

The following summarises known changes for private pilots in fixed wing 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**. Recent changes, or not so recent but likely to have slipped notice, 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 – if it is a fixed wing landplane, (SEP), and the word “EASA” mentioned in the CofA/Permit field or similar, then the aircraft is an EASA aircraft. Sadly not so easy for motor gliders, large numbers of which are EASA aircraft!
SERA (Standard European Rules of the Air) are in force in the UK, with certain exemptions, all listed in www.caa.co.uk/ors4

Cockpit Equipment, Radios, Transponders, etc.

- D&D wants everyone who is genuinely lost in the UK's FIR to know they should squawk 0030 (Alt if possible) whilst sorting it out
- 8.33-spacing radio needs to be used now, **very few exceptions** (eg: D&D 121.5) – note almost all regular GA frequencies changed (LARS may not have) – phone destinations preflight, check changes within SUPPLEMENTS on www.ais.org.uk under the IAIP tag. Moving map software products won't show new ones until changes are made to the AIP, possibly months after the actual change. **SafetyCom** now 135.480MHz
- 'Listening Squawks': DO NOT announce or make call if using this scheme. **No call to you should be expected from ATC** (unless you infringe).
- Use of 'Charlie' (i.e. ALT selected) is now **required** whilst airborne if aircraft fitted with a transponder capable of it. (Assuming electrics OK). Any 'Transponder Mandatory Zone' (TMZ) **needs Mode S & use of C (ALT), or obey any local exemption process.**
- 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 (unless ELT of course), except for some excluded microlights.
- **EASA NCO: Documents to be carried in EASA aircraft in flight:** Items in italics can be left at airfield if flight is not 'land away' (or whilst Information Notice 2016/093 or successor is active, also flights solely in the Scottish or London 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.: Leaflet 11 from www.caa.co.uk/safetysense); the Minimum Equipment List or Configuration Deviation List.

Medicals, Ratings, Licences: (The combinations are so complex, I provide a webpage of combinations: www.higherplane.co.uk/combos.html)

- **EASA LAPLs** have a 'rolling validity' scheme instead of a rating expiry dates. NB: Validity is 12 hours P1 + an additional training hour in 24 months (and 12 take offs and landings whilst P1) **before any flight**, counting back from the day of intended flight. This will hopefully change in 2019.
- **Online Self-Declare Medicals:** (Google “CAA Portal Self Medical” to get one). Unless taking medication for psychiatric disorders, a new (from summer 2016) UK online self-declare medical can be used for flying **NON-EASA aircraft** up to 2 tonnes max, or **NON-EASA SEP** below 5700kg subject to further medical exclusions, both max 4 p.o.b., G reg, UK airspace. As for **EASA Aircraft**, exemption ORS4 1283 allows medical self-declarations to be used with EASA PPL(A) or LAPL(A) **in EASA SEP aircraft**, subject to LAPL-like limits, (eg: MAUM 2000kg, max 4 P.o.b) – summary: UK Airspace for 'normal' private G.A. use, but no training or solo student, no IMC, and is for UK's FIRs only. Read exemption 1283 in www.caa.co.uk/ors4 for full official limitations and rules. See www.higherplane.co.uk/combos.html for licence/medical combinations
- **NON EASA Licences for flying EASA-certified (or EASA-Permit) aircraft:** **UK** PPL-SEPs and NPPL-SSEAs can fly EASA aircraft until **APRIL 7th 2020**, subject to conditions – eg: SSEA stay in UK airspace, UK PPL SEP subject to LAPL-like restrictions on MAUM and POB, etc. but an SEP rating revalidation still follows SEP rules as before, NOT LAPL rolling validity. See index www.caa.co.uk/ors4 and look for exemption 1293.
- **Foreign non-EASA PPLs** (e.g. FAA, SA, etc) not valid in 'G' registered EASA aircraft until the following process has been completed: FAA PPLs use the process outlined in CAA form SRG2140. Other foreign non-EASA PPLs flying fewer than 28 days per year, their process is 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.
- **If flying aircraft registered in a different EASA state to the one that issued your EASA licence**, print and always carry www.caa.co.uk/cap1705
- **NPPL Ratings:** Can be revalidated together allowing cross counting of hours subject to min 1 hour in each rating within the required total of 12.
- A level 6 (permanent) English Proficiency can be awarded by a UK Flight Examiner or UK Class Rating Examiner by ground chat or a flight test unless pilot was not originally an English speaker born here... check with CAA if in doubt.
- **Revalidation signature for a SEP/TMG rating by experience** in an EASA licence to extend it 2 years beyond current expiry is allowed ANYTIME that the requirements are met in the final 12 months (not final 3!). The final revalidation signature can only be done by a **UK flight** examiner, OR, if your FI/CRI **who completed your hour's training** has 'FCL.945' licence privileges, he/she can sign the revalidation itself when all items are completed. **UK CAA** now say training hour can be made up of various training flights with various instructors. 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 of “Intend to cross Class D VFR” prenotification for selected CTRs around London: See <https://aup.nats.aero/>
- 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>
- **AIS freephone CHANGE 08085 354802 (+44 1489 887515):** Number change! Daily 'safety net' warnings, Restrictions, Airspace Upgrades, etc.
- **NOTAM Checking:** UK Official: <http://www.ais.org.uk> – Keep current on using official site e.g.: 'Narrow Route Brief' for cross countries in case your favourite planning software has a temporary glitch. Skydemonlight v. useful free notam checker if available on your devices, UK airspace only.

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
- Sign up for email notification of changes in licensing rules or process from the CAA via <http://skywise.caa.co.uk/>

Deconfusion: www.tinyurl.com/pplmasterclass **Whole day PPL Masterclass** – ask for one near you, or try the Pre-Pre-flight Checklist for tips and the cure for many confusions: www.tinyurl.com/pilotpal – If 'tinyurl' blocked for you, go via author's site: www.higherplane.co.uk •

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