

Validity of certificates *related to Brexit*

[Regulation \(EU\) 2019/502](#) was published on common rules ensuring basic air connectivity with regard to the withdrawal of the United Kingdom from the European Union. [Regulation \(EU\) 2019/494](#) was also published on certain aspects of aviation safety. There are some additions to these Regulations.

- **Training:** The national aviation authorities of the Member States or EASA shall take account of examinations taken in training organisations that are subject to oversight by the UK national aviation authority, if the examinations have not yet resulted in a license being issued before the date that the UK leaves the EU.
- **Validity of certain certificates for a period of nine months:** Where additional time is necessary for certificates to be issued to the operators concerned, the Commission may extend the period of validity.

Certificates issued by EASA to people, whose principal place of business is in the UK, shall remain valid for 9 months from the date of application of the Regulation. **It shall apply from the day following that on which the Treaties cease to apply to the United Kingdom pursuant to Article 50(3) of the Treaty on European Union.** This is relevant for the following (among others):

- Type certificates and restricted type certificates
- Approval of changes to type certificates and restricted type certificates
- Supplemental type certificates
- Approval in respect of repairs
- European Technical Standard Order authorisations
- Design organisation approvals

The following certificates issued by anyone certified by the competent authorities of the UK concerning the use of products, parts and appliances shall remain valid:

- Authorised Release Certificates for products, parts and appliances
- Certificates of release to service in respect of completion of maintenance
- Airworthiness review certificates for ELA 1 aircraft
- Certificates of release to service on completion of maintenance
- Airworthiness review certificates for ELA 1 aircraft
- Airworthiness review certificates and extensions thereof

For further details see '[European Commission Communication - Notice to Stakeholders withdrawal of the UK and EU Aviation Safety Rules](#)'.

The following licenses/certificates will NOT be valid post-Brexit and are subject to mitigation measures:

- TCO (Third Country Operators) Authorisation
- POA (Production Organisations Approvals) Approval
- MOA (Maintenance Organisation Approvals) Approval
- MTOA (Maintenance Training Organisation Approvals) Approval
- CAMO (Continuing Airworthiness Management Organisation) Approval
- FSTD (Flight Simulation Training Devices) Qualification Certificate
- ATO (Approved Training Organisation) Approval
- AeMC (Aero-Medical Centres) Certificate
- ATM/ANS (Air Traffic Management/Air Navigation Services)

Please consult information on '[Early applications](#)' to identify what mitigation measures are in place.

For the full text, see <https://www.easa.europa.eu/brexit-validity-certificates>

The UK Civil Aviation Authority has also produced some basic questions and answers. The questions and brief answers are below. For more detail, go to https://info.caa.co.uk/brexit/private-pilots/?mc_cid=163c45d8b2&mc_eid=1a5e6d600b

UK-ISSUED PRIVATE PILOT LICENCES

Would I be able to continue operating UK-registered aircraft?	Yes
Would I be able to continue operating EU-registered aircraft?	No
Would I be able to fly my UK-registered aircraft to Europe?	Yes
Would UK pilots' medicals remain valid?	Yes
UPDATE: I have a licence application currently in progress with the CAA. Will I receive an EASA Part-FCL or a UK Part-FCL?	It will depend on when your licence is issued
UPDATE: Once the CAA has completed transfer of my records to my new EASA member state, what happens to my old UK licence?	When your new Part FCL is ready, you must surrender your old UK licence to your new NAA
UPDATE: What if I wish to submit variation requests to my new NAA or advise of changes to my medical or professional status?	The CAA retains responsibility for oversight of your medical and professional records until your medical records are transferred to your new NAA.

EU-ISSUED PART-FCL PRIVATE PILOT LICENCES

Would I be able to continue operating UK-registered aircraft?	Yes
Can I seek a validation after the UK leaves the EU?	Yes

NON-EU/UK PRIVATE PILOT LICENCES

I have a UK-validation on my third country licence. Would I still be able to operate EU-registered aircraft?	No
I have validation on my third country licence issued by another EASA member state. Would I still be able to operate UK-registered aircraft?	Yes, but only for two years.