



Miscellaneous

No: 1283

Air Navigation Order 2016

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General Exemption E 4764

Requirement for Holders of Part-FCL Private Pilot Licences and Light Aircraft Pilots Licences to hold a National Pilot Licence or an EASA Part-MED Medical Certificate when Operating EASA Aircraft in the UK

- 1) The Civil Aviation Authority ('the CAA'), in exercise of its powers under Article 266 of the Air Navigation Order 2016 ('the Order'), exempts the holders of the licences specified in paragraph 2 from the provisions of Articles 136(1)(b)(i) and 162 of the Order, subject to the conditions specified in paragraph 3 and subject to the exclusions specified in paragraph 4.
- 2) This exemption applies to holders of the following Part-FCL licences issued under the Aircrew Regulation (Regulation (EU) 1178/2011), Annex 1, Part-FCL, Subparts B and C:
 - i) Light Aircraft Pilot's Licence for aeroplanes, LAPL(A);
 - ii) Light Aircraft Pilot's Licence for helicopters, LAPL(H);
 - iii) Private Pilot's Licence for aeroplanes, PPL(A);
 - iv) Private Pilot's Licence for helicopters, PPL(H).
- 3) This exemption is subject to the following conditions:
 - i) The licences specified in paragraph 2 must have been issued by the CAA and remain valid at the time of flight;
 - ii) Licence holders must have previously made a medical declaration in accordance with Article 163(3) of the Order which remains valid and has not been withdrawn;
 - iii) Licence holders must only operate:
 - a) in a United Kingdom (G) registered EASA aircraft (as defined in Schedule 1 to the Order);
 - b) within the United Kingdom; or
 - c) with the permission of the relevant authority, within a Crown Dependency, but for an A to A flight only;
 - d) in day or night Visual Flight Rules ('VFR'); and
 - e) the aircraft on flights which are not:
 - commercial operation flights (as defined in Schedule 1 to the Air Navigation Order); or
 - pilot training flights.

- iv) LAPL(A) and PPL(A) holders must only exercise the privileges stated in Part-FCL.105.A(a), that is to act as Pilot-In-Command ('PIC') on single-engine piston aeroplanes-land or Touring Motor Gliders ('TMG') with a maximum certified take-off mass of 2000Kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board the aircraft.
 - v) LAP(H) and PPL(H) holders must only exercise the privileges stated in Part-FCL.105.H on a single-engine piston helicopter, that is to act as PIC on single-engine piston helicopters with a maximum certified take-off mass of 2000Kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on-board.
- 4) The following are excluded from this exemption:
- i) Initial applicants for the licences specified in paragraph 2, excluding applicants for conversion of a licence granted under the Air Navigation Order into a Part-FCL Licence;
 - ii) The exercise of the privileges of an Instrument Meteorological Conditions (IMC) Rating or Instrument Rating (IR);
 - iii) Holders of ICAO licence conversions/ validations; and
 - iv) Student pilots under training for a Part-FCL pilot licence when flying solo.
- 5) In paragraph 3) iii) c) an "A to A flight" means a flight starting from, and ending at, any aerodrome within the same Crown Dependency.
- 6) This exemption shall have effect from date of signing until 8 April 2020 unless varied, suspended or revoked.

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for the Civil Aviation Authority

4 October 2018

Explanatory Note - General:

The objective of the Exemption is to meet an operational need of limited duration to reduce the significant regulatory burden that will be placed on the UK General Aviation (GA) by allowing UK pilots to fly using pilot medical declarations rather than medical certificates in the UK whilst the Aircrew Regulation derogation ((EU) 2018/1119, Article 1, Paragraph 3, dated 31 July 2018) from the requirement to hold a Part-FCL LAPL (and instead use national pilot licences) is available until 8 April 2020. This will be achieved by allowing GA pilots with UK issued Part-FCL LAPL and PPL pilot licences to operate certain UK registered EASA GA aircraft whilst holding a pilot medical declaration under specified conditions and subject to certain excluded cases and without the need for those pilots to also be issued with a Part-FCL LAPL equivalent UK national pilot licence. The essential requirement of pilot medical fitness remains. The UK will continue to monitor the Exemption effect closely and gather and analyse safety data (fatal accidents with medical/cause contribution) and medical declaration use in the UK GA sector.

Explanatory Note - For Pilots

1. UK GA pilots applying this Exemption must hold an appropriate pilot licence with a valid class or type rating to exercise licence privileges (FCL.040). Pilots must satisfy recency requirements before acting as PIC (FCL.060).
2. A pilot operating at night must hold a Night Rating (FCL.810), meet night recency requirements (FCL.060) and previously been assessed as 'colour safe' by a CAA certified Aeromedical Examiner (MED.A.030(e) and CAA website guidance 'Self Declaring your medical fitness using the Pilot Medical Declaration').

<https://www.caa.co.uk/General-Aviation/Pilot-licences/Medical-requirements/Medical-requirements-for-private-pilots/>

3. Student pilots under training for a Part-FCL pilot licence must not fly solo unless the student pilot holds a medical certificate (not a medical declaration) as required for the relevant licence as required by MED.A.030(a).
4. The essential requirement of pilot medical fitness remains. The Exemption is against the requirement for certain UK GA pilots to demonstrate this by the grant of a medical certificate and instead allows them to do so by a pilot medical declaration.
5. This Exemption permits the conversion of a UK National pilot licence granted under the Air Navigation Order (ANO) into a Part-FCL licence using a medical declaration.