

The following is a summary of recent known changes for private pilots in the UK, and future expectations, current January 2018. It is provided as a basis for further discussion, research and expansion by pilots and instructors but is **not claimed to be definitive or complete, and has no legal basis**. Any legalities mentioned must be checked with authoritative sources. Changes happen all the time, most recent in are **highlighted in this colour**.

**NB: EASA Aircraft:** Much below depends on whether the aircraft flown is an EASA aircraft or not. Check maintenance paperwork or by entering its 'G' registration into GINFO, [www.caa.co.uk/ginfo](http://www.caa.co.uk/ginfo) – if "EASA" mentioned in the CofA/Permit field or similar, the aircraft is an EASA aircraft, whereas no mention at all of EASA in the record means it is 'non-EASA' (annex ii)

**SERA** (Standard European Rules of the Air) are in force in the UK, with certain exemptions, all listed in [www.caa.co.uk/ors4](http://www.caa.co.uk/ors4)

### Cockpit Equipment, Radios, Transponders, etc.

- PLBs now to be carried by one occupant in all EASA aircraft flights unless ELT fitted in aircraft, even for local flights. If flying to France, even non-EASA aircraft need a PLB, except for some excluded microlights.
- 8.33-spacing radio needs to be used now, **very few exceptions** (eg: glider frequencies, ground stations waiting to convert in 2018, D&D 121.5)
- 'Listening Squawks' (monitoring codes) spreading fast around the country – see [www.flyontrack.co.uk](http://www.flyontrack.co.uk) for more info and detailed graphic – Note: if using a listening squawk, do NOT announce or make a call if using this scheme. No call to you should be expected (unless you infringe).
- Use of 'Charlie' (i.e. ALT selected) is now **required** whilst airborne if aircraft fitted with Mode C capable transponder. (Assuming electrics OK)
- Any 'Transponder Mandatory Zone' (TMZ) **needs Mode S & use of C(ALT), or obey any local exemption process.**
- **EASA NCO says the following documents must be in EASA aircraft in flight (Items in italics can be left at airfield if flight is local, not land away)** 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.: Leaflet 11 from [www.caa.co.uk/safetysense](http://www.caa.co.uk/safetysense)); the Minimum Equipment List or Configuration Deviation List.

### Medicals, Ratings, Licences:

- GP counter-signed medical declarations replaced by online self declarations. ([Google "CAA Portal Self Medical"](#)). Unless taking medication for psychiatric disorders, a new (summer 2016) UK self-declare medical can be used for flying aircraft up to 2 tonnes max, and can be used for heavier SEP below 5700kg with extra medical exclusions, max 4p.o.b.. NB: It cannot be used with any EASA licences in any EASA aircraft. Also, EASA PPLs cannot be used with LAPL medicals. Self certify medicals can be used now with UK national licences (such old PPL or NPPL) in both EASA & non EASA aircraft in UK airspace, but from 8/4/2018, such licences will be **invalid in EASA aircraft** anyway. EASA licences (LAPL, PPL) can use the new UK self declare medical, but ONLY in **non-EASA** aircraft in the UK. For fuller detail of combinations of licences, medicals & EASA/non-EASA aircraft see [www.caa.co.uk/cap1441](http://www.caa.co.uk/cap1441) or [www.higherplane.co.uk/combo.html](http://www.higherplane.co.uk/combo.html)
- Pilots flying EASA-certified (or EASA-Permit) aircraft using old CAA PPL with SEP rating and full EASA medical are **now restricted to LAPL-like privileges which means: No instructing using old licences in EASA aircraft (not even biennial training flights), IMC ratings not valid either (needs IR(R) in EASA PPL)..** Old UK PPLs and NPPL (licences or ratings) not valid in EASA aircraft after April 7<sup>th</sup> 2018.
- **Foreign non-EASA PPLs (e.g. FAA PPL, SA PPL, NZ PPL)** are no longer valid in 'G' registered EASA aircraft until the pilot follows new process with instructor/examiner and submits a new CAA form. FAA PPLs should use the process outlined in CAA form SRG2140. Other foreign non-EASA PPLs flying fewer than 28 days per year, their process is described in CAA form SRG2141, or form CAA SRG2139 if flying 28 days or more each year. All should apply for licence verification via form SRG2142. Foreign PPLs must not fly in G registered EASA aircraft until this process has been completed.
- NPPL ratings can be revalidated together, allowing cross counting of hours subject to min 1 hour in each rating within the required grand total of 12.
- EASA LAPLs have a 'rolling validity' scheme instead of a rating expiry dates. NB: Validity is 12 hours PLUS a training hour in 24 months (and 12 take offs and landings **whilst p1**) **before any flight**, counting back from the day of intended flight.
- **You need a current English Proficiency level (4,5, or 6) before flying abroad, or before applying for any EASA licence.** A level 6 (permanent) can be awarded in a ground session by a UK Flight Examiner or UK Class Rating Examiner or a flight test.
- **Revalidation signature for a SEP /TMG rating by experience** in an EASA licence to extend it 2 years beyond expiry can be done ANYTIME that the requirements are met in the final 12 months (not final 3!) and still get the full 2 year date extension. For revalidation by experience, a **UK flight examiner** must be used for revalidation signature, OR, if your FI/CRI **who did your training hour** has 'FCL.945' licence privileges, he/she can sign the revalidation itself when all items are completed. An SEP in an old UK PPL **can** count 3-axis microlight hours towards the 12 needed, BUT same SEP in EASA PPL **cannot**. Expired TMG/SEP ratings need a 'ready for test' certificate from a school (ATO/RF) before a renewal flight test (called a proficiency check)..
- Further help on confusions – see my website for FAQ, or products like whole day Masterclass or personal checklist (see bottom of this page)

### Navigation/Infringements/Airspace:

- NATS Trial to mid 2018 of "Intend to cross Class D VFR" prenotification for selected CTRs around London: See <https://aup.nats.aero/>
- CAA will now consider suspending an infringer's licence immediately whilst investigating an infringement.
- No more "Quadrants": Whilst remaining voluntary even above transition for VFR pilots in the UK, the Quadrantal Rule is totally replaced by a semicircular rule, with VFR levels on magnetic tracks from 000 to 179 having 'odd' thousands plus 500 feet, 180 to 359 having even thousands plus 500 feet. Eg: FL075 is VFR for tracks 000 to 179, FL065 for 180 to 359
- Useful countrywide 'local' VFR guides, Hot News, Useful Links, listening squawk tables, pictorial guides for your local controlled airspace, Radar Replays and pilot reports from infringements on FlyOnTrack, <http://www.flyontrack.co.uk>
- For pilots flying near the London area, a video of briefings, tips, gotchas, and video shots of routes is available free from NATS "VFR Around the London TMA" – see <http://vfr.airspacesafety.com/content/>
- AIS freephone CHANGE 08085 354802 (+44 1489 887515): daily 'safety net' warnings, Restrictions, Airspace Upgrades, etc.
- NOTAM Checking: UK Official: <http://www.ais.org.uk> - Efficient use techniques e.g.: 'Narrow Route Brief' for cross countries, "doglegging" brief routing with navaid offsets, and use of 'Point Brief' for local flying and checking a circle around airfield. OR NATS Approved UK graphical NOTAM via <http://www.skydemonlight.com> or iPad App - free to use..
- Going Abroad: Awareness of growing (uncoordinated) Mode S xponder requirements in Europe. Some French airports (e.g. Cherbourg) trial of 'RA(T)' Zones instead of CTR (salary saving measure to use lower qualified ATC) but airfields still perfectly usable following local procedures on radio.

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

- See 'VFR Charts' tag on <http://www.ais.org.uk> when signed in to that site and sign up for emails for 'in-between issue' changes to your chart
- NEW: 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)
- Sign up for email notification of changes in licensing rules or process from the CAA via <http://skywise.caa.co.uk/>
- NEW: My revamped **PPL MASTERCLASSES** have restarted – all over the UK by demand – see [www.tinyurl.com/pplmasterclass](http://www.tinyurl.com/pplmasterclass)
- Need Aviation Equipment? Discount code 'irvlee' on all products at Pooleys Online, [www.pooleys.com](http://www.pooleys.com) – just enter 'irvlee' in promotional discount code

**Deconfusion: Whole day PPL Masterclass [www.tinurl.com/pplmasterclass](http://www.tinurl.com/pplmasterclass) – ask for one near you. Or try the Pre-Pre-flight Checklist for tips and cure for many confusions: [www.tinyurl.com/pilotpal](http://www.tinyurl.com/pilotpal) – Author's site: [www.higherplane.co.uk](http://www.higherplane.co.uk)**