



Miscellaneous

No: 1532

UK Regulation (EU) 2018/1139

Publication date: 31 March 2022

General Exemption E 5670

Holders of EASA Part-66 Aircraft Maintenance Licences issued by EEA Member States who have applied for a UK Part 66 Aircraft Maintenance Licence

Background

- 1) This Exemption is intended to have the same effect as the intention of the Exemption it replaces, No. 1505 dated 22 September 2021.
- 2) From 01 January 2021, holders of EASA Part 66 licences benefitted from an additional UK Part 66 licence in exactly the same terms as the EASA licence that existed on 31 December 2020, treated as if that UK licence had been issued by the CAA, as a consequence of saving and transitional provisions in EU Exit related UK legislation¹.
- 3) However, the UK Part 66 licence treated as if it had been issued by the CAA (the “**UK Part 66**”) does not benefit from any additional privileges added to the EASA Part 66 licence on or after 01 January 2021. Only the CAA can add additional privileges to the UK Part 66.
- 4) For urgent operational need, and only until 31 December 2022, (by way of this Exemption)
 - a) the CAA intends to permit the recognition of any additional privileges added to the EASA Part 66 licence on or after 01 January 2021, as if they had been applied to the UK Part 66 licence, thereby having the effect as if those ratings had been added to the UK Part 66 licence by the CAA. However, this effect will apply only to UK Part 66 licence holders that have applied for (and are waiting for the issue of) an **actual UK Part 66 licence** issued by the CAA and subject to the other conditions in this Exemption; and
 - b) the CAA intends to recognise (by way of this Exemption) any Part 66 licences issued by EEA Member States on or after 01 January 2021 as if they had been issued by the CAA. However, this effect will apply only to such EASA Part 66 licence holders that have applied for (and are waiting for the issue of) an **actual UK Part 66 licence** issued by the CAA and subject to the other conditions in this Exemption.
- 5) For the avoidance of doubt:
 - a) The UK Part 66 licence treated as if it was issued by the CAA will expire under UK law on 31 December 2022 in any event; and

¹ Pursuant to EU (Withdrawal) Act 2018 Schedule 8 Part 3 paragraph 37(1) and the Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 Schedule 3 paragraph 2(1)

- b) The UK Part 66 licence treated as issued by the CAA will be automatically cancelled if and when the CAA issues an actual UK Part 66 licence.
- 6) As a result of this Exemption the licence holders described in paragraph 4 are permitted to issue a certificate of release to service for UK registered aircraft.
- 7) For the avoidance of doubt, after 31 December 2022, only holders of actual UK Part 66 licences with appropriate ratings to exercise those privileges will be permitted to issue a certificate of release to service for UK registered aircraft.

Interpretation

- 8) In this exemption, references to EU regulations are to those regulations as retained and amended in UK domestic law under the European Union (Withdrawal) Act 2018 and are referenced hereafter as “UK Regulation (EU) year/number” or “UK Regulation (EU) No. number/year”.

Exemption Part 1

- 9) The Civil Aviation Authority ('the CAA'), pursuant to Article 71(1) of UK Regulation (EU) 2018/1139, exempts any person who is the holder of an EASA FORM 26 (EASA Part 66 Aircraft Maintenance Licence) issued by an EEA Member State between 01 January 2021 and 31 December 2022, from the requirements of Part 145.A.30(g) & (h), Part M.A.606(g), CAO.A.040(a) of UK Regulation (EU) No. 1321/2014 for the purposes of issuing a certificate of release to service for an aircraft registered in the United Kingdom, subject to the following conditions:
 - a) that the EASA Part 66 licence and associated ratings must be valid in accordance with EU Commission Regulation No. 1321/2014, at the time the holder of the licence exercises the privileges of the licence; and
 - b) that the EASA Part 66 licence holder must have made an application to the CAA for issuance of an actual UK Part 66 Aircraft Maintenance Licence (including receiving acknowledgement from the CAA of receiving the application) prior to exercising the privileges of the licence and issuance of certificate of release to service of any UK Registered aircraft; and
 - c) a copy of this exemption is placed with the licence holder records at each maintenance organisation where the holder has been granted an Authorisation as certifying staff (or support staff) based on the EASA FORM 26 (EASA Part 66 Aircraft Maintenance Licence).

Exemption Part 2

- 10) The Civil Aviation Authority ('the CAA'), pursuant to Article 71(1) of UK Regulation (EU) 2018/1139, exempts any person who is the holder of an Form 26 Aircraft Maintenance Licence treated as if issued by the CAA as a consequence of savings provisions in EU Exit related UK legislation² from the requirements of Part 145.A.30(g) & (h), Part M.A.606(g), CAO.A.040(a) of UK Regulation (EU) No. 1321/2014 for the purposes of issuing a certificate of release to service for an aircraft registered in the United Kingdom to the following extent only, subject to the following conditions:
 - a) The person is the holder of an EASA Form 26 Part 66 Aircraft Maintenance licence issued by an EEA Member State prior to 01 January 2021 (and thereby holds a UK Form 26 Part 66 Aircraft Maintenance Licence as if it had been issued by the CAA, and that UK Form 26 Part 66 Aircraft Maintenance Licence has not been revoked by the CAA);

² Pursuant to EU (Withdrawal) Act 2018 Schedule 8 Part 3 paragraph 37(1) and the Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 Schedule 3 paragraph 2(1)