
EXPLANATORY NOTE

(This note is not part of the Order)

This Order amends the Air Navigation Order 2005. Apart from minor drafting changes the following changes are made—

Airworthiness deregulation of small microlights

1. Small single seat microlight aeroplanes do not require a certificate of airworthiness or permit to fly. (Article 3)

Acceptance of EASA permits to fly

2. An aircraft may fly within the United Kingdom with a permit to fly issued by any EASA National Aviation Authority. (Article 4)

Changes concerning the National Private Pilot's Licence (Aeroplanes)

3.—(1) The holder of a National Private Pilot's Licence (Aeroplanes) requires a medical declaration rather than a medical certificate to fly a simple single engine aeroplane (SSEA), microlight aeroplane or self launching motor glider (SLMG).

(2) A class rating for a SSEA, microlight aeroplane or SLMG may be included in a United Kingdom or JAR licence as well as in a National Private Pilot's Licence (Aeroplanes).

(3) Revalidation and renewal requirements for the privileges of a National Private Pilot's Licence (Aeroplanes) are in the same form as the requirements for equivalent privileges included in other types of licence.

(4) Consolidated revalidation requirements apply to a National Private Pilot's Licence (Aeroplanes) holder with more than one aircraft Class Rating.

(5) Microlight and Self Launching Motor Glider Flight Instructor ratings may be included in a National Private Pilot's Licence (Aeroplanes).

(6) Training is required by a pilot taking off from or landing on water.
(Articles 5-10)

Flight crew training in use of ACAS

4. The flight crew of an aircraft required to be equipped with an airborne collision avoidance system must be trained in the use of that system. (Article 11)

Multi-crew pilots licence

5. A Multi-Crew Pilot Licence (Aeroplane) is introduced. The holder of such a licence is entitled to act as co-pilot of any aeroplane of a type included in the licence which is required to be operated with a co-pilot. The holder may become entitled to act as pilot in command if additional requirements are met. (Article 12)

Status: This is the original version (as it was originally made). This item of legislation is currently only available in its original format.

Carriage of Mode S

6. Secondary surveillance radar equipment which meets the requirements for Mode S elementary surveillance must be carried in circumstances where previously secondary surveillance radar equipment capable of operating in Mode A and Mode C was to be carried. (Articles 13 and 14)

Regulatory Impact Assessments

7. Except in the case of the changes relating to Acceptance of EASA permits to fly in article 4 and the other changes in article 15, a Regulatory Impact Assessment has been produced and a copy placed in the library of both Houses of Parliament. Copies may be obtained from the Department for Transport, Great Minster House, 76 Marsham Street, London SW1P 4DR. Alternatively copies can be obtained from the Department's website which is at www.dft.gov.uk.