

UK-EU: Aviation safety



January 2021

Introduction

The **UK-EU trade and co-operation agreement** means that direct air connectivity between the UK and the EU will be maintained and provides for some reduction in regulatory duplication compared with what would have been the case in a 'no deal' outcome.

This document is a short summary of the regulatory arrangements that came into effect at **23.00 GMT on 31 December 2020** when the UK left the EASA system and reflects what the UK CAA and UK Government have

put in place to **maximise stability for passengers and the aviation and aerospace sectors**. Each business and individual potentially affected by the changes should consider the implications for themselves and take actions accordingly.

The latest detail is always available at our microsite <https://info.caa.co.uk/uk-eu-transition/>

What happens now the UK has left the EASA system?



Aviation is a worldwide industry globally overseen by the International Civil Aviation Organisation, ICAO.

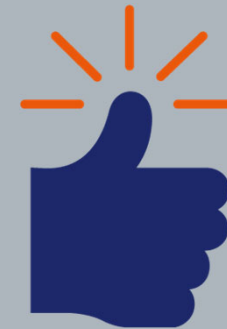
Independent of EASA, the CAA and the UK Government remain committed to maintaining ICAO's global safety standards.



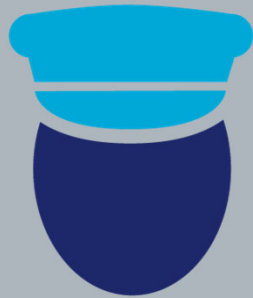
Though the existing EASA regulatory framework ceases to apply, **all substantive EU requirements current and valid on 31 December 2020 have been retained in UK domestic regulation.**

All EASA certificates, approvals and licences in effect on 31 December 2020 for use in the UK aviation system and on UK-registered aircraft will be recognised by the CAA for up to two years.

This provides stability for passengers and businesses while ensuring **UK aviation remains as safe as ever.**



Impact for UK commercial pilots



For most commercial pilots with UK-issued licences, there is little impact.

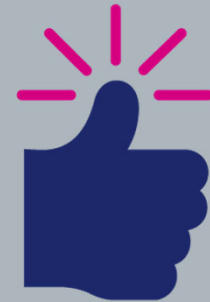
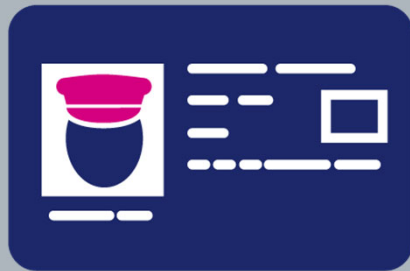


ICAO's global aviation rules mean that UK-issued pilot licences are **valid for use on UK-registered aircraft.**



UK-issued licences are no longer valid for use on EU-registered aircraft. UK licence holders wishing to fly EU-registered aircraft will need to apply for a validation from the relevant EU National Aviation Authority.

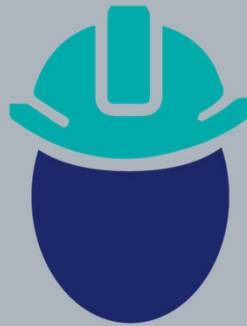
Impact for commercial pilots with licences issued by current EASA states



Pilots who hold a commercial licence from an EASA member state issued before 1 January 2021 need a **validation from the CAA** to operate UK-registered aircraft outside the UK.

To meet this requirement, a downloadable validation document is available from the CAA's UK-EU transition microsite: <https://info.caa.co.uk/uk-eu-transition/downloads/>

Impact for UK-licensed aircraft maintenance engineers



Engineers maintaining aircraft are licensed by the CAA. UK-registered engineers **are able to continue to maintain UK-registered aircraft**, but not EU-registered aircraft.



Engineers wishing to continue to release EU-registered aircraft to service outside the UK are advised to discuss the required process with the relevant NAA as soon as possible.



The CAA will allow engineers with licences issued by EASA member states and valid on 31 December 2020 to maintain UK-registered aircraft for up to two years from 31 December 2020.

Impact for cabin crew approvals (attestations)



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



EASA-issued cabin crew attestations valid on 31 December 2020 will be recognised by the CAA for working on UK-registered aircraft **for up to two years**. After that, operators of UK-registered aircraft will need to issue crew currently holding EASA attestations with UK ones.



UK-issued cabin crew attestations may now **cease to be valid for EU-registered aircraft.**

Impact for aerospace design organisations



The UK CAA will regulate design organisations with a principal place of business in the UK.



Designs certified by EASA before 31 December 2020 are deemed to have been validated by EASA or the UK CAA as appropriate and are unaffected by the end of UK participation in the EASA system.



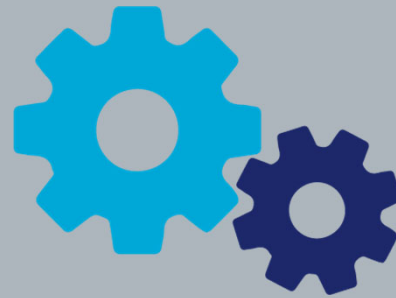
The UK will accept designs approved by EASA (etc) without validation **unless** the design is a new type certificate (TC), a significant supplemental TC or an approval for significant major change.

The EU will accept minor changes and repairs automatically.
Everything else certified by the CAA will **need to be validated by EASA.**

Impact for production of aircraft components and parts



Production organisations established in the UK will require a UK production approval.



The **UK will 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.



Categories of products made by organisations before 31 December 2020 will continue to be automatically accepted by the EU and the UK.

Any production facility (factory) making a new category of product for export to the EU after 1 January 2021 will need to be inspected and approved by the relevant technical agent (EASA or CAA) of the importing state (EU or UK) as part of the approval process of the exporting state.

Impact for aircraft maintenance



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



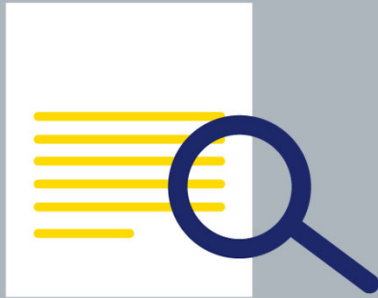
UK organisations' approvals will continue to allow them to support UK-registered aircraft.

Organisations approved by an EU member state will be recognised by the CAA for **up to two years** after 31 December 2020.

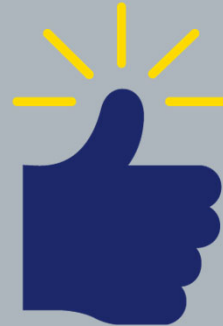


UK-registered maintenance organisations now **need an EASA third country approval to be able to maintain EU-registered aircraft.**

Impact on airline safety operational approvals



UK and EU-registered airlines now **need 'third country operator' approvals** from EASA and the UK respectively.



EU-registered airlines operating in the UK need a third country or foreign carrier approval to operate into the UK. **The systems and processes to complete these applications are already in place in the UK:**
<https://www.caa.co.uk/Commercial-industry/Airlines/Licensing/Requirements-and-guidance/Third-Country-Operator-Certificates/>

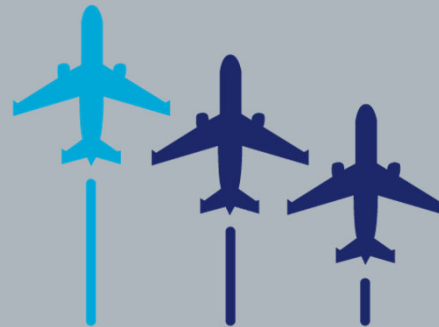


UK airlines require a third country operator approval to operate in Europe as well as a range of permits from individual Member States to benefit from the rights in the UK-EU trade and co-operation agreement.

Impact beyond the EU



Department
for Transport



The CAA and DfT have worked with the USA, Canada, Brazil, Japan, Singapore and Switzerland to ensure replacement or new bilateral arrangements are in place from 31 December 2020. These arrangements facilitate the recognition of each other's safety certificates, and support both international trade and airline operations.

Similar agreements are not necessarily needed with other countries: membership of ICAO provides a degree of confidence in respective safety regimes, and in some cases we agree specific working arrangements with individual states.

<https://info.caa.co.uk/uk-eu-transition/>