

AIRWORTHINESS ADVICE IN THE EVENT OF AN EU-EXIT WITHOUT EASA MEMBERSHIP

As most will know from the media, there is a possibility that EU-Exit (Brexit) might occur without an exit deal or with an incomplete deal. If that happens, there is every possibility that after EU-Exit, the UK will no longer be part of the EASA system.

Depending on how the politics evolve, the actual scenario might not be known until a few days prior to leaving the EU. *This advice is the best-known information at time of writing.* It may change.

Staying in EASA after EU-Exit

If the UK remains within EASA, nothing changes - we carry on as before under EASA rules.

Leaving EASA on EU-Exit

The day before we leave EASA, the UK Parliament will 'copy and paste' all current EASA law into the UK CAA Air Navigation Order. This law is then frozen for 2 years. During those 2 years, we will continue using existing EASA Part-21, Part-M etc processes but under UK Law and the ANO. There will be changes to certificates etc produced by the CAA to reflect that they are not issued under EASA regulations.

It's not yet clear what will happen after the 2 years has elapsed. That will be up to UK Parliament.

Q - If we leave EASA, how will I renew my ARC after EU-Exit?

The CAA should produce a seamless process to ensure that the existing ARC renewal process result in an ICAO compliant and valid ARC. With the amount of change that they will be managing for the entire aviation sector, previous experience suggests that the CAA's administration may not deliver the expected smooth outcome. To avoid any related temporary grounding of an aircraft, we suggest you do not plan to obtain a new ARC immediately after EU-Exit. In other words, aim to renew an ARC that is due around that period before EU-Exit occurs.

Q- If we leave EASA, what if I want to fly my glider in Europe or it is already abroad?

If you look at the Certificate of Airworthiness of your glider/motor glider, you will notice it is certified to EASA and ICAO requirements (ICAO are effectively the World Trade Organisation of Aviation)

<https://www.icao.int/Pages/default.aspx>

EASA CofA aircraft are ICAO compliant. Most countries around the world are ICAO members and recognise the EASA and CAA Certificates of Airworthiness as valid documents.

The only countries in Europe that have filed a difference with ICAO and do not automatically recognise ICAO sailplanes are Norway, Finland, Sweden and Denmark. This is known due to experienced gained with South African registered ICAO recognised JS1 sailplanes not being able to automatically fly there.

Q- If we leave EASA, what if I want to sell or buy a glider from an EASA country?

Glider being exported will require an export CofA. <https://www.caa.co.uk/Commercial-Industry/Aircraft/Airworthiness/Certificates-and-permits/Certificates-of-airworthiness/Exporting-a-UK-Registered-Aircraft/>

This process is entirely administered by the CAA. But the aircraft requires a valid CoA and ARC prior export C of A. The export CofA in effect is an audit of the aircraft by the CAA prior to export by the CAA, who then issue the Export C of A (usually valid for 60 days).

For importing a brand new aircraft from an EASA country, it is believed the same process as now (EASA from 52) will be required.

For importing a second aircraft from an EASA country is it believed the same process as now will be required.

EU-Exit official advice

<https://www.gov.uk/guidance/prepare-to-work-and-operate-in-the-european-aviation-sector-after-brexit>

As we learn more, we will of course pass it on.

Pete Stratten
Chief Executive Officer

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