



Miscellaneous

No: 1293

Regulation (EU) No. 2018/1139

Publication date: 12 February 2019

Air Navigation Order 2016

General Exemption E 4843

Requirement to Hold a Part-FCL Light Aircraft Pilot Licence (“LAPL”) when Acting as Pilot-in-Command of a United Kingdom Registered Aircraft 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 71(2) of Regulation (EU) No 2018/1139, 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 exemption provides an equivalent operational and safety assurance outcome to Aircrew Regulation amendment, Regulation (EU) No 2018/1119, Article 1, Paragraph 3) allowing Member States to derogate from the provisions of Subpart B of Annex I (LAPL) until 8 April 2020. The essential requirement to hold an appropriate valid UK National pilot licence

remains. Also, as relevant licensing arrangements after 2020 are not yet decided this exemption allows the UK to meet the requirements of relevant National legislation applying to such pilots.

- 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.1269, which is revoked.
- 7) This exemption shall have effect from the date it is signed until 7 April 2020, both dates inclusive, unless previously varied, suspended or revoked.

J Marren

for the Civil Aviation Authority

12 February 2019

Explanatory Note - General:

1. This Exemption is an urgent operational need to reduce the significant regulatory burden that will be placed on UK General Aviation if affected pilots are required to convert National Pilot Licences to Part-FCL before 8 April 2020.
2. The essential requirement to hold an appropriate valid UK National pilot licence remains.