

## SCHEDULE 7

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) is 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) The holder may not—

- (a) fly such an aeroplane for the purpose of commercial air transport, public transport or aerial work except in accordance with paragraph (3);
- (b) receive any remuneration for services as a pilot on a flight except in accordance with paragraph (4);
- (c) unless the 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 if the flight visibility is less than three 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 subparagraph; or
  - (iii) out of sight of the surface;
- (d) unless the licence includes a night rating (aeroplanes) or a night qualification (aeroplane) fly as pilot in command of such an aeroplane at night;
- (e) unless the 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 the 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—

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- (i) within the preceding 90 days the holder 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
  - (ii) if such a flight is to be carried out at night and the licence does not include an instrument rating (aeroplane), at least one of those take-offs and landings has been at night.
- (a) (3) (a) The holder may fly such an aeroplane for the purpose of aerial work which consists of instruction or testing in a club environment provided that, in the case of instruction, the licence includes a flying instructor's rating, class rating instructor rating, flight instructor rating or an assistant flying instructor's rating.
- (b) The holder may fly such an aeroplane for the purpose of aerial work which consists of—
- (i) towing a glider in flight; or
  - (ii) 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.
- (4) The holder may receive remuneration for services as a pilot on a flight if—
- (a) the licence includes a flying instructor's rating, a flight instructor rating or an assistant flying instructor's rating which entitles the holder to give instruction in flying microlight aeroplanes or SLMGs; and
  - (b) the remuneration is for the giving of such instruction or the conducting of such flying tests as are specified in sub-paragraph (3)(a) in a microlight aeroplane or a SLMG.

### **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) is entitled to exercise the privileges of a United Kingdom Private Pilot's Licence (Aeroplanes).

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

- (3) The holder may not—
- (a) fly such an aeroplane on a flight for the purpose of commercial air transport or public transport if the holder has less than 400 hours of flying experience as pilot in command of aeroplanes other than SLMGs or microlight aeroplanes;
  - (b) fly such an aeroplane on a flight for the purpose of commercial air transport or public transport if its maximum total weight authorised exceeds 2300kg;
  - (c) fly such an aeroplane on any scheduled journey;
  - (d) fly such an aeroplane on a flight for the purpose of commercial air transport or 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 commercial air transport or public transport after attaining 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 the second pilot to act as pilot in command or co-pilot of that aeroplane;
  - (f) unless the licence includes a night rating (aeroplanes) or a night qualification (aeroplane) fly such an aeroplane at night;
  - (g) unless the 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 if the flight visibility is less than three 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 the 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 the 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—
    - (i) within the preceding 90 days the holder 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
    - (ii) if the flight is to be undertaken at night and the licence does not include an instrument rating (aeroplane), at least one of those take-offs and landings has been at night.
- (4) Subject to paragraph (5), the holder is 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 an aerial work flight which consists of instruction or testing in a club environment.
- (5) The holder may exercise the privileges specified in paragraph (4) only in an aeroplane which the holder is entitled to fly as pilot in command on a private flight, an aerial work flight, a public transport flight or a commercial air transport flight under the privileges set out in paragraph (1) or (2).
- (a) (6) (a) Subject to sub-paragraph (b) and paragraph (7) the holder is 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 flying on a flight for any purpose whatsoever.
  - (b) The holder is not entitled to fly as co-pilot of an aeroplane which is flying on a flight for the purpose of commercial air transport or public transport unless—
    - (i) the holder has more than 400 hours of flying experience as pilot in command of aeroplanes other than SLMGs and microlight aeroplanes; and
    - (ii) the aeroplane is certificated for single pilot operation.
- (7) The holder must not at any time after attaining the age of 65 years act as pilot in command or co-pilot of any aeroplane on a flight for the purpose of commercial air transport or public transport.

*Status: Point in time view as at 09/11/2011.*

*Changes to legislation: There are currently no known outstanding effects for the The Air Navigation Order 2009 (revoked), PART A. (See end of Document for details)*

## **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) is 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).

(2) The holder is entitled to fly as pilot in command of an aeroplane—

- (a) on a special VFR flight notwithstanding that the flight visibility is less than three km;
- (b) when the aeroplane is taking off from or landing at any place notwithstanding that the flight visibility below cloud is less than 1800 metres.

(3) Subject to paragraphs (4) and (8), the holder is entitled to fly as pilot in command of an aeroplane of a type or class on which the holder is so qualified and which is specified in an aircraft rating included in the licence when the aeroplane is flying on a flight for any purpose whatsoever.

(4) The holder may not—

- (a) unless the 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 the holder 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 the holder 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) if the licence does not include an 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 by sub-paragraph (b) has been at night;
- (e) unless the licence includes an instrument rating (aeroplane), fly any such aeroplane which has a maximum total weight authorised exceeding 2300kg on any flight for the purpose of commercial air transport or 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 commercial air transport or public transport unless it is certificated for single pilot operation;
- (g) fly such an aeroplane on any flight for the purpose of commercial air transport or public transport after attaining 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 the second pilot to act as pilot in command or co-pilot of that aeroplane; or
- (h) unless the 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.

(5) Subject to paragraph (6), the holder is 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 instruction or testing in a club environment.

(6) The holder may exercise the privileges specified in paragraph (5) only an aeroplane which the holder is entitled to fly as pilot in command on a private flight, an aerial work flight, a public transport flight or a commercial air transport flight under the privileges set out in paragraph (1) or (2) of these privileges.

(7) Subject to paragraph (8) the holder is 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 flying on a flight for any purpose whatsoever.

(8) The holder must not at any time after attaining the age of 65 years act as pilot in command or co-pilot of any aeroplane on a flight for the purpose of commercial air transport or 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) is entitled to exercise the privileges of a United Kingdom Commercial Pilot's Licence (Aeroplanes) except that the restriction at subparagraph (4)(f) of those privileges does 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) is 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) The holder may not—

- (a) fly such a helicopter for the purpose of public transport or aerial work except in accordance with paragraph (3);
- (b) receive any remuneration for 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 paragraph (3);
- (c) fly as pilot in command of such a helicopter at night unless the licence includes a night rating (helicopters) or a night qualification (helicopter);

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- (d) unless the licence includes an instrument rating (helicopter) fly as pilot in command or co-pilot of such a helicopter in circumstances which require compliance with the Instrument Flight Rules—
  - (i) in Class A, B or C airspace at any time; or
  - (ii) in Class D, E, F or G airspace unless remaining clear of cloud and with the surface in sight; or
- (e) fly as pilot in command of such a helicopter carrying passengers unless—
  - (i) within the preceding 90 days the holder 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 the licence does not include an instrument rating, within the preceding 90 days the holder 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.

(3) The holder may fly such a helicopter for the purpose of aerial work which consists of instruction or testing in a club environment provided that, in the case of instruction, the licence includes a flying instructor's rating, a flight instructor rating or an assistant flying instructor's rating.

### **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) is 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) The holder may not—

- (a) fly such a gyroplane for the purpose of public transport or aerial work except in accordance with paragraph (3);
- (b) receive any remuneration for 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 paragraph (3);
- (c) fly as pilot in command of such a gyroplane at night unless the licence includes a night rating (gyroplanes) and the holder has within the immediately preceding 13 months carried out as pilot in command not less than five 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.

(3) The holder may fly such a gyroplane for the purpose of aerial work which consists of instruction or testing in a club environment provided that, in the case of instruction, the licence includes a flying instructor's rating, a flight instructor rating or an assistant flying instructor's rating.

### **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) is 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 the holder is so qualified and which is of a type specified in an aircraft rating included in the licence when the helicopter or gyroplane is flying on a flight for any purpose whatsoever.

(2) The holder may not—

- (a) fly such a helicopter on a public transport flight unless it is certificated for single pilot operation;
- (b) fly such a helicopter on any public transport flight after attaining 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 the second pilot to act as pilot in command or co-pilot of that helicopter;
- (c) unless the licence includes an instrument rating (helicopter) fly as pilot in command of such a helicopter in circumstances which require compliance with the Instrument Flight Rules—
  - (i) in Class A, B or C airspace at any time; or
  - (ii) in Class D, E, F or G airspace unless remaining clear of cloud and with the surface in sight;
- (d) fly as pilot in command of a helicopter carrying passengers unless the holder 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;
- (e) unless the licence includes an 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 (d) has been at night;
- (f) fly such a gyroplane on a public transport flight unless it is certificated for single pilot operation;
- (g) fly such a gyroplane at night unless the holder has within the immediately preceding 13 months carried out as pilot in command not less than five 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; or
- (h) fly such a gyroplane on a public transport flight after attaining 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) the holder is 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 flying on a flight for any purpose whatsoever.

(4) The holder may not—

- (a) unless the licence includes an instrument rating (helicopter) fly as co-pilot of a helicopter flying in circumstances which require compliance with the Instrument Flight Rules—

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**Changes to legislation:** There are currently no known outstanding effects for the The Air Navigation Order 2009 (revoked), PART A. (See end of Document for details)

- (i) in Class A, B or C airspace at any time; or
  - (ii) in Class D, E, F or G airspace unless remaining clear of cloud and with the surface in sight; or
  - (b) as co-pilot serve at the flying controls in a helicopter carrying passengers during take-off and landing unless the holder 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.
- (5) The holder must not at any time after attaining the age of 65 years act as pilot in command or co-pilot of any helicopter or gyroplane on a public transport flight.

### **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) is entitled to exercise the privileges of a United Kingdom Commercial Pilot's Licence (Helicopters and Gyroplanes) except that the restrictions at sub-paragraphs (2)(a) and (2)(f) of those privileges do 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) is entitled to fly as pilot in command 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 and as co-pilot of any type of balloon or airship specified in such a rating.

(2) The holder may not—

- (a) fly such a balloon or airship for the purpose of public transport or aerial work, other than aerial work which consists of instruction or testing in a club environment;
- (b) receive any remuneration for 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 the holder has within the immediately preceding 13 months carried out as pilot in command in a free balloon at least five flights each of not less than five 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) is entitled to exercise the privileges of a United Kingdom Private Pilot's Licence (Balloons and Airships).

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

(3) The holder may not act as pilot in command on a flight for the purpose of the public transport of passengers unless the holder has within the immediately preceding 90 days carried out as pilot in command in a free balloon at least three flights each of not less than five 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) is entitled to exercise the privileges of a United Kingdom Private Pilot's Licence (Balloons and Airships).

(2) The holder is entitled to fly as pilot in command of any type of airship on which the holder 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, when the airship is flying for any purpose whatsoever.

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) is entitled to fly for any purpose as pilot in command or co-pilot of—

(a) any glider which has a maximum total weight authorised of not more than 680kg; or

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

SUB-SECTION 5 *Other flight crew*

**Status:** Point in time view as at 09/11/2011.

**Changes to legislation:** There are currently no known outstanding effects for the The Air Navigation Order 2009 (revoked), PART A. (See end of Document for details)

### **Flight Navigator's Licence**

*Minimum age – 21 years*

*Maximum period of validity – 10 years*

*Privileges:*

The holder of a Flight Navigator's Licence is 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 is 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 is entitled to operate radiotelephony apparatus in any aircraft if the stability of the frequency radiated by the transmitter is maintained automatically but is not 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 for 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 flying on 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 may not—

(a) unless the 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 three 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 subparagraph; or

(iii) out of sight of the surface;

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

(d) fly as pilot in command of such an aeroplane carrying passengers unless—

(i) within the preceding 90 days the holder 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

(ii) if such a flight is to be carried out at night and the licence does not include an instrument rating (aeroplanes) at least one of those take-offs and landings has been at night.

(4) 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 SLMGs the holder may fly such an aeroplane for the purpose of aerial work consisting of instruction or testing in a club environment and receive remuneration for the giving of such instruction or the conducting of such flying tests.

**Commercial Pilot Licence (Aeroplane)**

*Minimum age – 18 years*

*Maximum period of validity – 5 years*

*Privileges and conditions:*

(1) Subject to any conditions specified for 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;

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- (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 an aerial work or private flight;
  - (c) act as pilot in command on a commercial air transport or public transport flight of any aeroplane certificated for single pilot operation specified in a type or class rating included in Part XII of the licence; and
  - (d) act as co-pilot on a commercial air transport or public transport flight of any aeroplane specified in a type or class rating 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 may not—
- (a) fly as pilot in command on a flight for the purpose of commercial air transport or public transport without complying with the requirements of paragraph 1.960(a)(1) and (2) of EU-OPS;
  - (b) fly such an aeroplane on any scheduled journey unless the licence includes an instrument rating (aeroplane);
  - (c) fly as pilot in command of an aeroplane carrying passengers unless the holder 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 the holder 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 an 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 at night; or
  - (f) unless the licence includes an instrument rating (aeroplane), fly any such aeroplane which has a maximum total weight authorised exceeding 2300kg on any flight for the purpose of commercial air transport or public transport, except a flight beginning and ending at the same aerodrome and not extending beyond 25 nautical miles from that aerodrome.
- (4) Subject to paragraph (5), the holder is entitled 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 an aerial work flight which consists of instruction or testing in a club environment.
- (5) The holder may exercise the privileges specified in paragraph (4) only in an aeroplane which the holder is entitled to fly as pilot in command on a private flight, an aerial work flight, a public transport flight or a commercial air transport flight under the privileges set out in paragraph (1) or (2).

*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 must not act as a pilot of an aeroplane on a commercial air transport or public transport flight unless 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 must not act as a pilot of an aeroplane on a commercial air transport or public transport flight.

## **Multi-Crew Pilot Licence (Aeroplane)**

*Minimum age – 18 years*

*Maximum period of validity – 5 years*

*Privileges and conditions:*

(1) Subject to any conditions specified for the licence, the privileges of the holder of a Multi-Crew Pilot Licence (Aeroplane) are to—

- (a) act as co-pilot of any aeroplane specified in a type or class rating included in Part XII of the licence which is required to be operated with a co-pilot on any flight;
- (b) exercise the privileges of the licence at night;
- (c) exercise the privileges of an instrument rating (aeroplane) in an aeroplane required to be operated with a co-pilot;
- (d) exercise the privileges of the holder of a Private Pilot Licence (Aeroplane) provided that the requirements for that licence specified in Subpart C of Section 1 of JAR-FCL 1 are met;
- (e) exercise the privileges of a Commercial Pilot Licence (Aeroplane) provided that the requirements for that licence specified in paragraph 1.155(e) of Section 1 of JAR-FCL 1 are met; and
- (f) exercise the privileges of an instrument rating (aeroplane) in an aeroplane certificated for single pilot operation, provided that the licence holder has demonstrated an ability to act as pilot in command in an aeroplane certificated for single pilot operation exercised solely by reference to instruments by completing specific training at the discretion of the CAA and meeting the requirements as set out in paragraph 1.210 of Section 1 of JAR-FCL 1.

(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 must not operate an aeroplane carrying passengers as co-pilot unless the holder 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.

*Curtailed privileges of licence holders aged 60 years or more*

(4) The holder of a licence who has attained the age of 60 years but not attained the age of 65 years must not act as a pilot of an aeroplane on a commercial air transport or public transport flight unless 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.

(5) The holder of a licence who has attained the age of 65 years must not act as a pilot of an aeroplane on a commercial air transport or public transport flight.

(6) In paragraph 1, a reference to JAR-FCL 1 is a reference to the Joint Aviation Requirement of the JAA bearing that title including Amendment 7 adopted by the JAA on 1st December 2006.

## **Airline Transport Pilot Licence (Aeroplane)**

*Minimum age – 21 years*

**Status:** Point in time view as at 09/11/2011.

**Changes to legislation:** There are currently no known outstanding effects for the The Air Navigation Order 2009 (revoked), PART A. (See end of Document for details)

*Maximum period of validity – 5 years*

*Privileges and conditions:*

(1) Subject to any conditions specified for 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 or class rating included in Part XII of the licence on a commercial air transport or 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.

- (a) (3) (a) If the holder of such a licence has previously held only a Multi-Crew Pilot Licence (Aeroplane), the privileges of the licence are restricted to aircraft required to be operated with a co-pilot unless the holder has met the requirements of Subpart C of Section 1 of JAR-FCL 1 and paragraph 1.510(a)(2) and (a)(3) of Section 1 of JAR-FCL 1 as applicable to the operation of aeroplanes certificated for single pilot operation.
- (b) Any such restriction must be endorsed on the licence.

*Curtailed privileges of licence holders aged 60 years or more*

(4) The holder of a licence who has attained the age of 60 years but not attained the age of 65 years must not act as a pilot of an aeroplane on a commercial air transport or public transport flight unless 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.

(5) The holder of a licence who has attained the age of 65 years must not act as a pilot of an aeroplane on a commercial air transport or public transport flight.

(6) In paragraph 1, a reference to JAR-FCL 1 is a reference to the Joint Aviation Requirement of the JAA bearing that title including Amendment 7 adopted by the JAA on 1st December 2006.

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 for 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 flying on 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 may not—

- (a) fly as pilot in command of such a helicopter at night unless the 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 the holder 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; and
  - (ii) if the privileges are to be exercised by night and the licence does not include an instrument rating, within the preceding 90 days the holder 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 for 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 specified in a type 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 helicopter certificated for single-pilot operation specified in a type rating included in Part XII of the licence;
  - (d) act as co-pilot on a public transport flight in any helicopter specified in a type rating included in Part XII of the licence required to be operated with a co-pilot.
- (a) (2) (a) Subject to sub-paragraph (b), the licence is subject to the conditions and restrictions specified in paragraph 2.175 of Section 1 of JAR-FCL 2.
- (b) The holder of a Commercial Pilot Licence (Helicopter) may fly in circumstances which require compliance with the Instrument Flight Rules in the United Kingdom in Class D, E, F or G airspace when remaining clear of cloud and with the surface in sight.
- (a) (3) (a) Subject to sub-paragraph (b), the holder may not fly as pilot in command on a public transport flight unless the holder complies with the requirements of paragraph 3.960(a)(2) of Section 1 of JAR-OPS 3.
- (b) Sub-paragraph (a) does not apply if the holder is flying by day under the provisions for flight with the surface in sight in Rule 33(1)(d) of the Rules of the Air Regulations 2007<sup>M1</sup>.
- (4) The holder may not—
  - (a) fly as pilot in command of a helicopter carrying passengers unless the holder 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
  - (b) as the holder of a helicopter licence which does not include an 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 [F<sup>1</sup>required in subparagraph (a)] has been at night.

**Status:** Point in time view as at 09/11/2011.

**Changes to legislation:** There are currently no known outstanding effects for the The Air Navigation Order 2009 (revoked), PART A. (See end of Document for details)

#### Textual Amendments

**F1** Words in *Sch. 7 Pt. A* substituted (9.11.2011) by *The Air Navigation (Amendment) Order 2011 (S.I. 2011/2432)*, arts. 1, **4(6)**

#### Marginal Citations

**M1** *S.I. 2007/734* to which there are amendments not relevant to this provision.

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#### Marginal Citations

**M1** *S.I. 2007/734* to which there are amendments not relevant to this provision.

#### *Curtailed 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 must not act as a pilot of a helicopter on a public transport flight unless 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 must 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 for 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 specified in a type rating included in Part XII of the licence on a public transport flight.
- (a) (2) (a) Subject to sub-paragraph (b), the holder may not fly as pilot in command on a public transport flight unless the holder complies with the requirements of paragraph 3.960(a)(2) of Section 1 of JAR–OPS 3.
- (b) Sub-paragraph (a) does not apply if the holder is flying by day under the provisions for flight with the surface in sight in Rule 33(1)(d) of the Rules of the Air Regulations 2007.

#### *Curtailed 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 must 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 must 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) to (8) the holder of the licence is 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) The holder may 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 the aircraft is being flown; or
  - (b) such a SLMG in or over the territory of a Contracting State other than the United Kingdom except in accordance with a permission granted by the competent authority of that State provided that the holder may fly a SLMG outside the United Kingdom if the licence includes a SLMG rating and a medical certificate appropriate for such a flight.

*Flight for purpose of commercial air transport, public transport and aerial work*

(3) The holder may not fly any such aeroplane for the purpose of commercial air transport, public transport or aerial work except in the circumstances specified in paragraph (4) or (5).

(4) The circumstances first referred to in paragraph (3) are that the holder 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

**Status:** Point in time view as at 09/11/2011.

**Changes to legislation:** There are currently no known outstanding effects for the The Air Navigation Order 2009 (revoked), PART A. (See end of Document for details)

- (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.

(5) The circumstances secondly referred to in paragraph (3) are that the holder flies such an aeroplane for the purposes of aerial work which consists of instruction or testing in a club environment provided that, in the case of instruction, the licence includes a flying instructor's rating or an assistant flying instructor's rating.

#### *Receipt of remuneration*

(6) The holder may receive any remuneration for services as a pilot on a flight only if the licence includes a flying instructor's rating or an assistant flying instructor's rating entitling the holder to give instruction in flying microlight aeroplanes or SLMGs, and the holder gives such instruction or conducts such flying tests as are specified in paragraph (5) in a microlight aeroplane or a SLMG.

#### *Prohibitions on flight in specified conditions*

- (7) The holder may not fly—
  - (a) as pilot in command of such a SSEA on a flight outside controlled airspace when the flight visibility is less than five 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 three km;
  - (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*

- (8) The holder may not fly as pilot in command of any such aeroplane—
  - (a) if the total number of persons carried (including the pilot) exceeds four; or
  - (b) when carrying passengers unless within the preceding 90 days the holder 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.

**Status:**

Point in time view as at 09/11/2011.

**Changes to legislation:**

There are currently no known outstanding effects for the The Air Navigation Order 2009 (revoked), PART A.