

## Biennial/Pre Check Out Hot-Topics Discussion – Irv Lee - Update: 13<sup>th</sup> Feb 2025

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

The following summarises 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.**

#### • **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 S.E. aeroplane\*. (**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 get solo sign off like a solo student 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 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:** ICAO level UK licence/ratings/medicals are normally required if flying abroad (LAPLs, NPPL not normally allowed) unless permission given by State in question. In France, non-ICAO licence/medicals can be used in a minority of UK national permit aircraft (eg: self-build or historic designs) when visiting France for up to 28 days VFR – See LAA website for more details - **NB: This is NOT all permit aircraft & definitely not certified aircraft!**. Non-UK PPLs e.g. FAA, EASA, etc) are valid in the G-reg non-Part21 aircraft they cover, but not valid in 'G' reg Part21 aircraft unless one-year temporary CAA validation issued. Pilots of foreign registered 'part21' aircraft based in UK now need a UK licence (or validation), e.g. an FAA PPL/medical alone is no longer sufficient to fly N reg if based in UK. If flying outside UK with a UK issued licence/medical mentioning EU or EASA, print one page CAA's CAP2086 and take with you.

• **"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). SEP: 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. 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**. For SEP in a **UK FCL PPL**, CAA (now) say whilst microlight Pu/t can count to usual reval hours totals, the 'one hour' training that is required must be in a 'real' SEP aircraft, not a microlight.

• **Expired SEP ratings** need a renewal proficiency check (a test) with a flight examiner who will require a signed 'ready for test' certificate from a school (ATO/DTO), OR, if the rating expired fewer than 3 years ago, the certificate can be from 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 & arrival require pre-submitted GAR form to Govt bodies: MAJOR changes, including large fines if the process (including checking passengers documents are not followed for inbound to UK}. 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).

• **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:** With VFR clearances, only need clear of cloud, sight of surface, not SERA distances.

• **FCL NCO: Documents to be carried in Part21 aircraft in flight:** G-reg Part-21 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.

• **Active Carbon Monoxide Detectors in Piston Engine Aircraft:** Now required, search 'CAA carbon monoxide' for the few exceptions

### 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 100 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](http://Online.Pooleys.Shop)– just enter 'irvlee' during checkout

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## Most Common Misconceptions

**NB:** The old terms 'EASA aircraft' and 'non EASA aircraft' are now 'Part21 aircraft' and 'non Part21 aircraft' respectively.

### 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 it has 'EU' on the front. I have been told I have to exchange it for a new UK FCL PPL. 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, even 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).

- **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 100 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)
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