

CERTIFICATE OF VALIDATION

(Of EU and EEA Part-FCL Licences)



Validation of EASA Part-FCL licences between 1 January 2021 and 31 December 2022

How will this be applied:

The United Kingdom Civil Aviation Authority (CAA) renders valid, for the purpose of operating an aircraft on the United Kingdom "G" register outside of United Kingdom airspace, any Part-FCL pilot licence that was issued in accordance with Commission Regulation (EU) 1178/2011, and that are in full compliance with Annex 1 of the Chicago Convention. prior to 1 January 2021 by the competent authority of any state listed below, and which continues to be effective on or after 1 January 2021 by virtue of Part 3 of Schedule 8 to the European Union (Withdrawal) Act 2018.

European Union States:

Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden.

European Economic Area States:

Iceland, Liechtenstein, Norway.

There are conditions and limitations applied:

For the Licence:

1. This validation applies to any licence issued prior to 1 January 2021 including any rating included within that licence that remains valid until 31 December 2022 (the licence subject to this validation must have an issue date prior to 1 January 2021, as stated in Section II of the EASA Part-FCL licence (EASA Form 141).
2. The Validation may be cancelled, suspended, varied or revoked as if it were a licence granted under the provisions of Part-FCL; Commission Regulation (EU) 1178/2011, as amended by the Aviation Safety (Amendments etc.) (EU Exit) Regulations 2019.
3. The Validation is valid for the holder to fly as a Member of the Flight Crew and as Flight Radiotelephony Operator for all valid privileges issued prior to 1 January 2021, as stated on the licence.
4. The holder of the validation must have a valid language proficiency in English of at least level 4 recorded on their EASA Part-FCL licence (EASA Form 141).
5. The holder of the validation must have privileges to operate Radiotelephony equipment as installed in an aircraft and shown on their EASA Part-FCL licence (EASA Form 141).

For the Medical:

1. This validation applies to the Medical Certificate issued to the Part-FCL licence holder provided it is valid at time of use.

Validity of this document

This document will enter into force on 1 January 2021. Subject to any cancellation, suspension, variation or revocation by the CAA, this Certificate of Validation is **valid until 31 December 2022**.

A handwritten signature in black ink, appearing to read "Rob Bishton", written over a horizontal line.

Date 22 December 2020

Signed by: Rob Bishton
On behalf of the Civil Aviation Authority

Notes:

This Documents must be carried at all time with the Licence and Medical Certificate when operating a 'G' registered aircraft.

Licence

1. The EASA licence document must be maintained as valid, alterations and amendments must be conducted in accordance with the requirements set by the issuing State.
2. The issuing State of the licence document remains responsible for the licence document.

Medical

1. The EU Medical Certificate that forms part of the licence must be maintained as valid in accordance with the EU Aircrew Regulation.
2. The issuing State of the EU licence remains responsible for medical certification. Episodes of unfitness, and the additions of limitations, alterations and amendments must be managed in accordance with the regulations, and procedures set by the issuing EU State's licensing authority.
3. If medical certificate holders suffer any medical fitness issues they must seek advice from their EU-certified Aero Medical Examiner (AME).

It is for the licence holder to ensure compliance with the above, failure to comply will result in the validation being revoked.

Operators responsibilities:

There are no direct responsibilities on the operator, however they should be aware that failure of the individual to comply will result in the validation being revoked and the possibility of aircraft being detained until a suitably qualified crew member can be allocated to the aircraft.