

The CAA's guide to

Brexit No Deal & Aviation Safety



September 2018

Introduction

The stated preference of the UK Government and the CAA is that the UK remains part of the EASA aviation safety system post Brexit. Whilst this remains our position, we are preparing for the possibility of a no deal Brexit in March 2019

Based on the Technical Notices published on 13 September 2018, this document explains for EU businesses and individuals operating in the EU aviation system what the UK Government and the CAA would do in this scenario to maximise continuity and stability for passengers and the aviation and aerospace sector. It also states the EU's current position on a number of issues.

Each business or individual that might be affected by a no deal Brexit should consider and make decisions for itself on the implications of this scenario and plan accordingly

Brexit & aviation safety



Aviation is a **global industry** that is globally regulated. Under any Brexit scenario, the UK and the CAA remain committed to maintaining global safety standards



The UK is currently a **key member of EASA**, the EU's agency that oversees aviation safety



Remaining an **EASA member** is a goal shared by the UK Government and the CAA. However we are working closely to prepare in case this can't be achieved.

What is our position if there is no deal by 29 March 2019?



We are committed to **maximising continuity and stability** for consumers and the UK's aviation and aerospace industries.



UK aviation will be as safe after we leave the EU as before. In the no deal scenario, we would recognise **EASA certificates, approvals and licences** for use in the UK aviation system and on UK-registered aircraft at least for a period of two years following Brexit. It would, in the UK's view, be in the EU's interests to recognise UK certificates, approvals and licences in the same way. To date, the EU has publicly stated it would not do so.



UK registered commercial pilot – what would it mean?



For most UK registered **commercial pilots**, there would be little impact.



Global aviation rules (ICAO) mean that UK issued pilot licences would be valid for use on UK-registered aircraft, regardless of the negotiation's outcome.



Pilots with UK licences who want to fly EU-registered aircraft post-Brexit would need to **transfer their licence** to another EASA member state before Brexit, or seek a second licence from an EASA member state.