

Title:	<b>Opinion and Instruction Document – Air Navigation Order</b>
Package Number	<b>0157-4</b>
Package Title	GA Pilot Licensing and Training Simplification Project (1)
Headline Purpose:	Simplify and optimise the regulations for GA pilot licensing and training.
Proposed action:	Amend the Air Navigation Order 2016 (“the Order”) as proposed by the CAA GA Licensing and Training Simplification Project.

**The proposed amendments listed in this Opinion and Instruction Document (OID) serve only to convey a policy opinion recommended by the CAA to the Secretary of State.**

**Any changes to regulations will be published on [legislation.gov.uk](https://www.legislation.gov.uk) and subsequently in the [Aviation Regulatory Library](#), once they have passed into law.**

## Policy Objective

1. Simplify and optimise the regulations governing licensing and training for General Aviation (GA) pilots.
2. Improve stakeholder understanding of the licensing system, reduce cost and deliver time saving benefits to the CAA in reduced processing effort and a reduction in related queries.
3. Following appropriate consultation, this Opinion and Instruction Document (OID) sets out the CAA’s opinion for the applicable amendments to the Air Navigation Order 2016 (“the Order”) These amendments have now been submitted to the Department for Transport (DfT) for sponsorship through the legislative process.

## Background

In 2020, the CAA consulted on opportunities for regulatory reform after leaving EASA. The consultation was published in [CAP 1985](#) and the CRD in [CAP 2146](#). A key area identified for further analysis and reform was flight crew licensing for GA pilots, giving rise to the Licensing and Training Simplification Project. The outputs of the project broadly include:

- Reforming the Private Pilot Licences (PPL) for aeroplanes and helicopters that comply with International Civil Aviation Organisation (ICAO) standards;
- Reforming and consolidating the aeroplane and helicopter pilot licences that do not comply with international standards. Such ‘sub-ICAO’<sup>1</sup> licences are designed for flight in UK airspace only and are subject to certain limitations;
- Better integration of the syllabus for the sub-ICAO licence with that for the ICAO PPL, to allow a more proportionate progression from one to the other;
- Appropriate reforms to pilot licensing for sailplanes and balloons, including commercial passenger ballooning operations which are a significant element of UK ballooning; and
- Reviewing the requirements for the validity and maintenance of aircraft class ratings.

To implement the above, amendments are proposed to:

- UK Regulation (EU) 1178/2011 (“the UK Aircrew Regulation”);
- UK Regulation (EU) 2018/395 (“the UK Balloon Regulation”);
- UK Regulation (EU) 2018/1976 (“the UK Sailplane Regulation”); and
- The Air Navigation Order 2016 (“the Order”).

<sup>1</sup> Sub-ICAO licences refers to those not issued in accordance with ICAO Standards and Recommended Practices and are normally limited to flight within the UK, except when permission has been given by a foreign state.

The CAA has prepared an OID for each of the relevant regulations. This OID addresses the changes applicable to the Order.

## Summary of changes

GA regulation (including licensing) operates on a ‘mixed’ legal basis of the assimilated law and the Order. As a result of the project outputs in relation to aircraft and pilot licences that remain subject to regulation under the Order rather than the assimilated EU regulations mentioned above, the Order will need amending in the following areas:

### 1. Reflect the introduction of the UK Balloon and Sailplane Regulations

There are various references to the Aircrew Regulation and/or Part-FCL (Annex 1 to the Aircrew Regulation) in Part 6 of the Order, which may need to be updated to also include appropriate references to the Balloon and Sailplane regulations, for example Article 136(1)(a) and (2). Definitions of these regulations should therefore be included in Schedule 1 of the Order.

### 2. Changes relating to pilot licensing for gyroplanes

Gyroplanes with a Maximum Take-off Mass (MTOM) not exceeding 600 kg fall under Annex I to UK Regulation (EU) 2018/1139, so are regulated under the Order rather than the assimilated law. Changes as result of the project include a requirement for:

- Differences training when flying a type different from that which the pilot originally qualified on;
- An update to the privileges of the Flight Instructor (Gyroplanes); and
- Provision for training organisations to declare their capabilities (rather than be approved) for the provision of training courses.

### 3. Changes to the National Private Pilot Licence (Aeroplane)

The ‘sub-ICAO’<sup>2</sup> licence proposals for the National Private Pilot’s Licence (Aeroplanes) issued under the Order include simplifying the rating structure such that it more closely aligns with that of the Private Pilot Licence (Aeroplane).

The NPPL(A) ‘SSEA’<sup>3</sup> rating will be replaced with the Single Engine Piston (Land)/(Sea) rating (which will include microlight privileges, subject to differences training) and the Self-Launching Motor Glider (SLMG) rating is replaced with the Touring Motor Glider (TMG) rating. The revalidation requirements for the NPPL(A) will also be simplified and it will be possible to add an Instrument Meteorological Conditions rating to the NPPL(A). Deeming provisions are to be included for existing holders of the SSEA or SLMG ratings.

### 4. Aerobatic rating

To align with Part-FCL, the CAA wish to include an aerobatic rating for aeroplanes in Schedule 8 of the Order, this would have effect for holders of pilot licences issued from 1<sup>st</sup> October 2025.

### 5. Changes to the NPPL(H)

The NPPL(Helicopter) was introduced into Schedule 8 of the Order around the same time as Part-FCL came into EU law, to provide for the scenario in which a Part-FCL Light Aircraft Pilot Licence (Helicopter) holder might wish to obtain a type rating applicable to a non-Part 21 (Annex 1) helicopter. Annex 1 type ratings cannot be added to a Part-FCL licence, so the NPPL(H) was devised as a parallel licence to address this.

<sup>2</sup> A sub-ICAO licence is a pilot licence endorsed to the effect that the holder does not satisfy in full the relevant minimum standards established under the Chicago Convention

<sup>3</sup> SSEA means a simple single engine aeroplane, being a single engine piston aeroplane with a maximum take-off weight authorised of not more than 2,000kg and which is not a microlight aeroplane or a SLMG (self-launching motor glider) – see Schedule 1 of the Order.

The CAA propose to issue a combined licence document that includes both Part-FCL and non-Part 21 aircraft privileges, based on the existing LAPL(H) in Part-FCL. The NPPL(H) is therefore to be renamed the LAPL(H) in Schedule 8 of the Order to match, and all requirements relating to the renamed LAPL(H) in the Order are to be aligned with that of the Part-FCL LAPL(H).

**6. Changes to existing Balloon licences issued under the Order**

It is intended to cease issuing new Private Pilot Licence (Balloons and Airships) and Commercial Pilot Licence (Balloons) under the Order from 1<sup>st</sup> October. Existing PPL(BA) will remain valid on a limited basis to fly Part 21 Balloons and will be required to maintain their privileges in accordance with BFCL.160 of the UK Balloon Regulation, rather than the current requirements in the Order.

**What legal powers are being used to achieve the change?**

Amendments to the Order are achieved through the powers under Section 60(2) and (3)(h) and (n) of the Civil Aviation Act 1982.

**Further considerations**

Following an initial public consultation, the feedback received indicates there is a strong demand to make these changes. The subsequent more detailed consultation has supported that programme of changes.

Failure to implement changes will result in continued complexity for the aviation community and impose a business burden on the CAA's Shared Service Centre.

**Affected Law (and, if Applicable, UK AMC)**

<p>What is the existing UK legal framework which is relevant here?</p>	<p>The Air Navigation Order 2016</p> <p>Part 6: Articles 136, 142, 150, 153A (new), 154, 155, 156, 157, 162, 168A (new), 172</p> <p>Schedule 1 (definitions) Schedule 8 – various See related OIDs regarding related amendments to assimilated implementing rules.</p>
<p>Are any consequential amendments needed to other pieces of law?</p>	<p>See other OIDs related to this project.</p>
<p>If the change proposed is to assimilated EU Implementing Rules made under the UK Basic Regulation is there any UK Acceptable means of compliance (AMC), Guidance Material (GM) Certification Specification CS that will be changed/newly adopted as a consequence if the law is changed as proposed?</p>	<p>Historically CAP 804 has contained UK policy on pilot licences issued under the Order. However, CAP 804 was cancelled in 2016 and is currently marked "for reference only". The intention is to replace CAP 804 with several more focused documents that will support compliance with the relevant changes to the Order. This will need to be achieved by the in-force date of the amendments mentioned in this OID.</p>
<p>If the change is to ANO will the CAA be amending any CAA Policy documents?.</p>	<p>Flight Examiner Handbook (A) and (H) CAA Standards Documents 14, 19(A), 40, 44, 55</p>

<p>Does this proposal relate to an international treaty obligation (e.g. an ICAO SARP)?</p>	<p>Changes retain compliance with ICAO Annex 1 (Personnel Licensing) where appropriate.</p> <p>There are no deadlines associated with such treaty obligations and no new ICAO differences are proposed to be filed.</p>
<p>Is a consultation required?</p>	<p><a href="#">General Aviation Pilot Licensing Review Phase 2: Aeroplanes - Civil Aviation Authority - Citizen Space</a></p> <p>Consultation 1: <a href="#">CAP2335: General Aviation Pilot Licensing and Training Simplification: High Level Principles Consultation   Civil Aviation Authority (caa.co.uk)</a></p> <p>Comments Response Document: <a href="#">CAP2532: GA Pilot Licensing &amp; Training Simplification Phase 1 Strategic Direction - Consultation Response Document   Civil Aviation Authority (caa.co.uk)</a></p> <p>Consultation 2: <a href="#">Licensing &amp; Training Simplification   Civil Aviation Authority (caa.co.uk)</a> – consultation documents were published individually for each aircraft category.</p> <p>No relevant EU consultation or legislation.</p>
<p>Does the Proposal have an impact on Other Government Departments</p>	<p>No</p>
<p>Is an Impact Assessment necessary?</p>	<p>Impact anticipated to be less than £10m.</p> <p>De-Minimis Options Assessment and De-Minimis Impact Assessment has been prepared by CAA.</p>
<p><u>When is it intended that these provisions should be brought into force?</u></p>	<p>01 October 2025</p>
<p>Has an SI “slot” been identified?</p>	<p>DfT confirmed SI slot for Spring 2025</p>
<p>Will there be any criminal offences?</p>	<p>No</p>
<p>If so, is a Justice Impact Test required?</p>	<p>No</p>
<p>What is the intended extent of the provision? Are any issues devolved?</p>	<p><u>Pilots flying UK registered aircraft, pilots holding licences issued by the UK CAA.</u></p>
<p>Are there any devolved issues?</p>	<p>There aren’t any devolved issues.</p>
<p>Are any transitional provisions needed?</p>	<p>Article 154 requiring ANO PPL(BA) holders to comply with BFCL.160. BFCL.160(a)(1)(ii) requiring holders’ refresher training with an instructor 48 months before the flight. PPL(BA) holders comply with this requirement with effect from 4 years after the amending Statutory Instrument (SI) is enacted.</p>

## Suggested Changes to Law

Please refer to ANO keeling schedule and drafting instructions below.

Note to external readers:

*The substance of the amendments detailed below have already been the subject of consultation. These proposals are therefore published for information purposes only. The amendments set out in this section constitute only the CAA's opinion on possible amendments to the relevant legislation. While it is anticipated that any amendments enacted will broadly reflect the CAA's proposals, all amendments to legislation are subject to a drafting process by Government. The proposals may therefore not be the final wording of UK law.*

<b>Abbreviation or Term</b>	<b>Meaning</b>
ATO	Approved Training Organisation, described in Annex VII of the UK Aircrew Regulation
BPL	Balloon Pilot's Licence, issued in accordance with UK Regulation (EU) 2018/395 ("the Balloon Regulation")
CPL	Commercial Pilot's Licence
DTO	Declared Training Organisation, described in Annex VIII (Part-DTO) of the UK Aircrew Regulation
IMC rating	Instrument Meteorological Conditions rating, issued in accordance with the Air Navigation Order 2016 ("the Order")
IR(R)	Instrument Rating (Restricted), issued in accordance with Article 4 of the UK Aircrew Regulation
LAPL	Light Aircraft Pilot's Licence, issued in accordance with the UK Aircrew Regulation
NPPL	National Private Pilot's Licence, issued in accordance with the Order
Part-FCL	Annex I of the UK Aircrew Regulation, containing requirements for Flight Crew Licensing
SEP rating	Single Engine Piston rating
SPL	Sailplane Pilot Licence, issued in accordance with UK Regulation (EU) 2018/1976 (the "Sailplane Regulation")
SLMG	Self-Launching Motor Glider
SSEA rating	Simple Single Engine Aeroplane rating, as defined in Schedule 1 of the Order
TMG	Touring Motor Glider
Part 21 aircraft	Aircraft subject to regulation under UK Regulation (EU) 2018/1139 ("the UK Basic Regulation") and other implementing rules contained in the assimilated law
Non-Part 21 aircraft	Aircraft described in Annex I to UK Regulation (EU) 2018/1139 or subject to a decision by the CAA in accordance with Article 2(8) of that Regulation, i.e. subject to the Order as a result of being 'opted out' of the Basic Regulation

## ANO draft Keeling Schedule and policy instructions

Draft amendment key:

- ~~Strikeout~~: Propose to delete text
- Text underlined in red: Proposed new text

### 157-4-1: Article 136

Requirement for appropriate licence to act as member of flight crew of Part-21 aircraft registered in the United Kingdom

*Background—*

1. Article 136 provides that the pilot of a Part 21 aircraft must hold an appropriate licence either granted or rendered valid under the Aircrew Regulation. For historic reasons 136 is used for enforcement purposes, rather than attributing an offence directly to the relevant provision of the assimilated law. However, 136 was not amended to reflect the removal of pilot licensing for Part 21 balloons and sailplanes from the Aircrew Regulation and the introduction of the Balloon and Sailplane regulations in place of this.
2. The reference to Article 12 of the Aircrew Regulation is now redundant since it no longer contains any live derogations.

*Policy intention—*

1. Amend 136 to provide that the pilot of a Part 21 sailplane is required to hold a licence issued under the Sailplane Regulation and that the pilot of a Part 21 balloon is required to hold a licence issued under the Balloon Regulation. Depending on the in-force date of the amendment to the Order, a reference to the expiry of the current derogations in the Balloon and Sailplane regulations from holding the relevant licences may need to be included.
2. Remove reference to Article 12 of the Aircrew Regulation.

*Draft amendments—*

**136.**—(1) Subject to paragraph (2), a person must not act as a pilot of a Part-21 aircraft that is registered in the United Kingdom without holding an appropriate licence granted, converted or rendered valid under—

(a) the Aircrew Regulation;

(b) for a sailplane, the Sailplane Regulation; or

(c) for a balloon, the Balloon Regulation.

~~without holding an appropriate licence granted, converted or rendered valid under the Aircrew Regulation; or~~

~~(b) unless—~~

~~(i) the person—~~

~~(aa) holds an appropriate licence granted under article 152; and~~

~~(bb) acts as a pilot of a Part-21 aircraft pursuant to the derogation in article 12 of the Aircrew Regulation; or~~

~~(ii) the aircraft is a glider and is being flown otherwise than for the purpose of public transport.~~

(2) A person may act as a pilot of a Part-21 aircraft without holding an appropriate licence granted, converted or rendered valid under the Aircrew Regulation, Sailplane Regulation or Balloon Regulation when undergoing flying training, including solo flying training authorised and supervised by a flight instructor.

## **157-4-2: [proposed deletion] Article 142**

Flight crew licence requirement – exception for balloons

*Background—*

The PPL(BA) licence does not require a certificate of revalidation – historically Article 142 and prior equivalents provided for the scenario in which a PPL(BA) was valid except for not in compliance with the ‘rolling validity’ requirement to fly at least five flights each of not less than five minutes duration in the preceding 13 months.

*Policy intention—*



Since it is intended to align the PPL(BA) recency requirements with those of BFCL<sup>4</sup>, the CAA believe this is no longer required and can be deleted – BFCL.160 allows any shortfall in the rolling validity experience requirements to be undertaken with an FI(B), without the holder having to be pilot in command, so there is no need for the exception to allow flight as PIC under the supervision of an instructor.

*Draft amendments—*

~~(1) A person may act as pilot in command of a balloon within the United Kingdom, the Channel Islands and the Isle of Man, without being the holder of an appropriate licence granted or rendered valid under this Order if the conditions in paragraph (2) are satisfied.~~

~~(2) The conditions referred to in paragraph (1) are that—~~

~~(a) the person is the holder of an appropriate licence granted or rendered valid under this Order in all respects save that the person has not within the immediately preceding 13 months carried out as pilot in command at least five flights each of not less than five minutes duration;~~

~~(b) the person acts in accordance with instructions given by a person authorised by the CAA—~~

~~(i) to supervise flying in the type of balloon being flown (“the instructor”); or~~

~~(ii) to conduct such examinations or tests in the type of balloon being flown (“the examiner”) as the CAA may require;~~

~~(c) no person is carried other than—~~

~~(i) the instructor unless the instructor is carried and is the holder of an appropriate licence granted or rendered valid under this Order entitling the instructor to act as pilot in command for the flight; or~~

~~(ii) the examiner; and~~

~~(d) the balloon is not flying for the purpose of commercial air transport, public transport or commercial operations other than commercial operations which consist of the giving of instruction in flying or the conducting of flying examinations.~~

## 157-4-3: Article 150

<sup>4</sup> Annex III of the Balloon Regulation

Deeming a non-United Kingdom flight crew licence and any Part-FCL licence valid for non-Part-21 aircraft registered in the United Kingdom and deeming a non-United Kingdom radiotelephony licence valid for any aircraft

*Policy intention—*

Update to include reference to BFCL holders exercising privileges on non-Part 21 balloons.

*Draft amendments—*

**150.**—(1) Subject to paragraph (2), this article applies to any licence which authorises the holder to act as a member of the flight crew of an aircraft and is—

(a) granted under the law of a Contracting State other than the United Kingdom;

(b) granted under the law of a relevant overseas territory; ~~or~~

(c) a Part-FCL licence; or

(d) in the case of a balloon, a Part-BFCL licence.

(2) This article does not apply to such a licence if it authorises the holder to act as a student pilot only.

(3) Subject to paragraph (6), for the purposes of this Part, a licence to which this article applies is, unless the CAA gives a direction to the contrary, deemed to be a licence rendered valid under this Order in respect of a non-Part-21 aircraft registered in the United Kingdom.

(4) Subject to paragraph (5), the privileges of a licence deemed valid under paragraph (3) are restricted so that it does not entitle the holder to act as a member of the flight crew of any aircraft flying for the purpose of public transport or commercial air transport.

(5) The restriction in paragraph (4) does not apply to a Part-FCL licence or Part-BFCL licence.

(6) A Part-FCL licence with single-engine piston aeroplane privileges is not deemed to be rendered valid for a microlight aeroplane unless the holder of the licence has undergone differences training in accordance with Chapter 2 of Part 2 of Schedule 8, appropriate for a microlight aeroplane class rating.

(7) A Part-FCL licence which—

(a)authorises the holder to exercise the privileges of a Part-FCL light aircraft pilot licence or a Part-FCL private pilot licence; and

(b)is valid in all respects save that the holder does not hold a medical certificate,

is deemed to be a licence rendered valid under this Order if the requirements of paragraph (8) are satisfied.

(8) The requirements are that the holder—

(a)has made a medical declaration in accordance with article 163(3); and

(b)complies with the conditions in article 163(5).

(9) The holder of a Part-FCL licence deemed to be rendered valid under paragraph (7) may only exercise the privileges of an equivalent private pilot licence granted under article 152.

#### **157-4-4: 153A [proposed new article or alternatively, add the text to existing article 153]**

Aerobatic rating

*Policy intention—*

1. The CAA wish to require holders of licences granted under the Order after 30<sup>th</sup> September to possess an aerobatic rating, prior to conducting aerobatic manoeuvres.

*Draft amendments—*

#### **Aerobatic Rating**

- (1) The holder of a United Kingdom licence or National Private Pilot's Licence first issued after 30th September 2025 may not act as pilot in command of an aeroplane conducting aerobatic manoeuvres unless the licence includes an aerobatic rating in accordance with Part 2 of Schedule 8.

#### **157-4-5: Article 154**

Maintenance of privileges of aircraft ratings specified in Chapter 1 of Part 2 of Schedule 8 in United Kingdom pilot licences for balloons, airships and gyroplanes

*Background—*

1. 154 requires that the licences mentioned in the title above must have a certificate of revalidation. The only exception to this is the PPL(BA), which does not require such a certificate. The CAA wish to add a requirement for differences training for gyroplane licences and also reflect the new requirement for the PPL(BA) to comply with BFCL.160.
2. PPL(BA) holders previously did not have to comply with a requirement for a refresher training flight with an instructor within 48 months prior to the flight, therefore it is intended to provide a transitional period during which these holders can undertake such training.

*Policy intention—*

1. Require that gyroplane licence holders complete differences training before exercising the privileges of a rating included in the licence on a type different from that which they originally qualified on (see also Schedule 8 additions).
2. Require that PPL(BA) holders must comply with BFCL.160 of the Balloon Regulation when exercising the privileges of any rating included in their licence.
3. The CAA proposes a transitional provision for PPL(BA) holders, effectively deferring them from having to comply with the refresher training requirements in BFCL.160(a)(1)(ii) and the related requirement in BFCL.160(c)(2) for four years after the amendment comes into force. This is currently drafted below as a date in the regulation, rather than a separate coming into force provision.

*Draft amendments—*

**154.—(1) This article applies to United Kingdom airship, balloon and gyroplane licences.**

(2) Subject to paragraphs (3), the holder of such a pilot licence is not entitled to exercise the privileges of an aircraft rating specified in Chapter 1 of Part 2 of Schedule 8 which is included in the licence on a flight unless—

- (a) the licence has a certificate of revalidation for the rating;
- (b) the certificate is appropriate to the functions to be performed on that flight in accordance with Chapter 1 of Part 3 of Schedule 8; ~~and~~
- (c) the certificate is issued and valid in accordance with Chapter 1 of Part 3 of Schedule 8; and
- (d) in the case of a gyroplane licence, the appropriate differences training has been conducted as required for the aircraft rating, as specified in Chapter 1 of Part 2 of Schedule 8, and an endorsement to that effect has been made by the instructor who provided the training in the holder's personal flying log.

(3) The holder of a United Kingdom Private Pilot's Licence (Balloons and Airships) is entitled to exercise the privileges of an aircraft rating specified in Chapter 1 of Part 2 of Schedule 8 which is included in the licence on a flight if the licence does not have a certificate referred to in paragraph (2), provided that on the day of the flight the holder complies with BFCL.160 of the Balloon Regulation.

(4) The holder of a United Kingdom Private Pilot's Licence (Balloons and Airships) exercising privileges in accordance with (3) is not required to comply with the requirements of BFCL.160(a)(1)(ii) until 1<sup>st</sup> October 2029.

## 157-4-6: Article 155

Maintenance of privileges of aircraft ratings specified in Chapter 1 of Part 2 of Schedule 8 in United Kingdom aeroplane and helicopter licences

### *Background—*

1. Currently the revalidation requirements for aircraft ratings are split between those that may only be added to a licence other than the NPPL, and those that may be included in all other licences. This creates complexities when the same rating may be attached to either an NPPL or another type of licence (for example PPL, CPL, etc). Originally, the NPPL(A) had only the microlight and SLMG ratings (and associated instructor ratings) in common with other licences, and non-NPPL(A) holders of these ratings were also permitted via exemption to revalidate via a legacy 'Certificate of Experience' mechanism, which is being withdrawn. However, with there now being more ratings in common with the NPPL and other licences, it makes sense to restructure the existing distinction.

### *Policy intention—*

2. It is more logical for Article 155 to only address aircraft ratings attached to aeroplane and helicopter licences other than the NPPL, leaving 157 to address ratings attached to the NPPL. 156 would continue to address non-aircraft ratings such as instructor and IMC ratings. The most straightforward way to do this to change the reference in the article from "Chapter 1 of Part 2" to "Chapter 2 of Part 1"
3. The reference to differences training to fly microlights can be removed, since this will be included in Schedule 8 (see below).

### *Draft amendments—*

**Maintenance of privileges of aircraft ratings for specified in Chapter 2 of Part 1 of Schedule 8 in United Kingdom aeroplane and helicopter licences specified in Chapter 2 of Part 1 of Schedule 8**

155.—(1) This article applies to United Kingdom aeroplane and helicopter licences specified in Chapter 2 of Part 1 of Schedule 8.

(2) The holder of a licence to which this article applies is not entitled to exercise the privileges of an aircraft rating ~~specified in Chapter 1 of Part 2 of Schedule 8~~ which is included in the licence on a flight unless—

- (a) the licence has a certificate of revalidation for the rating;
- (b) the certificate is appropriate, issued and valid in accordance with Chapter 1 of Part 3 of Schedule 8; and
- (c) the holder—
  - ~~(i) has undertaken the differences training specified in paragraph FCL 710 of Part-FCL; or~~
  - ~~(ii) is the holder of a licence with single engine piston aeroplane privileges who wishes to exercise such privileges on a microlight aeroplane and has undergone differences training in accordance with Chapter 2 of Part 2 of Schedule 8, appropriate for a microlight aeroplane class rating;~~  
and
  - ~~(d) and~~ detailed information about that differences training is has been entered in the holder's personal flying log by the instructor who provided the training.

## 157-4-7: Article 156

Maintenance of privileges of other certificates and ratings specified in Chapter 1 of Part 2 of Schedule 8

*Policy intention—*

Include “Chapter 2” in the title to reflect moving the IMC rating to Chapter 2. This should in fact already have been the case, since instructor certificates for microlights and SLMGs are already included in Chapter 2 of Part 2, and should be revalidated in accordance with Chapter 2 of Part 3.

*Draft amendments—*

### **Maintenance of privileges of other certificates and ratings specified in Chapter 1 or Chapter 2 of Part 2 of Schedule 8**

**156.**—(1) The holder of a United Kingdom licence is not entitled to exercise the privileges of a certificate or rating specified in paragraph (2) unless—

- (a) the licence in which the certificate or rating is included has a certificate of revalidation; and
- (b) the certificate of revalidation is appropriate, issued and valid in accordance with Chapter 1 or 2 of Part 3 of Schedule 8.

(2) The certificates and ratings referred to in paragraph (1) are—

- (a) an instrument meteorological conditions rating (aeroplanes);
- (b) an instrument rating (aeroplane);
- (c) an instrument rating (helicopter); and
- (d) any instructor certificate.

#### **157-4-8: Article 157**

Maintenance of privileges of certificates and ratings specified in Chapters 2 and 3 of Part 2 of Schedule 8

*Policy intention—*

1. To mirror the amendment to article 155, 157 should refer only to the NPPL (with 155 addressing aircraft ratings attached to licences other than the NPPL).
2. Reference to a rating being revalidated in accordance with Chapter 1 of Part 3 is included to reflect the fact that the IMC rating may be added to an NPPL(A).
3. Reference to the LAPL(H) is included to provide that a certificate of revalidation is not required, provided the holder complies with FCL.135.H and FCL.140.H. This is to align the NPPL(H) (to be renamed LAPL(H) (see above) in Schedule 8) with the LAPL(H) in Part-FCL.

*Draft amendments—*

**Maintenance of privileges of certificates and ratings included in a National Private Pilot's Licence or Light Aircraft Pilot's Licence specified in Chapters 2 and 3 of Part 2 of Schedule 8**

**157.** The holder of a ~~United Kingdom licence~~ or a National Private Pilot's Licence or Light Aircraft Pilot's Licence is not entitled to exercise the privileges of any certificate or rating specified in Chapter 2 or 3 of Part 2 of Schedule 8 which is included in the licence unless—

(a) the licence includes a certificate of revalidation for the certificate or rating; and

(b) the certificate of revalidation is appropriate, issued and valid in accordance with the relevant entry for the rating in Chapter 1 or Chapter 2 of Part 3 of Schedule 8.

(2) the holder of a LAPL(H) may exercise the privileges of an aircraft rating included in the licence without a certificate referred to in (a), provided that at the time of the intended flight, they have complied with FCL.135.H and FCL.140.H, as appropriate to the aircraft flown.

#### **157-4-9: Article 162**

Requirement for a Part MED medical certificate for a Part-FCL licence

*Policy intention—*

Update to include reference to the sailplane and balloon regulations.

*Draft amendments—*

162. The holder of a Part-FCL, Part-SFCL or Part-BFCL licence is not entitled to exercise any of the privileges of the licence unless the holder—

(a) has a valid medical certificate in accordance with point MED.A.030 of Part-MED, or

(b) has made a medical declaration in accordance with article 163(3) and complies with the conditions in article 163(5).

#### **157-4-10: [new] Article 168A**

*Policy intention—*



1. Further to our proposals to allow declared training organisations for the gyroplane instructor rating, the CAA wishes to make provision for a declarative system within the Air Navigation Order, broadly mirroring the requirements found in Part-DTO of the UK Aircrew Regulation.

*Draft amendments—*

#### **168A Declared training organisation**

1. A person may declare themselves to the CAA as a person qualified to provide a course of training for another person for the purpose of the grant of a licence or rating pursuant to Chapter 2 of Part 6.
2. (a) Subject to subparagraph (b) the CAA may, for the purpose of articles 152 and 153, accept the declaration if it is satisfied that the declaration is in the form specified by the CAA, contains at least the information referred to in paragraph 4 and it appears to the CAA that the person is able to provide the declared training.  
  
(b) Before the CAA may accept a declaration it must have consulted with persons appearing to it to be interested in providing or receiving the training.
3. The CAA must inform the person if it accepts the declaration or, if it does not, the reasons why it does not.
4. The declaration must contain at least the following information:-
  - (a) the name of the declarant;
  - (b) the declarant's principal place of business in the UK and, where applicable, the contact details of the aerodromes and the operating sites of the declarant;
  - (c) the names and contact details of the following persons:
    - (i) the representative of the declarant;
    - (ii) the head of training of the declarant; and
    - (iii) any deputy heads of training;
  - (e) a list of all aircraft to be used for the training, if applicable;
  - (f) the date of intended commencement of the training;
  - (g) a safety policy and a statement confirming that the declarant will apply that policy during all training activities covered by the declaration;
  - (h) the type of training the person intends to provide;

- (i) a statement that confirms that the declarant complies with, and will, during all training activities covered by the declaration, provide and continue to provide the training in accordance with, the declaration.
5. The CAA must specify the required form of declaration, including the information to be included in it in so far as it is different to the information referred to in paragraph 4, and publish it.
6. A person ceases to be entitled to provide training specified in its declaration where one of the following occurs:  
(a) the person has notified the CAA of the cessation of the training activities covered by the declaration;  
(b) the person has not provided the training for more than 36 consecutive months; or  
(c) the CAA notifies the person that it is not satisfied the training is being provided in accordance with its declaration, until the CAA informs the person that it is satisfied the person is able so to provide the training.
7. Any notice given under paragraph 6(c) must give written reasons and the declaration is to be treated as if it was suspended under article 252.

## 157-4-11: Article 172

Licences and ratings no longer to be granted

*Policy intention—*

1. Existing PPL(BA) licences are proposed to be deemed valid as a Balloon Pilot Licence under Part-BFCL for Part-21 balloons, subject to the limitations described in the Schedule 8 amendments below. However, the CAA does not want to issue new PPL(BA) licences, since all new pilots will obtain the BPL under the Balloon Regulation.

*Background/rationale—*

2. The CAA accepts the continued operation of PPL(BA)s for Part-21 and non-Part-21 balloons, subject to limitations [see our amendment to Schedule 8, Part 1, Chapter 2, Section 3 below]. However, we believe continuing to issue new PPL(BA)s, and similarly CPL(B)s would be contrary to the objectives of the review. The continued issuing of two different licences for private ballooning cannot be justified. Continuing

to issue PPL(BA)s would run contrary to the simplification objectives of this project and pose an unnecessary administrative burden on the CAA and the GA community.

*Draft amendments—*

**172.** The CAA must not grant—

(a) a United Kingdom Commercial Pilot's Licence (Helicopters and Gyroplanes); ~~or~~

(b) a United Kingdom Airline Transport Pilot's Licence (Helicopters and Gyroplanes),

(c) a United Kingdom Private Pilot Licence (Balloons & Airships); or

(d) a United Kingdom Commercial Pilot Licence (Balloons)

to any person who was not ~~on 31st December 2002~~ the holder of such a licence as of:

(1) 31st December 2002 in the case of paragraphs (a) and (b); and

(2) 30th September 2025 in the case of paragraph (c) and (d).

## 157-4-12: Schedule 1

1. Include Balloon Regulation / Part-BFCL and Sailplane Regulation / Part-SFCL definitions as required.
2. There seems to be a mistake in the definition of “certificate of revalidation” – it should refer to Part 3 in general, not just Chapter 2. This and the subsequent point are probably oversights from the original drafting of the Order in 2016.

“Certificate of revalidation” means a certificate issued in accordance with ~~Chapter 2 of~~ Part 3 of Schedule 8 for the purpose of maintaining the privileges of a flight crew licence;

3. The definition of “United Kingdom licence” also needs correcting:

“United Kingdom licence” means a licence included in Chapter 4 2 of Part 1 of Schedule 8

## 157-4-13: Schedule 8, Part 1 – Flight Crew Licences Schedule 8, Part 1, Chapter 2, Section 3 – Private Pilot’s Licence (Balloons and Airships)

### *Policy intention—*

1. The CAA propose to deem valid the PPL(BA), via the Balloon Regulation, as the Part-BFCL BPL for Part-21 balloons, subject to the following limitations:
  - 1.1. non-commercial flights<sup>5</sup> only, further to the rationale described in paragraph 4 below. PPL(BA)s wishing to progress to commercial operation flights<sup>6</sup>, instructing/examining, or supervision of student pilots (see our Flight Instructor limited privileges proposal below) must convert to the Part-BFCL BPL and comply with Part BFCL.
  - 1.2. The CAA wishes to revise the privileges of the PPL(BA), limiting them to balloons up to hot-air size Group A (envelope capacity up to 3,400m<sup>3</sup>), further to our rationale described in paragraph 5 below. PPL(BA)s wishing to exercise privileges in larger hot-air balloons would be required to convert to the Part-BFCL BPL and comply with Part-BFCL accordingly.
2. The deeming valid of the PPL(BA) will be via revising article 3b(3) of the Balloon Regulation to allow licences issued under Article 152 to be used for non-commercial operations only as valid under that regulation, and allow those PPL(BA)s to convert to a BPL at any time up to 30 Sep 2025 and thereafter (refer to the Balloon OID for more detail).

### *Background/rationale—*

3. The CAA received many consultation responses calling for us to ‘deem valid’ existing PPL(BA)s for flying Part-21 balloons as well, rather than force them to convert by the deadline.
4. The CAA are content to allow existing PPL(BA) holders to exercise privileges of non-commercial operations in Part-21 as well as non-Part-21 balloons.
  - 4.1. The accident and occurrence record for non-commercial balloon operations suggests a low likelihood of fatal or serious injury accidents, and the severity of such accidents on second-parties or uninvolved third parties is regarded as minimal.
5. The CAA proposes that the PPL(BA) is only valid on balloons up to hot-air group envelope size of 3,400 m<sup>3</sup> (hot-air size Group A):
  - 5.1. Most private balloon operations in the UK tend to take place in balloons up to that size limit.

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<sup>5</sup> “non-commercial flight” means a flight which is not a commercial operation flight, a public transport flight or a flight for the purpose of commercial air transport; - see schedule 1 of the Order

<sup>6</sup> “commercial operation flight” means a flight for the purpose of commercial operation; - see schedule 1 of the Order

- 5.2. Limiting to this hot-air size group A would also align with the entry-level requirements for the BPL, and its associated group progression and recency requirements. BFCL.150 sets out the requirements including instructor intervention for progression to larger hot-air group sizes, and BFCL.160 for recency in those larger balloons.

*Draft amendments—*

### **Private Pilot's Licence (Balloons and Airships)**

*Minimum age:*

17 years

*Privileges and conditions:*

(1) The holder of a Private Pilot's Licence (Balloons and Airships) is entitled—

(a) in accordance with the remainder of this paragraph, to fly as pilot in command or co-pilot of any type of balloon or airship on which the holder is so qualified and which is specified in an aircraft rating in the licence, unless prohibited by paragraph (2); and

~~(b) to fly such a balloon or airship for the purpose of commercial operation—~~

~~(i) which consists of instruction or flying examinations, provided that—~~

~~(aa) in the case of instruction, the licence includes an appropriate instructor certificate; and~~

~~(bb) in the case of flying examinations, the holder is authorised to conduct such examinations by the CAA; or~~

~~(ii) where the excepted flights condition is met;~~

~~(e b) to fly as pilot in command of such a balloon or airship at night if the licence includes a night rating (balloons and airships);~~

~~(d) to receive remuneration or other valuable consideration for services as a pilot on a flight if the remuneration condition is met.~~

(2) The holder of a Private Pilot's Licence (Balloons and Airships) may not fly a balloon or airship mentioned in paragraph (1)(a)—

(a) for the purpose of public transport or commercial operation ~~(other than commercial operation permitted by sub-paragraph (1)(c));~~

(b) for remuneration or other valuable consideration ~~(other than remuneration or other valuable consideration permitted by sub-paragraph (1)(e)); or~~

(c) in a hot-air balloon with an envelope capacity of more than 3,400 m<sup>3</sup> (120,069 ft<sup>3</sup>); or

~~(d)(e) other than as authorised by paragraph (1),~~

unless authorised to do so by the CAA.

## **157-4-14: Schedule 8, Part 1, Chapter 3 National Private Pilot's Licence**

*Policy intention—*

1. The CAA proposes revising the NPPL(A) in line with the simplification plans for the UK sub-ICAO aeroplane licence. This will involve allowing the addition of the IMC rating to the NPPL(A), removing the concept of 'SSEA' aircraft, changing 'SLMG' to 'TMG', and simplifying the revalidation requirements (see Part 3 amendments for more detail).
2. The NPPL(H) is to be remained the 'Light Aircraft Pilot's Licence (Helicopters)', to reflect alignment with the requirements for the LAPL(H) in the UK Aircrew Regulation. The word 'type' should be added to the text of the LAPL(H) below, to reflect the fact that normally it is type (rather than class) ratings that are attached to a helicopter licence.

*Draft amendments—*

### **National Private Pilot's Licence (Aeroplanes)**

*Minimum age:*

17 years

Privileges and conditions:

- (1) The holder of a National Private Pilot's Licence (Aeroplanes) is entitled—
  - a) in accordance with the remainder of this paragraph, to fly for the purposes of non-commercial operations as pilot in command of any ~~SSEA, microlight aeroplane or SLMG~~ aeroplane for which a class rating is included in the licence provided that the total number of persons carried (including the pilot) does not exceed four, ~~unless prohibited by paragraph 2~~ and the maximum certificated take-off mass of the aeroplane does not exceed 2000 kg;
  - b) with the permission of the competent authority for the airspace in which the aircraft is being flown, to fly such a ~~SSEA, microlight aeroplane or SLMG~~ aeroplane outside the United Kingdom;
  - c) to fly such a microlight aeroplane or ~~SLMG~~ TMG for the purpose of commercial operation—
    - (i) which consists of instruction or flying examinations, provided that—
      - (aa) in the case of instruction, the licence includes an appropriate instructor certificate; and
      - (bb) in the case of flying examinations, the holder is authorised to conduct such examinations by the CAA; or
    - (ii) where the excepted flights condition is met;

- d) otherwise than (c), to fly such a ~~SSEA~~ an aeroplane for the purpose of commercial operation where the excepted flights condition is met;
  - e) to fly as pilot in command of such an ~~SSEA, microlight aeroplane or SLMG~~ when carrying passengers if—
    - (i) the recent experience condition is met; or
    - (ii) the recent experience exception is met;
  - f) to fly as pilot in command of any such ~~SSEA or SLMG~~ aeroplane at night where the licence includes a night rating (aeroplanes);
  - g) to fly as pilot in command of any such aeroplane under Instrument Flight Rules where the licence includes an instrument meteorological conditions rating;
  - h) to receive remuneration or other valuable consideration for services as a pilot on a flight if the remuneration condition is met.
- (2) The holder of a National Private Pilot's Licence (Aeroplanes) may not fly an ~~SSEA, microlight aeroplane or SLMG~~ mentioned in paragraph (1)(a)—
- (a) for the purpose of public transport or commercial operation (other than commercial operation permitted by sub-paragraph (1)(c) or (d));
  - (b) for remuneration or other valuable consideration (other than remuneration or other valuable consideration permitted by sub-paragraph (1)(h)); or
  - ~~(c) under Instrument Flight Rules; or~~
  - (d) other than as authorised by paragraph (1), unless authorised to do so by the CAA.

### **~~National Private Pilot's Licence~~<sup>7</sup> Light Aircraft Pilot's Licence (Helicopters)**

(...)

- (1) The holder of a National Private Pilot's Licence (Helicopters) is entitled—
- (a) in accordance with the remainder of this paragraph, to fly for the purposes of non-commercial operations as pilot in command of a single-engine helicopter with a maximum take-off mass of 2,000 kg or less for which a class or type rating is included in the licence provided that the total number of persons carried (including the pilot) does not exceed four, unless prohibited by paragraph (2);

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<sup>7</sup> NPPL(H) to be renamed as above.

(...)



## 157-4-15: Schedule 8, Part 2 – Ratings, certificates and qualifications, Chapter 1, Section 1 Aircraft Ratings

Add a specific rating for gyroplanes:

*Policy intention—*

1. The CAA wish to more precisely define the privileges of the class rating that is issued to fly gyroplanes – currently the CAA issues a ‘single engine’ rating under the general auspices of Section 1, paragraph (1). However, the CAA propose that additional training be required when flying different gyroplanes that fall within the single engine class, without requiring individual aircraft ratings for each type. The most straightforward way to do this is to specify a ‘differences training’ requirement within the privileges of the class rating, set out in Chapter 1 or Part 2.
2. This approach would be similar to that adopted for the microlight class rating in Chapter 2, in which differences’ training requirements are set out within the privileges of the rating.

*Draft amendments—*

### **Single Engine (Gyroplanes)**

- (1) Subject to paragraph (2) and to the conditions of the licence in which it is included, a single engine (gyroplanes) rating entitles the holder to fly as pilot in command of a single engine gyroplane:
- (2) Before exercising the privileges of the rating on a gyroplane of a different type from that in which the holder originally passed the licence skill test for the rating, the holder must—
  - (a) complete the applicable differences training with a Flight Instructor (Gyroplanes), as specified in CAA Standards Document 44 Revision 6, dated October 2025; and
  - (b) the details of the training in (a) have been entered into the holders personal flying logbook.

## 157-4-16: Chapter 1, Section 2 – Other ratings

1. Move the ‘*Instrument meteorological conditions rating (aeroplanes)*’ from Chapter 1 to Chapter 2 (next to the night rating), such that it may be included in the NPPL(A).

## 157-4-17: Chapter 1, Section 3 – Instructor certificates

*Policy intention—*

1. Change reference to the NPPL(H) within the FI (helicopters) text to LAPL(H), to reflect the renaming described earlier.

2. The CAA wishes to provide more flexibility for the supervision requirements applicable to the Flight Instructor (Restricted) for gyroplanes, such that they may be supervised by those not necessarily on the ground at the applicable aerodrome.

*Draft amendments—*

### **Flight instructor certificate (helicopter)**

A flight instructor certificate (helicopter) entitles the holder of the licence to give instruction in flying helicopters of such types as may be specified in the certificate for that purpose subject to the restrictions specified below.

#### **Restrictions – restricted period**

(1) Until the holder of a flight instructor certificate (helicopter) has completed at least 100 hours flight instruction and, in addition, has supervised at least 25 student pilot solo flight exercises, the privileges of the certificate are restricted.

(2) The restrictions will be removed from the certificate when the requirements specified in paragraph (1) have been met.

#### **Restrictions – restricted privileges**

(1) The privileges are restricted to carrying out under the supervision of the holder of a flight instructor certificate (helicopter) approved for this purpose—

(a) flight instruction for—

(i) the issue of a ~~National Private Pilot's Licence (Helicopters)~~ Light Aircraft Pilot's Licence (Helicopters) and a United Kingdom Private Pilot's Licence (Helicopters); and

(ii) type ratings for single-engine helicopters,

other than for the 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, provided the holder has undergone such training as the CAA may require.

### **Flight instructor certificate (restricted) (gyroplanes)**

A flight instructor certificate (restricted) (gyroplanes) entitles the holder of the licence to give instruction in flying gyroplanes of such types as may be specified in the rating for that purpose, but—

(a) Such instruction must only be given –

(i) under the supervision of a person present during the take-off and landing at the aerodrome, within the circuit pattern of the same aerodrome, or flying within the local flying area specified by the flight training organisation at which the instruction is to begin and end; and

(ii) who holds a pilot's licence endorsed with a flight instructor certificate entitling the holder to instruct on an aircraft of the same type or class as the aircraft on which instruction is being given;

(...)

## **157-4-18: Chapter 2, Aircraft and instructor ratings and certificates which may be included in United Kingdom aeroplane pilot licences and in National Private Pilot's Licences (Aeroplanes)**

*Background—*

1. Part-FCL contains an aerobatic rating, which is a requirement for acting as pilot in command when conducting aerobatic manoeuvres. For parity with Part-FCL, the CAA proposes including an aerobatic rating in the Order as well.
2. The reforms to the sub-ICAO licence involve aligning with Part-FCL nomenclature, so SSEA rating becomes SEP, and SLMG becomes TMG. SEP is also more closely integrated with the microlight class rating.

*Policy intention—*

1. Introduce an aerobatic rating for aeroplane licences issued after a certain date (see proposed article 153a), to mirror that in Part FCL.
2. To underpin the reforms to the NPPL(A), the CAA proposes changes as per the below to various ratings. The change from SSEA to SEP includes a deeming provision, to address existing licence holders.

*Draft amendments—*

**Aerobatic rating (aeroplane)** [include adjacent to the night rating and IMC rating]

An aerobatic rating entitles the holder of the licence to act as pilot in command of an aeroplane whilst conducting aerobatic manoeuvres<sup>8</sup>.

**Single Engine Piston (SEP) SSEA class rating**

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<sup>8</sup> Defined in Schedule 1 of the Order

- (1) Subject to paragraphs (2) to ~~(6)~~ (8) and to the conditions of the licence in which it is included, a Single Engine Piston (SEP) SSEA class rating entitles the holder to act as pilot in command of any single engine piston aeroplane. ~~SSEA with a maximum take-off mass of not more than 2,000kg excluding any such aeroplane which is a SLMG or a microlight aeroplane.~~
- (2) A single engine piston rating shall be issued as being valid for either:
  - (i) aeroplanes designed to operate from land; or
  - (ii) aeroplanes designed to operate from water.
- (3) When the rating is included in an NPPL(A), the maximum take-off mass of the aircraft shall not exceed 2,000 kgs.
- (4) Subject to paragraph (7), the privileges of the SEP rating include that of the microlight class rating.
- (5) ~~(2)~~ If the current certificate of revalidation for the rating is endorsed “single seat only” the holder is only entitled to act as pilot in command of a single seat SSEA aeroplane.
- (6) ~~(3)~~ If the aeroplane—
  - (a) is fitted with a tricycle undercarriage;
  - (b) is fitted with a tailwheel;
  - (c) is fitted with a supercharger or turbo-charger;
  - (d) is fitted with a variable pitch propeller;
  - (e) is fitted with retractable landing gear;
  - (f) is fitted with a cabin pressurisation system; or
  - (g) in the case of an SEP rating endorsed on an NPPL(A), has a maximum continuous cruising speed in excess of 140 knots indicated airspeed,before exercising the privileges of the rating, the holder must complete appropriate differences training.
- (7) Before flying as pilot in command of a microlight aeroplane—
  - (a) the holder of an SEP rating must receive appropriate differences training on microlight aeroplanes; and

(b) comply with the differences training requirements specified for the holder of a microlight aeroplane class rating, as appropriate to the aircraft flown.

~~(4) (8) The differences training mentioned in paragraphs 6 and 7 (3) must be given by a flight instructor entitled to instruct on the aeroplane on which the training is being given, recorded in the holder's personal flying logbook and endorsed and signed by the instructor conducting the training.~~

~~(5) If the aeroplane is to be operated from water during take-off and landing, before exercising the privileges of the rating the holder must —~~

~~(a) complete appropriate differences training; and~~

~~(b) attain a pass in the Private or Professional Seamanship examination.~~

~~(6) The differences training mentioned in paragraph (5) must be given by a flight instructor entitled to instruct on the aeroplane on which the training is being given, recorded in the holder's personal flying logbook and endorsed and signed by the instructor conducting the training.~~

(9) Subject to (10), an aircraft rating endorsed on a licence as 'SSEA' prior to 1<sup>st</sup> October 2025 is deemed to be a SEP rating.

(10) The rating mentioned in (9) is limited to aeroplanes designed to operate from land, unless prior to that date the holder had completed appropriate differences training relating to take off and landing on water and has passed the Private or Professional Seamanship examination.

### **TMG SLMG class rating**

(1) Subject to paragraph (2) and to the conditions of the licence in which it is included, a TMG SLMG class rating entitles the holder to act as pilot in command of any TMG SLMG.

(2) If the current certificate of revalidation for the rating is endorsed "single seat only" the holder is only entitled to act as pilot in command of a single seat TMG SLMG.

(3) An aircraft rating endorsed on a licence as 'SLMG' prior to 1<sup>st</sup> October 2025 is deemed to be a TMG class rating.

### **Flight instructor's certificate (SLMG) (TMG)**

(1) A flight instructor's certificate (SLMG) (TMG) entitles the holder of the licence to give instruction in flying SLMGs-TMGs.

(2) A Flight instructor's certificate endorsed on a licence as 'FI (SLMG)' prior to 1<sup>st</sup> October 2025 is deemed to be a Flight instructor's certificate (TMG).

### **157-4-19: Chapter 3, Ratings which may be included in National Private Pilot's Licences (Helicopters)**

Ratings which may be included in ~~National Private Pilot's Licences~~ Light Aircraft Pilot's Licences (Helicopters)

#### **Helicopter type rating**

A helicopter type rating for a single engine helicopter with a maximum total weight authorised of 2,000 kg or less may be included in a ~~National Private Pilot's Licence~~ Light Aircraft Pilot's Licence (Helicopters) granted under Part 6.

### **157-4-20: Part 3, Chapter 1, Table 4: Maintenance of privileges for the revalidation and renewal of Private Pilot Licence (Balloons and Airships)**

#### *Background—*

1. The 2016 inclusion of the PPL(BA) 'revalidation' and 'renewal' criteria in the table 4 of Part 3, Chapter 1 was probably not correct – the PPL(BA) does not require a certificate of revalidation, and the CAA proposes requiring existing PPL(BA) holders to comply with BFCL.160, as set out in the proposed amendments at Article 154, therefore Table 4 can be deleted.

#### *Draft amendments—*

1. Delete table 4.

### **157-4-21: Part 3, Chapter 2: Requirement for a Certificate of Revalidation to maintain the validity of, or renew, a rating specified in Chapter 2 or 3 of Part 2**

#### *Policy intention—*

1. The CAA proposes simplifying the revalidation requirements for the NPPL(A). Essentially the holder of the NPPL(A) may meet the revalidation requirements in any aircraft that the holder is rated on, so there is no need for the 'cross crediting' system associated with the existing requirements. Since the SEP rating will include the privileges of the microlight class rating, there will be no requirement for the ratings to be kept valid concurrently – only the SEP and TMG ratings. A reconfiguration of Chapter 2 is proposed below that achieves this intention.

2. Point (6) and reference to Chapter 3 of Part 2 in the title is also deleted since the LAPL(H) (which replaces the NPPL(H)) does not require a certificate of revalidation.

*Draft amendments—*

#### **Requirement for a Certificate of Revalidation to maintain the validity of, or renew, a rating specified in Chapter 2 or 3 of Part 2**

4.—(1) A certificate of revalidation required by article 157 for a SEP SSEA class rating, a microlight class rating or a TMG SLMG class rating must be signed by a person authorised by the CAA to sign certificates of this kind and certify—

- (a) the rating to which the certificate relates;
- (b) that on a specified date the holder has satisfied the relevant requirements for issue in accordance with Table A and paragraph (2) ~~Table B~~;
- (c) the specified date; and
- (d) the date on which the period of validity of the certificate expires in accordance with sub-paragraph (3).

[Table A remains as is, although change the 'Table B' reference in 2.(b) of Table A to 'paragraph (2)', to reflect the amendments below]

*Delete Table B*

~~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 B, 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 must endorse the certificate "single seat only".~~ (2) Experience requirements for the issue of a certificate of revalidation in accordance with paragraph 2(b) of Table A

The holder has, as a pilot, in aeroplane for which there is a class rating included in in the licence and within the period of validity of the current certificate of revalidation for the rating—

- a) Flown at least 12 hours which includes at least 6 hours pilot in command;
- b) Completed at least 12 take-offs and 12 landings;
- c) Flown at least six hours in the 12 months preceding the expiry date of the rating;

- d) Subject to sub-paragraph (e), undertaken at least one hour of flying training in an aeroplane with an instructor entitled to give instruction on aeroplanes of that class;
- e) If the holder has not undertaken the flying training specified in (d), the certificate of revalidation may be issued but must be endorsed "single seat only".

(...)

~~6.—(1) A certificate of revalidation required by article 157 for a helicopter type rating must be signed by a person authorised by the CAA to sign certificates of this kind and certify—~~

~~(a) the rating to which the certificate relates;~~

~~(b) that on a specified date the holder has satisfied the requirements of paragraphs FCL.740 and FCL.740.H of Part-FCL;~~

~~(c) the specified date; and~~

~~(d) the date on which the period of validity of the certificate expires in accordance with sub-paragraph (2).~~

~~(2) If the rating—~~

~~[F375(a) has not expired, the new certificate is valid for 12 months from the end of the month which includes the expiry date of the existing certificate, except where the test is taken more than 3 months before the expiry date of the existing certificate, in which case the new certificate is valid for 12 months from the end of the month in which the test was taken;]~~

~~(b) has expired, the new certificate is valid for 12 months in addition to the remainder of the month in which the date of test falls.~~

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