



Transport Malta





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BREXIT effects on UKCAA Pilot Licences

UK CAA Licences

From 1 January 2021, to obtain an EASA Part-FCL licence, the holder of a UK licence must apply for the CONVERSION of the UK licence, in accordance with the provision of Commission Delegated Regulation (EU) 2020/723.

Accordingly, as of that date, a UK-issued licence **CANNOT** be used to operate aircraft of commercial operators under oversight of EASA Member States.

However there are Steps to rebuild the licence via the Delegated act 2020/723



Converting to an EASA Licence



As of June 2021 TMCAD has issued a total of 60 Conversion and we have a 150 applicants in the process of converting their UK CAA Licence to a Malta Part-FCL Licence. The process differs depending on the licence type which can be divided them into three categories.

1. **ATPL (A) (H) Conversion Process**
2. **CPL (A) (H) Conversion Process**
3. **PPL (A) (H) Conversion Process**

Where Do I Start?



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1. Read the FAQs **on our website**
 2. Submit documents **listed on the website**
 3. Follow the process **stated on the website**

Documents To Send

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1. A coloured passport copy
 2. Copy of ICAO licence
 3. Copy of ICAO medical
 4. Copy of Last 3 logbook pages including totals (Signed)
 5. Copy of ATPL theoretical Knowledge examination results

Actions To Take

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1. Book a Malta Part-MED EASA Class 1 Initial medical
 2. Complete an English Language Proficiency Check with an EASA approved assessor or Language Testing Body
 3. Fill in the Appropriate UKCAA form to apply for verification of a license
 4. Fill in the Appropriate UKCAA form to apply for verification of examinations (if certificate is not available)

Specific Documents

ATPL Specific

1. Fill in Appendix 1 with Experience requirements in Form 161 (for Aeroplanes) or form 252 (for Helicopters)
2. Book an ATPL skill test with an EASA Approved Examiner (designation rules apply – **see PEL Notice 49**)

CPL Specific

Note this includes what individuals refer to as a Frozen ATPL and MPL licences also.

1. Follow procedure and conduct training & checking requirements as per PEL Notice 80.

Frequently Asked Questions

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1. I am a native English speaker, do I still need to do the English Language Test?
 2. Can I convert my UKCAA licence with an expired rating?
 3. Can I convert more than 1 rating with the conversion of an ATPL?
 4. Can I convert my Instructor and Examiner Certificates?
 5. I already have a medical that was conducted under EASA prior to Brexit, why do I have to do an Initial EASA medical now?

Theoretical Knowledge Crediting

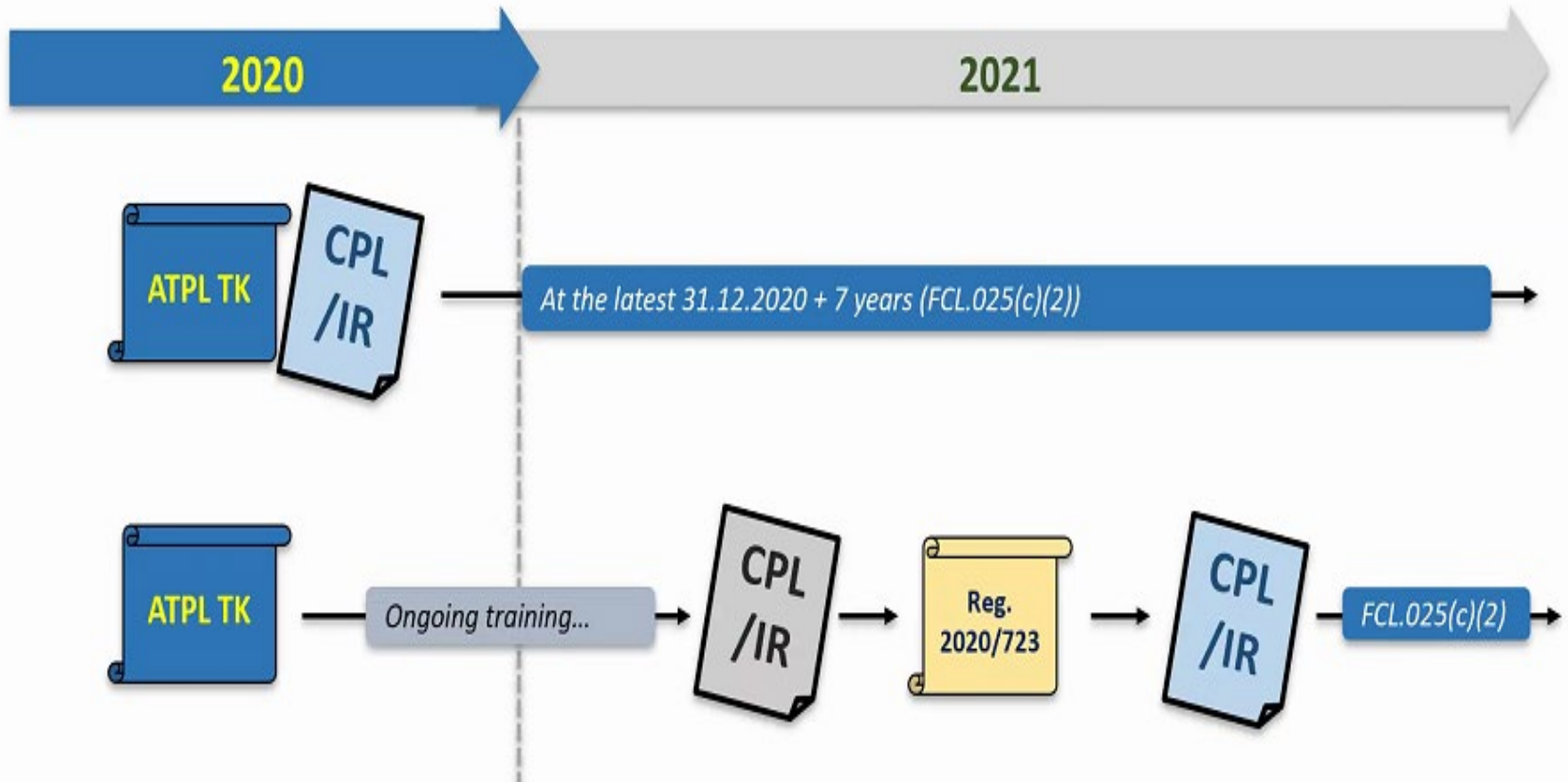
If the written examinations are within their validity period as per FCL.025 of Annex I (Part-FCL) to Regulation (EU) No 1178/2011, then these can be credited. The validity period is stated below:

The completion of the airline transport pilot licence (ATPL) theoretical knowledge examinations will remain valid for the issue of an ATPL for a period of 7 years from the last validity date of:

- i. an IR entered in the licence; or
- ii. in the case of helicopters, a helicopter's type rating entered in that licence.

The IR mentioned above must have been conducted under Part-FCL regulations and endorsed on an EASA licence (i.e. on or before 2020).

BREXIT issues – How to keep the Part-FCL ATPL TK ‘alive’



Difference between CPL and ATPL



CPL holders need to conduct training whilst ATPL holders are fully exempt on training

CPL holders may consider to first upgrade to a UKCAA ATPL before converting to an EASA ATPL



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Questions?

THANK YOU