

The CAA's guide to

# Brexit No Deal & Aviation Safety



September 2018

## Introduction

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The stated preference of the UK Government and the CAA is that the UK remains part of the EASA aviation safety system post Brexit. Whilst this remains our position, we are preparing for the possibility of a no deal Brexit in March 2019

Based on the Technical Notices published on 13 September 2018, this document explains for EU businesses and individuals operating in the EU aviation system what the UK Government and the CAA would do in this scenario to maximise continuity and stability for passengers and the aviation and aerospace sector. It also states the EU's current position on a number of issues.

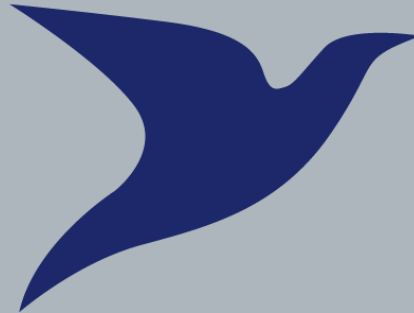
Each business or individual that might be affected by a no deal Brexit should consider and make decisions for itself on the implications of this scenario and plan accordingly

## Brexit & aviation safety

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Aviation is a **global industry** that is globally regulated. Under any Brexit scenario, the UK and the CAA remain committed to maintaining global safety standards



The UK is currently a **key member of EASA**, the EU's agency that oversees aviation safety



Remaining an **EASA member** is a goal shared by the UK Government and the CAA. However we are working closely to prepare in case this can't be achieved.

## What is our position if there is no deal by 29 March 2019?



We are committed to **maximising continuity and stability** for consumers and the UK's aviation and aerospace industries.



UK aviation will be as safe after we leave the EU as before. In the no deal scenario, we would recognise **EASA certificates, approvals and licences** for use in the UK aviation system and on UK-registered aircraft at least for a period of two years following Brexit. It would, in the UK's view, be in the EU's interests to recognise UK certificates, approvals and licences in the same way. To date, the EU has publicly stated it would not do so.



## UK registered commercial pilot – what would it mean?



For most UK registered **commercial pilots**, there would be little impact.

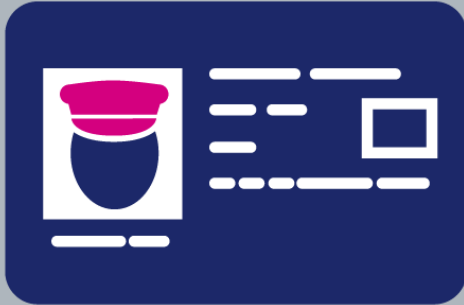


**Global aviation rules (ICAO)** mean that UK issued pilot licences would be valid for use on UK-registered aircraft, regardless of the negotiation's outcome.



Pilots with UK licences who want to fly EU-registered aircraft post-Brexit would need to **transfer their licence** to another EASA member state before Brexit, or seek a second licence from an EASA member state.

## EASA state commercial pilot licence - what would it mean?



If pilots currently hold a commercial **licence** from another EASA member state, they would need to **seek validation** from the CAA to operate **UK-registered aircraft** if they want to fly outside the UK.

The CAA is currently developing processes to make this as **seamless as possible**.

## UK licensed aircraft maintenance engineers – what would it mean?



Engineers maintaining aircraft are licensed by the CAA.



UK registered engineers would be able to continue to maintain UK-registered aircraft, but not EU-registered aircraft unless the EU decides to recognise UK engineer licences.



The UK CAA would allow engineers licensed by other EASA member states to maintain UK aircraft for up to two years after Brexit.

## Cabin crew approvals (attestations) – what would it mean?



Cabin crew are approved (or “attested”) by their airline against common standards. UK issued cabin crew attestations on UK registered aircraft would remain **valid**.



EU issued cabin crew attestations for UK registered aircraft would be recognised by the CAA as valid for **up to two years** from 29 Mar 2019. After that, operators of UK registered aircraft would need to issue crew currently holding an EU issued attestation with a UK attestation.



Under the EU’s current position, UK issued cabin crew attestation for EU registered aircraft would cease to be valid post Brexit. Operators of EU registered aircraft would need to ensure that they **issue their own attestations** to any crew currently holding UK issued attestations.



## Aircraft design organisations – what would it mean?



EASA currently directly approves organisations that **design aircraft and aircraft components**.



The CAA **would recognise the validity** of existing UK companies with design approvals issued prior to Brexit by EASA. The UK CAA would continue to recognise EU member state design organisations for up to two years after Brexit.



The EU has said that existing UK design approvals **would not be valid post Brexit**. Unless the EU changes its position, UK design businesses wanting to support EU aircraft would need to register themselves in an EASA Member State post Brexit.

## Production of aircraft components and parts - what would it mean?



Approvals are given to organisations who produce **aircraft components**.



The UK would recognise the validity of existing approvals held by UK and EU registered businesses for **components** they produce for UK registered aircraft, including those already fitted to aircraft, those manufactured but not yet fitted and those manufactured in the future.



The EU has said that it would recognise the **validity** of components already on EU aircraft, but not components already manufactured by UK registered businesses and not yet fitted to EU aircraft, nor new components manufactured in the future by UK registered businesses against existing or new designs.

## Aircraft maintenance – what would it mean?

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There are a range of organisations that have **approvals from the CAA** to maintain aircraft, oversee their maintenance and train engineers.

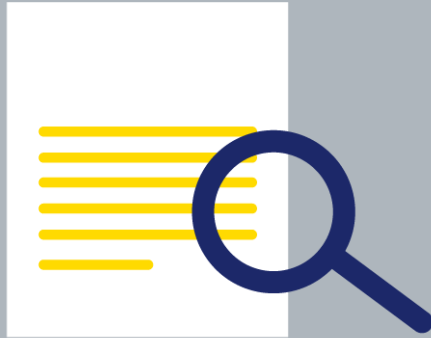


The CAA would **recognise** the validity of existing UK or EU approvals for UK organisations to work on UK registered aircraft, for a 2 year period after Brexit.



The EU's current position means that UK registered maintenance organisations would no longer be able to maintain EU registered aircraft after Brexit unless they seek a new approval from an **EASA** member state.

## Airline safety operational approvals – what would it mean?



Post Brexit, UK and EU registered airlines would need 'third country operator' approvals by the EU and UK respectively



EU registered airlines operating in the UK would need a third country or foreign carrier approval to operate into the UK post Brexit. The CAA is already preparing the systems and processes to complete these applications prior to Brexit.

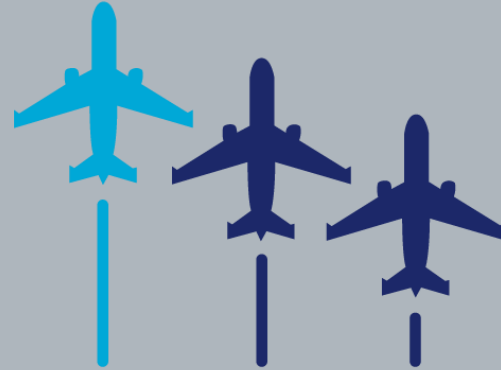


The EU's current position is that UK airlines would need to seek third country operator approval to operate in Europe post Brexit. The EU/EASA has not yet set out whether it will receive applications prior to Brexit.

## But it's not just the EU...



Department  
for Transport



The CAA and DfT are working with the USA, Canada and Brazil to ensure replacement [Bilateral Aviation Safety Agreements](#) are in place post Brexit. These arrangements facilitate the recognition of each others' safety certificates, and support both international trade and airline operations. Similar agreements are not necessarily needed with other countries: member of the global aviation regulator ICAO provides a degree of confidence in respective safety regimes, and in some cases we agree specific working arrangements with individual states.



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