

The following summarises known changes for private pilots in fixed wing SEP/SSEA aircraft in the UK, & future expectations. It is provided 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**. Any legalities mentioned must be checked with authoritative sources. Recent changes, or those 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
- 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.
- 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) – **note MOST regular GA frequencies will change in 2018 – check list of changes within SUPPLEMENTS on www.ais.org.uk under the IAIP tag.**
- '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.**
- **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:

- **Licences for flying EASA-certified (or EASA-Permit) aircraft: UK PPL-SEPs and NPPL-SSEAs can fly EASA aircraft until APRIL 7th 2019 now.** (was April then June 2018). Subject to conditions – eg: SSEA stay in UK airspace, SEP subject to LAPL-like restrictions on MAUM and POB, etc. LAPL medicals cannot be used with EASA PPLs in any aircraft. Foreign non-EASA PPLs (e.g. FAA, SA, etc) not valid in 'G' registered EASA aircraft until new form process followed. 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. Foreign PPLs must not fly in G registered EASA aircraft until this process has been completed.
- **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 (Annex ii) aircraft up to 2 tonnes maum, or Annex ii SEP below 5700kg subject to further medical exclusions, both max 4 p.o.b., G reg, UK airspace. For fuller detail of combinations of licences, medicals & EASA/non-EASA aircraft see www.caa.co.uk/cap1441 or www.higherplane.co.uk/combo.html - **NB: For a year's trial, from April 8th 2018, such CAA self medical declaration can be used with EASA PPL(A) or LAPL(A) that was issued before 8/04/2018 in EASA aircraft MAUM up to 2 metric tonnes in UK Airspace for 'normal' private G.A. use, but no training (by PIC), no IMC, no cost-share, no “intro flights”, and is for UK's FIRs only.**
- 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 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.
- 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.
- 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 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/>**
- 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>
- Video briefings, tips, gotchas, & shots of routes is available free: See "VFR Around the London TMA" – see <http://vfr.airspacesafety.com/content/>
- **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> - 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: Growing (uncoordinated) Mode S transponder 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
- Sign up for email notification of changes in licensing rules or process from the CAA via <http://skywise.caa.co.uk/>

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

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