

In response to a number of enquiries surrounding the current pilot licensing requirements in the UK, we hope to provide some clarification in short terms as well as further reading advice for those who find themselves in more complex scenarios; Instructors will continue to offer assistance and advice as well, so please feel free to get in contact.

This overview is focused on the operation of G-registered aircraft, i. e. "Can I fly UFC aircraft?" and Pilots are reminded that it is ultimately their responsibility to ensure that they are duly licensed. As that assessment can be difficult at the moment, this also serves as a reference for Club signatories when authorising flights.

## UK and EASA

First things first: A **transfer** is an exchange of licence from one (EASA) state to another, it is not possible to hold two in separate countries. A **conversion** is a process to obtain a licence in one country whilst keeping the original licence under ICAO rules – as the UK is now a "third country" to EASA, i.e. not a member state, and vice versa, it is now possible to hold both a UK and an EASA licence simultaneously. Hours flown count for revalidation of both, the flight with the Instructor is best done with a double-licensed Instructor.

Validity of licences to operate G-registered aircraft:

EASA licences including ratings **initially issued before 1<sup>st</sup> January 2021** are accepted by the CAA until 31<sup>st</sup> December 2022. Ratings are also accepted even if they are revalidated after 1<sup>st</sup> January 2021, certificates are not; once a certificate is revalidated, it is not accepted by the UK (except a revalidated EASA Flight Instructor Certificate if the validation was carried out by a UK-EASA double-approved examiner or a separate validation flight with a UK examiner completed). A general validation is available to print and contains further details: [CAP2017](#).

*Nb.: Ratings are privileges which pilots may exercise themselves, for instance SEP, MEP, IR, etc. Certificates are additional privileges often to do with training and assessing other pilots, for example FI, FE, etc.*

Until the end of the validity period, a direct conversion process is in place including expired privileges which can then be renewed under the UK CAA. The application form and further guidance can be found [here](#) and for instructors [this](#) could be interesting.

For **ex-UK pilots who transferred to EASA** before 1<sup>st</sup> January 2021, EASA licences issued between 1<sup>st</sup> January 2021 and 1<sup>st</sup> April 2021 are accepted by the UK until 31<sup>st</sup> December 2021. Those pilots must have held a UK licence previously. A separate validation document with further guidance is available: [CAP2085](#).

## ... and after 1<sup>st</sup> January 2021?

Holders of EASA licences **issued on or after 1<sup>st</sup> January 2021** can apply for the **recognition** of their licence (fee of £60 applies) which validates it for the operation of G-registered aircraft for 28 calendar days in a period of 1 year. There are no extensions available.

Pilots who want to **validate an EASA PPL issued after 1<sup>st</sup> January 2021** or any ICAO PPL to operate G-registered aircraft in UK airspace can do so for up to a year plus 1 extension or **convert such an EASA PPL permanently** to hold an EASA and a UK licence. The requirements in both cases are a pass in Air Law and Human Performance, 100 hours of pilot time in the relevant class, an English language proficiency certificate, a UK class 2 medical and a skill test with a UK examiner.

## In detail

An eclectic but reasonably complete selection of legal text regarding **licence conversions** is available in a document entitled [CAP2024A00](#). Especially for one-step-down conversions (e. g. CPL to PPL) there are some viable options.

## Meanwhile at home ...

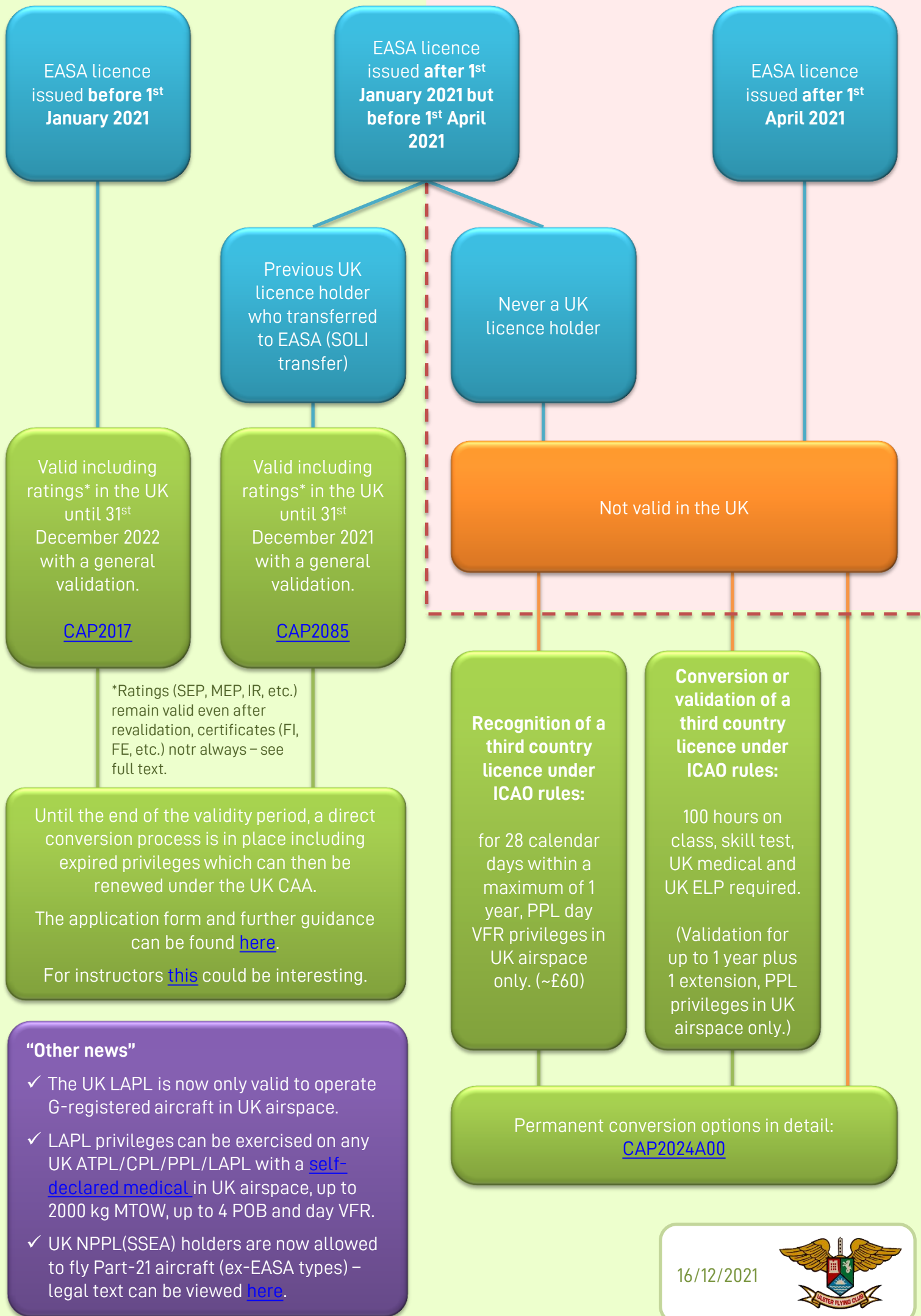
The **LAPL** is a sub-ICAO licence and a UK-issued LAPL is thus no longer valid outside the UK. Within the UK, however, LAPL privileges can now be exercised on any UK ATPL/CPL/PPL/LAPL with a [self-declared medical](#) in UK airspace, up to 2000 kg MTOW, up to 4 POB and day VFR.

**UK NPPL(SSEA)** holders are now allowed to fly Part-21 aircraft (ex-EASA types). Legal text can be viewed [here](#).

*Care has been taken to ensure that the information given is correct at the time of publication of this document. For the latest updates please check the referenced sources – bearing in mind that things are changing at lightning speed at the moment.*



16/12/2021



\*Ratings (SEP, MEP, IR, etc.) remain valid even after revalidation, certificates (FI, FE, etc.) not always – see full text.

Until the end of the validity period, a direct conversion process is in place including expired privileges which can then be renewed under the UK CAA.  
 The application form and further guidance can be found [here](#).  
 For instructors [this](#) could be interesting.

**“Other news”**

- ✓ The UK LAPL is now only valid to operate G-registered aircraft in UK airspace.
- ✓ LAPL privileges can be exercised on any UK ATPL/CPL/PPL/LAPL with a [self-declared medical](#) in UK airspace, up to 2000 kg MTOW, up to 4 POB and day VFR.
- ✓ UK NPPL(SSEA) holders are now allowed to fly Part-21 aircraft (ex-EASA types) – legal text can be viewed [here](#).