SCHEDULE 8

Articles 27, 28, 29, 3031 and 3130

Flight crew of aircraft – licences, ratings, qualifications and maintenance of licence privileges

PART A

Flight crew licences

SECTION 1

United Kingdom Licences

SUB-SECTION 1

Aeroplane pilots

Private Pilot's Licence (Aeroplanes)

Minimum age – 17 years

No maximum period of validity

Privileges:

(1) Subject to paragraph (2), the holder of a Private Pilot's Licence (Aeroplanes) shall be entitled to fly as pilot in command or co-pilot of an aeroplane of any of the types or classes specified or otherwise falling within an aircraft rating included in the licence.

(2) He shall not –

(a) fly such an aeroplane for the purpose of public transport or aerial work save as hereinafter provided –

(i) he may fly such an aeroplane for the purpose of aerial work which consists of –

(aa) the giving of instruction in flying, if his licence includes a flying instructor's rating, class rating instructor rating, flight instructor rating or an assistant flying instructor's rating; or

(bb) the conducting of flying tests for the purposes of this Order;

in either case in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members;

(ii) he may fly such an aeroplane for the purpose of aerial work which consists of –

(aa) towing a glider in flight; or

(bb) a flight for the purpose of dropping of persons by parachute;

in either case in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the holder of the licence and any person carried in the aircraft or in any glider towed by the aircraft are members;

(b) receive any remuneration for his services as a pilot on a flight save that if his licence includes a flying instructor's rating, a flight instructor rating or an assistant flying instructor's rating by virtue of which he is entitled to give instruction in flying microlight aeroplanes or self-launching motor gliders he may receive remuneration for the giving of such instruction or the conducting of such flying tests as are specified in sub-paragraph (a)(i) in a microlight aeroplane or a self-launching motor glider;

(c) unless his licence includes an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes), fly as pilot in command of such an aeroplane –

(i) on a flight outside controlled airspace when the flight visibility is less than 3 km;

(ii) on a special VFR flight in a control zone in a flight visibility of less than 10 km except on a route or in an aerodrome traffic zone notified for the purpose of this sub-paragraph; or

(iii) out of sight of the surface;

(d) fly as pilot in command of such an aeroplane at night unless his licence includes a night rating (aeroplanes) or a night qualification (aeroplane);

(e) unless his licence includes an instrument rating (aeroplane), fly as pilot in command or co-pilot of such an aeroplane flying in Class A, B or C airspace in circumstances which require compliance with the Instrument Flight Rules;

(f) unless his licence includes an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes), fly as pilot in command or co-pilot of such an aeroplane flying in Class D or E airspace in circumstances which require compliance with the Instrument Flight Rules; or

(g) fly as pilot in command of such an aeroplane carrying passengers unless within the preceding 90 days he has made at least three take-offs and three landings as the sole manipulator of the controls of an aeroplane of the same type or class and if such a flight is to be carried out at night and his licence does not include an instrument rating (aeroplane) at least one of those take-offs and landings shall have been at night.

Basic Commercial Pilot's Licence (Aeroplanes)

Minimum age – 18 years

Maximum period of validity – 10 years

Privileges:

(1) The holder of a Basic Commercial Pilot's Licence (Aeroplanes) shall be entitled to exercise the privileges of a United Kingdom Private Pilot's Licence (Aeroplanes).

(2) Subject to paragraphs (3) and (7), he shall be entitled to fly as pilot in command of an aeroplane of a type or class on which he is so qualified and which is specified in an aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever.

(3) He shall not –

(a) fly such an aeroplane on a flight for the purpose of public transport if he has less than 400 hours of flying experience as pilot in command of aeroplanes other than self-launching motor gliders or microlight aeroplanes;

(b) fly such an aeroplane on a flight for the purpose of public transport if its maximum total weight authorised exceeds 2300 kg;

(c) fly such an aeroplane on any scheduled journey;

(d) fly such an aeroplane on a flight for the purpose of public transport except a flight beginning and ending at the same aerodrome and not extending beyond 25 nautical miles from that aerodrome;

(e) fly such an aeroplane on a flight for the purpose of public transport after he attains the age of 60 years unless the aeroplane is fitted with dual controls and carries a second pilot who has not attained the age of 60 years and who holds an appropriate licence under this Order entitling him to act as pilot in command or co-pilot of that aeroplane;

(f) fly such an aeroplane at night, unless his licence includes a night rating (aeroplanes) or a night qualification (aeroplane);

(g) unless his licence includes an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes), fly as pilot in command of such an aeroplane –

(i) on a flight outside controlled airspace when the flight visibility is less than 3 km;

(ii) on a special VFR flight in a control zone in a flight visibility of less than 10 km except on a route or in an aerodrome traffic zone notified for the purposes of this sub-paragraph; or

(iii) out of sight of the surface;

(h) unless his licence includes an instrument rating (aeroplane), fly as pilot in command or co-pilot of such an aeroplane flying in Class A, B or C airspace in circumstances which require compliance with the Instrument Flight Rules;

(i) unless his licence includes an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes), fly as pilot in command or co-pilot of such an aeroplane flying in Class D or E airspace in circumstances which require compliance with the Instrument Flight Rules; or

(j) fly as pilot in command of such an aeroplane carrying passengers unless within the preceding 90 days he has made at least three take-offs and three landings as the sole manipulator of the controls of an aeroplane of the same type or class and if the flight is to be undertaken at night and his licence does not include an instrument rating (aeroplane) at least one of those take-offs and landings shall have been at night.

(4) Subject to paragraph (5), he shall be entitled to fly as pilot in command of an aeroplane of a type or class specified in an instructor's rating included in the licence on a flight for the purpose of aerial work which consists of –

(a) the giving of instruction in flying; or

(b) the conducting of flying tests for the purposes of this Order;

in either case in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members.

(5) He shall not be entitled to exercise the privileges contained in paragraph (4) other than in an aeroplane which he is entitled to fly as pilot in command on a private flight, an aerial work flight or a public transport flight under the privileges set out in paragraph (1) or (2) of these privileges.

(6) Subject to paragraph (7) he shall be entitled to fly as co-pilot of any aeroplane of a type specified in an aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever provided that he shall not be entitled to fly as co-pilot of an aeroplane which is engaged on a flight for the purpose of public transport unless he has more than 400 hours of flying experience as pilot in command of aeroplanes other than self-launching motor gliders and microlight aeroplanes and the aeroplane is certificated for single pilot operation.

(7) He shall not at any time after he attains the age of 65 years act as pilot in command or co-pilot of any aeroplane on a flight for the purpose of public transport.

Commercial Pilot's Licence (Aeroplanes)

Minimum age – 18 years

Maximum period of validity – 10 years

Privileges:

(1) The holder of a Commercial Pilot's Licence (Aeroplanes) shall be entitled to exercise the privileges of a United Kingdom Private Pilot's Licence (Aeroplanes) which includes an instrument meteorological conditions rating (aeroplanes) and a night rating (aeroplanes) or night qualification (aeroplane), and shall be entitled to fly as pilot in command of an aeroplane –

(a) on a special VFR flight notwithstanding that the flight visibility is less than 3 km;

(b) when the aeroplane is taking off or landing at any place notwithstanding that the flight visibility below cloud is less than 1800 metres.

(2) Subject to paragraphs (3) and (7), he shall be entitled to fly as pilot in command of an aeroplane of a type or class on which he is so qualified and which is specified in an aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever.

(3) He shall not –

(a) unless his licence includes an instrument rating (aeroplane), fly such an aeroplane on any scheduled journey;

(b) fly as pilot in command of an aeroplane carrying passengers unless he has carried out at least three take-offs and three landings as pilot flying in an aeroplane of the same type or class or in a flight simulator, approved for the purpose, of the aeroplane type or class to be used, in the preceding 90 days;

(c) as co-pilot serve at the flying controls in an aeroplane carrying passengers during take-off and landing unless he has served as a pilot at the controls during take-off and landing in an aeroplane of the same type or class or in a flight simulator, approved for the purpose, of the aeroplane type or class to be used, in the preceding 90 days;

(d) as the holder of a licence which does not include a valid instrument rating (aeroplane), fly as pilot in command of an aeroplane carrying passengers at night unless during the previous 90 days at least one of the take-offs and landings required in sub-paragraph (b) has been carried out at night;

(e) unless his licence includes an instrument rating (aeroplane), fly any such aeroplane of which the maximum total weight authorised exceeds 2300 kg on any flight for the purpose of public transport, except a flight beginning and ending at the same aerodrome and not extending beyond 25 nautical miles from that aerodrome;

(f) fly such an aeroplane on a flight for the purpose of public transport unless it is certificated for single pilot operation;

(g) fly such an aeroplane on any flight for the purpose of public transport after he attains the age of 60 years unless the aeroplane is fitted with dual controls and carries a second pilot who has not attained the age of 60 years and who holds an appropriate licence under this Order entitling him to act as pilot in command or co-pilot of that aeroplane; or

(h) unless his licence includes an instrument rating (aeroplane), fly as pilot in command or co-pilot of such an aeroplane flying in Class A, B or C airspace in circumstances which require compliance with the Instrument Flight Rules.

(4) Subject to paragraph (5), he shall be entitled to fly as pilot in command of an aeroplane of a type or class specified in an instructor's rating included in the licence on a flight for the purpose of aerial work which consists of –

(a) the giving of instruction in flying; or

(b) the conducting of flying tests for the purposes of this Order;

in either case in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members.

(5) He shall not be entitled to exercise privileges contained in paragraph (4) other than in an aeroplane which he is entitled to fly as pilot in command on a private flight, an aerial work flight or a public transport flight under the privileges set out in paragraph (1) or (2) of these privileges.

(6) Subject to paragraph (7) he shall be entitled to fly as co-pilot of any aeroplane of a type specified in an aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever.

(7) He shall not at any time after he attains the age of 65 years act as pilot in command or co-pilot of any aeroplane on a flight for the purpose of public transport.

Airline Transport Pilot's Licence (Aeroplanes)

Minimum age – 21 years

Maximum period of validity – 10 years

Privileges:

The holder of an Airline Transport Pilot's Licence (Aeroplanes) shall be entitled to exercise the privileges of a United Kingdom Commercial Pilot's Licence (Aeroplanes) except that sub-paragraph (3)(f) of those privileges shall not apply.

SUB-SECTION 2

Helicopter and gyroplane pilots

Private Pilot's Licence (Helicopters)

Minimum age – 17 years

No maximum period of validity

Privileges:

(1) Subject to paragraph (2), the holder of a Private Pilot's Licence (Helicopters) shall be entitled to fly as pilot in command or co-pilot of any helicopter of a type specified in an aircraft rating included in the licence.

(2) He shall not –

(a) fly such a helicopter for the purpose of public transport or aerial work other than aerial work which consists of –

(i) the giving of instruction in flying if his licence includes a flying instructor's rating, flight instructor rating or an assistant flying instructor's rating; or

(ii) the conducting of flying tests for the purposes of this Order;

in either case in a helicopter owned, or operated under arrangements entered into, by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members;

(b) receive any remuneration for his services as a pilot on a flight other than remuneration for the giving of such instruction or the conducting of such flying tests as are specified in sub-paragraph (a);

(c) fly as pilot in command of such a helicopter at night unless his licence includes a night rating (helicopters) or a night qualification (helicopter);

(d) unless his licence includes an instrument rating (helicopter) fly as pilot in command or co-pilot of such a helicopter flying in Class A, B or C airspace in circumstances which require compliance with the Instrument Flight Rules; or

(e) fly as pilot in command of such a helicopter carrying passengers unless –

(i) within the preceding 90 days he has made at least three circuits, each to include take-offs and landings, as the sole manipulator of the controls of a helicopter of the same type; or

(ii) if the privileges are to be exercised by night and his licence does not include an instrument rating, within the preceding 90 days he has made at least three circuits, each to include take-offs and landings, by night as the sole manipulator of the controls of a helicopter of the same type.

Private Pilot's Licence (Gyroplanes)

Minimum age – 17 years

No maximum period of validity

Privileges:

(1) Subject to paragraph (2), the holder of a Private Pilot's Licence (Gyroplanes) shall be entitled to fly as pilot in command or co-pilot of any gyroplane of a type specified in the aircraft rating included in the licence.

(2) He shall not –

(a) fly such a gyroplane for the purpose of public transport or aerial work other than aerial work which consists of –

(i) the giving of instruction in flying if his licence includes a flying instructor's rating, flight instructor rating or an assistant flying instructor's rating; or

(ii) the conducting of flying tests for the purposes of this Order;

in either case in a gyroplane owned, or operated under arrangements entered into, by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members;

(b) receive any remuneration for his services as a pilot on a flight other than remuneration for the giving of such instruction or the conducting of such flying tests as are specified in sub-paragraph (a);

(c) fly as pilot in command of such a gyroplane at night unless his licence includes a night rating (gyroplanes) and he has within the immediately preceding 13 months carried out as pilot in command not less than 5 take-offs and five landings at a time when the depression of the centre of the sun was not less than 12° below the horizon.

Commercial Pilot's Licence (Helicopters and Gyroplanes)

Minimum age – 18 years

Maximum period of validity – 10 years

Privileges:

(1) Subject to paragraphs (2) and (5), the holder of a Commercial Pilot's Licence (Helicopters and Gyroplanes) shall be entitled –

(a) to exercise the privileges of a United Kingdom Private Pilot's Licence (Helicopters) or a United Kingdom Private Pilot's Licence (Gyroplanes) which includes respectively either a night rating (helicopters) or night qualification (helicopter) or a night rating (gyroplanes); and

(b) to fly as pilot in command of any helicopter or gyroplane on which he is so qualified and which is of a type specified in an aircraft rating included in the licence when the helicopter or gyroplane is engaged on a flight for any purpose whatsoever.

(2) He shall not –

(a) unless his licence includes an instrument rating (helicopter) fly such a helicopter on any scheduled journey or on any flight for the purpose of public transport other than in visual meteorological conditions;

(b) fly such a helicopter on a flight for the purpose of public transport unless it is certificated for single pilot operation;

(c) fly such a helicopter on any flight for the purpose of public transport after he attains the age of 60 years unless the helicopter is fitted with dual controls and carries a second pilot who has not attained the age of 60 years and who holds an appropriate licence under this Order entitling him to act as pilot in command or co-pilot of that helicopter;

(d) unless his licence includes an instrument rating (helicopter) fly as pilot in command of such a helicopter flying in Class A, B or C airspace in circumstances which require compliance with the Instrument Flight Rules;

(e) fly as pilot in command of a helicopter carrying passengers unless he has carried out at least three circuits, each to include take-offs and landings, as pilot flying in a helicopter of the same type or a flight simulator of the helicopter type to be used, in the preceding 90 days;

(f) as the holder of a helicopter licence which does not include a valid instrument rating (helicopter) act as pilot in command of a helicopter carrying passengers at night unless during the previous 90 days at least one of the take-offs and landings required in sub-paragraph (e) has been carried out at night;

(g) fly such a gyroplane on a flight for the purpose of public transport unless it is certificated for single pilot operation;

(h) fly such a gyroplane at night unless he has within the immediately preceding 13 months carried out as pilot in command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun was not less than 12º below the horizon; or

(i) fly such a gyroplane on any flight for the purpose of public transport after he attains the age of 60 years unless the gyroplane is fitted with dual controls and carries a second pilot who has not attained the age of 60 years and who holds an appropriate licence under this Order entitling him to act as pilot in command or co-pilot of that gyroplane.

(3) Subject to paragraphs (4) and (5) he shall be entitled to fly as co-pilot of any helicopter or gyroplane of a type specified in an aircraft rating included in the licence when the helicopter or gyroplane is engaged on a flight for any purpose whatsoever.

(4) He shall not –

(a) unless his licence includes an instrument rating (helicopter) fly as co-pilot of a helicopter flying in Class A, B or C airspace in circumstances which require compliance with the Instrument Flight Rules;

(b) as co-pilot serve at the flying controls in a helicopter carrying passengers during take-off and landing unless he has served as a pilot at the controls during take-off and landing in a helicopter of the same type or in a flight simulator of the helicopter type to be used, in the preceding 90 days; or

(c) unless his licence includes an instrument rating (helicopter) fly as co-pilot of a helicopter on any scheduled journey or on a flight for the purpose of public transport other than in visual meteorological conditions.

(5) He shall not at any time after he attains the age of 65 years act as pilot in command or co-pilot of any helicopter or gyroplane on a flight for the purpose of public transport.

Airline Transport Pilot's Licence (Helicopters and Gyroplanes)

Minimum age – 21 years

Maximum period of validity – 10 years

Privileges:

The holder of an Airline Transport Pilot's Licence (Helicopters and Gyroplanes) shall be entitled to exercise the privileges of a United Kingdom Commercial Pilot's Licence (Helicopters and Gyroplanes) except that sub-paragraphs (2)(b) and (2)(g) of those privileges shall not apply.

SUB-SECTION 3

Balloon and airship pilots

Private Pilot's Licence (Balloons and Airships)

Minimum age – 17 years

No maximum period of validity

Privileges:

(1) Subject to paragraph (2), the holder of a Private Pilot's Licence (Balloons and Airships) shall be entitled to fly as pilot in command of any type of balloon or airship on which he is so qualified and which is specified in an aircraft rating in the licence and co-pilot of any type of balloon or airship specified in such a rating.

(2) He shall not –

(a) fly such a balloon or airship for the purpose of public transport or aerial work, other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests in either case in a balloon or airship owned, or operated under arrangements entered into, by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members;

(b) receive any remuneration for his services as a pilot on a flight other than remuneration for the giving of such instruction or the conducting of such flying tests as are specified in sub-paragraph (a); or

(c) fly such a balloon unless he has within the immediately preceding 13 months carried out as pilot in command in a free balloon at least 5 flights each of not less than 5 minutes duration.

Commercial Pilot's Licence (Balloons)

Minimum age – 18 years

Maximum period of validity – 10 years

Privileges:

(1) The holder of a Commercial Pilot's Licence (Balloons) shall be entitled to exercise the privileges of a United Kingdom Private Pilot's Licence (Balloons and Airships).

(2) Subject to paragraph (3), he shall be entitled to fly, when the balloon is flying for any purpose whatsoever, as pilot in command or co-pilot of any type of balloon specified in the aircraft rating included in the licence.

(3) He shall not act as pilot in command on a flight for the purpose of the public transport of passengers unless he has within the immediately preceding 90 days carried out as pilot in command in a free balloon at least 3 flights each of not less than 5 minutes duration.

Commercial Pilot's Licence (Airships)

Minimum age – 18 years

Maximum period of validity – 10 years

Privileges:

(1) The holder of a Commercial Pilot's Licence (Airships) shall be entitled to exercise the privileges of a United Kingdom Private Pilot's Licence (Balloons and Airships).

(2) He shall be entitled to fly, when the airship is flying for any purpose whatsoever, as pilot in command of any type of airship on which he is so qualified and which is specified in an aircraft rating included in the licence and as co-pilot of any type of airship specified in such a rating.

SUB-SECTION 4

Glider pilots

Commercial Pilot's Licence (Gliders)

Minimum age – 18 years

Maximum period of validity – 10 years

Privileges:

The holder of a Commercial Pilot's Licence (Gliders) shall be entitled to fly for any purpose as pilot in command or co-pilot of –

(a) any glider of which the maximum total weight authorised does not exceed 680 kg;

(b) any glider of which the maximum total weight authorised exceeds 680 kg and which is of a type specified in the rating included in the licence.

SUB-SECTION 5

Other flight crew

Flight Navigator's Licence

Minimum age – 21 years

Maximum period of validity – 10 years

Privileges:

The holder of a Flight Navigator's Licence shall be entitled to act as flight navigator in any aircraft.

Flight Engineer's Licence

Minimum age – 21 years

Maximum period of validity – 10 years

Privileges:

The holder of a Flight Engineer's Licence shall be entitled to act as flight engineer in any type of aircraft specified in an aircraft rating included in the licence.

Flight Radiotelephony Operator's Licence

Minimum age – 16 years

Maximum period of validity – 10 years

Privileges:

The holder of a Flight Radiotelephony Operator's Licence shall be entitled to operate radiotelephony apparatus in any aircraft if the stability of the frequency radiated by the transmitter is maintained automatically but shall not be entitled to operate the transmitter, or to adjust its frequency, except by the use of external switching devices.

SECTION 2

JAR-FCL Licences

SUB-SECTION 1

Aeroplane pilots

Private Pilot Licence (Aeroplane)

Minimum age – 17 years

Maximum period of validity – 5 years

Privileges and conditions:

(1) Subject to paragraph (4) and to any conditions specified in respect of the licence, the privileges of the holder of a Private Pilot Licence (Aeroplane) are to act, but not for remuneration, as pilot in command or co-pilot of any aeroplane specified in a class or type rating included in Part XII of the licence engaged in non-revenue flights.

(2) The licence is subject to the conditions and restrictions specified in paragraph 1.175 of Section 1 of JAR–FCL 1.

(3) The holder shall not –

(a) unless his licence includes an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes), fly as pilot in command of such an aeroplane –

(i) on a flight outside controlled airspace when the flight visibility is less than 3 km;

(ii) on a special VFR flight in a control zone in a flight visibility of less than 10 km except on a route or in an aerodrome traffic zone notified for the purpose of this sub-paragraph; or

(iii) out of sight of the surface;

(b) unless his licence includes an instrument meteorological conditions rating (aeroplanes), fly as pilot in command or co-pilot of such an aeroplane flying in Class D or E airspace in circumstances which require compliance with the Instrument Flight Rules;

(c) fly as pilot in command of such an aeroplane at night unless his licence includes a night rating (aeroplanes) or a night qualification (aeroplane); or

(d) fly as pilot in command of such an aeroplane carrying passengers unless within the preceding 90 days he has made at least three take-offs and three landings as the sole manipulator of the controls of an aeroplane of the same type or class and if such a flight is to be carried out at night and his licence does not include an instrument rating (aeroplanes) at least one of those take-offs and landing shall have been at night.

(4) (a) If the licence includes a flying instructor's rating, a flight instructor rating or an assistant flying instructor's rating by virtue of which the holder is entitled to give instruction in flying microlight aeroplanes or self-launching motor gliders he may fly such an aeroplane for the purpose of aerial work specified in sub-paragraph (b) and receive remuneration specified in sub-paragraph (c).

(b) The aerial work referred to in sub-paragraph (a) consists of the giving of instruction in flying, or the conducting of flying tests for the purposes of this Order, in either case in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members.

(c) The remuneration referred to in sub-paragraph (a) is remuneration for the giving of such instruction or the conducting of such flying tests as are specified in sub-paragraph (b) in a microlight aeroplane or a self-launching motor glider.

Commercial Pilot Licence (Aeroplane)

Minimum age – 18 years

Maximum period of validity – 5 years

Privileges and conditions:

(1) Subject to any conditions specified in respect of the licence, the privileges of the holder of a Commercial Pilot Licence (Aeroplane) are to –

(a) exercise all the privileges of the holder of a JAR–FCL Private Pilot Licence (Aeroplane) which includes a night qualification;

(b) act as pilot in command or co-pilot of any aeroplane specified in a type or class rating included in Part XII of the licence on a flight other than a public transport flight;

(c) act as pilot in command on a public transport flight of any aeroplane included in Part XII of the licence certificated for single pilot operation; and

(d) act as co-pilot on a public transport flight of any aeroplane included in Part XII of the licence.

(2) The licence is subject to the conditions and restrictions specified in paragraph 1.175 of Section 1 of JAR–FCL 1.

(3) The holder shall not –

(a) fly as pilot in command on a flight for the purpose of public transport unless he complies with the requirements of paragraph 1.960(a)(1) and (2) of Section 1 of JAR-OPS 1;

(b) unless his licence includes an instrument rating (aeroplane), fly such an aeroplane on any scheduled journey;

(c) fly as pilot in command of an aeroplane carrying passengers unless he has carried out at least three take-offs and three landings as pilot flying in an aeroplane of the same type or class or in a flight simulator, approved for the purpose, of the aeroplane type or class to be used, in the preceding 90 days;

(d) as co-pilot serve at the flying controls in an aeroplane carrying passengers during take-off and landing unless he has served as a pilot at the controls during take-off and landing in an aeroplane of the same type or class or in a flight simulator, approved for the purpose, of the aeroplane type or class to be used, in the preceding 90 days;

(e) as the holder of a licence which does not include a valid instrument rating (aeroplane) act as pilot in command of an aeroplane carrying passengers at night unless during the previous 90 days at least one of the take-offs and landings required in sub-paragraph (c) has been carried out at night; or

(f) unless his licence includes an instrument rating (aeroplane), fly any such aeroplane of which the maximum total weight authorised exceeds 2300 kg on any flight for the purpose of public transport, except a flight beginning and ending at the same aerodrome and not extending beyond 25 nautical miles from that aerodrome.

(4) The holder shall be entitled subject to paragraph (5), to fly as pilot in command of an aeroplane of a type or class specified in any flying instructor's rating, class rating instructor rating, flight instructor rating or assistant flying instructor's rating included in the licence on a flight for the purpose of aerial work which consists of –

(a) the giving of instruction in flying; or

(b) the conducting of flying tests for the purposes of this Order;

in either case in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members.

(5) The holder shall not be entitled to exercise privileges contained in paragraph (4) other than in an aeroplane which he is entitled to fly as pilot in command on a private flight, an aerial work flight or a public transport flight under the privileges set out in paragraph (1) or (2) of these privileges.

Curtailment of privileges of licence holders aged 60 years or more

(6) The holder of a licence who has attained the age of 60 years but not attained the age of 65 years shall not act as a pilot of an aeroplane on a public transport flight except where the holder is –

(a) a member of a multi-pilot crew; and

(b) the only pilot in the flight crew who has attained the age of 60 years.

(7) The holder of a licence who has attained the age of 65 years shall not act as a pilot of an aeroplane on a public transport flight.

Airline Transport Pilot Licence (Aeroplane)

Minimum age – 21 years

Maximum period of validity – 5 years

Privileges and conditions:

(1) Subject to any conditions specified in respect of the licence, the privileges of the holder of an Airline Transport Pilot Licence (Aeroplane) are to –

(a) exercise all the privileges of the holder of a JAR–FCL Private Pilot Licence (Aeroplane), a JAR–FCL Commercial Pilot Licence (Aeroplane) and an instrument rating (aeroplane); and

(b) act as pilot in command or co-pilot of any aeroplane specified in a type rating included in Part XII of the licence on a public transport flight.

(2) The licence is subject to the conditions and restrictions specified in paragraph 1.175 of Section 1 of JAR–FCL 1.

Curtailment of privileges of licence holders aged 60 years or more

(3) The holder of a licence who has attained the age of 60 years but not attained the age of 65 years shall not act as a pilot of an aeroplane on a public transport flight except where the holder is –

(a) a member of a multi-pilot crew; and

(b) the only pilot in the flight crew who has attained the age of 60 years.

(4) The holder of a licence who has attained the age of 65 years shall not act as a pilot of an aeroplane on a public transport flight.

SUB-SECTION 2

Helicopter pilots

Private Pilot Licence (Helicopter)

Minimum age – 17 years

Maximum period of validity – 5 years

Privileges and conditions:

(1) Subject to any conditions specified in respect of the licence, the privileges of the holder of a Private Pilot Licence (Helicopter) are to act, but not for remuneration, as pilot in command or co-pilot of any helicopter included in a type rating in Part XII of the licence engaged in non-revenue flights.

(2) The licence is subject to the conditions and restrictions specified in paragraph 2.175 of Section 1 of JAR–FCL 2.

(3) The holder shall not –

(a) fly as pilot in command of such a helicopter at night unless his licence includes a night rating (helicopters) or a night qualification (helicopter); or

(b) fly as pilot in command of such a helicopter carrying passengers unless –

(i) within the preceding 90 days he has made at least three solo circuits, each to include take-offs and landings as the sole manipulator of the controls of a helicopter of the same type; or

(ii) if the privileges are to be exercised by night and his licence does not include an instrument rating, within the preceding 90 days he has made at least three circuits, each to include take-offs and landings by night as the sole manipulator of the controls of a helicopter of the same type.

Commercial Pilot Licence (Helicopter)

Minimum age – 18 years

Maximum period of validity – 5 years

Privileges and conditions:

(1) Subject to any conditions specified in respect of the licence, the privileges of the holder of a Commercial Pilot Licence (Helicopter) are to –

(a) exercise all the privileges of the holder of a JAR–FCL Private Pilot Licence (Helicopter);

(b) act as pilot in command or co-pilot of any helicopter included in a type rating in Part XII of the licence on a flight other than a public transport flight;

(c) act as pilot in command on a public transport flight of any helicopter certificated for single-pilot operation included in Part XII of the licence;

(d) act as co-pilot on a public transport flight in any helicopter included in Part XII of the licence required to be operated with a co-pilot.

(2) The licence is subject to the conditions and restrictions specified in paragraph 2.175 of Section 1 of JAR–FCL 2.

(3) The holder shall not fly as pilot in command on a flight for the purpose of public transport unless he complies with the requirements of paragraph 3.960(a)(2) of Section 1 of JAR-OPS 3.

(4) The holder shall not –

(a) unless his licence includes an instrument rating (helicopter), fly such a helicopter on any scheduled journey or on any flight for the purpose of public transport other than in visual meteorological conditions;

(b) fly as pilot in command of a helicopter carrying passengers unless he has carried out at least three circuits, each to include take-offs and landings, as pilot flying in a helicopter of the same type or a flight simulator of the helicopter type to be used, in the preceding 90 days; or

(c) as the holder of a helicopter licence which does not include a valid instrument rating (helicopter), act as pilot in command of a helicopter carrying passengers at night unless during the previous 90 days at least one of the take-offs and landings required in sub-paragraph (b) has been carried out at night.

Curtailment of privileges of licence holders aged 60 years or more

(5) The holder of a licence who has attained the age of 60 years but not attained the age of 65 years shall not act as a pilot of a helicopter on a public transport flight except where the holder is –

(a) a member of a multi-pilot crew; and

(b) the only pilot in the flight crew who has attained the age of 60 years.

(6) The holder of a licence who has attained the age of 65 years shall not act as a pilot of a helicopter on a public transport flight.

Airline Transport Pilot Licence (Helicopter)

Minimum age – 21 years

Maximum period of validity – 5 years

Privileges and conditions:

(1) Subject to any conditions specified in respect of the licence, the privileges of the holder of an Airline Transport Pilot Licence (Helicopter) are to –

(a) exercise all the privileges of the holder of a JAR–FCL Private Pilot Licence (Helicopter) and a JAR–FCL Commercial Pilot Licence (Helicopter); and

(b) subject to paragraph (2), act as pilot in command or co-pilot in any helicopter included in a type rating in Part XII of the licence on a public transport flight.

(2) The holder shall not fly as pilot in command on a flight for the purpose of public transport unless he complies with the requirements of paragraph 3.960(a)(2) of Section 1 of JAR-OPS 3.

Curtailment of privileges of licence holders aged 60 years or more

(3) The holder of a licence who has attained the age of 60 years but not attained the age of 65 years shall not act as a pilot of a helicopter on a public transport flight except where the holder is –

(a) a member of a multi-pilot crew; and

(b) the only pilot in the flight crew who has attained the age of 60 years.

(4) The holder of a licence who has attained the age of 65 years shall not act as a pilot of a helicopter on a public transport flight.

SECTION 3

National Private Pilot's Licence (Aeroplanes)

National Private Pilot's Licence (Aeroplanes)

Minimum age – 17 years

No maximum period of validity

Privileges and conditions:

(1) Subject to paragraphs (2), (3), (4), (5), (6) and (7) the holder of the licence shall be entitled to fly as pilot in command of any SSEA, microlight aeroplane or SLMG for which a class rating is included in the licence.

Flight outside the United Kingdom

(2) He shall not fly –

(a) such a SSEA or a microlight aeroplane outside the United Kingdom except with the permission of the competent authority for the airspace in which he flies; or

(b) such a SLMG in or over the territory of a Contracting State other than the United Kingdom except in accordance with permission granted by the competent authority of that State provided that he may fly a SLMG outside the United Kingdom if his licence includes a SLMG rating and a medical certificate appropriate for such a flight.

Flight for purpose of public transport and aerial work

(3) He shall not fly any such aeroplane for the purpose of public transport or aerial work except in the circumstances specified in paragraphs (4) and (4A).

(4) The circumstances first referred to in paragraph (3) are that he flies such an aeroplane for the purpose of aerial work which consists of towing another aeroplane or glider in flight–

(a) in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the holder of the licence and any person carried in the towing aeroplane or in any aeroplane or glider being towed are members; or

(b) in an aeroplane owned, or operated under arrangements entered into, by an organisation approved by the CAA for the purpose of this provision when–

(i) the holder of the licence is a member of an organisation approved by the CAA for the purpose of this provision; and

(ii) any person carried in the towing aeroplane or in any aeroplane or glider being towed is a member of an organisation approved by the CAA for the purpose of this provision.

(4A) The circumstances secondly referred to in paragraph (3) are that he flies such an aeroplane for the purpose of aerial work which consists of–

(a) the giving of instruction in flying microlight aeroplanes or self-launching motor gliders, if his licence includes a flying instructor's rating or an assistant flying instructor's rating; or

(b) the conducting of flying tests for the purposes of this Order; in either case in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members.

Receipt of remuneration

(4B) He shall not receive any remuneration for his services as a pilot on a flight save that if his licence includes a flying instructor's rating or an assistant flying instructor's rating by virtue of which he is entitled to give instruction in flying microlight aeroplanes or self-launching motor gliders he may receive remuneration for the giving of such instruction or the conducting of such flying tests as are specified in paragraph (4A) in a microlight aeroplane or a SLMG.

Prohibitions on flight in specified conditions

(5) He shall not fly –

(a) as pilot in command of such a SSEA on a flight outside controlled airspace when the flight visibility is less than 5 km;

(b) as pilot in command of such a SLMG or microlight aeroplane on a flight outside controlled airspace when the flight visibility is less than 3km;

(c) as pilot in command of any such aeroplane –

(i) on a special VFR flight in a control zone in a flight visibility of less than 10 km;

(ii) out of sight of the surface; or

(iii) at night; or

(d) as pilot in command of any such aeroplane in circumstances which require compliance with the Instrument Flight Rules.

Carriage of persons

(6) He shall not fly as pilot in command of any such aeroplane –

(a) when the total number of persons carried (including the pilot) exceeds four; or

(b) when carrying passengers unless within the preceding 90 days he has made at least three take-offs and three landings as the sole manipulator of the controls of an aeroplane of the same class as that being flown.

Differences training

(7) He shall not fly–

as pilot in command of such a simple single engine aeroplaneSSEA where –

(a) the aeroplane is fitted with a tricycle undercarriage;

(b) the aeroplane is fitted with a tailwheel;

(c) the engine is fitted with either a supercharger or turbo-charger;

(d) the engine is fitted with a variable pitch propeller;

(e) the landing gear is retractable;

(f) a cabin pressurisation system is fitted; or

(g) the aeroplane has a maximum continuous cruising speed in excess of 140 knots indicated airspeed;

unless appropriate differences training has been completed and recorded in his personal flying log book.

PART B

Ratings and qualifications

SECTION 1

Aircraft ratings which may be included in United Kingdom Licences and JAR-FCL Licences but not in a National Private Pilot's Licence

SUB-SECTION 1

Aircraft ratings

1. An aircraft rating may, subject to article 27(5), be included in a United Kingdom licence or a JAR-FCL licence granted under Part 4, and, subject to the provisions of this Order and of the licence, the inclusion of a rating in a licence shall have the consequences respectively specified as follows.

2.When included in a pilot licence an aircraft rating shall entitle the holder of the licence to act as pilot of aircraft of the types and classes specified in the aircraft rating and different types and classes of aircraft may be specified in respect of different privileges of a licence.

3.When included in a Flight Engineer's licence an aircraft rating shall entitle the holder of the licence to act as flight engineer only of aircraft of a type specified in the aircraft rating.

SUB-SECTION 2

Other ratings which may be included in United Kingdom Licences and JAR-FCL Licences but not in a National Private Pilot's Licence

4. The following ratings and qualifications may, subject to article 27(5), be included in a United Kingdom pilot licence or a JAR-FCL pilot licence granted under Part 4, and, subject to the provisions of this Order and of the licence, the inclusion of a rating or qualification in a licence shall have the consequences respectively specified as follows –

Instrument meteorological conditions rating (aeroplanes)

(1) Subject to paragraph (2) the rating shall within the United Kingdom –

(a) entitle the holder of a United Kingdom Private Pilot's Licence (Aeroplanes) or a United Kingdom Basic Commercial Pilot's Licence (Aeroplanes) to fly as pilot in command of an aeroplane without being subject to the restrictions contained respectively in paragraph (2)(c) or (f) of the privileges of the United Kingdom Private Pilot's Licence (Aeroplanes) or (3)(g) or (i) of the privileges of the United Kingdom Basic Commercial Pilot's Licence (Aeroplanes); and

(b) entitle the holder of a JAR–FCL Private Pilot Licence (Aeroplane) to fly as pilot in command of an aeroplane in Class D or E airspace in circumstances which require compliance with the Instrument Flight Rules.

(2) The rating shall not entitle the holder of the licence to fly –

(a) on a special VFR flight in a control zone in a flight visibility of less than 3 km; or

(b) when the aeroplane is taking off or landing at any place if the flight visibility below cloud is less than 1800 metres.

Instrument rating (aeroplane) shall entitle the holder of the licence to act as pilot in command or co-pilot of an aeroplane flying in controlled airspace in circumstances which require compliance with the Instrument Flight Rules.

Instrument rating (helicopter) shall entitle the holder of the licence to act as pilot in command or co-pilot of a helicopter flying in controlled airspace in circumstances which require compliance with the Instrument Flight Rules.

Night rating (aeroplanes) shall entitle the holder of a United Kingdom Private Pilot's Licence (Aeroplanes) or a United Kingdom Basic Commercial Pilot's Licence (Aeroplanes) to act as pilot in command of an aeroplane at night.

Night qualification (aeroplane) shall entitle the holder of a United Kingdom Private Pilot's Licence (Aeroplanes), a JAR–FCL Private Pilot Licence (Aeroplane) or a United Kingdom Basic Commercial Pilot's Licence (Aeroplanes) to act as pilot in command of an aeroplane at night.

Night rating (helicopters) shall entitle the holder of a United Kingdom Private Pilot's Licence (Helicopters) to act as pilot in command of a helicopter at night.

Night qualification (helicopter) shall entitle the holder of either a United Kingdom Private Pilot's Licence (Helicopters) or a JAR–FCL Private Pilot Licence (Helicopter) to act as pilot in command of a helicopter at night.

Night rating (gyroplanes) shall entitle the holder of a United Kingdom Private Pilot's Licence (Gyroplanes) to act as pilot in command of a gyroplane at night.

Towing rating (flying machines) shall entitle the holder of the licence to act as pilot of a flying machine while towing a glider in flight for the purpose of public transport or aerial work.

Flying instructor's rating shall entitle the holder of the licence to give instruction in flying aircraft of such types and classes as may be specified in the rating for that purpose.

Assistant flying instructor's rating shall entitle the holder of the licence to give instruction in flying aircraft of such types and classes as may be specified in the rating for that purpose provided that –

(a) such instruction shall only be given under the supervision of a person present during the take-off and landing at the aerodrome at which the instruction is to begin and end and holding a pilot's licence endorsed with a flying instructor's rating entitling him to instruct on an aircraft of the same type or class as the aircraft on which instruction is being given;

(b) such a rating shall not entitle the holder of the licence to give directions to the person undergoing instruction in respect of the performance by that person of –

(i) his first solo flight;

(ii) his first solo flight by night;

(iii) his first solo cross-country flight otherwise than by night; or

(iv) his first solo cross-country flight by night.

Flight instructor rating (aeroplane) shall entitle the holder of the licence to give instruction in flying aircraft of such types and classes as may be specified in the rating for that purpose subject to the restrictions specified below.

Flight instructor rating (aeroplane) – Restrictions

Restricted period

(1) Until the holder of a flight instructor rating (aeroplane) has completed at least 100 hours flight instruction and, in addition, has supervised at least 25 solo flights by students, the privileges of the rating shall be restricted.

(2) The restrictions shall be removed from the rating when the above requirements have been met and on the recommendation of the supervising flight instructor (aeroplane).

Restricted privileges

(3) The privileges shall be restricted to carrying out under the supervision of the holder of a flight instructor rating (aeroplane) approved for this purpose –

(a) flight instruction for the issue of the Private Pilot Licence (Aeroplane) or those parts of integrated courses at Private Pilot Licence (Aeroplane) level and class and type ratings for single-engine aeroplanes, excluding approval of first solo flights by day or by night and first solo cross country flights by day or by night; and

(b) night flying instruction.

Flight instructor rating (helicopter) shall entitle the holder of the licence to give instruction in flying helicopters of such types as may be specified in the rating for that purpose subject to the restrictions specified below.

Flight instructor rating (helicopter) – Restrictions

Restricted period

(1) Until the holder of a flight instructor rating (helicopter) has completed at least 100 hours flight instruction and, in addition, has supervised at least 25 solo flights by students, the privileges of the rating shall be restricted.

(2) The restrictions shall be removed from the rating when the above requirements have been met and on the recommendation of the supervising flight instructor (helicopter).

Restricted privileges

(3) The privileges shall be restricted to carrying out under the supervision of the holder of a flight instructor rating (helicopter) approved for this purpose –

(a) flight instruction for the issue of the Private Pilot Licence (Helicopter) or those parts of integrated courses at Private Pilot Licence (Helicopter) level and type ratings for single-engine helicopters, excluding approval of first solo flights by day or by night and first solo cross-country flights by day or by night; and

(b) night flying instruction.

Type rating instructor rating (multi-pilot aeroplane) shall entitle the holder to instruct licence holders for the issue of a multi-pilot aeroplane type rating, including the instruction required for multi-crew co-operation.

Type rating instructor rating (helicopter) shall entitle the holder to instruct licence holders for the issue of a type rating, including the instruction required for multi-crew co-operation as applicable.

Class rating instructor rating (single-pilot aeroplane) shall entitle the holder to instruct licence holders for the issue of a type or class rating for single-pilot aeroplanes.

Instrument rating instructor rating (aeroplane) shall entitle the holder to conduct flight instruction for the issue of an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes).

Instrument rating instructor rating (helicopter) shall entitle the holder to conduct flight instruction for the issue of an instrument rating (helicopter).

5. For the purposes of this Section –

"Day" means the time from half an hour before sunrise until half an hour after sunset (both times exclusive), sunset and sunrise being determined at surface level;

"Solo flight" means a flight on which the pilot of the aircraft is not accompanied by a person holding a pilot's licence granted or rendered valid under this Order;

"Cross-country flight" means any flight during the course of which the aircraft is more than 3 nautical miles from the aerodrome of departure.

SECTION 2

Aircraft and instructor ratings which may be included in United Kingdom Licences, JAR-FCL Licences and National Private Pilot's Licence (Aeroplanes)

1. The following ratings may be included in a United Kingdom pilot licence, a JAR-FCL pilot licence or a National Private Pilot's Licence (Aeroplanes) granted under Part 4, and, subject to the provisions of this Order and of the licence, the inclusion of a rating in a licence shall have the consequences respectively specified as follows –

Microlight class rating shall, subject to the conditions of the licence in which it is included, entitle the holder to act as pilot in command of any microlight aeroplane; provided that—

(a) where the current certificate of revalidation for the rating is endorsed "single seat only" the holder shall only be entitled to act as pilot in command of any single seat microlight aeroplane;

(b) where—

(i) the aeroplane has 3 axis controls and his previous training and experience has only been in an aeroplane with flexwing/weightshift controls;

(ii) the aeroplane has flexwing/weightshift controls and his previous training and experience has only been in an aeroplane with 3 axis controls; or

(iii) the aeroplane has more than one engine

appropriate differences training, given by a flight instructor entitled to instruct on the aircraft on which instruction is being given, has been completed, recorded in his personal flying logbook, and endorsed and signed by the instructor conducting the differences training;

(c) where the aeroplane is to operated from water during take-off and landing—

(i) appropriate differences training, given by a flight instructor entitled to instruct on the aircraft on which instruction is being given, has been completed, recorded in his personal flying logbook, and endorsed and signed by the instructor conducting the differences training; and

(ii) the holder has attained a pass in the Private or Professional Seamanship examination.

SSEA class rating shall, subject to the conditions of the licence, entitle the holder to act as pilot in command of any SSEA with a maximum take off weight authorised not exceeding 2000kg excluding any such aeroplane which is a self-launching motor glider or a microlight aeroplane; provided that where the current certificate of revalidation for the rating is endorsed "single seat only" the holder shall only be entitled to act as pilot in command of any single seat SSEA.

SLMG class rating shall, subject to the conditions of the licence in which it is included, entitle the holder to act as pilot in command of any SLMG; provided that where the current certificate of revalidation for the rating is endorsed "single seat only" the holder shall only be entitled to act as pilot in command of any single seat SLMG.

Flying instructor's rating (Microlight) shall entitle the holder of the licence to give instruction in flying microlight aeroplanes.

Flying instructor's rating (SLMG) shall entitle the holder of the licence to give instruction in flying SLMGs.

Assistant flying instructor's rating (Microlight) shall entitle the holder of the licence to give instruction in flying microlight aeroplanes provided that –

(a) such instruction shall only be given under the supervision of a person present during the take-off and landing at the aerodrome at which the instruction is to begin and end and holding a pilot's licence endorsed with a flying instructor's rating entitling him to instruct on a microlight aeroplane with the same type of control system as the microlight aeroplane on which instruction is being given;

(b) such a rating shall not entitle the holder of the licence to give directions to the person undergoing instruction in respect of the performance by that person of –

(i) his first solo flight;

(ii) his first solo cross-country flight.

Assistant flying instructor's rating (SLMG) shall entitle the holder of the licence to give instruction in flying SLMGs provided that –

(a) such instruction shall only be given under the supervision of a person present during the take-off and landing at the aerodrome at which the instruction is to begin and end and holding a pilot's licence endorsed with a flying instructor's rating entitling him to instruct on a SLMG;

(b) such a rating shall not entitle the holder of the licence to give directions to the person undergoing instruction in respect of the performance by that person of –

(i) his first solo flight;

(ii) his first solo cross-country flight.

PART C

Maintenance of licence privileges

SECTION 1

Requirement for Certificate of Test or Experience to maintain privileges of an aircraft rating specified in Section 1 of Part B and to maintain the privileges of a flying instructor's rating (gyroplanes), an assistant flying instructor's rating (gyroplanes) and an instrument meteorological conditions rating (aeroplanes) specified in Section 2 of Part B when such a rating is included in a United Kingdom licence for which there is no JAR-FCL equivalent except for a Basic Commercial Pilot's Licence and a Flight Engineer's Licence

1. Appropriateness of certificate

(a) A certificate of test or a certificate of experience required by article 28, 28A,30? or 31(3) shall not be appropriate to the functions to be performed on a flight unless it is a certificate appropriate to the description of the flight according to the following Table –

Case	*Class of Licence*	*Description of Flight*	*Certificate Required*
A	Private Pilot's Licence (Gyroplanes)	Any flight within the privileges of the licence	Certificate of test or certificate of experience
A1	Private Pilot's Licence (Aeroplanes)	Any flight within the privileges of a microlight aeroplane class rating or a SLMG class rating included in the licence	Certificate of test or certificate of experience
B	Commercial Pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airships)	Carriage of passengers on a flight in respect of which the holder of the licence receives remuneration	Certificate of test
C	Commercial Pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airships)	For public transport	Certificate of test
D	Commercial Pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airships)	For aerial work	Certificate of test or certificate of experience
E	Commercial Pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airships)	Any flight within the privileges of a Private Pilot's Licence	Certificate of test or certificate of experience
F	Flight Navigator's Licence	Flights to which article 25(9) applies	Certificate of experience

(b) For the purposes of this Part of this Schedule, references to Cases are references to the Cases indicated in the first Column of the Table in paragraph 1(a) of this Part of this Schedule.

Certificate of test

2. A certificate of test required by article 28, 28A,30? or 31(3) shall be signed by a person authorised by the CAA to sign certificates of this kind and shall certify the following particulars –

(a) the functions to which the certificate relates;

(b) that the person signing the certificate is satisfied that on a date specified in the certificate the holder of the licence or personal flying logbook of which the certificate forms a part, as the case may be, passed an appropriate test of his ability to perform the functions to which the certificate relates;

(c) the type of aircraft or flight simulator in or by means of which the test was conducted; and

(d) the date on which it was signed.

Nature of test

3. The appropriate test referred to in paragraph 2 above shall be –

(a) in the case of a test which entitles the holder of the licence of which the certificate forms part to act as pilot in command or co-pilot (or both) of aircraft of the type, types or class specified in the certificate, a test of the pilot's competence to fly the aircraft as pilot in command or co-pilot (or both) and shall, where the CAA so specifies in respect of the whole or part of a test, be conducted in an aircraft in flight or by means of a flight simulator approved by the CAA;

(b) in the case of a test which entitles the holder of the licence of which the certificate forms part to perform the functions to which a flying instructor's rating (gyroplanes), an assistant flying instructor's rating (gyroplanes) or an instrument meteorological conditions rating (aeroplanes) relates, a test of his ability to perform the functions to which the rating relates and shall, where the CAA so specifies in respect of the whole or part of the test, be conducted in an aircraft in flight.

Period of validity of certificate of test

4. A certificate of test –

(a) required by article 28 in respect of a Commercial Pilot's Licence (Balloons) shall not be valid in relation to a flight made more than 13 months after the date of the test which it certifies and, required by article 28 in respect of any other licence, shall not be valid in relation to a flight made more than 13 months in Cases A, B and E or more than 6 months in Cases C and D after the date of the test which it certifies; provided that in the case of Cases C and D, 2 certificates of test shall together be deemed to constitute a valid certificate of test if they certify flying tests conducted on 2 occasions within the period of 13 months preceding the flight on which the functions are to be performed, such occasions being separated by an interval of not less than 4 months, and if both certificates are appropriate to those functions;

(b) required by article 30(1) in respect of an instrument meteorological conditions rating (aeroplanes) shall not be valid in relation to a flight made more than 25 months after the date of the test which it certifies;

(c) required by article 30(1) in respect of an assistant flying instructor's rating (gyroplanes) and a flying instructor's rating (gyroplanes) shall not be valid in relation to a flight made more than 3 years after the date of the test which it certifies.

Certificate of experience

5. A certificate of experience required by article 28 shall be signed by a person authorised by the CAA to sign such a certificate and shall certify the following particulars –

(a) the functions to which the certificate relates;

(b) in the case of a pilot, that on the date on which the certificate was signed the holder of the licence or personal flying log book of which it forms part, as the case may be, produced his personal flying log book to the person signing the certificate and satisfied him that he had appropriate experience in the capacity to which his licence relates within the appropriate period specified in paragraph 6 of this Part of this Schedule;

(c) in the case of a flight navigator, that on the date on which the certificate was signed the holder of the licence of which it forms part produced his navigation logs, charts and workings of astronomical observations to the person signing the certificate and satisfied him that he had appropriate experience in the capacity to which the licence relates within the appropriate period specified in paragraph 6 of this Part of this Schedule;

(d) in the case of a pilot or flight engineer, the type or types of aircraft in which the experience was gained;

(e) the date on which it was signed.

Period of experience

6. A certificate of experience shall not be valid unless the experience was gained within the period of 13 months preceding the signing of the certificate in the case of Cases A, A1, E and F, or 6 months preceding the signing of the certificate in the case of Case D.

Period of validity of certificate of experience

7. A certificate of experience in respect of a Commercial Pilot's Licence (Balloons) shall not be valid for more than 13 months after it was signed and in respect of any other licence shall not be valid for more than 6 months after it was signed for Case D nor for more than 13 months after it was signed for any other case.

SECTION 2

Requirement for Certificate of Revalidation to maintain privileges of an aircraft rating specified in Section 1 of Part B and to maintain the privileges of an instrument rating and an instructor's rating (other than a flying instructor's rating (gyroplanes) or an assistant flying instructor's rating (gyroplanes)) specified in Section 2 of Part B when such a rating is included in a JAR-FCL licence, a United Kingdom licence for which there is a JAR-FCL equivalent, a United Kingdom Basic Commercial Pilot's Licence or a United Kingdom Flight Engineer's Licence,

1 Appropriate certificate of revalidation

A certificate of revalidation required by article 29 or 30(2) shall not be appropriate to the exercise of the privileges of a flight crew licence unless it is a certificate which accords with this Section.

2 Type and class ratings

(1) Aeroplane type and class ratings

(a) Type ratings and multi-engine class ratings, aeroplane

(i) Validity

Type ratings and multi-engine class ratings for aeroplanes are valid for one year beginning with the date of issue, or the date of expiry if revalidated within the period of three months preceding the date of expiry.

(ii) Revalidation

For revalidation of type ratings and multi-engine class ratings, aeroplane, the applicant shall satisfy the requirements specified in paragraph 1.245(a) and (b) of Section 1 of JAR–FCL 1.

(b) Single-pilot single-engine class ratings

(i) Validity

Single-pilot single-engine class ratings are valid for two years beginning with the date of issue, or the date of expiry if revalidated within the period of three months preceding the date of expiry.

(ii) Revalidation of all single-engine piston aeroplane class ratings (land) and all touring motor glider ratings

For revalidation of single-pilot single-engine piston aeroplane (land) class ratings or touring motor glider class ratings (or both) the applicant shall on single engine piston aeroplanes (land) or touring motor gliders (as the case may be) satisfy the requirements specified in paragraph 1.245(c)(1) of Section 1 of JAR–FCL 1.

(iii) Revalidation of single-engine turbo-prop aeroplanes (land) single-pilot

For revalidation of single-engine turbo-prop (land) class ratings the applicant shall within the three months preceding the expiry date of the rating, pass a proficiency check with an authorised examiner on an aeroplane in the relevant class.

(iv) Revalidation of single-engine piston aeroplanes (sea)

For revalidation of single-pilot single-engine piston aeroplane (sea) class ratings the applicant shall –

(aa) within the three months preceding the expiry date of the rating, pass a proficiency check with an authorised examiner on a single-engine piston aeroplane (sea); or

(bb) within the 12 months preceding the expiry of the rating complete at least 12 hours of flight time including at least 6 hours of pilot in command time on either a single-engine piston aeroplane (sea) or a single-engine piston aeroplane (land) and at least 12 water take-offs and 12 alightings on water; and either complete a training flight of at least 1 hour duration with a flight instructor or pass a proficiency check or skill test for any other class or type rating.

(c) Expired ratings

(i) If a type rating or multi-engine class rating has expired, the applicant shall meet the requirements in paragraph (b) above and meet any refresher training requirements as determined by the CAA and the rating will be valid from the date of completion of the renewal requirements.

(ii) If a single-pilot single-engine class rating has expired, the applicant shall complete the skill test in accordance with the requirements specified at Appendix 3 to paragraph 1.240 of Section 1 of JAR–FCL 1.

(2) Helicopter type ratings

(a) Type ratings, helicopter – validity

Type ratings for helicopters are valid for one year beginning with the date of issue, or the date of expiry if revalidated within the period of three months preceding the date of expiry.

(b) Type ratings, helicopter – revalidation

For revalidation of type ratings, helicopter, the applicant shall complete the requirements specified in paragraph 2.245(b) of Section 1 of JAR–FCL 2.

(c) Expired ratings

If a type rating has expired, the applicant shall meet the requirements in sub-paragraph (b) above and meet any refresher training requirements as determined by the CAA and the rating shall be valid for a period beginning with the date of completion of the renewal requirements.

(3) Flight engineer type ratings

(a) Type ratings – validity

Flight engineer type ratings are valid for one year beginning with the date of issue, or the date of expiry if revalidated within the period of three months preceding the date of expiry.

(b) Type ratings – Revalidation

For revalidation of flight engineer type ratings the applicant shall, within the three months preceding the expiry date of the rating, pass a proficiency check with an authorised examiner on the relevant type of aircraft.

3 Forms of certificate of revalidation

(1) A certificate of revalidation required by article 29 or 30(2) shall be signed by a person authorised by the CAA to sign certificates of this kind and shall certify –

(a) the functions to which the certificate relates;

(b) that the person signing the certificate is satisfied that on a date specified in the certificate, the holder of the licence of which the certificate forms a part met the appropriate requirements for revalidation specified in respect of the rating, in the case of an aircraft rating in paragraph 2 and in the case of any other rating in the Table at sub-paragraph (2) below, to exercise the privileges of the licence or rating to which the certificate relates;

(c) the type of aircraft or flight simulator in or by means of which the test was conducted; and

(d) the date on which it was signed.

(2) The requirements for revalidation of a rating listed in Column 1 are those set out in Column 2 of the following Table –

Rating	*Paragraph in Section 1 of JAR-FCL 1 or 2*
Instrument rating (aeroplane)	1.185
Instrument rating (helicopter)	2.185
Flight Instructor (aeroplane) Flying instructor's rating (aeroplanes) Assistant flying instructor's rating (aeroplanes)	1.355
Flight instructor (helicopter) Flying instructor's rating (helicopters) Assistant flying instructor's rating (helicopters)	2.355
Type rating instructor rating (multi-pilot aeroplane)	1.370
Type rating instructor rating (helicopter)	2.370
Class rating instructor rating (single pilot aeroplane)	1.385
Instrument rating instructor rating (aeroplane)	1.400
Instrument rating instructor rating (helicopter)	2.400

SECTION 3

Requirement for a Certificate of Revalidation to maintain the validity of a rating specified in Section 2 of Part B

1.—(1) A certificate of revalidation required by article 31 in respect of a SSEA class rating, a microlight class rating or a SLMG class rating shall be signed by a person authorised by the CAA to sign certificates of this kind

(2) The person signing the certificate shall certify the following particulars–

(a) the rating to which the certificate relates;

(b) that on a date specified in the certificate (in this section called "the specified date") the holder has satisfied the relevant requirements for issue in accordance with Table 1 and Table 2;

(c) the date on which the certificate was signed; and

(d) the date on which the period of validity of the certificate expires in accordance with Table 3.

(3) In the case of a certificate of revalidation for a class rating which is being issued on the basis of paragraph 1(b) of Table 2 so that the holder of the licence has satisfied the experience requirements but without having had a flight with an instructor as part of that experience the person signing the certificate shall endorse the certificate "single seat only".

(4) A certificate of revalidation shall remain valid in accordance with Table 3.

Table 1

Requirements for issue of a certificate of revalidation for an aeroplane class rating included in Section 2 of Part B

	Circumstances	**Requirements**
1	On initial issue by the CAA	The holder of the licence has passed a NPPL General Skill Test with the authorised examiner signing the licence application form in an aeroplane of the class for which the certificate of revalidation is sought;
2	There is a current valid certificate of revalidation for the rating	The holder of the licence has passed a NPPL General Skill Test with the authorised examiner signing the certificate in an aeroplane of the class for which the certificate of revalidation is

		sought; or the holder of the licence produced his personal flying log book to the authorised person signing the certificate and satisfied the authorised person that the holder satisfied the experience requirements specified in Table 2 below
3	The last previous certificate of revalidation for the rating expired less than 5 years before the date on which the new certificate is to be signed	The holder of the licence has passed a NPPL General Skill Test with the authorised examiner signing the certificate in an aeroplane of the class for which the certificate of revalidation is sought
4	The last previous certificate of revalidation for the rating expired 5 years or more before the date on which the new certificate is to be signed	The holder of the licence has passed a NPPL General Skill Test with the authorised examiner signing the certificate in an aeroplane of the class for which the certificate of revalidation is sought; and has passed an oral theoretical knowledge examination conducted by the authorised examiner as part of the NPPL General Skill Test

Table 2

Experience requirements for issue of certificate of revalidation for an aeroplane class rating included in Section 2 of Part B

NPPL

	Circumstances	**Experience requirements**
1	Where one aeroplane class rating is held	(a) The holder has, in an aeroplane coming within the aeroplane class rating, within the period of validity of the current certificate of revalidation for the rating– (i) flown at least 12 hours which includes at least 8 hours as pilot in command; and (ii) completed at least 12 take-offs and 12 landings; and (iii) subject to sub-paragraph (b), undertaken at least 1 hour of flying training with an instructor entitled to give instruction on aeroplanes of that class. (b) Where the holder has not undertaken the flying training specified in paragraph 1(a)(iii) a certificate of revalidation may be issued but must be endorsed “single seat only”.
2	Where two or three aeroplane class ratings are held	(a) The holder has, within the period of validity of the current certificate of revalidation for each rating– (i) flown a total of at least 12 hours in an aeroplane coming within any of the aeroplane class ratings which are held which includes at least a total of 8 hours as pilot in command; (ii) completed not less than 12 take-offs and 12 landings in an aeroplane coming within any of the aeroplane class ratings which are held; and (iii) subject to sub-paragraph (b), in an aeroplane coming within each of the aeroplane class ratings which are held, either– (aa) flown at least 1 hour as pilot in command; or (bb) undertaken at least 1 hour of flying training with an instructor entitled to give instruction on aeroplanes of that class.

		(iv) subject to sub-paragraph (b), undertaken at least 1 hour of flying training in aeroplanes coming within any of the aeroplane class ratings which are held, with instructors entitled to give instruction on aeroplanes of those classes. (b) Where the holder has flown at least 1 hour as pilot in command as specified in paragraph 2(a)(iii)(aa) but has not undertaken the flying training specified in paragraph 2(a)(iv) a certificate of revalidation may be issued but must be endorsed "single seat only".

Table 3

Period of validity of certificate of revalidation for an aeroplane class rating included in Section 2 of Part B in a NPPL

	Circumstances	**Period of validity for a certificate of revalidation for aeroplane class ratings**
1	The current certificate is valid on the specified date of the new certificate	The new certificate is valid for 24 months from the date of expiry of the current certificate
2	There is no valid certificate on the specified date of the new certificate.	The new certificate is valid for 24 months from the specified date

2.—(1) A certificate of revalidation required by article 31 for a flying instructor's rating (SLMG), a flying instructor's rating (microlight), or an assistant flying instructor's rating (microlight) shall be signed by a person authorised by the CAA to sign certificates of this kind.

(2) The person signing the certificate shall certify the following particulars–

(a) the rating to which the certificate relates;

(b) that on a date specified in the certificate (in this section called "the specified date") the holder has passed an appropriate test of his ability to exercise the privileges of the rating;

(c) the date on which the certificate was signed; and

(d) the date on which the period of validity of the certificate expires in accordance with Table 4.

(3) A certificate of revalidation shall remain valid in accordance with Table 4.

Table 4

Period of validity of certificate of revalidation for a flying instructor's class rating included in Section 2 of Part B

	Circumstances	**Period of validity for a certificate of revalidation for a flying instructor's rating (microlight and/or SLMG)**	**Period of validity for a certificate of revalidation for an assistant flying instructor's rating (microlight)**
1	The current certificate is valid on the specified date of the instructor flight and ground test.	The new certificate is valid for 25 months from the date of test.	The new certificate is valid for 13 months from the date of test

SCHEDULE 14

Article 148

Penalties

PART A

Provisions referred to in article 148(5)

Article of Order	*Subject Matter*
3	Aircraft flying unregistered
5	Aircraft flying with false or incorrect markings
14(1)(a)	Flight without appropriate maintenance
14(1)(b)	Flight without a certificate of maintenance review
15	Failure to keep a technical log
16	Flight without a certificate of release to service issued under the Order or under paragraph 21A.163(d) of Part 21
17	Flight without a certificate of release to service issued under Part 145
18(7) and (8)	Exercise of privileges of aircraft maintenance engineer's licence or an aircraft maintenance licence whilst unfit or drunk etc.
19	Flight without required equipment
20	Flight without required radio communication or radio navigation equipment
21	Minimum equipment requirements
22	Failure to keep log books
23	Requirement to weigh aircraft and keep weight schedule
25	Crew requirement
28 and 30(1)	Requirement for appropriate certificate of test or experience
29, 31 and 30(2)	Requirement for appropriate certificate of revalidation
32(1)	Flight without valid medical certificate
32(4)	Flight in unfit condition
33(1)	Prohibition of flight after failure of test
36	Instruction in flying without appropriate licence and rating
38	Operations manual requirement
39	Police operations manual requirement
40	Training manual requirement
42	Operator's responsibilities in connection with crew
43	Requirements for loading aircraft
44 and 45	Operational restrictions on aeroplanes and helicopters
46	Prohibition on public transport flights at night or in Instrument Meteorological Conditions by non-United Kingdom registered single engined aeroplanes

47	Aerodrome operating minima – United Kingdom registered public transport aircraft
48	Aerodrome operating minima – public transport aircraft registered elsewhere than in the United Kingdom
49	Aerodrome operating minima – non-public transport aircraft
50	Requirement for pilot to remain at controls
52	Pre-flight action by commander of aircraft
53	Requirement for passenger briefing
54	Additional duties of commander on flight for public transport of passengers
55	Requirement for radio station in aircraft to be licensed and for operation of same
56	Requirement for minimum navigation performance equipment
57	Requirement for height keeping performance equipment – aircraft registered in the United Kingdom
58	Requirement for height keeping performance equipment – aircraft registered elsewhere than in the United Kingdom
59	Requirement for area navigation equipment and required navigation performance – aircraft registered in the United Kingdom
60	Requirement for area navigation equipment and required navigation performance – aircraft registered elsewhere than in the United Kingdom
61	Requirement for an airborne collision avoidance system
62	Use of flight recording systems and preservation of records
63	Towing of gliders
65	Towing, picking up and raising of persons and articles by aircraft
66	Dropping of articles and animals from aircraft
67	Dropping of persons and requirement for parachuting permission
68	Requirement for aerial application certificate
71	Carriage of persons in or on any part of an aircraft not designed for that purpose
72	Requirement for exits and break-in markings
76	Prohibition of smoking in aircraft
77	Requirement to obey lawful commands of aircraft commander
78(a) and (b)	Acting in a disruptive manner
79	Prohibition of stowaways
80	Flying displays
82(3)	Operator’s obligation to obtain flight time records of flight crew
83(2)	Flight crew member’s obligation to inform operator of flight times
84	Flight time limitations for flight crew
95	Breach of the Rules of the Air
96	Flight in contravention of restriction of flying regulations
97	Flight by balloons, kites, airships, gliders and parascending parachutes
98	Flight by small aircraft

99	Launching of rockets
101	Requirement for an approved provider of air traffic services to be satisfied as to competence of air traffic controllers
103	Provision of air traffic services
104	Requirement to comply with an air traffic direction
105	Requirement to comply with an airspace policy direction
106	Use of radio call signs at aerodromes
107	Requirement for licensing of air traffic controllers
121	Requirement for licensing of flight information service officers
123	Requirement for flight information service manual
124	Use of air traffic service equipment
125	Requirement to keep air traffic service equipment records
126	Requirement for use of licensed aerodrome
128(4)	Contravention of conditions of aerodrome licence
132	Use of aeronautical lights
133	Requirement to light en-route obstacles
134	Requirement to light offshore wind turbine generators
135(1)	Prohibition of dangerous lights
135(2)	Failure to extinguish or screen dangerous lights
137(1) and (3)	Management of aviation fuel at aerodromes
146	Obstruction of persons performing duties under the Order