) when acting as pilot-in-command of a United Kingdom registered aeroplane or helicopter or touring motor glider (TMG) with an EASA Certificate of Airworthiness or EASA Permit to Fly within the privileges of the LAPL.**

- 1) The Civil Aviation Authority ('the CAA'), on behalf of the United Kingdom, pursuant to Article 14(4) of Regulation (EC) No 216/2008, and with the consent of the Secretary of State, exempts any person specified in paragraph 3) from the requirements of Article 3(1) and Subpart B of Annex I (Part-FCL) of European Commission Regulation (EU) No. 1178/2011 ("the Aircrew Regulation") to hold an appropriate Part-FCL LAPL.
- 2) The CAA, in exercise of the power under Article 266 of the Order, exempts any person specified in paragraph 3) from the requirement of Article 136(1)(b)(ii) of the Order to act as pilot of an EASA aircraft pursuant to the derogation in Article 12 of the Aircrew Regulation.
- 3) This exemption applies to any person holding an appropriate licence (in this paragraph, “the licence”) issued under article 152 of the Air Navigation Order 2016 (“the Order”) (or under the equivalent provision in any prior Air Navigation Order) when that person is:
  - a) acting as pilot of a UK registered aeroplane or helicopter with an EASA Certificate of Airworthiness or EASA Permit to Fly within the privileges of a LAPL, as set out in Subpart B of Part-FCL (even though that person does not hold a LAPL); or
  - b) acting as pilot of a UK registered TMG with an EASA Certificate of Airworthiness or EASA Permit to Fly within the privileges of a LAPL;
  - c) is exercising the privileges of the licence whilst doing so.

**Reason:** This exemption will enable any such person to continue to act as pilot of a UK registered aeroplane or helicopter or TMG with an EASA Certificate of Airworthiness or EASA Permit to Fly, within the exercise of the privileges of a Part-FCL LAPL (even though that person does not hold a LAPL), whilst holding, and exercising the privileges of, an appropriate licence granted under an Air Navigation Order (and which entitles the holder to perform the functions being undertaken by that person in relation to the aeroplane or helicopter or TMG). This is required until a further extended opt

out from the LAPL requirements is adopted once the relevant and delayed Aircrew Regulation amendment is published and comes into force.

- 4) An appropriate licence is a licence which entitles the holder to perform the functions being undertaken by that person in relation to the aeroplane or helicopter or TMG.
- 5) "TMG" is defined in FCL.010.
- 6) This exemption supersedes Official Record Series 4 No. 1264, which is revoked.
- 7) This exemption shall have effect from the date it is signed until midnight on 7 April 2019 or until such time:
  - a) a derogation or amendment is enacted and adopted in European Legislation relevant to the Aircrew Regulation applicable to Subpart B of Annex 1 (Part-FCL), whichever is sooner; and;
  - b) as it is varied, suspended or revoked.

Jim Marren  
for the Civil Aviation Authority

29 May 2018

#### **Explanatory Note - General:**

1. This Exemption is required to meet an operational need of limited duration to reduce the significant regulatory burden that will be placed on the UK General Aviation (GA) sector due to the delay in publishing of the latest Amendment to the Aircrew Regulation. This amendment will make provision for a further extended opt out in respect of LAPLs subject to Subpart B of Part-FCL. This Exemption will permit the continued use of UK National pilot licences to fly UK registered aeroplanes or helicopters or TMG's with an EASA Certificate of Airworthiness or EASA Permit to Fly without the need for pilots to convert to Part-FCL pilot licences before the LAPL opt out is made available and adopted by the UK.
2. In late March 2018 EASA invited Member States to publish an Exemption to cover the delay in publishing of the latest Aircrew Regulation amendment. This Exemption reflects the intent of that EASA invitation and will replace UK Exemption E4676 dated 5 April 2018.