

24 June 2019

Dear Colleague,

UK Civil Aviation Authority Block Foreign Carrier Permit

I am writing to you regarding the Block Permit that the CAA granted to your company earlier this year. That Permit was granted as part of the United Kingdom's contingency arrangements for its withdrawal from the European Union authorising continued air services between the UK and the European Common Aviation Area (ECAA)

This letter sets out the current validity of that Permit, the present traffic right position and the actions that you will be invited to take to renew this permit in due course.

Validity

The Permit your company holds was issued to ensure certainty on your company's ability to undertake UK operations and was granted prior to the agreement between the UK Government and the EU Council that the UK would remain a Member State of the EU until 31 October 2019¹. That agreement means that whilst the UK remains a part of the EU, and therefore the European Common Aviation Area (ECAA), a Permit is not required to undertake such services (see below). Whilst that Permit would only come into force on the UK's exit from the EU and is therefore not currently in force, it was granted for a 3-month period from its issue and that 3-month period will shortly expire.

Given that the UK Government is still in discussion with the EU over the terms of its withdrawal, that those arrangements may include a further extension or transition period and that EU operators can currently operate with the ECAA without a specific approval, the CAA has decided not to extend or reissue Block Permits at this stage. We will write to you directly and update you via the CAA's awareness service Skywise (see below) on what the requirements are and when the CAA will start to re-issue these approvals. It is currently envisaged that this process will commence in September, on the presumption that the UK will exit the EU on 31 October 2019 when the current extension period ends.

Traffic Rights for EU, EEA and Swiss Carriers

Inside the ECAA

Until the UK exits the Union the company is **allowed** to undertake ad-hoc, series charter and scheduled commercial air transport services between points within the United Kingdom and points within the European Common Aviation Area. Such traffic rights would **include** cabotage flights within the United Kingdom. No Permit is required for such operations all the while a relevant EU Operating Licence and AOC is retained.

¹ Unless an earlier date is mutually agreed or transition agreement ratified.

Outside the ECAA

The company is not currently permitted to undertake ad-hoc, scheduled or series charter services, nor operations to or from the UK to points outside the European Common Aviation Area without approval. A different type of permit application (CPG3200) is required for those types of operations details of which can be found [here](#).

Further Information

The CAA is keeping the industry updated on its Brexit preparations via the CAA's free Skywise awareness service to which you are advised to subscribe. Details can be found [here](#).

If you have any queries in relation to the above then please do not hesitate to contact us by email to foreigncarrierpermits@caa.co.uk.

Yours faithfully,

A handwritten signature in blue ink that reads "David Kendrick". The signature is written in a cursive style and is underlined with a single blue stroke.

David Kendrick
Head, Airline Licensing
UK Civil Aviation Authority