

Miscellaneous

No: 1632

[Air Navigation Order 2016](#)

Publication date: 30 September 2025

## General Permission

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### The Use of Non-Part 21 Aircraft Operating on a Permit to Fly for Certain Operations

#### Background

- 1) Article 42 of the Air Navigation Order 2016 (“the Order”), states that an aircraft flying in accordance with a permit to fly must not fly for the purposes of public transport or commercial air transport and must not fly without the permission of the CAA for commercial operations other than commercial operations which consists of an aircraft flying for the purpose of a flying display, associated practice for a flying display, test and positioning flights or the exhibition or demonstration of the aircraft, at night or in accordance with Instrument Flight Rules (IFR) or for hire.
- 2) This General Permission is issued to enable certain operations covering flight instruction and examination, self-fly hire and introductory flights<sup>1</sup> on the aircraft as specified in paragraph 7, operations as specified in paragraph 8 and the conditions as specified in paragraph 9 of this permission.
- 3) This permission does not apply to:
  - a) Flight instruction or examination in any Ex-Military aircraft that are operated in accordance with CAP 632. These are addressed by separate arrangements within CAP 632.
  - b) Amateur-built helicopters.
  - c) Flight training for the initial issue of a pilot’s licence in any category of aircraft. Category means aeroplane, helicopter and other categories.
- 4) Flight instruction and examination utilising non-certificated aircraft, where the recipient does not hold a licence, may already be permitted when the recipient is:
  - a) the registered owner or joint-owner, or
  - b) a registered shareholder of the company of which owns the aircraft, or
  - c) the spouse or child of a registered sole or joint owner.
- 5) Flight instruction, examination, self-fly hire and introductory flights on Type Approved microlights and gyroplanes are allowed under the permission contained within Official Record Series 4 No. 1631.

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<sup>1</sup> Introductory flights in accordance with Article 15 of the Order and CAP1653.

**Permission**

- 6) The Civil Aviation Authority ('the CAA'), pursuant to article 42 (1)(b)(i) and (iii) of the Order, permits a specified aircraft to fly on specified operations in accordance with the conditions.
- 7) The specified aircraft is any aircraft that flies in accordance with a Permit to Fly, issued in accordance with Article 40 of the Order, and which remains in force, not including:
  - a) Aircraft operated in accordance with CAP 632, and
  - b) Amateur-built Helicopters.
- 8) The specified operations are
  - a) A commercial operation that consists of flight instruction and examination, or
  - b) Self-fly Hire, or
  - c) Introductory Flights in accordance with Article 15 of the Order.
- 9) The specified conditions are
  - a) The pilot already holds a pilot's licence issued by the UK CAA or a Delegated Authority in the same aircraft category.
  - b) Flight instruction or examination is limited to that associated with:
    - i. differences and familiarisation training between variants within a Class rating(s), or
    - ii. the initial issue of a Class, Type, Instrument Meteorological Conditions (IMC), Night or Aerobatic rating(s)<sup>2</sup>, or
    - iii. the dual refresher training flight(s) for the revalidation Class rating(s), and
    - iv. the renewal of Class and IMC rating(s).
  - c) An appropriate pilot's operating handbook or equivalent document is available, and the aircraft is operated in accordance with that handbook.
  - d) The aircraft is maintained in accordance with a recognised maintenance schedule and has a current Certificate of Validity issued by the CAA or an organisation approved in accordance with BCAR A8-25 or A8-26; in which case, the aircraft will be operated in accordance with the technical leaflets issued by the approved organisation.
  - e) For Introductory Flights, the aircraft is either 'Type Approved' or a type formerly holding a UK Certificate of Airworthiness, in respect of which, there is a 'Type Responsibility Agreement' (TRA) with the CAA under BCAR A5-1, and the operator has entered into an agreement with the TRA holder for such operation.
- 10) In this permission –
  - a) 'Certificate of Validity' has the meaning assigned to it by Article 41 of the Order.
  - b) 'Commercial Operation' has the same meaning as is defined at Article 7 of the Order<sup>3</sup>.
- 11) This Permission supersedes Official Record Series 4 No.1585, which is revoked.

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<sup>2</sup> Flight in accordance with IFR, at night or conducting aerobatics only where the Permit to Fly permits this.

<sup>3</sup> Any operation of an aircraft other than for public transport—

- (a) which is available to the public; or
- (b) which, when not made available to the public, is performed under a contract between an operator and a customer, where the latter has no control over the operator, in return for remuneration or other valuable consideration.

**Date in Force**

- 12) This Permission has effect from the date it is signed until 30 September 2027, both dates inclusive, unless previously revoked.

J Shipp  
for the Civil Aviation Authority

30 September 2025

**Explanatory Note:**

1. This explanatory note does not form part of the permission.
2. The objective of this permission is to allow the use of certain aircraft which operate on a Permit to Fly (non-Part 21 aircraft) to be used for flight training and examination, self-fly hire and introductory flights.
3. Non-Part 21 aircraft operating on a valid Certificate of Airworthiness do not require this exemption to be used for commercial operations.
4. Licence holders **can** make use of this permission when operating:
  - a. Amateur-built aeroplanes, or
  - b. Orphaned aircraft - please see CAP1302, and
  - c. Ex-military aircraft **not** operated in accordance with CAP632.
5. This permission **does not** permit the operation of:
  - a. Amateur built helicopters, or
  - b. Ex-military aircraft operated in accordance with CAP632.
6. Licence holder refers to any flight crew licence issued by the CAA or Delegated Authority in the same category of aircraft. Category means aeroplane, balloon, helicopter, sailplane etc.
7. This permission permits the following operations:
  - a. Self-fly hire, or
  - b. Introductory flights, more guidance can be found in CAP 1653, or
  - c. Flight instruction or examination is limited to that associated with
    - i. differences training between variants within a class rating(s), or
    - ii. the initial issue of a Class, Type, Instrument Meteorological Conditions (IMC), Night<sup>4</sup> or Aerobatic rating(s), or
    - iii. the dual refresher training flight(s) for the revalidation class rating(s), and
    - iv. the renewal of class and IMC rating(s).
8. Flight training on a non-commercial basis with an aircraft operating on a valid permit to fly does not require permission under Article 42. The following circumstances would normally be considered non-commercial:
  - a. Flight instruction or examination in an aircraft operated by an owner or joint owner where, or
  - b. the only remuneration or other valuable consideration given regarding the flight is for the services of flight instruction or examination, or
  - c. the recipient of the training or examination is the owner, joint owner, or the spouse or child of such an owner, or
  - d. A flight for which no remuneration or other valuable consideration is given at all.
9. "Operator" is defined in Article 4 of the Order and refers to the person who at the relevant time has the management of the aircraft. The operator would normally be responsible for ensuring arrangements have been made for maintaining the aircraft in an airworthy condition and having authority over the time and place at which the aircraft is operated.

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<sup>4</sup> Flight in accordance with IFR, at night or conducting aerobatics only where the Permit to Fly permits this.

10. Owner/operators, Instructors, Examiners and training organisations need to carefully consider Article 7 of the Order, to ensure that the flight training being offered complies. It may be advisable to seek independent legal advice.
11. Instructors and Examiners conducting any refresher training flight(s) are reminded that they must still assess the suitability of the aircraft to ensure that they can deliver the flight training or Proficiency Check safely.
12. Where the aircraft is to be used for flight training, training organisations are reminded of their obligations as set out in ORA.ATO.135 (Approved Training Organisations) and DTO.GEN.240 (Declared Training Organisations).
13. The following items are guidance to instructors and examiners when assessing the suitability of an aircraft to be used for flight training or examination.
  - a. Access to all flying and braking controls. (as applicable).
  - b. Access to the engine controls such as throttle, mixture, propeller and carburettor heat controls (as applicable).
  - c. Access to other systems, such as ignition, master switch, other switches, circuit breakers, radio communications and avionics.
  - d. Serviceability of any safety equipment such as seats and seat belts, ballistic recovery parachute, Carbon Monoxide (CO) monitor, portable location beacon and stall warning device (as applicable).
  - e. General condition and airworthiness of the aircraft, including ensuring that there is a good external view.
  - f. Ensure the validity of the applicable aircraft documentation such as a valid Certificate of Validity for an aircraft holding a Permit to Fly or Airworthiness Review Certificate for an aircraft with a Certificate of Airworthiness. Also including aircraft insurance covering flight instruction and examination.
  - g. The instructor should also familiarise themselves with the manufactures Pilots Notes, Pilots Operating Handbook or Flight Manual (as applicable).

More information to help instructors and examiners is available in Acceptable Means of Compliance (AMC) and Guidance Material (GM) supporting the Aircrew Regulation (UK Reg 1178/2011) for AMC 2, AMC 3, GM1 and GM 2 ORA.ATO.135 and AMC 2, AMC 3, GM 2 and GM 3 DTO.GEN.240.