

Light Aircraft Pilot Licence (LAPL): From 1 January 2021

1. From 1 January 2021 the UK ceases to be an EASA Member State, as such all licences issued by the UK CAA will be considered by EASA and the Member States as being issued by a third country.
2. A UK CAA issued EU Part-FCL LAPL will become a UK CAA issued Part-FCL LAPL. The LAPL does not conform to the standard PPL in ICAO Annex 1, this is often referred to as sub-ICAO. The UK is currently not expecting any mutual recognition of pilot licences with EASA/EU.
 - a) This means a UK CAA issued Part-FCL LAPL:
 - i. May be used in UK airspace to operate UK (G) registered aircraft within licence privileges.
 - ii. May not be used outside UK airspace, including EU airspace, unless with the approval of the State or Crown Dependency concerned.

Why? Because it is a sub-ICAO and third country licence and the UK is no longer an EASA Member State.
 - iii. May be used to operate UK (G) registered nationally regulated (previously 'non-EASA') and Part-21 (previously 'EASA') aircraft.

Why? Enabled by ANO 2016 Article 150.
3. An EU Part-FCL LAPL issued by an EASA Member State after 1 January 2021 may not be used to fly an aircraft registered in an EASA Member State in UK airspace.

Why? Because Article 59 of Regulation 2018/1139 as retained in UK law requires such aircraft and their crew to comply with ICAO standards, which the LAPL does not.
4. An EU Part-FCL LAPL issued by an EASA Member State prior to 1 January 2021 may be used to fly a UK (G) registered aircraft in UK airspace.

Why? Because the licence remains valid in UK law for up to two years in accordance with the EU (Withdrawal) Act 2018 and will be treated as if it were issued by the CAA.
5. An EU Part-FCL LAPL issued by an EASA Member State may not be used fly a UK (G) registered Part-21 (previously 'EASA') aircraft in airspace of an EASA Member State.

Why? This would be contrary to the requirements of Article 59 of Regulation 2018/1139.
6. A UK (G) registered non-Part 21 aircraft (aircraft nationally regulated) may not be flown on a LAPL outside of the UK without the approval of the State or Crown Dependency concerned.

Why? Because Article 59 of Regulation 2018/1139 as retained in UK law requires such aircraft and their crew to comply with ICAO standards, which the LAPL does not.

OFFICIAL-SENSITIVE
Handling Instructions:

7. Unless with the approval of the State or Crown Dependency concerned, LAPL privileges included in a UK CAA issued Part-FCL PPL may only be exercised in UK airspace.

Why? Because a UK CAA issued Part-FCL PPL, which does not include a valid Class 2 medical certificate, does not comply with the requirements of Article 59 of Regulation 2018/1139.