

## Biennial/Pre Check Out Hot-Topics Discussion – Irv Lee - Update: 16<sup>th</sup> May 2023

(If printed, this document's latest version is: <http://www.higherplane.co.uk/bfi-ground.pdf>)

The following summaries known changes primarily for UK-licensed private pilots in fixed wing G-reg SEP/SSEA aircraft in the UK, & future expectations, as a basis for further discussion, research and expansion by pilots & instructors but is **not claimed to be definitive or complete, and has no legal basis, so must be checked with official sources**. Some foreign licence info is included. New / Major Items that might cause confusion/be misunderstood/surprise are highlighted.

### Medicals, Ratings, Licences, flying G-Reg

- NB: (1) The old terms 'EASA aircraft' and 'non EASA aircraft' are now 'Part21 aircraft' and 'non Part21 aircraft' respectively.**  
**NB: (2) – Medical, certified or Self Declare, ONLY obtained now via registering/using a new CAA Portal. See [www.caa.co.uk/cap1902](http://www.caa.co.uk/cap1902)**

- **Validity Rules for LAPL(A) pilots: The most misunderstood concept in UK G.A. BEFORE any P1 flight you must check LAPL validity:** For **any** P1 flight using a LAPL(A) to be legal, **before that flight**, check your 2 year history back from the intended flight date for **either** having a LAPL(A) proficiency check, **OR**, 12 take offs & landings (Pu/t or P1) & 12 hours ( Pu/t or P1) in suitable aircraft\*. (**NB:** all or any hours can be pu/t BUT a total of 60 minutes or more **MUST** be pu/t). IF fewer than the hours or to&l required in previous 2 years before any intended flight as p1, then you **must not fly as normal p1**. Instead, you must either pass a Proficiency Check with a flight examiner, **OR** fly dual (pu/t) with an FI/CRI to top up your totals. (You could also get solo sign off just like a solo student would, for every flight (alone) until totals reached, but remember you may NEED the pu/t dual time in your history later on, Remember depending on your historic 'spread' of hours, topping up the totals today using instructors could still mean out of validity again fairly soon. A proficiency check is good for 2 year's validity from pass date. \*NB: If legal on microlights, any **p1** time (but NOT pu/t time) in 3-axis microlights can count towards LAPL validity.
- **UK CAA (NON-FCL) PPL-SEP or NPPL-SSEA:** Now valid in both Part21 AND non-Part21 G-reg aircraft. If part 21 aircraft, limitations are similar to those that a UK LAPL(A) holder has. eg up to 2000kg, etc -See Most Asked Questions on bottom of page 2.
- **UK Licences in non-G reg aircraft:** Not allowed without State of Registration's permission, even in UK airspace. (FAA allow it in UK FIRs)
- **Medicals: In UK, in G-reg part21 or non-part 21 aircraft, using FCL or non-FCL UK licences:** All valid with a LAPL medical OR a PMD (Self declare Medical, via the CAA Portal). An exemption (see page 2) allows PMD use with very few medical exclusions by any UK licence holder in the sort of aircraft that could be flown by a UK LAPL(A) holder. See page 2 for documents needed by EASA licence holders in G-reg.
- **Flying G-Reg SEP aircraft:** EASA licences (those NOT issued by the UK CAA) are no longer legal in G registered Part 21 aircraft without a formal validation. UK issued FCL PPL/Medicals saying "EU" or "EASA" must carry "Confirmation of Validity Document" if abroad (CAP2086) to explain the wording should be ignored now. Except with foreign State's permission, ICAO level licence/medical are required if flying abroad in G reg aircraft, so UK LAPLs not allowed outside UK without foreign permission, **BUT** non-ICAO licence/medical can be used in a limited number of UK national permit aircraft (eg: historic, historic design, and home-builts) for visiting France for up to 28 days – See LAA website for more details – **note it is NOT all permit aircraft & NO certified aircraft!** Non-UK PPLs e.g. FAA, SA, etc) are valid in G-reg non-Part21 aircraft they cover, but not valid in 'G' reg Part21 aircraft unless one-year temporary validation issued. Validations: FAA PPLs use CAA form SRG2140, see airspace/radio course in footer to help. Other foreign non-EASA PPLs use form SRG2141 or SRG2139. All use SRG2142 too. Pilots of N-reg 'part21' aircraft based in UK now need a UK licence, an FAA PPL alone is not sufficient.
- **"By Experience" SEP/SSEA Revalidation signature:** Allowed ANYTIME in the final 12 months before expiry after all requirements have been met to get a full 2 year extension on expiry date. (see my FAQ page for the requirements). The 'reval by experience' signature can **only** be done by either a **UK flight examiner**, OR, **UK FI/CRI** with 'FCL.945' **who completed your hour's training**. Also, for NON-FCL ratings (eg: NPPL ratings) a UK 'Revalidation' Examiner can sign. Hours for multiple NPPL ratings can cross count, if ratings valid, and at least one hour flown in one of the ratings being revalidated. All legally gained 3-axis microlight hours (p1 or pu/t) can count towards 12 hour totals for SEP revalidation by experience for SEP in a **UK non-FCL PPL**, but for SEP in a **UK FCL PPL**, microlight p1 only, Pu/t does **NOT** count.
- **Expired SEP ratings** need a renewal proficiency check with a flight examiner who will require a signed 'ready for test' certificate from an ATO/DTO, OR, if the SEP rating expired under 3 years, the 'ready for test' for the FE can be signed by an instructor even outside an ATO/DTO.

### Navigation/Infringements/Airspace, Foreign Flights, Cockpit Equipment, Radios, Transponders, etc.:

- **AIS Airspace Upgrade/Restriction Freephone, NOTAM Checking** . Check NOTAM close as practical to flight time, phone/tablet certified source Apps (eg Skydemon) encouraged. Official UK site for AIS information is <https://www.nats.aero/do-it-online/ais/> Airspace Upgrades/Restrictions for one day: 08085 354802 (+44 1489 887515). Using it is **not** a NOTAM check, just a check on temporary airspace.
- **Flying To/From UK To/From 'Abroad' (including Island of Ireland and Crown Dependencies eg: Jersey):** NEW from 1/01/2022, **BOTH** UK departure & UK arrival require pre-submitted GAR form to Govt bodies.; see [www.submit-general-aviation-report.service.gov.uk/](http://www.submit-general-aviation-report.service.gov.uk/)
- **D&D** say if lost in the UK's FIR, tell service provider OR if none, squawk 0030 (Alt if possible) whilst sorting it out (eg call 121.5)
- **'Listening Squawks':** (Official name 'FMC') **Don't expect to be called by ATC unless infringing!** If using Listening Squawks, do not self announce! Plan to fly Manchester Low Level Route? New scheme to May 2024, you must search & read & comply with 'CAA LLR PILOT GUIDE', ew scheme involving Listening Squawks for transit.
- **Use of ALT (Mode 'C')** is now **required** whilst airborne if aircraft fitted with a transponder capable of it. (Assuming electrics OK). Any 'Transponder Mandatory Zone' (TMZ) **needs Mode S & use of ALT, or obey any local exemption process.**
- **Life Jackets & PLBs in Part21 aircraft:** Life jackets required if out of glide distance of land. PLBs to be carried **on all flights** unless ELT fitted to aircraft. If flying to France, even non-EASA aircraft need a PLB (unless ELT of course), except for some excluded microlights.
- **UK Class D 3000' or below, 140kts or slower, daytime:** VFR needs 5km, clear of cloud, sight of surface, not SERA cloud distances.
- **FCL NCO: Documents to be carried in Part21 aircraft in flight:** G-reg EASA Permit aircraft require exemption ORS4/1457 to be printed and carried. All aircraft: Items in italics can be left at airfield if flight is not 'land away' in UK FIRs: Aircraft Flight Manual (or equivalent); *original certificates of registration and certificate of airworthiness (CofA); noise certificate if applicable; any specific approvals; aircraft radio licence; 3rd party liability insurance certificate(s); the journey log or equivalent, for the aircraft;* details of any filed ATS flight plan; current & suitable aeronautical charts for the route of the intended flight and all routes that the flight may be expected to divert; Intercept Procedures and Signals (e.g.: Skyway Code [www.caa.co.uk/cap1535](http://www.caa.co.uk/cap1535) Page 142 for a few pages); the Minimum Equipment List or Configuration Deviation List.

### Useful Subscriptions/Codes and Info Sites to keep yourself up to date on changes:

- **VFR Charts'** updates: Between annual issues, check VFR Charts within <https://www.nats.aero/do-it-online/ais/>
- **Skyway Code CAP1535:** excellent pilot guide from CAA, all sorts of relevant information for the VFR GA pilot [www.caa.co.uk/cap1535](http://www.caa.co.uk/cap1535)
- **Skywise:** Sign up for email notification of changes in licensing rules or process from the CAA via <http://skywise.caa.co.uk/>

- **Cure for confusion: Whole day PPL Masterclass or the Pre-Preflight Checklist, see side tabs via author's site: [www.higherplane.co.uk](http://www.higherplane.co.uk)**
  - See same website for an excellent 3 x 90 minute **Zoom radio course** for students or PPL revision alike – invaluable for foreign trained PPLs, great de-ruster for UK Pilots and clearly, excellent for passing radio exams. **Details, Next Dates:** See [www.higherplane.co.uk/rt.html](http://www.higherplane.co.uk/rt.html)
  - **Need Aviation Equipment?** Use Checkout Promotional Discount Code 'irvlee' at the **Online Pooleys Shop**– just enter 'irvlee' during checkout
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**Corona Virus and 'Leaving EASA' Exemptions Explained**  
**For the 1<sup>st</sup> time in 20 years, this document has 2 pages, to explain the Corona Virus Exemptions for GA Pilots**

NB: Below are summaries of points in exemptions and rules after leaving EASA, to allow GA pilots to understand the basic issues & allowances in them. You **must read the exemption itself** for full detail, full conditions, full exclusions, & full requirements, look for the exemption number in [www.caa.co.uk/ors4](http://www.caa.co.uk/ors4). My interpretation has no legal value. Items below may be fine tuned as further information arrives.

**NB: The old terms 'EASA aircraft' and 'non EASA aircraft' are now 'Part21 aircraft' and 'non Part21 aircraft' respectively.**  
**NB: A new CAA microsite for 'post-EASA' info for licensing/medicals is available: <https://info.caa.co.uk/euexit/>**

**Use of UK Pilot Medical Declarations (PMD) with UK FCL licences in G-reg Part21 aircraft.** PMD with the 5700kg MAUM limit can be used in Part 21 G-reg aircraft in UK airspace without relying on exemptions. Exemptions ORS4 1542 or 1543 allow PMD use with a MUCH lighter medical history for UK national licences or UK FCL licences if aircraft does not exceed 2000kg MAUM. Read those exemptions on [www.caa.co.uk/ors4](http://www.caa.co.uk/ors4) – note they expire in April 2023. Latest info on all medicals, including PMD, and how to get them, see cap1902 ([www.caa.co.uk/cap1902](http://www.caa.co.uk/cap1902)) about the CAA Portal which **MUST** now be used for both PMD or prior to booking an official medical examination with an AME. Note, if you want an AME medical rather than a PMD, the portal does not make a booking, it just stores your medical history for the AME. After providing it, you still have to book an appointment yourself outside the system.

**CAP2086 – Flying G-reg aircraft outside UK using a UK PPL or Medical mentioning 'EASA':** Print/carry CAP2086, a CAA document confirming that UK law has made your pre-2021 EASA PPL and/or EASA medical legal as a UK ICAO equivalent: [www.caa.co.uk/cap2086](http://www.caa.co.uk/cap2086)

**CAP2017 – Flying G-reg aircraft using a non-UK EASA licence:** Allowed in UK until 31/12/2022 and, unless exemption 1453 applies (see below), only for such licences issued prior to 2021. For all EASA States' licences except Switzerland, print/carry [www.caa.co.uk/cap2017](http://www.caa.co.uk/cap2017) which is a general exemption to 'validate' these licences for use in G-reg aircraft (note conditions within – if outside UK airspace, the non-UK EASA licence/medical must be ICAO compliant, so LAPL licence or medical is not allowed). Swiss EASA licence holders must print and carry ORS4 1454 from [www.caa.co.uk/ors4](http://www.caa.co.uk/ors4) and also the general exemption CAP2018 ([www.caa.co.uk/cap2018](http://www.caa.co.uk/cap2018)), again, only valid for Swiss licences issued prior to 2021, unless ORS4 1453 applies (see below).

**ORS4 1457 -Flying any EASA Permit aircraft in UK Airspace:** ORS4 1457 must be carried to make EASA Permit aircraft legal in UK Airspace. See [www.caa.co.uk/ors4](http://www.caa.co.uk/ors4) and look for, read, and print 1457.

**Most Questions Coming to Me at the Moment are:**

**Q1:** My UK PPL/LAPL was issued to me by the UK CAA under EASA rules and I have been told I had to exchange it by end of 2022 for a new UK FCL PPL/LAPL. Is that correct and if so how do I do that and how much?

**NOT CORRECT, no action needed – the statements about having to convert an EASA/EU licence by 31/12/2022 to a UK FCL licence in order to continue to fly G registered part 21 aircraft mean 'Only if licence is issued by a State other than the UK'. If your licence was issued by the UK CAA, after 2022, you can continue to fly G registered aircraft that it has always covered. If it has 'GBR' and also 'FCL' in the licence reference 'number', it already is a UK FCL licence, not matter what it says on the printed page. See also CAP2086 above if flying out of the UK, as it states the EU/EASA designation written on your UK FCL licence can now be ignored.**

**Q2:** I have a non FCL licence, a pre EASA/JAA UK issued PPL and SEP rating OR an NPPL-SSEA, I am told I cannot fly G registered Part 21 aircraft like the C172, PA28, Cirrus, etc. Is this true?

**NO, not true, you can now fly such aircraft with such licences/ratings. UK national licences (those without FCL in the licence number) were banned by EASA from flying such aircraft from April 8<sup>th</sup> 2020, that was then copied into UK Law at the end of 2020, but this ban was lifted by a new law called the Aviation (Safety) Amendment Regulation (2) passed by the UK Parliament in June 2021. This allows the national licences mentioned to fly G-registered Part 21 aircraft (like those mentioned) as long as they are the sort of aircraft that a LAPL(A) pilot could fly (eg Single engine, max MAUM of 2000kg, etc). See the law itself or the announcement on CAA Skywise: <http://skywise.caa.co.uk/licences-issued-in-accordance-with-the-ano-flying-uk-part-21-aeroplanes/>**

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