

ADVICE TO SPL & LAPL(S) HOLDERS IN THE EVENT OF AN EU-EXIT WITHOUT MEMBERSHIP OF EASA

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 Brexit, 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.

EU-exit with membership of EASA.

In the event of an EU-exit with continued UK membership of EASA, the transition to EASA Flight Crew Licencing (FCL) continues as currently described, ie we expect that gliding will need to comply with EASA FCL rules in early 2021.

EU-exit without membership of EASA.

The day before we leave EASA, we understand that 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. No changes to the Air Navigation Order in respect of any current requirement to hold a pilot licence to fly a sailplane, instructing in a sailplane, etc are anticipated.

Existing exemptions from FCL requirements under ORS4 No. 1261 & 1269 have been re-drafted to remove reference to an EASA derogation which cannot be used for legal reasons. It is proposed that these exemptions will be extended.

At the point of the UK's withdrawal from the EU without EASA membership, all Part-FCL licenses will remain valid, but will be known as UK Part-FCL licences. All licences will be replaced when the individual applies for an alteration to the licence document (so on an attrition basis) and it is expected the normal CAA Scheme of Charges will apply.

The UK-issued SPL is an ICAO compliant licence and will therefore continue to be recognised worldwide.

A LAPL(S) is a sub-ICAO licence, ie it doesn't meet international (ICAO) requirements outside the EASA member states. In the event of the UK no longer being a member of EASA, it would be for other states including EASA member states to decide if they will allow pilots with a UK-issued LAPL(S) to operate on these licences in their state.

The UK CAA is willing to support the acceptance of UK sub-ICAO licences and medicals for overflight / visiting other states but ultimately it will be the 'host' state that decides if it will accept these licences and on what terms. Any support from the UK CAA to this work will have to take account of other, potentially competing, priorities immediately post Brexit. We recognise of course that many UK glider pilots use their LAPL(S) or SPL to fly in southern Europe in the early part of the spring. The BGA intends to make contact with EASA member state CAA's on this topic ahead of spring 2020, hopefully with but not dependent on UK CAA support.

In the event of an EU-exit without EASA membership, the BGA and CAA will continue to provide a process through which BGA qualified pilots may choose to convert to a UK Part-FCL licence. No changes to that existing process is proposed in the short term.

Meanwhile, at BGA clubs we will continue to utilise the BGA gliding certificate, endorsements and ratings under the tried and tested BGA processes and requirements, whilst continuing to support pilots who choose to hold an SPL or LAPL(S).

Q - In the event of the UK no longer being part of EASA, will my SPL be valid outside the UK?

A - Yes. As it is an ICAO compliant licence, the vast majority of countries will accept a UK-issued SPL providing all recency, medical, etc requirements are valid.

Q - In the event of the UK no longer being part of EASA, will my LAPL(S) be valid outside the UK?

A - Not necessarily. As a sub-ICAO licence, it will be up to individual countries in Europe and elsewhere to decide whether or not to accept a UK-issued LAPL(S), subject to recency, medical, etc requirements.

Q - In the event of the UK no longer being part of EASA, will I be able continue to use the BGA gliding certificate, endorsements, ratings and processes?

A - Yes. BGA tried and tested processes will continue to be used for as long as possible, while of course continuing to support pilots who choose to hold a UK Part-FCL licence.

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.

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