

CERTIFICATE OF VALIDATION

(Former UK Part-FCL Licence holder)



**Validation of EASA Part-FCL licences
issued to former UK Part-FCL Licence holder
between
1 January 2021 and 31 March 2021
effective between
1 January 2021 and 31 December 2021**

How will this be applied:

This document is issued by the Civil Aviation Authority (CAA) of the United Kingdom (UK) in pursuance of its powers under Article 71(1) of Regulation No. 2018/1139 has issued an exemption from Articles 4, 5, 6 and 7 of Commission Delegated Regulation (EU) 2020/723 concerning those persons holders of any Part-FCL licence (EASA Form 141) issued by an EASA Member State to a former United Kingdom Part-FCL licence holder, who has transferred their licensing and medical records to an EASA Member State, rendering such licences and certificates if issued between 1 January 2021 and 31 March 2021 for the purposes of operating an aircraft registered in the United Kingdom.

The Civil Aviation Authority hereby renders valid, for the purpose of operating an aircraft on the United Kingdom "G" register within and outside of UK airspace, such Part-FCL pilot licences that was issued in accordance with Commission Regulation (EU) 1178/2011, as adopted in the European Union, Islandic, Norwegian and Swiss Legislation at the time the holder of the licence exercises the privileges of the licence. by virtue of Official Record Series 4, General Exemption E1453.

There are conditions and limitations applied:

For the Licence:

1. This validation applies to licences that were issued from 1 January 2021, but before 1 April 2021 including any rating included within that licence that remains valid until 31 December 2021 (the licence subject to this validation must have an issue date prior to 1 April 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 April 2021, stated on the licence.
4. The holder of the validation must have a valid language proficiency in English of at least level 4 shown on their EASA Part-FCL licence (EASA Form 141).
5. The holder of the validation must have current 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 Medical Certificates 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 2021**.

Previous UK Licence Details:

Licence Number:

(the above information is to be completed by the licence holder)

Name:

Date 4 January 2021



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).

Whose responsibility is it to comply with the above:

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 can be allocated to the aircraft.