

## **AIC A 04/19. Information regarding Brexit for UK and Danish airlines, AOC holders and holders of personnel licenses.**

### **(Replaces AIC A 01/19).**

The UK is due to leave the European Union on April 12, 2019 or (as the case may be) 22 May, 2019. This applicable date is referred to in this AIC as 'exit day'. If no deal for leaving the EU is agreed between the EU and the UK, Airline Operating Licence and Air Operator's Certificates (AOC) holders operating in and out of the UK would need to take action to ensure they can continue to operate aircraft as they currently do.

For UK airlines and AOC holders:

Once the UK has left the EU, airlines with UK Air Operators Certificates (AOC) would be considered 'third country' operators (TCOs). TCOs engaging in scheduled or non-scheduled commercial air transport operations into, within or out of a territory subject to the provisions of the Treaty of the European Union, must hold a safety authorisation issued by the European Aviation Safety Agency (EASA) in accordance with Regulation (EU) No 452/2014. This includes operators which are wet leased-in by, or code-sharing with, an EU operator when commercial air transport flights to any territory subject to the provisions of the Treaty of the European Union are performed. This TCO authorisation is not required for operators only overflying the above-mentioned EU territories without a planned landing. EASA has announced that it is accepting TCO applications from UK AOC holders and that it will adopt a streamlined process for UK carriers. Details on this process and a link to the application form are available here: <https://www.easa.europa.eu/brexit>

TCOs intending to operate to/from Denmark must apply for approval of time-tables. These shall be submitted to the Danish Transport, Construction and Housing Authority by e-mail [info@tbst.dk](mailto:info@tbst.dk) no later than 30 days before the effective date of the traffic program. Details on this process are available here: <https://www.trafikstyrelsen.dk/EN/Civil-aviation/Flight-Operations/Scheduled-flights.aspx>

For Danish airlines and AOC holders:

After exit day, if you are an airline based in an EU or EFTA member state, you would most likely need to fulfil one or more of the following key requirements:

- Require a Third Country Operator (TCO) certificate from the UK CAA before operating any commercial flight to or within UK territory.
- Airlines licensed in an EU Member State will require a Foreign Carrier Permit before operating any commercial flight to, from or within the UK.
- Wet leasing arrangements will need to be approved in advance with the UK CAA.

The UK CAA has published a dedicated microsite listing what is required - this can be found at this link: <https://info.caa.co.uk/eu-exit/airlines-and-aoc-holders>.

For holders of UK-issued personnel licenses:

Certificates issued to aviation personnel (e.g. pilots, cabin crew, mechanics, instructors, assessors, examiners) before the withdrawal date by the competent authorities of the UK on the basis of the provisions of the Basic Regulation and its implementing rules will no longer be valid in the as of the withdrawal date in the EU. In case persons holding such certificates wish to continue their activities in the EU after exit day they would need to obtain a certificate from one of the remaining EU Member States before that date.

For more information Brexit and aviation, please consult the following websites:

[www.easa.europa.eu/brexit](http://www.easa.europa.eu/brexit)

<https://info.caa.co.uk/eu-exit/>

<https://www.trafikstyrelsen.dk/DA/Om-Trafik-Bygge-og-Boligstyrelsen/Vejledning-om-Brexit.aspx> (in Danish only)