

REPUBLIQUE DU CAMEROUN

Paix - Travail - Patrie

AUTORITE AERONAUTIQUE

Le Directeur Général



REPUBLIC OF CAMEROON

Peace – Work – Fatherland

CAMEROON CIVIL AVIATION AUTHORITY

The Director General

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providing transitional measures for the acceptance of UK on-board
aircraft certificates and flight crew licences

TABLE OF CONTENTS

1. Introduction	3
1.1. Subject	3
1.2. Applicability	3
1.3. Description of changes	3
2. Requirements and References	3
2.1. Requirements.....	3
2.2. Reference documents	3
3. Definitions and abbreviations	3
4. Context	3
5.	4
5.1. Validity of this document	4
5.2. Flight Crew Licences	4
5.3. On-board certificates	4
6. Contact	4
APPENDIX: Certificate of Validation Sample	5

1. INTRODUCTION

1.1. Subject

- (1) The purpose of this circular is to provide measures for the continued acceptance of on-board aircraft certificates and flight crew licences with EASA form numbers.
- (2) It covers the issuance of Cameroonian validation of flight crew licences, as well as the acceptance of on-board aircraft certificates and flight crew licences during ramp inspections.

1.2. Applicability

This circular applies to ramp inspectors, airworthiness, and ground and air OPS inspectors.

1.3. Description of changes

Not applicable.

2. REQUIREMENTS AND REFERENCES

2.1. Requirements

Not applicable.

2.2. Reference documents

- (a) UK CAA Letter dated 09th December 2020 relating to the continued acceptance of on-board aircraft certificates and flight crew licences with EASA form numbers.

3. DEFINITIONS AND ABBREVIATIONS

The following abbreviations are used in this circular:

- (a) **CAA:** Civil Aviation Authority
- (b) **CCAA:** Cameroon Civil Aviation Authority
- (c) **EASA:** European Aviation Safety Agency
- (d) **EU:** European Union
- (e) **OPS:** Operations
- (f) **SAFA:** Safety Assessment of Foreign Aircraft
- (g) **UK:** United Kingdom

4. CONTEXT

- (1) The current temporary agreement that exists between the United Kingdom and the European Union will come to an end on the 31st of December 2020. That will also mark the end of the UK's membership to the European Aviation Safety Agency and other EU institutions.
- (2) However, the UK has incorporated the EU legislation which is in force at the end of the transition period (31st of December 2020 at 23:00 GMT), into UK

domestic law, pursuant to the European Union Withdrawal Act of 2018.

- (3) The purpose of this circular is to provide the modalities under which aircraft certificates and flight crew licences, carried onboard aircraft registered in the UK, should be accepted.

5.

5.1. Validity of this document

- (1) This circular will be in force from the 1st of January 2021 to the 31st of December 2022, unless suspended or revoked by the CCAA.

5.2. Flight Crew Licences

- (1) Flight crew licences issued by the UK Civil Aviation Authority bearing references to any EU Regulation, carried onboard a UK registered aircraft, remain valid until the UK CAA replaces them with a domestic form number.
- (2) A flight crew member on-board a UK registered aircraft ("G-XXXX") carrying a non-UK CAA issued licence, issued by an EASA Member State is permitted to fly in accordance with UK Law.
- (3) Such a licence is validated by a general validation issued by the UK CAA under UK Law and is valid for two (02) years, and therefore valid under Annex 1 of the Chicago Convention for usage on a UK registered aircraft.
- (4) The licence is only considered valid if it is accompanied by a certificate of validation issued by the UK Civil Aviation Authority. A sample of the certificate of validation is presented in the appendix.

5.3. On-board certificates

- (1) The provisions of Schedule 8 of the EU Withdrawal Act 2018 stipulate that the references to any EU Regulation by a document (**Air Operator Certificates, Certificates of Airworthiness, Airworthiness Review Certificates, and Noise Certificates**) carried onboard a UK registered aircraft remain valid until the UK Civil Aviation Authority (CAA) replaces them with a domestic form number.
- (2) Therefore, the aforementioned certificates should be considered as valid during ramp inspections only if the concerned certificate has not expired.

6. CONTACT

- (1) For more information, please contact:
dsa@ccaa.aero
- (2) Any suggestion to modify this circular will be highly appreciated and can be submitted via the abovementioned email address.



Paule ASSOUMOU KOKI

APPENDIX: CERTIFICATE OF VALIDATION SAMPLE

CERTIFICATE OF VALIDATION (Of EU and EEA Part-FCL Licences)



Validation of EASA Part-FCL licences between 1 January 2021 and 31 December 2022

How will this be applied:

The United Kingdom Civil Aviation Authority renders valid, for the purpose of operating an aircraft on the United Kingdom "G" register outside of United Kingdom airspace, any Part-FCL pilot licence that was issued in accordance with Commission Regulation 1178/2011, and that are in full compliance with Annex 1 of the Chicago Convention, prior to 1 January 2021 by the competent authority of any state listed below, and which continues to be effective on or after 1 January 2021 by virtue of Part 3 of Schedule 8 to the European Union (Withdrawal) Act 2018.

European Union States:

Austria, Belgium, Bulgaria, Croatia, Cyprus, Czech Republic, Denmark, Estonia, Finland, France, Germany, Greece, Hungary, Ireland, Italy, Latvia, Lithuania, Luxembourg, Malta, Netherlands, Poland, Portugal, Romania, Slovakia, Slovenia, Spain and Sweden

European Economic Area States:

Iceland, Liechtenstein, Norway

There are conditions and limitations applied:

For the Licence:

1. This validation applies to licences that were issued prior to 1 January 2021 including any rating included within that licence that remain valid until 31 December 2022 (to confirmed that the licence is subject to this validation review the date shown at Section II of the EASA Part-FCL licence (EASA Form 141) which is to be prior to 1 January 2021).
2. The Validation may be cancelled, suspended, varied or revoked as if it were a licence granted under the provisions of Part-FCL; Commission Regulation (EU) 1178/2011, as amended by the Aviation Safety (Amendments etc.) (EU Exit) Regulations 2019.
3. The Validation is valid for the holder to fly as a Member of the Flight Crew and as Flight Radiotelephony Operator for all valid privileges issued prior to 1 January 2021, stated on the licence.
4. The holder of the validation must have a valid language proficiency in English of at least level 4 shown on their EASA Part-FCL licence (EASA Form 141).
5. The holder of the validation must have current privileges to operate Radiotelephony equipment as installed in an aircraft and shown on their EASA Part-FCL licence (EASA Form 141).

For the Medical:

1. This validation applies to Medical Certificate issued to the Part-FCL licence holder provided it is valid at time of use.

Validity of this document

Subject to any cancellation, suspension, variation or revocation by the CAA, this Certificate of Validation is **valid until 31 December 2022**.

Date xx January 2021

Signed By
On behalf of the Civil Aviation Authority

Notes:

This Documents must be carried at all time with the Licence and Medical Certificate when operating a 'G' registered aircraft.

Licence

1. The EASA licence document must be maintained as valid, alterations and amendments must be conducted in accordance with the requirements set by the issuing State.
2. The issuing State of the licence document remains responsible for the licence document.

Medical

1. The EU Medical Certificate that forms part of the licence must be maintained as valid in accordance with the EU Aircrew Regulation.
2. The issuing State of the EU licence remains responsible for medical certification. Episodes of unfitness, and the additions of limitations, alterations and amendments must be managed in accordance with the regulations, and procedures set by the issuing EU State's licensing authority.
3. If medical certificate holders suffer any medical fitness issues they must seek advice from their EU-certified Aero Medical Examiner (AME).

Whose responsibility is it to comply with the above:

It is for the licence holder to ensure compliance with the above, failure to comply will result in the validation being revoked.

Operators responsibilities:

There are no direct responsibilities on the operator, however they should be aware that failure of the individual to comply will result in the validation being revoked and the possibility of aircraft being detained until a suitably qualified crew can be allocated to the aircraft.