

SCHEDULE 1

Articles 4(6), 24(2) and 106(4)

PART A

TABLE OF GENERAL CLASSIFICATION OF AIRCRAFT

Col. 1	Col. 2	Col. 3	Col. 4
			Free Balloon
	Lighter than air aircraft	Non-power driven	Captive Balloon
		Power driven	Airship
		Non-power driven	Glider
			Kite
Aircraft			Aeroplane (Landplane)
			Aeroplane (Seaplane)
			Aeroplane (Amphibian)
	Heavier than air aircraft	Power driven (flying machines)	Aeroplane
			(Self-launching Motor Glider)
			Powered Lift (Tilt Rotor)
			Rotorcraft {Helicopter
			{Gyroplane

Article 5(2)

PART B

NATIONALITY AND REGISTRATION MARKS OF AIRCRAFT REGISTERED IN THE UNITED KINGDOM

1. The nationality mark of the aircraft shall be the capital letter “G” in Roman character and the registration mark shall be a group of four capital letters in Roman character assigned by the Authority on the registration of the aircraft. The letters shall be without ornamentation and a hyphen shall be placed between the nationality mark and the registration mark.

2. The nationality and registration marks shall be displayed to the best advantage, taking into consideration the constructional features of the aircraft and shall always be kept clean and visible.

3. The nationality and registration marks shall also be inscribed, together with the name and address of the registered owner of the aircraft, on a fire-proof metal plate affixed:

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- (a) in the case of an aeroplane having an empty weight not exceeding 150kg. either in accordance with paragraph (b) or in a prominent position to the wing; or
 - (b) in the case of any other aircraft in a prominent position on the fuselage or car or basket, as the case may be, and near to the main entrance to the aircraft.
4. The nationality and registration marks shall be painted on the aircraft or shall be affixed thereto by any other means ensuring a similar degree of permanence in the following manner:

I. Position of Marks

(a) Flying Machines and Gliders

(i) Horizontal Surfaces of the Wings or Fuselage (or equivalent structure).

- (aa) On aircraft having a fixed wing surface, the marks shall appear on the lower surface of the wing structure, and shall be on the left half of the lower surface of the wing structure unless they extend across the whole surface of both wings. So far as possible the marks shall be located equidistant from the leading and trailing edges of the wings. The tops of the letters shall be towards the leading edge of the wing.
- (bb) On aircraft having no fixed wing surface and when owing to the structure of the aircraft the greatest height reasonably practicable for the marks on the vertical surface of the fuselage (or equivalent structure) is less than 15 centimetres the marks shall also appear on the lower surface of the fuselage on the line of symmetry and shall be placed with the tops of the letters towards the nose.

(ii) Vertical Surfaces of the Tail or Fuselage (or equivalent structure).

The marks shall also be on each side of the aircraft either on the fuselage or on the upper halves of the vertical tail surfaces. On aircraft having a fixed wing surface, the marks, if placed on the fuselage (or equivalent structure), shall be between the horizontal tail surfaces and the wing. When on a single vertical tail surface, the marks shall be on both sides. When there is more than one vertical tail surface, the marks shall be on the outer sides of the outboard vertical tail surfaces.

(b) Airships and Free Balloons

- (i) Airships: The marks shall be on each side of the airship. They shall be placed horizontally either on the hull near the maximum cross-section of the airship or on the lower vertical stabiliser.
- (ii) Free Balloons: The marks shall be in two places diametrically opposite.
- (iii) In the case of all airships and free balloons the side marks shall be so placed as to be visible both from the sides and from the ground.

II. Size of Marks

(a) Flying Machines and Gliders

- (i) Wings: The letters constituting each group of marks shall be of equal height. The height of the letters shall be at least 50 centimetres.
- (ii) Fuselage (or equivalent structure) or Vertical Tail Surfaces: The marks on the fuselage (or equivalent structure) shall not interfere with the visible outlines of the fuselage (or equivalent structure). The marks on the vertical tail surfaces shall be such as to leave a margin of at least 5 centimetres along each side of the vertical tail surface. The letters shall be of equal height. The height of the letters constituting each group of marks shall be at least 30 centimetres. Where marks are required to be carried on the lower surface of aircraft having no fixed wing surface the height of the marks shall be at least 50 centimetres.

Provided that where owing to the structure of the aircraft the appropriate height specified in this sub-paragraph (ii) is not reasonably practicable the height of the marks shall be the greatest height

reasonably practicable in the circumstances consistent with compliance with Section III of this Part of this Schedule.

(b) Airships and Free Balloons

The letters constituting each group of marks shall be of equal height. The height of the letters shall be at least 50 centimetres.

III. Width and Spacing of Marks

- (a) The width of each letter (except the letter I) and the length of the hyphen between the nationality mark and the registration mark shall be two-thirds of the height of a letter.
- (b) The letters and hyphen shall be formed by solid lines and shall be of a colour clearly contrasting with the background on which they appear. Thickness of the lines shall be one-sixth of the height of a letter.
- (c) Each letter shall be separated from the letter which it immediately precedes or follows by a space equal to half the width of a letter. A hyphen shall be regarded as a letter for this purpose.

Article 4(8)

PART C

AIRCRAFT DEALER'S CERTIFICATE—CONDITIONS

- (1) The operator of the aircraft shall be the registered owner of the aircraft, who shall be the holder of an aircraft dealer's certificate granted under this Order.
- (2) The aircraft shall fly only for the purpose of:
 - (a) testing the aircraft;
 - (b) demonstrating the aircraft with a view to the sale of that aircraft or of other similar aircraft;
 - (c) proceeding to or from a place at which the aircraft is to be tested or demonstrated as aforesaid, or overhauled, repaired or modified;
 - (d) delivering the aircraft to a person who has agreed to buy, lease or sell it; or
 - (e) proceeding to or from a place for the purpose of storage.
- (3) Without prejudice to the provisions of article 35 of this Order the operator of the aircraft shall satisfy himself before the aircraft takes off that the aircraft is in every way fit for the intended flight.
- (4) The aircraft shall fly only within the United Kingdom.

SCHEDULE 2

Articles 3(1), 7(1) and 42(7)

A AND B CONDITIONS

The A Conditions and B Conditions referred to in articles 3(1), 7(1) and 42(7) of this Order are as follows:

A Conditions

- (1) The aircraft shall be either an aircraft in respect of which a certificate of airworthiness or validation has previously been in force under this Order, or an aircraft identical in design with an aircraft in respect of which such a certificate is or has been in force.
- (2) The aircraft shall fly only for the purpose of enabling it to:

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- (a) qualify for the issue or renewal of a certificate of airworthiness or of the validation thereof or the approval of a modification of the aircraft, after an application has been made for such issue, renewal, validation or approval as the case may be;
 - (b) proceed to or from a place at which any inspection, approval, test or weighing of, or the installation of equipment in, the aircraft is to take place for a purpose referred to in sub-paragraph (a), after such an application has been made, or at which the installation of furnishings in, or the painting of, the aircraft is to be undertaken; or
 - (c) proceed to or from a place at which the aircraft is to be or has been stored.
- (3) The aircraft and its engines shall be certified as fit for flight by the holder of an aircraft maintenance engineer's licence granted under this Order, being a licence which entitles him to issue that certificate or by a person approved by the Authority for the purpose of issuing certificates under this condition, and in accordance with that approval.
- (4) The aircraft shall carry the minimum flight crew specified in any certificate of airworthiness or validation, which has previously been in force under this Order in respect of the aircraft, or is or has previously been in force in respect of any other aircraft of identical design.
- (5) The aircraft shall not carry any persons or cargo except persons performing duties in the aircraft in connection with the flight or persons who are carried in the aircraft to perform duties in connection with a purpose referred to in paragraph (2) of these Conditions.
- (6) The aircraft shall not fly over any congested area of a city, town or settlement except to the extent that it is necessary to do so in order to take off from or land at a Government aerodrome or an aerodrome owned or managed by the Authority, or a licensed aerodrome, in accordance with normal aviation practice.
- (7) Without prejudice to the provisions of article 19(2) of this Order, the aircraft shall carry such flight crew as may be necessary to ensure the safety of the aircraft.

B Conditions

- (1) The flight shall be made under the supervision of a person approved by the Authority for the purpose of these Conditions, and subject to any additional conditions which may be specified in such approval.
- (2) If it is not registered in the United Kingdom or under the law of any country referred to in article 3 of this Order, the aircraft shall be marked in a manner approved by the Authority for the purposes of these Conditions, and the provisions of articles 14, 16, 20, 35, 38, 61 and 63 of this Order shall be complied with in relation to the aircraft as if it was registered in the United Kingdom so far as such provisions are applicable to the aircraft in the circumstances.
- (3) The aircraft shall fly only for the purpose of:
- (a) experimenting with or testing the aircraft (including in particular its engines) and its equipment;
 - (b) enabling it to qualify for the issue of a certificate of airworthiness or the validation thereof, or the approval of a modification of the aircraft;
 - (c) proceeding to or from a place at which any experiment, inspection, approval, test or weighing of, or the installation of equipment in the aircraft is to take place for a purpose referred to in sub-paragraph (a) or (b), or at which the installation of furnishings in, or the painting of, the aircraft is to be undertaken; or
 - (d) demonstrating the aircraft with a view to the sale of that aircraft or of other similar aircraft.
- (4) Without prejudice to the provisions of article 19(2) of this Order, the aircraft shall carry such flight crew as may be necessary to ensure the safety of the aircraft.

(5) The aircraft shall not carry any cargo, or any persons other than the flight crew except the following:

- (a) persons employed by the operator who carry out during the flight duties in connection with the purposes specified in paragraph (3) of these Conditions;
- (b) persons employed by manufacturers of component parts of the aircraft (including its engines) who carry out during the flight duties in connection with the purposes so specified;
- (c) persons approved by the Authority under article 110 of this Order as qualified to furnish reports for the purposes of article 8 of this Order; or
- (d) persons, other than those carried under the preceding provisions of this paragraph, who are carried in the aircraft in order to carry out a technical evaluation of the aircraft or its operation.

(6) The aircraft shall not fly, except in accordance with procedures which have been approved by the Authority in relation to that flight, over any congested area of a city, town or settlement.

SCHEDULE 3

Article 8

CATEGORIES OF AIRCRAFT

Transport Category (Passenger).

Transport Category (Cargo).

Aerial Work Category.

Private Category.

Special Category.

The purposes for which the aircraft may fly are as follows:

Transport Category (Passenger): Any purpose.

Transport Category (Cargo): Any purpose, other than the public transport of passengers.

Aerial Work Category: Any purpose other than public transport.

Private Category: Any purpose other than public transport or aerial work.

Special Category: Any purpose, other than public transport, specified in the certificate of airworthiness but not including the carriage of passengers unless expressly permitted.

SCHEDULE 4

Articles 11(4) and 13(2)

AIRCRAFT EQUIPMENT

1. Every aircraft of a description specified in the first column of the Table set forth in paragraph 4 of this Schedule and which is registered in the United Kingdom shall be provided, when flying in the circumstances specified in the second column of the said Table, with adequate equipment, and for the purpose of this paragraph the expression "adequate equipment" shall mean the scales of equipment respectively indicated in that Table:

Provided that, if the aircraft is flying in a combination of such circumstances, the scales of equipment shall not on that account be required to be duplicated.

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2. The equipment carried in an aircraft as being necessary for the airworthiness of the aircraft shall be taken into account in determining whether this Schedule is complied with in respect of that aircraft.

3. The following items of equipment shall not be required to be of a type approved by the Authority:

- (a) The equipment referred to in Scale A(ii).
- (b) First aid equipment and handbook, referred to in Scale A.
- (c) Time-pieces, referred to in Scale F.
- (d) Torches, referred to in Scales G, H, K and Z.
- (e) Whistles, referred to in Scale H.
- (f) Sea anchors, referred to in Scales J and K.
- (g) Rocket signals, referred to in Scale J.
- (h) Equipment for mooring, anchoring or manoeuvring aircraft on the water, referred to in Scale J.
- (i) Paddles, referred to in Scale K.
- (j) Food and water, referred to in Scales K, U and V.
- (k) First aid equipment, referred to in Scales K, U and V.
- (l) Stoves, cooking utensils, snow shovels, ice saws, sleeping bags and Arctic suits, referred to in Scale V.
- (m) Megaphones, referred to in Scale Y1 and Y2.

Table

<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
(1) Gliders	(a) <i>flying for purposes other than public transport or aerial work; and when flying by night</i>	A(ii)
	(b) <i>Flying for the purpose of public transport or aerial work; and</i>	A, B(I), and (ii), D and F(I)
	(i) (i) when flying by night	C and G
	(ii) (ii) when carrying out aerobatic manoeuvres	B(iii)
(2) Aeroplanes	(a) <i>flying for purposes other than public transport; and</i>	A(i) and (ii) and B(i)
<p>* For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.</p>		

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
	(i) (i) when flying by night	C and D
	(ii) (ii) when flying under Instrument Flight Rules (aa) outside controlled airspace	D
	(bb) within controlled airspace	E with E(iv) duplicated and F
	(iii) (iii) when carrying out aerobatic manoeuvres	B(iii)
	(b) <i>flying for the purpose of public transport</i> ; and	A, B(i) and (ii), D and F(i)
	(i) (i) when flying under Instrument Flight Rules except flights outside controlled airspace by aeroplanes having a maximum total weight authorised not exceeding 1150kg.	E with E(iv) duplicated and F
	(ii) (ii) when flying by night; and in the case of aeroplanes of which the maximum total weight authorised exceeds 1150kg.	C and G E with E(iv) duplicated and F
	(iii) (iii) when flying over water beyond gliding distance from land	H
	(iv) (iv) on all flights on which in the event of	H

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
	<p>any emergency occurring during the take-off or during the landing at the intended destination or any likely alternate destination it is reasonably possible that the aeroplane would be forced to land onto water</p>	
	<p>(v) (v) when H and K flying over water:</p>	
	<p>(aa) in the case of an aeroplane:</p>	
	<p>(aaa) classified in its certificate of airworthiness as being of performance group A, C or X;</p>	
	<p>(bbb) having no performance group classification in its certificate of airworthiness and of</p>	

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
		<p>such a weight and performance that with any one of its power units inoperative and the remaining power unit or units operating within the maximum continuous power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane issues or rendered valid by</p>
		<p>* For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.</p>

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
		the Authority it is capable of a gradient of climb of at least 1 in 200 at an altitude of 5000ft. in the International specified in or ascertainable by reference to the certificate of airworthiness in force in respect of that aircraft, when either more than 400 nautical miles or more than 90 minutes flying time* from the nearest

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
	aerodrome at which an emergency landing can be made	
	(bb) in the case of all other aeroplanes when more than 30 minutes flying time* from such an aerodrome	H and K
	(vi) (vi) on all flights which involve manoeuvres on water	H, J and K
	(vii) (vii) when flying at a height of 10000ft. or more above mean sea level:	L1 or L2
	(aa) having a certificate of airworthiness first issued (whether in the United Kingdom or elsewhere) before 1st January 1989	
	(bb) having a certificate of airworthiness first issued (whether in the United Kingdom or elsewhere) on or after 1st January 1989	L2
	(viii) (viii) on flights when the weather reports or forecasts available at the aerodrome at the time of	M

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
	departure indicate that conditions favouring ice formation are likely to be met	
	(ix) (ix) when carrying out aerobatic manoeuvres	B(ii)
	(x) (x) on all flights on which the aircraft carries a flight crew of more than one person	N
	(xi) (xi) on all flights for the purpose of the public transport of passengers	Q and Y1
	(aa) before 1st January 1990	
	(bb) on or after 1st January 1990	Q and Y2(I), (ii) and (iii)
	(xii) (xii) on all flights by a pressurised aircraft	R1
	(aa) before 1st January 1990	
	(bb) on or after 1st January 1990	R2
	(xiii) (xiii) when flying over substantially uninhabited land areas where, in the event of an emergency landing, tropical	U

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Description of Aircraft	Circumstances of Flight	Scale of Equipment Required
	<p>conditions are likely to be met</p> <p>(xiv) (xiv) when V flying over substantially uninhabited land or other areas where, in the event of any emergency landing, polar conditions are likely to be met</p> <p>(xv) (xv) when W flying at an altitude of more than 49000ft.</p>	
<p>(3) Turbine-jet aeroplanes having a maximum total weight authorised exceeding 5700kg. Or pressurised aircraft having a maximum total weight authorised exceeding 11400kg.</p>	<p><i>When flying for the purpose of public transport</i></p>	O
<p>(4) Turbine-engined aeroplanes having a maximum total weight authorised exceeding 5700kg. And piston-engined aeroplanes having a maximum total weight authorised exceeding 27000kg.</p> <p>(a) which are operated by an air transport undertaking under a certificate of airworthiness in the Transport Category (Passenger) or the Transport</p>	<p><i>when flying on any flight</i></p>	P
<p>* For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.</p>		

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Category (Cargo); or	<i>when flying on any flight</i>	P
(b) (b) in respect of which application has been made and not withdrawn or refused for such a certificate, and which fly under the “A. Conditions” or under a certificate of airworthiness in the Special Category:		
Provided that this paragraph shall not apply to aeroplanes falling within paragraphs (5) or (6) thereof.		
(5) Aeroplanes in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger) or Transport Category (Cargo) and aeroplanes in respect of which application has been made, and not withdrawn or refused, for such a certificate of airworthiness and which fly under the “A. Conditions” or in respect of which there is in force a certificate of airworthiness in the Special Category	<i>when flying on any flight</i>	S(i)
(a) which conform to a type first issued with a type certificate (whether in the United Kingdom or elsewhere) on or after 1st April 1971 and		

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<p>which have a maximum total weight authorised exceeding 5700kg. But not exceeding 11400kg.; or</p> <p>(b) (b) which conform to a type first issued with a type certificate (whether in the United Kingdom or elsewhere) on or after 1st April 1971 and which have a maximum total weight authorised exceeding 11400kg. But not exceeding 27000kg.; or</p> <p>(c) (c) which conform to a type first issued with a type certificate (whether in the United Kingdom or elsewhere) on or after 1st April 1971 and which have a maximum total weight authorised exceeding 27000kg. But not exceeding 230000kg.; or</p> <p>(d) (d) which conform to a type first issued with a type certificate in the United Kingdom on or after 1st</p>	<p><i>when flying on any flight</i></p> <p><i>when flying on any flight</i></p> <p><i>when flying on any flight</i></p> <p><i>when flying on any flight</i></p>	<p>S(ii)</p> <p>S(ii)</p> <p>S(iii)</p> <p>S(iii)</p>

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<p>January 1970 and which have a maximum total weight authorised exceeding 230000kg.;</p>	<p>Provided that this paragraph shall not apply to aeroplanes falling within paragraph (6) hereof</p>	<p>S(iv)</p>
<p>(6) Aeroplanes in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger) or Transport Category (Cargo) and aeroplanes in respect of which application has been made, and not withdrawn or refused, for such a certificate of airworthiness and which fly under “A. Conditions” or in respect of which there is in force a certificate of airworthiness in the Special Category</p>	<p><i>when flying on any flight</i></p>	<p>S(iv)</p>
<p>(a) for which an individual certificate of airworthiness was first issued (whether in the United Kingdom or elsewhere) on or after 1st June 1990 and which have a maximum total weight authorised not exceeding 5700kg., are powered by 2 or more turbine engines and are certified to carry</p>		
<p>* For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.</p>		

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more than 9 passengers; or		
(b) (b) for which an individual certificate of airworthiness was first issued (whether in the United Kingdom or elsewhere) on or after 1st June 1990 and which have a maximum total weight authorised exceeding 5700kg. But not exceeding 27000kg.; or	<i>when flying on any flight</i>	S(v)
(c) (c) for which an individual certificate of airworthiness was first issued (whether in the United Kingdom or elsewhere) on or after 1st June 1990 and which have a maximum total weight authorised exceeding 5700kg. But not exceeding 27000kg.	<i>when flying on any flight</i>	S(vi)
(7) Aeroplanes in respect of which there is in force a certificate of airworthiness in the Aerial Work or Private Category and for which an individual certificate of airworthiness was first issued (whether in the United Kingdom or elsewhere) on or after	<i>When flying on any flight</i>	S(vi)

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1st June 1990 and which have a maximum total weight authorised exceeding 270000kg.		
(8) Aeroplanes: (a) which conform to a type first issued with a type certificate (whether in the United Kingdom or elsewhere) on or after 1st April 1971 and having a maximum total weight authorised exceeding 27000kg. And in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger) or the Transport Category (Cargo); or	<i>when flying on any flight</i>	T
(b) (b) which conform to a type first issued with a type certificate in the United Kingdom on or after 1st January 1970 and which have a maximum total weight authorised exceeding 230000kg. And in respect of which there is in force such certificate of airworthiness; or	<i>when flying on any flight</i>	T

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(c) (c) having a maximum total weight authorised exceeding 27000kg. Which conform to a type first issued with a type certificate on or after 1st April 1971 (or 1st January 1970 in the case of an aeroplane having a maximum total weight authorised exceeding 230000kg.) in respect of which an application has been made, and not withdrawn or refused for such a certificate of airworthiness and which fly under the “A. Conditions” or in respect of which there is in force a certificate of airworthiness in the Special Category.	<i>When flying on any flight</i>	T
(9) Aeroplanes which have a maximum total weight authorised exceeding 15000kg. Or which in accordance with the certificate of airworthiness in force in respect thereof may carry more than 30 passengers.	<i>On all flights for the purpose of public transport</i>	X
(10) Aeroplanes: (a) which are a turbo-jet and which have a	<i>when flying by night for the purpose of the public transport of passengers</i>	Z(i) and (ii)

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
<p>maximum total weight authorised exceeding 22700kg.; or</p> <p>(b) (b) having a maximum total weight authorised exceeding 5700kg. And which conform to a type for which a certificate of airworthiness was first applied for (whether in the United Kingdom or elsewhere) after 30th April 1972 but not including any aeroplane which in the opinion of the Authority is identical in all matters affecting the provision of emergency evacuation facilities to an aeroplane for which a certificate of airworthiness was first applied for before that date; or</p> <p>(c) (c) which in accordance with the certificate of airworthiness in force in respect thereof may carry more than 19 passengers; or</p> <p>(d) (d) having a maximum total weight authorised</p>	<p><i>when flying by night for the purpose of the public transport of passengers</i></p> <p><i>when flying by night for the purpose of the public transport of passengers</i></p> <p><i>when flying for the purpose of the public transport of passengers</i></p>	<p>Z(i) and (ii)</p> <p>Z(i)</p> <p>Z(iii)</p>

* For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
<p>exceeding 5700kg. And which conform to a type for which a certificate of airworthiness was first applied for (whether in the United Kingdom or elsewhere) after 30th April 1972 but not including any aeroplane which in the opinion of the Authority is identical in all matters affecting the provision of emergency evacuation facilities to an aeroplane for which a certificate of airworthiness was first applied for before that date; or</p>	<p>(e) (e) which are a turbo-jet and which have a maximum total weight authorised exceeding 22700kg.; or</p>	Z(iii)
<p>(f) (f) first issued with a type certificate (whether in the United Kingdom or elsewhere) on or after 1st January 1958 and which in accordance with the certificate of airworthiness in</p>	<p><i>when flying for the purpose of the public transport of passengers</i></p>	Z(iii)
<p>* For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.</p>		

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
force in respect thereof may carry more than 19 passengers		
(11) Aeroplanes:	<i>when flying on any flight on or after 1st April 1989</i>	AA
(a) powered by one or more turbine jets and first issued with a certificate of airworthiness in the United Kingdom on or after 1st April 1989;		
(b) (b) powered by one or more turbine jets and first issued with a certificate of airworthiness in the United Kingdom prior to 1st April 1989;	<i>When flying on any flight on or after 1st April 1989</i>	AA
(c) (c) powered by one or more turbine propeller engines and having a maximum total weight authorised exceeding 5700kg. And first issued with a certificate of airworthiness in the United Kingdom on or after 1st April 1989	<i>When flying on any flights on or after 1st April 1989AA</i>	
(12) Aeroplanes:	<i>on all flights for the purpose of the public transport of passengers on or after 1st April 1991</i>	Y2(iv)
(a) which conform to a type first issued with a type certificate		

* For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
(whether in the United Kingdom or elsewhere) on or after 1st April 1978 and in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger);		
(b) (b) which conform to a type first issued with a type certificate (whether in the United Kingdom or elsewhere) on or after 1st April 1968 and in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger)	<i>on all flights for the purpose of the public transport of passengers on or after 1st April 1993</i>	Y2(iv)
(c) (c) which conform to a type first issued with a type certificate (whether in the United Kingdom or elsewhere) before 1st April 1968 and in respect of which there is in force a certificate of airworthiness in the transport Category (Passengers)	<i>on all flights for the purpose of the public transport of passengers on or after 1st April 1993</i>	Y2(iv)
* For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.		

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
(13) Helicopters and Gyroplanes	(a) <i>flying for purposes other than public transport;</i> and	A(i) and (ii) and B(i)
	(i) (i) when flying by day under Visual Flight Rules with visual ground reference	D
	(ii) (ii) when flying by day under Instrument Flight Rules or without visual ground reference	E with E(ii) duplicated
	(aa) outside controlled airspace	
	(bb) within controlled airspace	E with E(ii) and E(iv) duplicated and F with F(iv) for all weights
	(iii) (iii) when flying at night	C, E, G(iii) and G(v)
	(aa) with visual ground reference	
	(bb) without visual ground reference	C, E with E(ii) duplicated, G(iii) and G(v)
	(aaa) outside controlled airspace	
	(bbb) within controlled airspace	C, E with both E(ii) and E(iv) duplicated, F with F(iv) for all weights, G(iii) and G(v)
(b) <i>flying for the purpose of public transport;</i> and	A, B(i) and (ii), F(i) and F(iv) for all weights	
(i) (i) when flying by day under Visual Flight Rules with visual ground reference	D	

* For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
	(ii) (ii) when flying by day under Instrument Flight Rules or without visual ground reference	E with both E(ii) and (iv) duplicated, F(ii), F(iii) and F(v)
	(iii) (iii) when flying by night with visual ground reference	C, E and G
	(aa) in the case of a helicopter or gyroplane having a maximum total weight authorised not exceeding 2000kg.	
	(bb) in the case of a helicopter or gyroplane having a maximum total weight authorised exceeding 2000kg.	C, E with E(ii) duplicated and either E(iv) duplicated or a radio altimeter, F(ii), F(iii), F(v) and G
	(iv) (iv) when flying by night without visual ground reference	C, E with both E(ii) and E(iv) duplicated, F(ii), F(iii) and F(v) and G
	(v) (v) when flying over water	E and H
	(aa) in the case of a helicopter or gyroplane classified in its certificate of airworthiness as being of	

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
	performance group A2 or B when beyond autorotational gliding distance from land suitable for an emergency landing	
	(bb) on all flights on which in the event of any emergency occurring during the take-off or during the landing at the intended destination or any likely alternate destination it is reasonably possible that the helicopter or gyroplane would be forced to land onto water	H
	(cc) in the case of a helicopter or gyroplane classified in its certificate of airworthiness as being of performance group A2 when beyond 10 minutes flying time* from land	E, H, K and T
	(dd) for more than a total of 3 minutes in any flight	EE
	(ee) in the case of a helicopter or gyroplane classified in its certificate of airworthiness as being of performance group A2 which is intended to fly beyond 10	I

* For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
	minutes flying time from land or which actually flies beyond 10 minutes flying time from land, on a flight in support of or in connection with the offshore exploitation, or exploration of mineral resources (including gas) when the weather report or forecasts available to the commander of the aircraft indicate that the sea temperature will be less than plus 10C during the flight or when any part of the flight is at night	
	(vi) (vi) on all flights which involve manoeuvres on water	H, J and K
	(vii) (vii) when flying at a height of 10000ft. or more above mean sea level	L1 or L2
	(aa) having a certificate of airworthiness first issued (whether in the United Kingdom or elsewhere) before 1st January 1989	
	(bb) having a certificate of airworthiness first issued (whether in the United Kingdom or	L2

* For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

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Description of Aircraft	Circumstances of Flight	Scale of Equipment Required
	elsewhere) on or after 1st January 1989	
	(viii) (viii) on M flights when the weather reports or forecasts available at the aerodrome at the time of departure indicate that conditions favouring ice formation are likely to be met	
	(ix) (ix) on all N flights on which the aircraft carries a flight crew of more than one person	
(x) (x) on all Y1 flights for the purpose of the public transport of passengers		
(aa) before 1st January 1990		
	(bb) on or after 1st January 1990	Y2(I), (ii) and (iii)
	(xi) (xi) when U flying over substantially uninhabited land areas where, in the event of an emergency landing, tropical conditions are likely to be met	
	(xii) (xii) when V flying over substantially uninhabited land or other areas	

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Description of Aircraft	Circumstances of Flight	Scale of Equipment Required
	where, in the event of an emergency landing, polar conditions are likely to be met	
(14) Helicopters and Gyroplanes:	<i>when flying by night for the purpose of the public transport of passengers</i>	Z(i) and (ii)
(a) having a maximum total weight authorised exceeding 5700kg. And which conform to a type for which a certificate of airworthiness was first applied for (whether in the United Kingdom or elsewhere) after 30th April 1972 but not including any helicopter or gyroplane which in the opinion of the Authority is identical in all matters affecting the provision of emergency evacuation facilities to a helicopter or gyroplane for which a certificate of airworthiness was first applied for before that date; or		
(b) (b) which, in accordance with the certificate of airworthiness in force in respect	<i>when flying by night for the purpose of public transport of passengers</i>	Z(i)

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
thereof may carry more than 19 passengers; or		
(c) (c) which have a certificate of airworthiness issued in the Transport Category (Passenger or Cargo) and which have either a maximum total weight authorised exceeding 2730kg. Or which may carry more than 9 passengers; or	<i>when flying on any flight before 1st February 1991</i>	S(vii)
(d) (d) which have a certificate of airworthiness issued in the Transport Category (Passenger or Cargo) and helicopters and gyroplanes in respect of which application has been made and not withdrawn or refused for such a certificate of airworthiness and which fly under the “A Conditions” or which have a certificate of airworthiness in the Special Category and	<i>when flying on any flight on or after 1st February 1991</i>	SS(i) or (iii)
(i) which have a maximum total weight		

* For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

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<i>Description of Aircraft</i>	<i>Circumstances of Flight</i>	<i>Scale of Equipment Required</i>
authorised exceeding 2730kg. But not exceeding 7000kg. Or which in accordance with the certificate of airworthiness in force in respect thereof may carry more than 9 passengers, or both		
(ii) which have a maximum total weight authorised exceeding 7000kg.	<i>When flying on any flight on or after 1st February 1991</i>	SS(ii) or (iii)
<p>* For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.</p>		

5. The scales of equipment indicated in the foregoing Table shall be as follows:

Scale A

- (i) Spare fuses for all electrical circuits the fuses of which can be replaced in flight, consisting of 10 per cent of the number of each rating or three of each rating, whichever is the greater.
- (ii) Maps, charts, codes and other documents and navigational equipment necessary, in addition to any other equipment required under this Order, for the intended flight of the aircraft including any diversion which may reasonably be expected.
- (iii) First aid equipment of good quality, sufficient in quantity, having regard to the number of persons on board the aircraft, and including the following:
 - Roller bandages, triangular bandages, adhesive plaster, absorbent gauze, cotton wool (or wound dressings in place of the absorbent gauze and cotton wool), burn dressings, safety pins;
 - Haemostatic bandages or tourniquets, scissors;
 - Antiseptic, analgesic and stimulant drugs;
 - Splints, in the case of aeroplanes the maximum total weight authorised of which exceeds 5700kg.;
 - A handbook on first aid.

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- (iv) In the case of a flying machine used for the public transport of passengers in which, while the flying machine is at rest on the ground, the sill of any external door intended for the disembarkation of passengers, whether normally or in an emergency:
- (a) is more than 1.82 metres from the ground when the undercarriage of the machine is in the normal position for taxiing; or
 - (b) would be more than 1.82 metres from the ground if the undercarriage or any part thereof should collapse, break or fail to function;
- apparatus readily available for use at each such door consisting of a device or devices which will enable passengers to reach the ground safely in an emergency while the flying machine is on the ground, and can be readily fixed in position for use.

Scale AA

An altitude alerting system capable of alerting the pilot upon approaching a preselected altitude in either ascent or descent, by a sequence of visual and aural signals in sufficient time to establish level flight at that preselected altitude, and when deviating above or below that preselected altitude, by a visual and an aural signal:

Provided that if the system becomes unserviceable, the aircraft may fly or continue to fly, until it first lands at a place at which it is reasonably practicable for the system to be repaired or replaced.

Scale B

- (i) (a) If the maximum total weight authorised of the aircraft is 2730kg. or less, for every pilot's seat and for any seat situated alongside a pilot's seat, a safety belt with one diagonal shoulder strap or a safety harness:
- Provided that the Authority may permit a safety belt without a diagonal shoulder strap to be fitted if it is satisfied that it is not reasonably practicable to fit a safety belt with one diagonal shoulder strap or a safety harness.
- (b) If the maximum total weight authorised of the aircraft exceeds 2730kg., a safety harness for every pilot's seat and for any seat situated alongside a pilot's seat, in place of the safety belt with one diagonal shoulder strap referred to under sub-paragraph (a):
- Provided that the Authority may permit a safety belt with one diagonal shoulder strap to be fitted if it is satisfied that it is not reasonably practicable to fit a safety harness.
- (c) For every seat in use (not being a seat referred to in sub-paragraphs (a), (b), (e) and (f)) a safety belt with or without one diagonal shoulder strap or a safety harness.
- (d) In addition and for attachment to the equipment required in sub-paragraph (c) above, a child restraint device for every child under the age of 2 years on board.
- (e) On all flights for the public transport of passengers by aircraft, for each seat for use by cabin attendants who are required to be carried under this Order, a safety harness.
- (f) On all flights in aeroplanes the maximum total weight authorised of which does not exceed 5700kg. which in accordance with the certificate of airworthiness in force thereof is not capable of seating more than 9 passengers (otherwise than in seats referred to under sub-paragraphs (a) and (b)), a safety belt with one diagonal shoulder strap or a safety harness for each seat intended for use by a passenger:
- Provided that the provisions of this sub-paragraph shall not apply to aeroplanes in respect of which a certificate of airworthiness was first issued (whether in the United Kingdom or elsewhere) before 1st February 1989.

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- (ii) If the commander cannot, from his own seat, see all the passengers' seats in the aircraft, a means of indicating to the passengers that seat belts should be fastened.
- (iii) A safety harness for every seat in use:
 - Provided that in the case of an aircraft carrying out aerobatic manoeuvres consisting only of erect spinning, the Authority may permit a safety belt with one diagonal shoulder strap to be fitted if it is satisfied that such restraint is sufficient for the carrying out of erect spinning in that aircraft and that it is not reasonably practicable to fit a safety harness in that aircraft.

Scale C

- (i) Equipment for displaying the lights required by the Rules of the Air and Air Traffic Control;
- (ii) Electrical equipment, supplied from the main source of supply in the aircraft, to provide sufficient illumination to enable the flight crew properly to carry out their duties during flight;
- (iii) Unless the aircraft is equipped with radio, devices for making the visual signal specified in the Rules of the Air and Air Traffic Control as indicating a request for permission to land.

Scale D

- (i) (a) In the case of a helicopter or gyroplane, a slip indicator;
(b) In the case of any other flying machine either:
 - (aa) a turn indicator and a slip indicator; or
 - (bb) a gyroscopic bank and pitch indicator and a gyroscopic direction indicator;
- (ii) A sensitive pressure altimeter adjustable for any sea level barometric pressure which the weather report or forecasts available to the commander of the aircraft indicate is likely to be encountered during the intended flight.

Scale E

- (i) (a) In the case of a helicopter or gyroplane, a slip indicator;
(b) In the case of any other flying machine, a turn indicator and a slip indicator;
- (ii) A gyroscopic bank and pitch indicator;
- (iii) A gyroscopic direction indicator;
- (iv) A sensitive pressure altimeter adjustable for any sea level barometric pressure which the weather report or forecasts available to the commander of the aircraft indicate is likely to be encountered during the intended flight:

Provided that any aircraft may, at the option of the operator, be equipped with an additional gyroscopic bank and pitch indicator in lieu of the turn indicator referred to in (i) of this Scale.

Scale EE

A radio altimeter with an audio voice warning operating below a preset height and a visual warning capable of operating at a height selectable by the pilot.

Scale F

- (i) A timepiece indicating the time in hours, minutes and seconds;
- (ii) A means of indicating whether the power supply to the gyroscopic instrument is adequate;
- (iii) A rate of climb and descent indicator;

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- (iv) If the maximum total weight authorised of the aircraft exceeds 5700kg. a means of indicating outside air temperature;
- (v) If the maximum total weight authorised of the aircraft exceeds 5700kg. 2 air speed indicators.

Scale G

- (i) In the case of an aircraft other than a helicopter or gyroplane landing lights consisting of 2 single filament lamps, or one dual filament lamp with separately energised filaments;
- (ii) An electrical lighting system to provide illumination in every passenger compartment;
- (iii) (a) One electric torch for each member of the crew of the aircraft; or
 - (b) (aa) one electric torch for each member of the flight crew of the aircraft; and
 - (bb) at least one electric torch affixed adjacent to each floor level exit intended for the disembarkation of passengers whether normally or in an emergency, provided that such torches shall:
 - (aaa) be readily accessible for use by the crew of the aircraft at all times; and
 - (bbb) number in total not less than the minimum number of cabin attendants required to be carried with a full passenger complement;
- (iv) In the case of an aircraft other than a helicopter or gyroplane of which the maximum total weight authorised exceeds 5700kg., means of observing the existence and build up of ice on the aircraft;
- (v) (a) In the case of a helicopter or gyroplane in respect of which there is in force a certificate of airworthiness designating the helicopter or gyroplane as being of performance group A either:
 - (aa) 2 landing lights both of which are adjustable so as to illuminate the ground in front of and below the helicopter or gyroplane and one of which is adjustable so as to illuminate the ground on either side of the helicopter or gyroplane; or
 - (bb) one landing light or, if the maximum total weight authorised of the helicopter or gyroplane exceeds 5700kg., one dual filament landing light with separately energised filaments, or 2 single filament lights, each of which is adjustable so as to illuminate the ground in front of and below the helicopter or gyroplane, and 2 parachute flares;
- (b) In the case of a helicopter or gyroplane in respect of which there is in force a certificate of airworthiness designating the helicopter or gyroplane as being of performance group B, either:
 - (aa) one landing light and 2 parachute flares; or
 - (bb) if the maximum total weight authorised of the helicopter or gyroplane exceeds 5700kg., either one dual filament landing light with separately energised filaments or 2 single filament landing lights, and 2 parachute flares.

Scale H

For each person on board, a lifejacket equipped with a whistle and waterproof torch:

Provided that lifejackets constructed and carried solely for use by children under 3 years of age need not be equipped with a whistle.

Scale I

A survival suit for each member of the crew.

Scale J

- (i) Additional flotation equipment, capable of supporting one-fifth of the number of persons on board, and provided in a place of stowage accessible from outside the flying machine;
- (ii) Parachute distress rocket signals capable of making, from the surface of the water, the pyrotechnical signal of distress specified in the Rules of the Air and Air Traffic Control and complying with Part III of Schedule 15 to the Merchant Shipping (Life-Saving Appliances) Regulations 1980(1);
- (iii) A sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the flying machine on water, appropriate to its size, weight and handling characteristics.

Scale K

- (i) (a) In the case of a flying machine, other than a helicopter or gyroplane carrying 20 or more persons, life rafts sufficient to accommodate all persons on board;
- (b) In the case of a helicopter or gyroplane carrying 20 or more persons, a minimum of 2 life rafts sufficient together to accommodate all persons on board.

Each liferaft shall contain the following equipment:

- (a) means for maintaining buoyancy;
- (b) a sea anchor;
- (c) life-lines, and means of attaching one liferaft to another;
- (d) paddles or other means of propulsion;
- (e) means of protecting the occupants from the elements;
- (f) a waterproof torch;
- (g) marine type pyrotechnical distress signals;
- (h) means of making sea water drinkable, unless the full quantity of fresh water is carried as specified in sub-paragraph (i);
- (i) for each 4 or proportion of 4 persons the liferaft is designed to carry:

100 grammes of glucose toffee tablets;

½ litre of fresh water in durable containers:

Provided that in any case in which it is not reasonably practicable to carry the quantity of water above specified as large a quantity of fresh water as is reasonably practicable in the circumstances may be substituted. In no case however shall the quantity of water carried be less than is sufficient, when added to the amount of fresh water capable of being produced by means of the equipment specified in sub-paragraph (h) to provide ½ litre of water for each 4 or proportion of 4 persons the liferaft is designed to carry.

- (j) first aid equipment;

Items (f) to (j) inclusive shall be contained in a pack.

- (ii) The number of survival beacon radio apparatus carried when the aircraft is carrying the number of life rafts specified in column 1 of the following Table shall be not less than the number specified in, or calculated in accordance with, column 2.

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Table

<i>Column 1</i>	<i>Column 2</i>
Not more than 8 liferafts.	2 survival beacon radio apparatus.
For every additional 4 or proportion 4 life rafts.	1 additional survival beacon radio apparatus.

- (iii) In the case of a helicopter or gyroplane, an emergency beacon which is automatically deployed and activated in the event of a crash.

Scale L1

Part I

- (i) In every flying machine which is provided with means for maintaining a pressure greater than 700 millibars throughout the flight in the flight crew compartment and in the compartments in which the passengers are carried:
- (a) a supply of oxygen sufficient, in the event of failure to maintain such pressure, occurring in the circumstances specified in columns 1 and 2 of the Table set out in Part II of this Scale, for continuous use, during the periods specified in column 3 of the said Table, by the persons for whom oxygen is to be provided in accordance with column 4 of that Table; and
 - (b) in addition, in every case where the flying machine flies above flight level 350, a supply of oxygen in a portable container sufficient for the simultaneous first aid treatment of two passengers;
- together with suitable and sufficient apparatus to enable such persons to use the oxygen.
- (ii) In any other flying machine:
- (a) a supply of oxygen sufficient for continuous use by all the crew other than the flight crew, and if passengers are carried, by 10 per cent of the number of passengers, for any period exceeding 30 minutes during which the flying machine flies above flight level 100 but not above flight level 130 and the flight crew shall be supplied with oxygen sufficient for continuous use for any period during which the flying machine flies above flight level 100; and
 - (b) a supply of oxygen sufficient for continuous use by all persons on board for the whole time during which the flying machine flies above flight level 130;
- together with suitable and sufficient apparatus to enable such persons to use the oxygen.
- (iii) The quantity of oxygen required for the purpose of complying with paragraphs (i) and (ii) of this Part of this Scale shall be computed in accordance with the information and instructions relating thereto specified in the operations manual relating to the aircraft pursuant to Item (vi) of Part A of Schedule 10 to this Order.

Part II

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<i>Column 1 Vertical displacement of the flying machine in relation to flight levels</i>	<i>Column 2 Capability of flying machine to descend (where relevant)</i>	<i>Column 3 Period of supply of oxygen</i>	<i>Column 4 Persons for whom oxygen is to be provided</i>
Above flight level 100	—	30 minutes or the period specified at A hereunder whichever is the greater	In addition to any passengers for whom oxygen is provided as specified below, all the crew
	Flying machine is either flying at or below flight level 150 or is capable of descending and continuing to destination as specified at X hereunder	30 minutes or the period specified at A hereunder whichever is the greater	10% of number of passengers
		10 minutes or the period specified at B hereunder whichever is the greater	All passengers
Above flight level 100 but not above flight level 300		and in addition	
	Flying machine is flying above flight level 150 and is not so capable	30 minutes or the period specified at C hereunder whichever is the greater	10% of number of passengers
	Flying machine is capable of descending and continuing to destination as specified at Y hereunder	30 minutes or the period specified at A hereunder whichever is the greater	15% of number of passengers
		10 minutes or the period specified at B hereunder whichever is the greater	All passengers

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<i>Column 1</i> <i>Vertical displacement of the flying machine in relation to flight levels</i>	<i>Column 2</i> <i>Capability of flying machine to descend (where relevant)</i>	<i>Column 3</i> <i>Period of supply of oxygen</i>	<i>Column 4</i> <i>Persons for whom oxygen is to be provided</i>
Above flight level 300 but not above flight level 350		and in addition	
	Flying machine is not so capable	30 minutes or the period specified at C hereunder whichever is the greater	15% of number of passengers
		10 minutes or the period specified at B hereunder whichever is the greater	All passengers
Above flight level 350	—	and in addition	
		30 minutes or the period specified at C hereunder whichever is the greater	15% of number of passengers
<p>A. The whole period during which, after a failure to maintain a pressure greater than 700 millibars in the control compartment and in the compartments in which passengers are carried has occurred, the flying machine flies above flight level 100.</p> <p>B. The whole period during which, after a failure to maintain such pressure has occurred, the flying machine flies above flight level 150.</p> <p>C. The whole period during which, after a failure to maintain such pressure has occurred, the flying machine flies above flight level 100, but not above flight level 150.</p> <p>X. The flying machine is capable, at the time when a failure to maintain such pressure occurs, of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aircraft, to flight level 150 within 6 minutes, and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.</p> <p>Y. The flying machine is capable, at the time when a failure to maintain such pressure occurs, of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aircraft, to flight level 150 within 4 minutes, and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.</p>			

Scale L2

A supply of oxygen and the associated equipment to meet the requirements set out in Parts I and II of this scale. The duration for the purposes of this scale shall be:

- (i) that calculated in accordance with the operations manual prior to the commencement of the flight, being the period or periods which it is reasonably anticipated that the aircraft

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will be flown in the circumstances of the intended flight at a height where the said requirements apply and in calculating the said duration account shall be taken of:

- (a) in the case of pressurised aircraft, the possibility of depressurisation when flying above flight level 100;
 - (b) the possibility of failure of one or more of the aircraft engines;
 - (c) restrictions due to required minimum safe altitude;
 - (d) fuel requirement; and
 - (e) the performance of the aircraft; or
- (ii) the period or periods during which the aircraft is actually flown in the circumstances specified in the said Parts;
- whichever is the greater.

Part I

Unpressurised aircraft

- (i) When flying at or below flight level 100:
Nil.
- (ii) When flying above flight level 100 but not exceeding flight level 120:

<i>Supply for</i>	<i>Duration</i>
(a) (a) Members of the flight crew	Any period during which the aircraft flies above flight level 100
(b) (b) Cabin attendants and 10% of passengers	For any continuous period exceeding 30 minutes during which the aircraft flies above flight level 100 but not exceeding flight level 120, the duration shall be the period by which 30 minutes is exceeded

- (iii) When flying above flight level 120:

<i>Supply for</i>	<i>Duration</i>
(a) (a) Members of the flight crew	Any period during which the aircraft flies above flight level 120
(b) (b) Cabin attendants and all passengers	Any period during which the aircraft flies above flight level 120

Part II

Pressurised aircraft

- (i) When flying at or below flight level 100:
Nil.
- (ii) When flying above flight level 100 but not exceeding flight level 250:

<i>Supply for</i>	<i>Duration</i>
(a) (a) Members of the flight crew	30 minutes or whenever the cabin pressure altitude exceeds 10000ft., whichever is the greater

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<i>Supply for</i>		<i>Duration</i>
(b)	(b) Cabin attendants and 10% of passengers	(aa) (aa) When the aircraft is capable of descending and continuing to its destination as specified at A hereunder, 30 minutes or whenever the cabin pressure altitude exceeds 10000ft., whichever is the greater
		(bb) When the aircraft is not so capable, whenever the cabin pressure altitude is greater than 10000ft., but does not exceed 12000ft.
(c)	(c) Cabin attendants and passengers	(aa) (aa) When the aircraft is capable of descending and continuing to its destination as specified at A hereunder, no requirement other than that at (ii)(b)(aa) of this part of this scale
		(bb) When the aircraft is not so capable and the cabin pressure altitude exceeds 12000ft., the duration shall be the period when the cabin pressure altitude exceeds 12000ft. or 10 minutes, whichever is the greater
(iii) When flying above flight level 250:		
<i>Supply for</i>		<i>Duration</i>
(a)	(a) Members of the flight crew	2 hours or whenever the cabin pressure altitude exceeds 10000ft., whichever is the greater
(b)	(b) Cabin attendants	Whenever the cabin pressure altitude exceeds 10000ft., and a portable supply for 15 minutes
(c)	(c) 10% of passengers	Whenever the cabin pressure altitude exceeds 10000ft. but does not exceed 12000ft.
(d)	(d) 30% of passengers	Whenever the cabin pressure altitude exceeds 12000ft. but does not exceed 15000ft.
(e)	(e) All passengers	If the cabin pressure altitude exceeds 15000ft., the duration shall be the period when the cabin pressure altitude

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<i>Supply for</i>	<i>Duration</i>
	exceeds 15000ft. or 10 minutes, whichever is the greater
(f) (f) 2% of passengers or 2 passengers, whichever the greater, being a supply of first aid oxygen which must be available for simultaneous first aid treatment of 2% or 2 passengers wherever they are seated in the aircraft	Whenever, after decompression, the cabin pressure altitude exceeds 8000ft.

- A. The flying machine is capable, at the time when a failure to maintain cabin pressurisation occurs of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aircraft, to flight level 120 within 5 minutes and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

Scale M

Equipment to prevent the impairment through ice formation of the functioning of the controls, means of propulsion, lifting surfaces, windows or equipment of the aircraft so as to endanger the safety of the aircraft.

Scale N

An intercommunication system for use by all members of the flight crew and including microphones, not of a hand-held type, for use by the pilot and flight engineer (if any).

Scale O

A radar set capable of giving warning to the pilot in command of the aircraft and to the co-pilot of the presence of cumulo-nimbus clouds and other potentially hazardous weather conditions: Provided that a flight may commence if the set is unserviceable or continue if the set becomes unserviceable thereafter:

- (a) so as to give the warning only to one pilot, so long as the aircraft is flying only to the place at which it first becomes reasonably practicable for the set to be repaired; or
- (b) when the weather report or forecasts available to the commander of the aircraft indicate that cumulo-nimbus clouds or other potentially hazardous weather conditions, which can be detected by the set when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom or the commander has satisfied himself that any such weather conditions will be encountered in daylight and can be seen and avoided, and the aircraft is in either case operated throughout the flight in accordance with any relevant instructions given in the operations manual.

Scale P

A flight data recorder which is capable of recording, by reference to a time-scale, the following data:

- (a) indicated airspeed;
- (b) indicated altitude;
- (c) vertical acceleration;
- (d) magnetic heading;

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- (e) pitch attitude, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded;
- (f) engine power, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded;
- (g) flap position;
- (h) roll attitude, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded:

Provided that any aeroplane having a maximum total weight authorised not exceeding 11400kg. may be provided with:

- (i) a flight data recorder capable of recording the data described in sub-paragraphs (a) to (h) of this Scale; or
- (ii) a 4 channel cockpit voice recorder.

In addition, on all flights by turbine-powered aeroplanes having a maximum total weight authorised exceeding 11400kg., a 4 channel cockpit voice recorder.

The flight data recorder and cockpit voice recorder referred to above shall be so constructed that the record would be likely to be preserved in the event of an accident to the aeroplane:

Provided that an aeroplane shall not be required to carry the said equipment, if before take-off the equipment is found to be unserviceable and the aircraft flies in accordance with arrangements approved by the Authority.

Scale Q

If the maximum total weight authorised of the aeroplane exceeds 5700kg. and it was first registered, whether in the United Kingdom or elsewhere, on or after 1st June 1965, a door between the flight crew compartment and any adjacent compartment to which passengers have access, which door shall be fitted with a lock or bolt capable of being worked from the flight crew compartment.

Scale R1

- (i) Equipment sufficient to protect the eyes, nose and mouth of the pilot in command of the aircraft from the effects of smoke and noxious gases for a period of not less than 15 minutes;
- (ii) Portable equipment sufficient to protect the eyes, nose and mouth of one other member of the crew of the aircraft from the effects of smoke and noxious gases for a period of not less than 8 minutes; and
- (iii) Equipment sufficient to protect from the effects of smoke and noxious gases the eyes of all members of the flight crew of the aircraft whose eyes are not adequately protected by other equipment.

Scale R2

- (i) (a) In respect of aeroplanes having a maximum total weight authorised exceeding 5700kg., equipment sufficient to protect the eyes, nose and mouth of all members of the flight crew required to be carried by virtue of article 19 of this Order for a period of not less than 15 minutes and, in addition, where the minimum flight crew required as aforesaid is more than one and a cabin attendant is not required to be carried by virtue of article 19 of this Order; portable equipment sufficient to protect the eyes, nose and mouth of one member of the flight crew for a period of not less than 15 minutes.
- (b) In respect of aeroplanes having a maximum total weight authorised not exceeding 5700kg., the equipment specified in (i)(a) of this Scale:

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Provided that in the case of such aeroplanes restricted by virtue of the operator's operations manual to flight at or below flight level 250 and capable of descending as specified at A hereunder such equipment shall be sufficient to protect the eyes only.

- (ii) (a) In respect of aeroplanes having a maximum total weight authorised exceeding 5700kg., portable equipment to protect they eyes, nose and mouth of all cabin attendants required to be carried by virtue of article 19 of this Order for a period of not less than 15 minutes.
- (b) In respect of aeroplanes having a maximum total weight authorised not exceeding 5700kg., the equipment specified in (ii)(a) of this Scale:

Provided that this requirement shall not apply to such aeroplanes restricted by virtue of the operator's operations manual to flight at or below flight level 250 and capable of descending as specified at A hereunder.

- A. The aeroplane is capable of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aeroplane, to flight level 100 within 4 minutes and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

Scale S

A flight recording system comprising:

- (i) either a 4 channel cockpit voice recorder or a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane: the flight path, attitude and the basic lift, thrust and drag forces acting upon it;
- (ii) a 4 channel cockpit voice recorder and a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane the information specified in paragraph (i) of this Scale together with use of VHF transmitters;
- (iii) a 4 channel cockpit voice recorder and a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane: the flight path, attitude, the basic lift, thrust and drag forces acting upon it, the selection of high lift devices (if any) and airbrakes (if any), the position of primary flying control and pitch trim surfaces, outside air temperature, instrument landing deviations, use of automatic flight control systems, use of VHF transmitters, radio altitude (if any), the level or availability of essential AC electricity supply and cockpit warnings relating to engine fire and engine shut-down, cabin pressurisation, presence of smoke and hydraulic/pneumatic power supply;
- (iv) either a cockpit voice recorder and a flight data recorder or a combined cockpit voice recorder/flight data recorder capable in either case of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane: the flight path, speed, attitude, engine power, outside air temperature, configuration of lift and drag devices, use of VHF transmitters and use of automatic flight control systems;
- (v) a cockpit voice recorder and a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane: the flight path, speed, attitude, engine power, outside air temperature, configuration of lift and drag devices, use of VHF transmitters and use of automatic flight control systems;

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- (vi) a cockpit voice recorder and a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane: the flight path, speed, attitude, engine power, outside air temperature, instrument landing system deviations, marker beacon passage, radio altitude, configuration of the landing gear and lift and drag devices, position of primary flying controls and pitch trim surfaces, use of automatic flight control systems, use of VHF transmitters, ground speed/drift angle or latitude/longitude if the navigational equipment provided in the aeroplane is of such a nature as to enable this information to be recorded with reasonable practicability, cockpit warnings relating to engine fire, engine shut-down, cabin pressurisation, presence of smoke, essential AC electricity supply, hydraulic/pneumatic power supply, ground proximity and stalling;
- (vii) in respect of helicopters having a maximum total weight authorised exceeding 2730kg. or a seating capacity exceeding 9 passengers, a 4 channel cockpit voice recorder which has attached to it an under-water sonar location device.

The cockpit voice recorder or flight data recorder or combined cockpit voice recorder/flight data recorder, as the case may be, shall be so constructed that the record would be likely to be preserved in the event of an accident:

Provided that an aircraft shall not be required to carry the said equipment, if before take-off the equipment is found to be unserviceable and the aircraft flies in accordance with arrangements approved by the Authority.

Scale SS

- (i) A 4 channel cockpit voice recorder capable of recording and retaining the data recorded during at least the last 30 minutes of its operation and a flight data recorder capable of recording and retaining the data recorded during at least the last 8 hours of its operation being the data required to determine by reference to a time scale the following matters accurately in respect of the helicopter or gyroplane:
 - (a) flight path;
 - (b) speed;
 - (c) attitude;
 - (d) engine power;
 - (e) main rotor speed;
 - (f) outside air temperature;
 - (g) position of pilot's primary flight controls;
 - (h) use of VHF transmitters;
 - (j) use of automatic flight controls (if any);
 - (k) use of stability augmentation system (if any);
 - (l) cockpit warnings relating to the master warning system; and
 - (m) selection of hydraulic system and cockpit warnings of failure of essential hydraulic systems.
- (ii) A 4 channel cockpit voice recorder capable of recording and retaining the data recorded during at least the last 30 minutes of its operation and a flight data recorder capable of recording and retaining the data recorded during at least the last 8 hours of its operation being the data required to determine by reference to a time scale the information specified in paragraph (i) of this Scale together with the following matters accurately in respect of the helicopter or gyroplane:
 - (n) landing gear configuration;

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- (p) indicated sling load force if an indicator is provided in the helicopter or gyroplane of such a nature as to enable this information to be recorded with reasonable practicability;
 - (q) radio altitude;
 - (r) instrument landing system deviations;
 - (s) marker beacon passage;
 - (t) ground speed/drift angle or latitude/longitude if the navigational equipment provided in the helicopter or gyroplane is of such a nature as to enable this information to be recorded with reasonable practicability; and
 - (u) main gear box oil temperature and pressure.
- (iii) (a) A combined cockpit voice recorder/flight data recorder which meets the following requirements:
- (aa) in the case of a helicopter or gyroplane which is otherwise required to carry a flight data recorder specified at paragraph (i) of this Scale the flight data recorder shall be capable of recording the data specified therein and retaining it for the duration therein specified;
 - (bb) in the case of a helicopter or gyroplane which is otherwise required to carry a flight data recorder specified at paragraph (ii) of this Scale, the flight data recorder shall be capable of recording the data specified therein and retaining it for the duration therein specified;
 - (cc) the cockpit voice recorder shall be capable of recording and retaining at least the last hour of cockpit voice recording information on not less than three separate channels.
- (b) In any case when a combined cockpit voice recorder/flight data recorder specified at paragraph (iii)(a) of this Scale is required to be carried by or under this Order, the flight data recorder shall be capable of retaining as protected data the data recorded during at least the last 5 hours of its operation or the maximum duration of the flight, whichever is the greater. It shall also be capable of retaining additional data as unprotected data for a period which together with the period for which protected data is required to be retained amounts to a total of 8 hours:

Provided that the flight data recorder need not be capable of retaining the said additional data if additional data is retained which relates to the period immediately preceding the period to which the required protected data relates or for such other period or periods as the Authority may permit pursuant to article 40 of this Order and the additional data is retained in accordance with arrangements approved by the Authority.

With the exception of flight data which it is expressly stated above may be unprotected, the cockpit voice recorder, flight data recorder or combined cockpit voice recorder and flight data recorder, as the case may be, shall be so constructed and installed that the record (herein referred to as “protected data”) would be likely to be preserved in the event of an accident and each cockpit voice recorder, flight data recorder or combined cockpit voice recorder/flight data recorder required to be carried on the helicopter or gyroplane shall have attached an automatically activated underwater sonar location device or an emergency locator radio transmitter as appropriate:

Provided that a helicopter or gyroplane shall not be required to carry the said equipment if, before take-off the equipment is found to be unserviceable and the aircraft flies in accordance with arrangements approved by the Authority.

Scale T

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An underwater sonar location device except in respect of those helicopters or gyroplanes which have a device attached to a cockpit voice recorder in accordance with Scale S or are required to carry equipment in accordance with Scale SS.

Scale U

- (a) 1 survival beacon radio apparatus;
- (b) marine type pyrotechnical distress signals;
- (c) for each 4 or proportion of 4 persons on board, 100 grammes of glucose toffee tablets;
- (d) for each 4 or proportion of 4 persons on board, ½ litre of fresh water in durable containers;
- (e) first aid equipment.

Scale V

- (a) 1 survival beacon radio apparatus;
- (b) marine type pyrotechnical distress signals;
- (c) for each 4 or proportion of 4 persons on board, 100 grammes of glucose toffee tablets;
- (d) for each 4 or proportion of 4 persons on board, ½ litre of fresh water in durable containers;
- (e) first aid equipment;
- (f) for every 75 or proportion of 75 persons on board, 1 stove suitable for use with aircraft fuel;
- (g) 1 cooking utensil, in which snow or ice can be melted;
- (h) 2 snow shovels;
- (i) 2 ice saws;
- (j) single or multiple sleeping-bags, sufficient for the use of one-third of all persons on board;
- (k) 1 Arctic suit for each member of the crew of the aircraft.

Scale W

Cosmic radiation detection equipment calibrated in millirems per hour and capable of indicating the action and alert levels of radiation dose rate:

Provided that an aircraft shall not be required to carry the said equipment if before take-off the equipment is found to be unserviceable and it is not reasonably practicable to repair or replace it at the aerodrome of departure and the radiation forecast available to the commander of the aircraft indicates that hazardous radiation conditions are unlikely to be encountered by the aircraft on its intended route or any planned diversion therefrom.

Scale X

Equipment capable of giving warning to the pilot of the potentially hazardous proximity of ground or water:

Provided that if the equipment becomes unserviceable, the aircraft may fly or continue to fly until it first lands at a place at which it is reasonably practicable for the equipment to be repaired or replaced.

Scale Y1

- (i) If the aircraft has a total seating capacity of not less than 60 and not exceeding 149 passengers, one portable battery-powered megaphone capable of conveying instructions to all persons in the passenger compartment and readily available for use by a member of the crew.

- (ii) If the aircraft has a total seating capacity exceeding 149 passengers, 2 portable battery-powered megaphones together capable of conveying instructions to all persons in the passenger compartment and readily available for use by a member of the crew.

Scale Y2

- (i) If the aircraft may in accordance with its certificate of airworthiness carry more than 19 and less than 100 passengers, 1 portable battery-powered megaphone capable of conveying instructions to all persons in the passenger compartment and readily available for use by a member of the crew.
- (ii) If the aircraft may in accordance with its certificate of airworthiness carry more than 99 and less than 200 passengers, 2 portable battery-powered megaphones together capable of conveying instructions to all persons in the passenger compartment and each readily available for use by a member of the crew.
- (iii) If the aircraft may in accordance with its certificate of airworthiness carry more than 199 passengers, 3 portable battery-powered megaphones together capable of conveying instructions to all persons in the passenger compartment and each readily available for use by a member of the crew.
- (iv) If the aircraft may in accordance with its certificate of airworthiness carry more than 19 passengers:
 - (a) a public address system; and
 - (b) an interphone system of communication between members of the flight crew and the cabin attendants.

Scale Z

- (i) An emergency lighting system to provide illumination in the passenger compartment sufficient to facilitate the evacuation of the aircraft notwithstanding the failure of the lighting systems specified in paragraph (ii) of Scale G.
- (ii) An emergency lighting system to provide illumination outside the aircraft sufficient to facilitate the evacuation of the aircraft.
- (iii) An emergency floor path lighting system in the passenger compartment sufficient to facilitate the evacuation of the aircraft notwithstanding the failure of the lighting systems specified in paragraph (ii) of Scale G:

Provided that if the equipment specified in this sub-paragraph (iii) becomes unserviceable the aircraft may fly or continue to fly in accordance with arrangements approved by the Authority.

SCHEDULE 5

Article 14

RADIO AND RADIO NAVIGATION EQUIPMENT TO BE CARRIED IN AIRCRAFT

1. Every aircraft shall be provided, when flying in the circumstances specified in the first column of the Table set forth in paragraph 2 of this Schedule, with the scales of equipment respectively indicated in that Table:

Provided that, if the aircraft is flying in a combination of such circumstances the scales of equipment shall not on that account be required to be duplicated.

2.

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Table

Aircraft and Circumstances of Flight	Scale of Equipment Required							
	A	B	C	D	E	F	G	H
(1) All aircraft within the United Kingdom:								
when A*(a) flying under Instrument Flight Rules within controlled airspace					E*	F*		
when A*(b) flying within any airspace in respect of which special rules are prescribed by the Rules of the Air and Air Traffic Control in relation to								

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

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Aircraft and Circumstances of Flight	Scale of Equipment Required							
	A	B	C	D	E	F	G	H
a particular aerodrome, so as to require two-way radio communication with that aerodrome								
(1) (c) making an approach to landing at an aerodrome notified for the purpose of this sub-paragraph							G*	
(2) All aircraft (other than gliders) within the United Kingdom:								
(a) flying at					E*	F*		

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

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Aircraft and Circumstances of Flight	Scale of Equipment Required							
	A	B	C	D	E	F	G	H
or above flight level 245								
when A(b) flying within such airspace as may be notified for the purposes of this sub-paragraph, being airspace in respect of which special rules are prescribed by the said Rules					E*			
when (c) flying at or above flight level 100					E*			

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

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Aircraft and Circumstances of Flight	Scale of Equipment Required							
	A	B	C	D	E	F	G	H
(3) All aircraft registered in the United Kingdom, when flying to, from or over Berlin, Germany	A				E			H
(4) All aircraft registered in the United Kingdom, wherever they may be:								
when (a) flying for the purpose of public transport under Instrument Flight Rules:								
(i) while making an approach to landing	A		C	D				H
(ii) on all	A		C					H

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

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Aircraft and Circumstances of Flight	Scale of Equipment Required							
	A	B	C	D	E	F	G	H
other occasions								
(h)- A(b) engined aircraft when flying for the purpose of public transport under Visual Flight Rules								H
(g)- (c) engined aircraft when flying for the purpose of public transport under Visual Flight Rules:								
(i) over A a route on which navigation is effected solely by visual								

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

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Aircraft and Circumstances of Flight	A	B	C	D	E	F	G	H
reference to landmarks								
(ii) on all other occasions	A	B						
Provided that aircraft which come within paragraphs 4(b) and 4(c) above solely by virtue of the provisions of article 107(2) (c) may carry instead of the requirements of the said paragraphs 4(b) and 4(c):								
(aa) a route on which navigation is not effected solely	A(aa)	B						

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

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Aircraft and Circumstances of Flight	Scale of Equipment Required							
	A	B	C	D	E	F	G	H
by visual reference to landmarks								
(over) water, beyond gliding distance from any land								
(within) Instrument Flight Rules within controlled airspace and not required to comply with paragraph 4(a) above								

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

3. The scales of radio and radio navigation equipment indicated in the foregoing Table shall be as follows:

Scale A

Radio equipment capable of maintaining direct two-way communication with the appropriate aeronautical radio stations.

Scale B

Radio navigation equipment capable of enabling the aircraft to be navigated on the intended route including such equipment as may be prescribed.

Scale C

Radio equipment capable of receiving from the appropriate aeronautical radio stations meteorological broadcasts relevant to the intended flight.

Scale D

Radio navigation equipment capable of receiving signals from one or more aeronautical radio stations on the surface to enable the aircraft to be guided to a point from which a visual landing can be made at the aerodrome at which the aircraft is to land.

Scale E

Secondary surveillance radar equipment.

Scale F

Radio and radio navigation equipment capable of enabling the aircraft to be navigated along the intended route including either:

- (a) (i) automatic direction finding equipment;
- (ii) distance measuring equipment; and
- (iii) VHF omni-range equipment: or
- (b) equipment, including the Decca Flight Log, which will enable the aircraft to be navigated by means of signals received from radio navigation land stations forming part of the Decca radio navigation system and which provides the pilot with a visual indication of the aircraft's position relative to the intended route.

Scale G

Radio navigation equipment capable of enabling the aircraft to make an approach to landing using the Instrument Landing System.

Scale H

Radio navigation equipment capable of enabling the aircraft to be navigated on the intended route including:

- (a) automatic direction finding equipment;
- (b) distance measuring equipment;
- (c) duplicated VHF omni-range equipment; and
- (d) a 75 MHz marker beacon receiver;

Except that:

an aircraft may fly notwithstanding that it does not carry the equipment specified in this Scale if it carries alternative radio navigation equipment or navigational equipment approved by the Authority in writing in accordance with the provisions of article 13(7) of this Order;

where not more than one item of equipment specified in this Scale is unserviceable when the aircraft is about to begin a flight, the aircraft may nevertheless take off on that flight if:

- (i) it is not reasonably practicable for the repair or replacement of that item to be carried out before the beginning of the flight;
- (ii) the aircraft has not made more than one flight since the item was last serviceable; and
- (iii) the commander of the aircraft has satisfied himself that, taking into account the latest information available as to the route and aerodrome to be used (including any planned diversion) and the weather conditions likely to be encountered, the flight can be made safely and in accordance with any relevant requirements of the appropriate air traffic control unit.

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4. In this Schedule:

(1) “automatic direction finding equipment” means radio navigation equipment which automatically indicates the bearing of any radio station transmitting the signals received by such equipment;

(2) “VHF omni-range equipment” means radio navigation equipment capable of giving visual indications of bearings of the aircraft by means of signals received from very high frequency omni-directional radio ranges;

(3) “distance measuring equipment” means radio equipment capable of providing a continuous indication of the aircraft’s distance from the appropriate aeronautical radio stations; and

(4) “secondary surveillance radar equipment” means such type of radio equipment as may be notified as being capable of (a) replying to an interrogation from secondary surveillance radar units on the surface and (b) being operated in accordance with such instructions as may be given to the aircraft by the appropriate air traffic control unit.

SCHEDULE 6

Article 16

AIRCRAFT, ENGINE AND PROPELLER LOG BOOKS

1. Aircraft Log Book

The following entries shall be included in the aircraft log book:

- (a) the name of the constructor, the type of the aircraft, the number assigned to it by the constructor and the date of the construction of the aircraft;
- (b) the nationality and registration marks of the aircraft;
- (c) the name and address of the operator of the aircraft;
- (d) the date of each flight and the duration of the period between take-off and landing, or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-offs and landings on that day;
- (e) particulars of all maintenance work carried out on the aircraft or its equipment;
- (f) particulars of any defects occurring in the aircraft or in any equipment required to be carried therein by or under this Order, and of the action taken to rectify such defects including a reference to the relevant entries in the technical log required by article 10(2) and (3) of this Order;
- (g) particulars of any overhauls, repairs, replacements and modifications relating to the aircraft or any such equipment as aforesaid:

Provided that entries shall not be required to be made under sub-paragraphs (e), (f) and (g) in respect of any engine or variable pitch propeller.

2. Engine Log Book

The following entries shall be included in the engine log book:

- (a) the name of the constructor, the type of engine, the number assigned to it by the constructor and the date of the construction of the engine;
- (b) the nationality and registration marks of each aircraft in which the engine is fitted;
- (c) the name and address of the operator of each such aircraft;
- (d) either:

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- (i) the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-offs and landings on that day; or
- (ii) the aggregate duration of periods between take-off and landing for all flights made by that aircraft since the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the engine;
- (e) particulars of all maintenance work done on the engine;
- (f) particulars of any defects occurring in the engine, and of the rectification of such defects, including a reference to the relevant entries in the technical log required by article 10(2) and (3) of this Order;
- (g) particulars of all overhauls, repairs, replacements and modifications relating to the engine or any of its accessories.

3. Variable Pitch Propeller Log Book

The following entries shall be included in the variable pitch propeller log book:

- (a) the name of the constructor, the type of the propeller, the number assigned to it by the constructor and the date of the construction of the propeller;
- (b) the nationality and registration marks of each aircraft, and the type and number of each engine, to which the propeller is fitted;
- (c) the name and address of the operator of each such aircraft;
- (d) either:
 - (i) the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-offs and landings on that day; or
 - (ii) the aggregate duration of periods between take-off and landing for all flights made by that aircraft since the immediately preceding occasion that any maintenance, overhaul, repair, replacement, modification or inspection was undertaken on the propeller;
- (e) particulars of all maintenance work done on the propeller;
- (f) particulars of any defects occurring in the propeller, and of the rectification of such defects, including a reference to the relevant entries in the technical log required by article 10(2) and (3) of this Order;
- (g) particulars of any overhauls, repairs, replacements and modifications relating to the propeller.

SCHEDULE 7

Article 19(4)

AREAS SPECIFIED IN CONNECTION WITH THE CARRIAGE OF FLIGHT NAVIGATORS AS MEMBERS OF FLIGHT CREWS OR APPROVED NAVIGATIONAL EQUIPMENT ON PUBLIC TRANSPORT AIRCRAFT

The following areas are hereby specified for the purposes of article 19(4) of this Order:

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Area A—Arctic

All that area north of latitude 67°north, but excluding any part thereof lying within 300 nautical miles of Norway.

Area B—Antarctic

All that area south of latitude 55°south.

Area C—Sahara

All that area enclosed by rhumb lines joining successively the following points:

- 32°north latitude 03°west longitude
- 24° north latitude 14°west longitude
- 14° north latitude 14°west longitude
- 18° north latitude 28°east longitude
- 24° north latitude 28°east longitude
- 28° north latitude 23°east longitude
- 32° north latitude 03°west longitude

Area—Arabian Desert

All that area enclosed by rhumb lines joining successively the following points:

- 22°north latitude 42°east longitude
- 16° north latitude 46°east longitude
- 20° north latitude 55°east longitude
- 24° north latitude 48°east longitude
- 22° north latitude 42°east longitude

Area E—South America (Central)

All that area enclosed by rhumb lines joining successively the following points:

- 04°north latitude 72°west longitude
- 04° north latitude 60°west longitude
- 08° south latitude 42°west longitude
- 18° south latitude 54°west longitude
- 18° south latitude 60°west longitude
- 14° south latitude 72°west longitude
- 05° south latitude 76°west longitude
- 04° north latitude 72°west longitude

Area F—Pacific Ocean

All that area enclosed by rhumb lines joining successively the following points:

- 55°south latitude 75°west longitude
- 20° south latitude 73°west longitude

05° south latitude 85° west longitude
05° north latitude 80° west longitude
15° north latitude 105° west longitude
30° north latitude 125° west longitude
55° north latitude 140° west longitude
67° north latitude 180° west longitude
60° north latitude 180° west longitude
20° north latitude 128° east longitude
04° north latitude 128° east longitude
00° north latitude 165° west longitude
55° south latitude 180° west longitude
55° south latitude 75° west longitude

Area G—Australia

All that area enclosed by rhumb lines joining successively the following points:

18° south latitude 123° east longitude
30° south latitude 118° east longitude
30° south latitude 135° east longitude
18° south latitude 123° east longitude

Area H—Indian Ocean

All that area enclosed by rhumb lines joining successively the following points:

35° south latitude 110° east longitude
20° south latitude 110° east longitude
13° south latitude 120° east longitude
10° south latitude 100° east longitude
13° north latitude 91° east longitude
13° north latitude 86° east longitude
00° north latitude 80° east longitude
20° north latitude 67° east longitude
20° north latitude 62° east longitude
05° south latitude 43° east longitude
20° south latitude 60° east longitude
25° south latitude 60° east longitude
40° south latitude 10° east longitude
55° south latitude 10° east longitude
55° south latitude 180° east longitude
35° south latitude 110° east longitude

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Area I—North Atlantic Ocean

All that area enclosed by rhumb lines joining successively the following points:

- 55° north latitude 15° west longitude
- 67° north latitude 40° west longitude
- 67° north latitude 60° west longitude
- 45° north latitude 45° west longitude
- 40° north latitude 63° west longitude
- 40° north latitude 19° west longitude
- 55° north latitude 15° west longitude

Area J—South Atlantic Ocean

All that area enclosed by rhumb lines joining successively the following points:

- 40° north latitude 63° west longitude
- 19° north latitude 63° west longitude
- 05° south latitude 30° west longitude
- 55° south latitude 55° west longitude
- 55° south latitude 10° east longitude
- 05° south latitude 10° east longitude
- 02° north latitude 05° east longitude
- 02° north latitude 10° west longitude
- 15° north latitude 25° west longitude
- 40° north latitude 19° west longitude
- 40° north latitude 63° west longitude

Area K—Northern Canada

All that area enclosed by rhumb lines joining successively the following points:

- 67° north latitude 130° west longitude
- 55° north latitude 115° west longitude
- 55° north latitude 70° west longitude
- 67° north latitude 60° west longitude
- 67° north latitude 130° west longitude

SCHEDULE 8

Article 21

FLIGHT CREW OF AIRCRAFT—LICENCES AND RATINGS

PART A—
LICENCES

MINIMUM AGE, PERIOD OF VALIDITY, PRIVILEGES

1. Aeroplane Pilots

Private Pilot's Licence (Aeroplanes)

Minimum Age—17 years

No Maximum Period of Validity

Privileges:

The holder of the licence shall be entitled to fly as pilot in command or co-pilot of an aeroplane of any of the types specified or otherwise falling within the aircraft rating included in the licence:

Provided that:

- (a) he shall not fly such an aeroplane for the purpose of public transport or aerial work save as hereinafter provided:
 - (i) he may fly such an aeroplane for the purpose of aerial work which consists of:
 - (aa) the giving of instruction in flying, if his licence includes a flying instructor's rating or an assistant flying instructor's rating; or
 - (bb) the conducting of flying tests for the purposes of this Order;in either case in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members;
 - (ii) he may fly such an aeroplane for the purpose of aerial work which consists of:
 - (aa) towing a glider in flight; or
 - (bb) a flight for the purpose of dropping of persons by parachute;in either case in an aeroplane owned, or operated under arrangements entered into, by a club of which the holder of the licence and any person carried in the aircraft or in any glider towed by the aircraft are members;
- (b) he shall not receive any remuneration for his services as a pilot on a flight save that:
 - (i) if his licence included at any time between 1st June 1988 and 1st October 1988 (both dates inclusive) a flying instructor's rating or an assistant flying instructor's rating he may, prior to 1st June 1991 receive remuneration for the giving of such instruction or the conducting of such flying tests as are specified in sub-paragraph (a)(i) of this proviso; or
 - (ii) if his licence includes a flying instructor's rating or an assistant flying instructor's rating by virtue of which he is entitled to give instruction in flying microlight aircraft or self-launching motor gliders he may receive remuneration for the giving of such instruction or the conducting of such flying tests as are specified in sub-paragraph (a) (i) of this proviso in a microlight aircraft or a self-launching motor glider;

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- (c) he shall not, unless his licence includes an instrument rating (aeroplanes) or an instrument meteorological conditions rating (aeroplanes), fly as pilot in command of such an aeroplane:
 - (i) on a flight outside controlled airspace:
 - (aa) when the flight visibility is less than 1½ nautical miles; or
 - (bb) when any passenger is carried and the aeroplane is flying either above 3000ft. above mean sea level in Instrument Meteorological Conditions or at or below 3000ft. above mean sea level in a flight visibility of less than 3 nautical miles;
 - (ii) on a special VFR flight in a control zone in a flight visibility of less than 5 nautical miles except on a route or in an aerodrome traffic zone notified for the purpose of this sub-paragraph;
 - (iii) out of sight of the surface; and
- (d) he shall not fly as pilot in command of such an aeroplane at night unless:
 - (i) his licence includes a night rating (aeroplanes); and
 - (ii) his licence includes an instrument rating (aeroplanes) or he has within the immediately preceding 13 months carried out as pilot in command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun was not less than 12° below the horizon.

Basic Commercial Pilot's Licence (Aeroplanes)

Minimum Age—18 years

Maximum Period of Validity—10 years

Privileges.

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

(2) He shall be entitled to fly as pilot in command of an aeroplane of a type specified in Part 1 of the aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever:

Provided that:

- (a) he shall not fly such an aeroplane on a flight for the purpose of public transport if he has less than 400 hours of flying experience as pilot in command of aeroplanes other than self-launching motor gliders or microlight aircraft;
- (b) he shall not fly such an aeroplane on a flight for the purpose of public transport if its maximum total weight authorised exceeds 2300kg.;
- (c) he shall not fly such an aeroplane on any scheduled journey;
- (d) he shall not fly such an aeroplane on a flight for the purpose of public transport except a flight beginning and ending at the same aerodrome and not extending beyond 25 nautical miles from that aerodrome;
- (e) he shall not fly such an aeroplane on a flight for the purpose of public transport after he attains the age of 60 years unless the aeroplane is fitted with dual controls and carries a second pilot who has not attained the age of 60 years and who holds an appropriate licence under this Order entitling him to act as pilot in command or co-pilot of that aeroplane;
- (f) he shall not fly such an aeroplane at night, unless:
 - (i) his licence includes a night rating (aeroplanes); and

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- (ii) his licence includes an instrument rating (aeroplanes) or he has within the immediately preceding 13 months carried out as pilot in command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun was not less than 12° below the horizon; and
- (g) he shall not, unless his licence includes an instrument rating (aeroplanes) or an instrument meteorological conditions rating (aeroplanes), fly as pilot in command of such an aeroplane:
 - (i) on a flight outside controlled airspace:
 - (aa) when the flight visibility is less than 1½ nautical miles; or
 - (bb) when any passenger is carried and the aeroplane is flying either above 3000ft. above mean sea level in Instrument Meteorological Conditions or at or below 3000ft. above mean sea level in a flight visibility of less than 3 nautical miles;
 - (ii) on a special VFR flight in a control zone in a flight visibility of less than 5 nautical miles except on a route or in an aerodrome traffic zone notified for the purposes of this sub-paragraph;
 - (iii) out of sight of the surface.

(3) He shall be entitled to fly as pilot in command of an aeroplane of a type specified in any flying instructor's rating or assistant flying instructor's rating included in the licence on a flight for the purpose of aerial work which consists of:

- (a) the giving of instruction in flying; or
- (b) the conducting of flying tests for the purposes of this Order;

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

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

- (a) (4) (a) In the case of a person who is the holder of such a licence on 3rd December 1989, then for so long as that licence or a renewal thereof is valid but not after 3rd December 1994 he shall be entitled to fly as co-pilot of any aeroplane of a type specified in the aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever, provided that he shall not be entitled to fly as co-pilot of an aeroplane which is engaged on a flight for the purpose of public transport unless he has more than 400 hours of flying experience as pilot in command of aeroplanes other than self-launching motor gliders and microlight aircraft and the maximum total weight authorised of the aeroplane does not exceed 5700kg.
- (b) On and after 4th December 1994 and in the case of a person who is the holder of such a licence granted on or after 4th December 1989 (not being a renewal of such a licence held on 3rd December 1989), forthwith upon the grant of the licence, he shall be entitled to fly as co-pilot of any aeroplane of a type specified in the aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever provided that he shall not be entitled to fly as co-pilot of an aeroplane which is engaged on a flight for the purpose of public transport unless he has more than 400 hours of flying experience as pilot in command of aeroplanes other than self-launching motor gliders and microlight aircraft and the aeroplane is certificated for single pilot operation.

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

Commercial Pilot's Licence (Aeroplanes)

Minimum Age—18 years

Maximum Period of Validity—10 years

Privileges.

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

- (a) on a special VFR flight notwithstanding that the flight visibility is less than 1½ nautical miles;
- (b) when the aeroplane is taking off or landing at any place notwithstanding that the flight visibility below cloud is less than 1 nautical mile.

(2) He shall be entitled to fly as pilot in command of an aeroplane of a type specified in Part 1 of the aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever:

Provided that:

- (a) he shall not, unless his licence includes an instrument rating (aeroplanes), fly such an aeroplane on any scheduled journey;
- (b) he shall not fly such an aeroplane at night unless his licence includes an instrument rating (aeroplanes) or he has within the immediately preceding 13 months carried out as pilot in command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun was not less than 12° below the horizon;
- (c) he shall not, unless his licence includes an instrument rating (aeroplanes) fly any such aeroplane of which the maximum total weight authorised exceeds 2300kg. on any flight for the purpose of public transport, except a flight beginning and ending at the same aerodrome and not extending beyond 25 nautical miles from that aerodrome;
- (d) (i) in the case of a person who is the holder of such a licence on 3rd December 1989, then for so long as that licence or a renewal thereof is valid but not after 3rd December 1994 he shall not fly such an aeroplane on a flight for the purpose of public transport if its maximum total weight authorised exceeds 5700kg.;
- (ii) on and after 4th December 1994, and in the case of a person who is the holder of such a licence granted on or after 4th December 1989 (not being a renewal of such a licence held on 3rd December 1989) forthwith upon the grant of the licence, he shall not fly such an aeroplane on a flight for the purpose of public transport unless it is certificated for single pilot operation;
- (e) he shall not fly such an aeroplane on any flight for the purpose of public transport after he attains the age of 60 years unless the aeroplane is fitted with dual controls and carries a second pilot who has not attained the age of 60 years and who holds an appropriate licence under this Order entitling him to act as pilot in command or co-pilot of that aeroplane.

(3) He shall be entitled to fly as pilot in command of an aeroplane of a type specified in any flying instructor's rating or assistant flying instructor's rating included in the licence on a flight for the purpose of aerial work which consists of:

- (a) the giving of instruction in flying; or
- (b) the conducting of flying tests for the purposes of this Order;

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

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

(4) He shall be entitled to fly as co-pilot of any aeroplane of a type specified in the aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever:

Provided that he shall not act as co-pilot of any aeroplane whose maximum total weight authorised exceeds 20000kg. on any flight for the purpose of public transport after he attains the age of 60 years.

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

Senior Commercial Pilot's Licence (Aeroplanes)

Minimum Age 21 years

Maximum Period of Validity—10 years or until 3rd December 1994 (whichever is the earlier)

Privileges:

The holder of the licence shall be entitled to exercise the privileges of a Commercial Pilot's Licence (Aeroplanes) except that proviso (d) to paragraph (2) of those privileges shall not apply and he shall not act as pilot in command of an aeroplane on a flight for the purpose of public transport if its maximum total weight authorised exceeds 20000kg.

Airline Transport Pilot's Licence (Aeroplanes)

Minimum Age—21 years

Maximum Period of Validity—10 years

Privileges:

The holder of the licence shall be entitled to exercise the privileges of a Commercial Pilot's Licence (Aeroplanes) except that proviso (d) to paragraph (2) of those privileges shall not apply and the holder of the licence shall not at any time after he attains the age of 60 years act as pilot in command or co-pilot of any aeroplane for the purpose of public transport if its maximum total weight authorised exceeds 20000kg.

2. Helicopter and Gyroplane Pilots

Private Pilot's Licence (Helicopters and Gyroplanes)

Minimum Age—17 years

No Maximum Period of Validity

Privileges:

The holder of the licence shall be entitled to fly as pilot in command or co-pilot of a helicopter or gyroplane of any of the types specified in the aircraft rating included in the licence:

Provided that:

- (a) he shall not fly such a helicopter or gyroplane for the purpose of public transport or aerial work other than aerial work which consists of:
 - (i) the giving of instruction in flying if his licence includes a flying instructor's rating or an assistant flying instructor's rating; or
 - (ii) the conducting of flying tests for the purposes of this Order;

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- in either case in a helicopter or gyroplane owned, or operated under arrangements entered into, by a flying club or which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members;
- (b) he shall not receive any remuneration for his services as a pilot on a flight other than remuneration for the giving of such instruction or the conducting of such flying tests as are specified in paragraph (a) of this proviso;
 - (c) he shall not fly as pilot in command of such a gyroplane at night unless his licence includes a night rating (helicopters and gyroplanes) and he has within the immediately preceding 13 months carried out as pilot in command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun was not less than 12° below the horizon;
 - (d) he shall not fly as pilot in command of such a helicopter at night unless:
 - (i) his licence includes a night rating (helicopters and gyroplanes); and
 - (ii) his licence includes an instrument rating (helicopters) or he has within the immediately preceding 13 months carried out as pilot in command not less than 5 flights, each consisting of a take-off, a transition from hover to forward flight, a climb to at least 500 ft. and a landing, at a time when the depression of the centre of the sun was not less than 12° below the horizon.

Commercial Pilot's Licence (Helicopters and Gyroplanes)

Minimum Age—18 years

Maximum Period of Validity—10 years

Privileges:

(1) The holder of the licence shall be entitled to exercise the privileges of a Private Pilot's Licence (Helicopters and Gyroplanes) which includes a night rating (helicopters and gyroplanes).

(2) He shall be entitled to fly as pilot in command of any helicopter or gyroplane specified in Part 1 of the aircraft rating included in the licence when the helicopter or gyroplane is engaged on a flight for any purpose whatsoever:

Provided that:

- (a) he shall not, unless his licence includes an instrument rating (helicopters) fly such a helicopter on any scheduled journey or on any flight for the purpose of public transport in Instrument Meteorological Conditions;
- (b)
 - (i) in the case of a person who is the holder of such a licence on 3rd December 1989, then for so long as that licence or a renewal thereof is valid but not after 3rd December 1994, he shall not fly such a helicopter or gyroplane on a flight for the purpose of public transport if its maximum total weight authorised exceeds 5700kg.;
 - (ii) on and after 4th December 1994, and in the case of a person who is the holder of such a licence granted on or after 4th December 1989 (not being a renewal of such a licence held on 3rd December 1989) forthwith upon the grant of the licence, he shall not fly such a helicopter or gyroplane on a flight for the purpose of public transport unless it is certificated for single pilot operation;
- (c) he shall not fly such a gyroplane at night unless he has within the immediately preceding 13 months carried out as pilot in command not less than 5 take-offs and 5 landings at a time when the depression of the centre of the sun was not less than 12° below the horizon;
- (d) he shall not fly such a helicopter at night unless his licence includes an instrument rating (helicopters) or he has within the immediately preceding 13 months carried out as pilot in command not less than 5 flights, each consisting of a take-off, a transition from hover to

forward flight, a climb to at least 500ft. and a landing at a time when the depression of the centre of the sun was not less than 12° below the horizon;

- (e) He shall not fly such a helicopter or gyroplane on any flight for the purpose of public transport after he attains the age of 60 years unless the helicopter or 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 helicopter or gyroplane.

(3) He shall be entitled to fly as co-pilot of any helicopter or gyroplane specified in the aircraft rating included in the licence when the helicopter or gyroplane is engaged on a flight for any purpose whatsoever:

Provided that he shall not act as co-pilot of any helicopter or gyroplane whose maximum total weight authorised exceeds 20000kg. on any flight for the purpose of public transport after he attains the age of 60 years.

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

Airline Transport Pilot's Licence (Helicopters and Gyroplanes)

Minimum Age—21 years

Maximum Period of Validity—10 years

Privileges:

The holder of the licence shall be entitled to exercise the privileges of a Commercial Pilot's Licence (Helicopters and Gyroplanes) except that proviso (b) to paragraph (2) of those privileges shall not apply and the holder of the licence shall not at any time after he attains the age of 60 years act as pilot in command or co-pilot of any helicopter or gyroplane for the purpose of public transport if its maximum total weight authorised exceeds 20000kg.

3. Balloon and Airship Pilots

Private Pilot's Licence (Balloons and Airships)

Minimum Age—17 years

No Maximum Period of Validity

Privileges:

The holder of the licence shall be entitled to fly as pilot in command of any type of balloon or airship specified in Part 1 of the aircraft rating included in the licence and co-pilot of any type of balloon or airship specified in such aircraft rating:

Provided that:

- (a) he shall not fly such a balloon or airship for the purpose of public transport or aerial work, other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests in either case in a balloon or airship owned, or operated under arrangements entered into, by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members;
- (b) he shall not receive any remuneration for his services as a pilot on a flight other than remuneration for the giving of such instruction or the conducting of such flying tests as are specified in paragraph (a) of this proviso;
- (c) he shall not fly such a balloon unless he has within the immediately preceding 13 months carried out as pilot in command in a free balloon 5 flights each of not less than 5 minutes duration.

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Commercial Pilot's Licence (Balloons)

Minimum Age—18 years

Maximum Period of Validity—10 years(2)

Privileges:

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

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

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

Commercial Pilot's Licence (Airships)

Minimum Age—18 years

Maximum Period of Validity—10 years

Privileges:

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

(2) He shall be entitled to fly, when the airship is flying for any purpose whatsoever, as pilot in command of any type of airship specified in Part 1 of the aircraft rating included in the licence and as co-pilot of any type of airship specified in such aircraft rating.

4. Glider Pilots

Commercial Pilot's Licence (Gliders)

Minimum Age—18 years

Maximum Period of Validity—10 years

Privileges:

The holder of the licence shall be entitled to fly for any purpose as pilot in command or co-pilot of:

- (a) any glider of which the maximum total weight authorised does not exceed 680kg.;
- (b) any glider of which the maximum total weight authorised exceeds 680kg. and which is of a type specified in the rating included in the licence.

5. Other Flight Crew

Flight Navigator's Licence

Minimum Age—21 years

Maximum Period of Validity—10 years

Privileges:

The holder of the licence shall be entitled to act as flight navigator in any aircraft.

Flight Engineer's Licence

Minimum Age—21 years

(2) In respect of the privileges of a Private Pilot's Licence the maximum period of validity shall be as given for that licence.

Maximum Period of Validity—10 years

Privileges:

The holder of the licence shall be entitled to act as flight engineer in any type of aircraft specified in the aircraft rating included in the licence.

Flight Radiotelephony Operator's General Licence

Minimum Age—18 years

Maximum Period of Validity—10 years

Privileges:

The holder of the licence shall be entitled to operate radiotelephony apparatus in any aircraft.

Flight Radiotelephony Operator's Restricted Licence

Minimum Age—17 years

Maximum Period of Validity—10 years

Privileges:

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

Flight Radio telegraphy Operator's Licence

Minimum Age—20 years

Maximum Period of Validity—12 months

Privileges:

The holder of the licence shall be entitled to operate radiotelegraphy and radiotelephony apparatus in any aircraft.

Flight Radiotelegraphy Operator's Temporary Licence

Minimum Age—18 years

Maximum Period of Validity—12 months

Privileges:

The holder of the licence shall be entitled to operate radiotelegraphy and radiotelephony apparatus in any aircraft under the supervision of a person who is the holder of a flight radiotelegraphy operator's licence.

PART B—

RATINGS

1. The following ratings may be included in a pilot's licence granted under Part IV of this Order, and, subject to the provisions of this Order and of the licence, the inclusion of a rating in a licence shall have the consequences respectively specified as follows:

Aircraft Ratings: The licence shall entitle the holder to act as pilot of aircraft of the types specified in the aircraft rating and different types of aircraft may be specified in respect of different privileges of a licence.

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Instrument Meteorological Conditions Rating (Aeroplanes) shall entitle the holder of a private pilot's licence (aeroplanes) or a basic commercial pilot's licence (aeroplanes) to fly as pilot in command of an aeroplane without being subject to the restrictions contained respectively in proviso (c) or (2)(g) to the privileges of such licences set out in Part A of this Schedule provided that he shall not fly:

- (a) on a special VFR flight in a control zone in a flight visibility of less than 1½ nautical miles;
- (b) when the aeroplane is taking off or landing at any place if the flight visibility below cloud is less than 1 nautical mile.

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

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

Night Rating (Aeroplanes) shall entitle the holder of a private pilot's licence (aeroplanes) or a basic commercial pilot's licence (aeroplanes) to act as pilot in command of an aeroplane at night.

Night Rating (Helicopters and Gyroplanes) shall entitle the holder of a private pilot's licence (helicopters and gyroplanes) to act as pilot in command of a helicopter or gyroplane at night.

Towing Rating (Flying Machines) shall entitle the holder of the licence to act as a pilot of a flying machine while towing a glider in flight for the purposes of public transport of aerial work.

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

Assistant Flying Instructor's Rating shall entitle the holder of the licence to give instruction in flying aircraft of such types as may be specified in the rating for that purpose:

Provided that:

- (a) such instruction shall only be given under the supervision of a person present during the take-off and landing at the aerodrome at which the instruction is to begin and end and holding a pilot's licence endorsed with a flying instructor's rating; and
- (b) an assistant flying instructor's rating shall not entitle the holder of the licence to give directions to the person undergoing instruction in respect of the performance by that person of:
 - (i) his first solo flight;
 - (ii) his first solo flight by night;
 - (iii) his first solo cross-country flight otherwise than by night; or
 - (iv) his first solo cross-country flight by night.

2. An aircraft rating included in a flight engineer's licence shall entitle the holder of the licence to act as flight engineer only of aircraft of a type specified in the aircraft rating.

3. For the purposes of this Schedule:

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

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

PART C—

CERTIFICATE OF TEST OR EXPERIENCE

- (a) (a) A certificate of test or a certificate of experience required by article 21(5) of this Order shall not be appropriate to the functions to be performed on a flight unless it is a certificate appropriate to the description of the flight according to the following Table:

Table (continued)

Case	Class of Licence	Description of Flight	Certificate Required
A	Private Pilot's Licence (Aeroplanes)	Any flight within the privileges of the licence	Certificate of test or certificate of experience
	Private Pilot's Licence (Helicopters and Gyroplanes)		
B	Basic Commercial Pilot's Licence (Aeroplanes)	Carriage of passengers on a flight in respect of which the holder of the licence receives remuneration	Certificate of test
	Commercial Pilot's Licence (Aeroplanes)		
	Commercial Pilot's Licence (Helicopters and Gyroplanes)		
	Commercial Pilot's Licence (Balloons)		
	Commercial Pilot's Licence (Gliders)		
	Commercial Pilot's Licence (Airships)		
	Senior Commercial Pilot's Licence (Aeroplanes)		
	Airline Transport Pilot's Licence (Aeroplanes)		
	Airline Transport Pilot's Licence (Helicopters and Gyroplanes)		

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Case	Class of Licence	Description of Flight	Certificate Required
C	Basic Commercial Pilot's Licence (Aeroplanes)	For public transport	Certificate of test
	Commercial Pilot's Licence (Aeroplanes)		
	Commercial Pilot's Licence (Helicopters and Gyroplanes)		
	Commercial Pilot's Licence (Balloons)		
	Commercial Pilot's Licence (Gliders)		
	Commercial Pilot's Licence (Airships)		
	Senior Commercial Pilot's Licence (Aeroplanes)		
	Airline Transport Pilot's Licence (Aeroplanes)		
	Airline Transport Pilot's Licence (Helicopters and Gyroplanes)		
D	Basic Commercial Pilot's Licence (Aeroplanes)	For aerial work	Certificate of test or certificate of experience
	Commercial Pilot's Licence (Aeroplanes)		
	Commercial Pilot's Licence (Helicopters and Gyroplanes)		
	Commercial Pilot's Licence (Balloons)		
	Commercial Pilot's Licence (Gliders)		
	Commercial Pilot's Licence (Airships)		

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Case	Class of Licence	Description of Flight	Certificate Required
E	Senior Commercial Pilots Licence (Aeroplanes)		
	Airline Transport Pilot's Licence (Aeroplanes)		
	Airline Transport Pilot's Licence (Helicopters and Gyroplanes)		
	Basic Commercial Pilot's Licence (Aeroplanes)	Any flight within the privileges of a Private Pilot's Licence	Certificate of test or certificate of experience
	Commercial Pilot's Licence (Aeroplanes)		
	Commercial Pilot's Licence (Helicopters and Gyroplanes)		
	Commercial Pilot's Licence (Balloons)		
	Commercial Pilot's Licence (Gliders)		
	Commercial Pilot's Licence (Airships)		
	Senior Commercial Pilot's Licence (Aeroplanes)		
Airline Transport Pilot's Licence (Aeroplanes)			
Airline Transport Pilot's Licence (Helicopters and Gyroplanes)			
F	Flight Navigator's Licence	Flights to which article 19(4) of this Order applies	Certificate of experience
G	Flight Engineer's Licence	For public transport	Certificate of test

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Case	Class of Licence	Description of Flight	Certificate Required
H	Flight Engineer's Licence	Any flight other than for public transport	Certificate of test or certificate of experience

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

Certificate of Test

2. A certificate of test required by article 21(5) or 21(6) of this Order shall be signed by a person authorised by the Authority to sign certificates of this kind and shall certify the following particulars:

- (a) the functions to which the certificate relates;
- (b) that the person signing the certificate is satisfied that on a date specified in the certificate the holder of the licence or personal flying log book of which the certificate forms part, as the case may be, passed an appropriate test of his ability to perform the functions to which the certificate relates;
- (c) the type of aircraft or flight simulator in or by means of which the test was conducted; and
- (d) the date on which it was signed.

Nature of Test

3. The appropriate test referred to in paragraph 2 of this Part of this Schedule shall be:

- (a) in the case of a test which entitles the holder of the licence of which the certificate forms part to act as pilot in command and/or co-pilot of aircraft of the type specified in the certificate, a test of the pilot's competence to fly the aircraft as pilot in command and/or co-pilot and shall where the Authority so specifies in respect of the whole or part of a test be conducted in an aircraft in flight or by means of a flight simulator approved by the Authority;
- (b) in the case of a test which entitles the holder of the licence of which the certificate forms part to act as flight engineer of aircraft of the type specified in the certificate, a test of the flight engineer's competence to perform the duties of a flight engineer in the type of aircraft to be used on the flight and shall, where the Authority so specifies in respect of the whole or part of the test, be conducted in an aircraft in flight or by means of a flight simulator approved by the Authority;
- (c) in the case of a test which entitles the holder of the licence of which the certificate forms part to perform the functions to which an Instrument Rating relates a test of his ability to perform the functions to which the rating relates and shall, where the Authority so specifies in respect of the whole or part of the test, be conducted in an aircraft in flight or by means of a flight simulator approved by the Authority;
- (d) in the case of a test which entitles the holder of the licence of which the certificate forms part to perform the functions to which a flying instructor's rating, an assistant flying instructor's rating or an instrument meteorological conditions rating relates, a test of his ability to perform the functions to which the rating relates and shall where the Authority so specifies in respect of the whole or part of the test be conducted in an aircraft in flight.

Period of Validity of Certificate of Test

- (a) (a) A certificate of test required by article 21(5) of this Order in respect of a Commercial Pilot's Licence (Balloons) shall not be valid in relation to a flight made more than 13

months after the date of the test which it certifies and in respect of any other licence shall not be valid in relation to a flight made more than 13 months in Cases A, B, E and H, or more than 6 months in Cases C, D and G, after the date of the test which it certifies:

Provided that in the case of Cases C, D and G 2 certificates of test shall together be deemed to constitute a valid certificate of test if they certify flying tests conducted on 2 occasions within the period of 13 months preceding the flight on which the functions are to be performed, such occasions being separated by an interval of not less than 4 months, and if both certificates are appropriate to those functions.

- (b) A certificate of test required by article 21(6) of this Order shall not be valid in relation to a flight made more than 13 months in the case of an instrument rating (aeroplanes), an instrument rating (helicopters) and an assistant flying instructor's rating or more than 25 months in the case of an instrument meteorological conditions rating (aeroplanes) and a flying instructor's rating, after the date of the test which it certifies.

Certificate of Experience

5. A certificate of experience required by article 21(5) of this Order shall be signed by a person authorised by the Authority to sign such a certificate and shall certify the following particulars:

- (a) the functions to which the certificate relates;
- (b) in the case of a pilot or flight engineer, that on the date on which the certificate was signed the holder of the licence or personal flying log book of which it forms part, as the case may be, produced his personal flying log book to the person signing the certificate and satisfied him that he had appropriate experience in the capacity to which his licence relates within the appropriate period specified in paragraph 6 of this Part of this Schedule;
- (c) in the case of a flight navigator that on the date on which the certificate was signed the holder of the licence of which it forms part produced his navigation logs, charts and workings of astronomical observations to the person signing the certificate and satisfied him that he had appropriate experience in the capacity to which the licence relates within the appropriate period specified in paragraph 6 of this Part of this Schedule;
- (d) in the case of a pilot or flight engineer the type or types of aircraft in which the experience was gained;
- (e) the date on which it was signed.

Period of Experience

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

Period of Validity of Certificate of Experience

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

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SCHEDULE 9

Article 71(2)

AIR TRAFFIC CONTROLLERS—RATINGS

1. The holder of a licence which includes ratings of 2 or more of the classes specified in paragraph 2 of this Schedule shall not at any one time perform the functions specified in respect of more than one of those ratings:

Provided that the functions of any one of the following groups of ratings may be exercised at the same time:

- (a) the aerodrome control rating and the approach control rating;
- (b) the approach control rating and the approach radar control rating; except that the functions of the approach control rating shall not be exercised at the same time as the functions of the approach radar control rating if the service being provided under the latter is a surveillance radar approach terminating at a point less than 2 nautical miles from the point of intersection of the glide path with the runway;
- (c) the area control rating and the area radar control rating.

2. Ratings of the following classes may be included in an air traffic controller's licence (other than a student air traffic controller's licence) granted under article 70 of the Order and, subject to the provisions of this Order and of the licence, the inclusion of a rating in a licence shall have the consequences respectively specified as follows:

(1) Aerodrome Control Rating shall entitle the holder of the licence, at any aerodrome for which the rating is valid, to provide air traffic control service (but not with any type of radar equipment for which a radar control rating is required under this paragraph) for any aircraft on the manoeuvring area or apron of that aerodrome or which is flying in the vicinity of the aerodrome traffic zone by visual reference to the surface.

(2) Approach Control Rating shall entitle the holder of the licence, at any aerodrome for which the rating is valid, to provide air traffic control service (but not with any type of radar equipment for which a radar control rating is required under this paragraph) for any aircraft which is flying in the vicinity of the aerodrome traffic zone whether or not it is flying by visual reference to the surface.

(3) Approach Radar Control Rating shall entitle the holder of the licence, at any aerodrome for which the rating is valid, to provide air traffic control service with the aid of any type of surveillance radar equipment for which the rating is valid for any aircraft which is flying within 40 nautical miles of the aerodrome traffic zone whether or not it is flying by visual reference to the surface.

(4) Precision Approach Radar Control Rating shall entitle the holder of the licence, at any aerodrome for which the rating is valid, to provide air traffic control service with the aid of any type of precision approach radar equipment for which the rating is valid.

(5) Area Control Rating shall entitle the holder of the licence at any place for which the rating is valid to provide an air traffic control service without the aid of any surveillance radar equipment.

(6) Area Radar Control Rating shall entitle the holder of the licence, at any place for which the rating is valid, to provide air traffic control service with the aid of any type of surveillance radar equipment for which the rating is valid.

(7) Area Radar Control (Aerodrome) Rating shall entitle the holder of the licence, at any aerodrome for which the rating is valid, to provide air traffic control service with the aid of any type of surveillance radar equipment for which the rating is valid.

SCHEDULE 10

Article 26

PUBLIC TRANSPORT—OPERATIONAL REQUIREMENTS

PART A—

OPERATIONS MANUAL

Information and instructions relating to the following matters shall be included in the operations manual referred to in article 26(2) of this Order:

- (i) the number of the crew to be carried in the aircraft, on each stage of any route to be flown, and the respective capacities in which they are to act, and instructions as to the order and circumstances in which command is to be assumed by members of the crew;
- (ii) the respective duties of each member of the crew and the other members of the operating staff;
- (iii) the scheme referred to in article 58(1)(c)(i) of this Order;
- (iv) such technical particulars concerning the aircraft, its engines and equipment and concerning the performance of the aircraft as may be necessary to enable the flight crew of the aircraft to perform their respective duties;
- (v) the manner in which the quantities of fuel and oil to be carried by the aircraft are to be computed and records of fuel and oil carried and consumed on each stage of the route to be flown are to be maintained; the instructions shall take account of all circumstances likely to be encountered on the flight including the possibility of failure of one or more of the aircraft engines;
- (vi) the manner in which the quantity, if any, of oxygen and oxygen equipment to be carried in the aircraft for the purpose of complying with Scales L1 or L2 in Schedule 4 to this Order is to be computed;
- (vii) the check system to be followed by the crew of the aircraft prior to and on take-off, on landing and in an emergency, so as to ensure that the operating procedures contained in the operations manual and in the flight manual or performance schedule forming part of the relevant certificate of airworthiness are complied with;
- (viii) the circumstances in which a radio watch is to be maintained;
- (ix) the circumstances in which oxygen is to be used by the crew of the aircraft, and by passengers;
- (x) communication, navigational aids, aerodromes, local regulations, in-flight procedures, approach and landing procedures and such other information as the operator may deem necessary for the proper conduct of flight operations; the information referred to in this paragraph shall be contained in a route guide, which may be in the form of a separate volume;
- (xi) the reporting in flight to the notified authorities of meteorological observations;
- (xii) the minimum altitudes for safe flight on each stage of the route to be flown and any planned diversion therefrom, such minimum altitudes being not lower than any which may be applicable under the law of the United Kingdom or of the countries whose territory is to be flown over;
- (xiii) the particulars referred to in article 31 of this Order;
- (xiv) emergency flight procedures, including procedures for the instruction of passengers in the position and use of emergency equipment and procedures to be adopted when the commander of the aircraft becomes aware that another aircraft or a vessel is in distress and needs assistance;
- (xv) in the case of aircraft intended to fly at an altitude of more than 49000ft. the procedures for the use of cosmic radiation detection equipment;

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- (xvi) the labelling and marking of dangerous goods, the manner in which they must be loaded on or suspended beneath an aircraft, the responsibilities of members of the crew in respect of the carriage of dangerous goods and the action to be taken in the event of emergencies arising involving dangerous goods;
- (xvii) such particulars of any permission granted to the operator pursuant to article 15 of this Order as may be necessary to enable the commander of the aircraft to determine whether he can comply with article 35(b)(ii) of this Order:

Provided that in relation to any flight which is not one of a series of flights between the same two places it shall be sufficient if, to the extent that it is not practicable to comply with paragraphs (x) and (xii), the manual contains such information and instructions as will enable the equivalent data to be ascertained before take-off.

Article 28

PART B—

CREW TRAINING AND TESTS

1. The training, experience, practice and periodical tests required under article 28(2) of this Order in the case of members of the crew of an aircraft engaged on a flight for the purpose of public transport shall be as follows:

(1) The Crew

Every member of the crew shall:

- (a) have been tested within the relevant period by or on behalf of the operator as to his knowledge of the use of the emergency and life saving equipment required to be carried in the aircraft on the flight; and
- (b) have practised within the relevant period under the supervision of the operator or of a person appointed by him for the purpose, the carrying out of the duties required of him in case of an emergency occurring to the aircraft, either in an aircraft of the type to be used on the flight or in apparatus approved by the Authority for the purpose and controlled by persons so approved.

(2) Pilots

- (a) Every pilot included in the flight crew who is intended by the operator to fly as pilot in circumstances requiring compliance with the Instrument Flight Rules shall within the relevant period have been tested by or on behalf of the operator:
 - (i) as to his competence to perform his duties while executing normal manoeuvres and procedures in flight, in an aircraft of the type to be used on the flight, including the use of the instruments and equipment provided in the aircraft;
 - (ii) as to his competence to perform his duties in instrument flight conditions while executing emergency manoeuvres and procedures in flight, in an aircraft of the type to be used on the flight, including the use of the instruments and equipment provided in the aircraft.

A pilot's ability to carry out normal manoeuvres and procedures shall be tested in the aircraft in flight.

The other tests required by this sub-paragraph may be conducted either in the aircraft in flight, or under the supervision of a person approved by the Authority for the purpose by means of a flight simulator approved by the Authority under article 21(11) of this Order. The tests specified in sub-paragraph (2)(a)(ii) of this paragraph when conducted in the aircraft in flight shall be carried out either in actual instrument flight conditions or in instrument flight conditions simulated by means approved by the Authority.

- (b) Every pilot included in the flight crew whose licence does not include an instrument rating or who, notwithstanding the inclusion of such a rating in his licence, is not intended by the operator to fly in circumstances requiring compliance with the Instrument Flight Rules, shall within the relevant period have been tested, by or on behalf of the operator in flight in an aircraft of the type to be used on the flight:
 - (i) as to his competence to act as pilot thereof, while executing normal manoeuvres and procedures; and
 - (ii) as to his competence to act as pilot thereof while executing emergency manoeuvres and procedures.
- (c) Every pilot included in the flight crew who is seated at the flying controls during take-off or landing shall within the relevant period:
 - (i) have been tested as to his proficiency in using instrument approach-to-land systems of the type in use at the aerodromes of intended landing and any alternate aerodromes, such test being carried out either in flight in instrument flight conditions or in instrument flight conditions simulated by means approved by the Authority or under the supervision of a person approved by the Authority for the purpose by means of a flight simulator approved by the Authority; and
 - (ii) have carried out when seated at the flying controls not less than 3 takeoffs and 3 landings in aircraft of the type to be used on the flight.

(3) Flight Engineers

Every flight engineer included in the flight crew shall within the relevant period have been tested by or on behalf of the operator:

- (a) as to his competence to perform his duties while executing normal procedures in flight, in an aircraft of the type to be used on the flight;
- (b) as to his competence to perform his duties while executing emergency procedures in flight, in an aircraft of the type to be used on the flight.

A flight engineer's ability to carry out normal procedures shall be tested in an aircraft in flight. The other tests required by this sub-paragraph may be conducted either in the aircraft in flight, or under the supervision of a person approved by the Authority for the purpose by means of a flight simulator approved by the Authority.

(4) Flight Navigators and Flight Radio Operators

Every flight navigator and flight radio operator whose inclusion in the flight crew is required under article 19(4) and (5) respectively of this Order shall within the relevant period have been tested by or on behalf of the operator as to his competence to perform his duties in conditions corresponding to those likely to be encountered on the flight:

- (a) in the case of a flight navigator, using equipment of the type to be used in the aircraft on the flight for purposes of navigation;
- (b) in the case of a flight radio operator using radio equipment of the type installed in the aircraft to be used on the flight, and including a test of his ability to carry out emergency procedures.

(5) Aircraft Commanders

- (a) The pilot designated as commander of the aircraft for the flight shall within the relevant period have demonstrated to the satisfaction of the operator that he has adequate knowledge of the route to be taken, the aerodromes of take-off and landing, and any alternate aerodromes, including in particular his knowledge of:
 - (i) the terrain;

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- (ii) the seasonal meteorological conditions;
 - (iii) the meteorological, communications and air traffic facilities, services and procedures;
 - (iv) the search and rescue procedures; and
 - (v) the navigational facilities;
- relevant to the route.
- (b) In determining whether a pilot's knowledge of the matters referred to in sub-paragraph (a) is sufficient to render him competent to perform the duties of aircraft commander on the flight, the operator shall take into account the pilot's flying experience in conjunction with the following:
- (i) the experience of other members of the intended flight crew;
 - (ii) the influence of terrain and obstructions on departure and approach procedures at the aerodromes of take-off and intended landing and at alternate aerodromes;
 - (iii) the similarity of the instrument approach procedures and let-down aids to those with which the pilot is familiar;
 - (iv) the dimensions of runways which may be used in the course of the flight in relation to the performance limits of aircraft of the type to be used on the flight;
 - (v) the reliability of meteorological forecasts and the probability of difficult meteorological conditions in the areas to be traversed;
 - (vi) the adequacy of the information available regarding the aerodrome of intended landing and any alternate aerodromes;
 - (vii) the nature of air traffic control procedures and the familiarity of the pilot with such procedures;
 - (viii) the influence of terrain on route conditions and the extent of the assistance obtainable en route from navigational aids and air-to-ground communication facilities; and
 - (ix) the extent to which it is possible for the pilot to become familiar with unusual aerodrome procedures and features of the route by means of ground instruction and training devices.
- (6) For the purposes of this paragraph:
- “instrument flight conditions” means weather conditions such that the pilot is unable to fly by visual reference to objects outside the aircraft;
- “relevant period” means a period which immediately precedes the commencement of the flight, being a period:
- (a) in the case of sub-paragraph (2)(c)(ii) of this paragraph, of 3 months;
 - (b) in the case of sub-paragraphs (2)(a)(ii), (2)(b)(ii), (2)(c)(i) and (3)(b) of this paragraph, of 6 months;
 - (c) in the case of sub-paragraphs (1), (2)(a)(i), (2)(b)(i), (3)(a), (4) and (5)(a) of this paragraph, of 13 months:

Provided that:

- (i) any pilot of the aircraft to whom the provisions of sub-paragraphs (2)(a)(ii), (2)(b)(ii) or (2)(c)(i) and any flight engineer of the aircraft to whom the provisions of sub-paragraph (3)(b) of this paragraph apply shall for the purposes of the flight be deemed to have complied with such requirements respectively within the relevant period if he has qualified to perform his duties in accordance therewith on 2

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occasions within the period of 13 months immediately preceding the flight, such occasions being separated by an interval of not less than 4 months;

- (ii) the requirements of sub-paragraph (5)(a) shall be deemed to have been complied with within the relevant period by a pilot designated as commander of the aircraft for the flight if, having become qualified so as to act on flights between the same places over the same route more than 13 months before commencement of the flight, he has within the period of 13 months immediately preceding the flight flown as pilot of an aircraft between those places over that route.

2.—(1) The records required to be maintained by an operator under article 28(2) Of this Order shall be accurate and up-to-date records so kept as to show, On any date, in relation to each person who has during the period of 2 years immediately preceding that date flown as a member of the crew of any public transport aircraft operated by that operator:

- (a) the date and particulars of each test required by this Schedule undergone by that person during the said period including the name and qualifications of the examiner;
- (b) the date upon which that person last practiced the carrying out of duties referred to in paragraph 1(1)(b) of this Schedule;
- (c) the operator's conclusions based on each such test and practice as to that person's competence to perform his duties;
- (d) the date and particulars of any decision taken by the operator during the said period in pursuance of paragraph 1 (5)(a) of this Schedule including particulars of the evidence upon which that decision was based.

(2) The operator shall whenever called upon to do so by any authorised person produce for the inspection of any person so authorised all records referred to in the preceding sub-paragraph and furnish to any such person all such information as he may require in connection with any such records and produce for his inspection all log books, certificates, papers and other documents, whatsoever which he may reasonably require to see for the purpose of determining whether such records are complete or of verifying the accuracy of their contents.

(3) The operator shall at the request of any person in respect of whom he is required to keep records as aforesaid furnish to that person, or to any operator of aircraft for the purpose of public transport by whom that person may subsequently be employed, particulars of any qualifications in accordance with this Schedule obtained by such person whilst in his service.

Article 27

PART C—

TRAINING MANUAL

The following information and instructions in relation to the training, experience, practice and periodical tests required under article 28(2) of this Order shall be included in the training manual referred to in article 27(2) of this Order:

- (i) the manner in which the training, practice and periodical tests required under article 28(2) and specified in Part B of Schedule 10 to this Order are to be carried out;
- (ii)
 - (a) the minimum qualifications and experience which the operator requires of persons appointed by him to give or to supervise the said training, practice and periodical tests;
 - (b) the type of training, practice and periodical tests which each such person is appointed to give or to supervise; and

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- (c) the type of aircraft in respect of which each such person is appointed to give or to supervise the said training, practice and periodical tests;
 - (iii) the minimum qualifications and experience required for each member of the crew undergoing the said training, practice and periodical tests;
 - (iv) the syllabus for, and specimen forms for recording, the said training, practice and periodical tests;
 - (v) the manner in which instrument flight conditions and engine failure are to be simulated in the aircraft in flight;
 - (vi) the extent to which the said training and testing is permitted in the course of flights for the purpose of public transport;
 - (vii) the use to be made in the said training and testing of apparatus approved for the purpose by the Authority.

SCHEDULE 11

Articles 61 and 63

DOCUMENTS TO BE CARRIED BY AIRCRAFT REGISTERED IN THE UNITED KINGDOM

On a flight for the purpose of public transport:

Documents A, B, C, D, E, F, H and, if the flight is international air navigation, Documents G and I.

On a flight for the purpose of aerial work:

Documents A, B, C, E, F and, if the flight is international air navigation, Documents G and I.

On a private flight, being international air navigation:

Documents A, B, C, G and I.

On a flight made in accordance with the terms of a permission granted to the operator pursuant to article 15 of this Order:

Document J.

For the purposes of this Schedule:

“A” means the licence in force under the Wireless Telegraphy Act 1949(3) in respect of the aircraft radio station installed in the aircraft, and the current telecommunication log book required by this Order;

“B” means the certificate of airworthiness in force in respect of the aircraft:

Provided that, with the permission in writing of the Authority, an aircraft to which article 26 of this Order applies need not carry the flight manual as part of this document if it carries an operations manual which includes:

- (i) the information shown in the Limitations and Emergency Procedures section of the flight manual; and
- (ii) performance instructions which are derived from the material contained in the Performance section of the flight manual;

“C” means the licences of the members of the flight crew of the aircraft;

“D” means one copy of the load sheet, if any, required by article 29 of this Order in respect of the flight;

(3) 1949 c. 54

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“E” means one copy of each certificate of maintenance review, if any, in force in respect of the aircraft;

“F” means the technical log, if any, in which entries are required to be made under article 10 of this Order;

“G” means the certificate of registration in force in respect of the aircraft;

“H” means the operations manual, if any, required by article 26(2)(a)(iii) of this Order to be carried on the flight;

“I” means a copy of the notified procedures to be followed by the pilot in command of an intercepted aircraft, and the notified visual signals for use by intercepting and intercepted aircraft;

“J” means the permission, if any, granted in respect of the aircraft pursuant to article 15 of this Order:

Provided that, with the permission in writing of the Authority, which may be granted subject to such conditions as it thinks fit, an aircraft to which article 26 of this Order applies need not carry such a permission if it carries an operations manual which includes the particulars specified at subparagraph (xvii) of Part A of Schedule 10 to this Order.

“International air navigation” means any flight which includes passage over the territory of any country other than the United Kingdom, except any of the Channel Islands, the Isle of Man, any country to which there is power to extend the Civil Aviation Act 1982(4) under section 108(1) thereof or any British Protected State.

SCHEDULE 12

Article 99

PENALTIES

PART A—

PROVISIONS REFERRED TO IN ARTICLE 99(5)

Article of Order	Subject Matter
3	Aircraft flying unregistered
5	Aircraft flying with false or incorrect markings
9(1)(a)	Flight without appropriate maintenance
9(1)(b)	Flight without a certificate of maintenance review
10	Failure to keep a technical log
11	Flight without a certificate of release to service
13	Flight without required equipment
14	Flight without required radio equipment
15	Minimum equipment requirements

(4) 1982 c. 16

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Article of Order	Subject Matter
16	Failure to keep log books
17	Requirement to weigh aircraft and keep weight schedule
19	Crew requirement
20	Requirement for appropriate licence
21(5) and (6)	Requirement for appropriate certificates
21(7)	Prohibition of flight after failure of test
21(8)(a)	Flight without valid medical certificate
21(9)	Flight in unfit condition
24	Instruction in flying without appropriate licence and rating
26	Operations manual requirement
27	Training manual requirement
28	Operator's responsibilities in connection with crew
29	Requirements for loading aircraft
30	Operational restrictions on aircraft
31	Aerodrome operating minima—UK registered aircraft
32	Aerodrome operating minima—foreign registered aircraft
33	Requirement for pilot to remain at controls
35	Preflight action by commander of aircraft
36	Requirement for passenger briefing
37	Additional duties of commander on flight for public transport of passengers
38	Requirements for radio station in aircraft to be licensed and for operation of same
39	Requirement for minimum navigation performance system
40	Use of flight recording systems and preservation of records
41	Towing of gliders
42	Towing, picking up and raising of persons and articles by aircraft
43	Dropping of articles and animals from aircraft
44	Dropping of persons
45	Requirement for aerial application certificate

Article of Order	Subject Matter
48	Carriage of persons in or on any part of an aircraft not designed for that purpose
49	Requirement for exits and break-in markings
53	Prohibition of smoking in aircraft
54	Requirement to obey lawful commands of aircraft commander
55	Prohibition of stowaways
56	Exhibitions of flying
58(3)	Operator's obligation to obtain flight time records of flight crew
59(2)	Flight crew member's obligation to inform operator of flight times
60	Flight time limitations
69(2)	Breach of the Rules of the Air and Air Traffic Control
71 (except (4))	Requirement for licensing of air traffic controllers and aerodrome flight information service officers
72	Requirement for aerodrome information service manual
74	Flight in contravention of restriction of flying regulations
75	Flight by balloons, kites, airships, gliders and parascending parachutes
76	Requirement for licensed aerodrome
78(5)	Contravention of conditions of aerodrome licence
79	Use of aeronautical radio stations
80	Requirement to keep aeronautical radio station records
84	Use of aeronautical lights
85(1)	Prohibition of dangerous lights
85(2)	Failure to extinguish or screen dangerous lights
87(1) and (2)	Management of aviation fuel at aerodromes
94 (except (4))	Requirement to report occurrences
97	Obstruction of persons performing duties under the Order

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PART B—
PROVISIONS REFERRED TO IN ARTICLE 99(6)

Article of Order	Subject Matter
6	Flight for the purpose of public transport without an air operator's certificate
7	Flight without a certificate of airworthiness
46	Prohibition of carriage of weapons and munitions of war
47	Prohibition of carriage of dangerous goods
50	Endangering safety of aircraft
51	Endangering safety of persons or property
52	Prohibition of drunkenness in aircraft
58(1)	Operator's obligation to regulate flight times of flight crew
58(2)	Operator's obligation not to allow flight by crew in dangerous state of fatigue
59(1)	Crew's obligation not to fly in dangerous state of fatigue
68 (except (3))	Use of false or unauthorised documents and records
87(3)	Use of aviation fuel which is unfit for use in aircraft
88	Restriction of flights for valuable consideration by non-UK registered aircraft
92	Restriction of Rights for aerial photography, aerial survey and aerial work by non-UK registered aircraft
93	Operators' or commanders' obligations in respect of flights over any foreign country
94(4)	Making false reports
95	Flight in contravention of direction not to fly

SCHEDULE 13

Article 101(4)

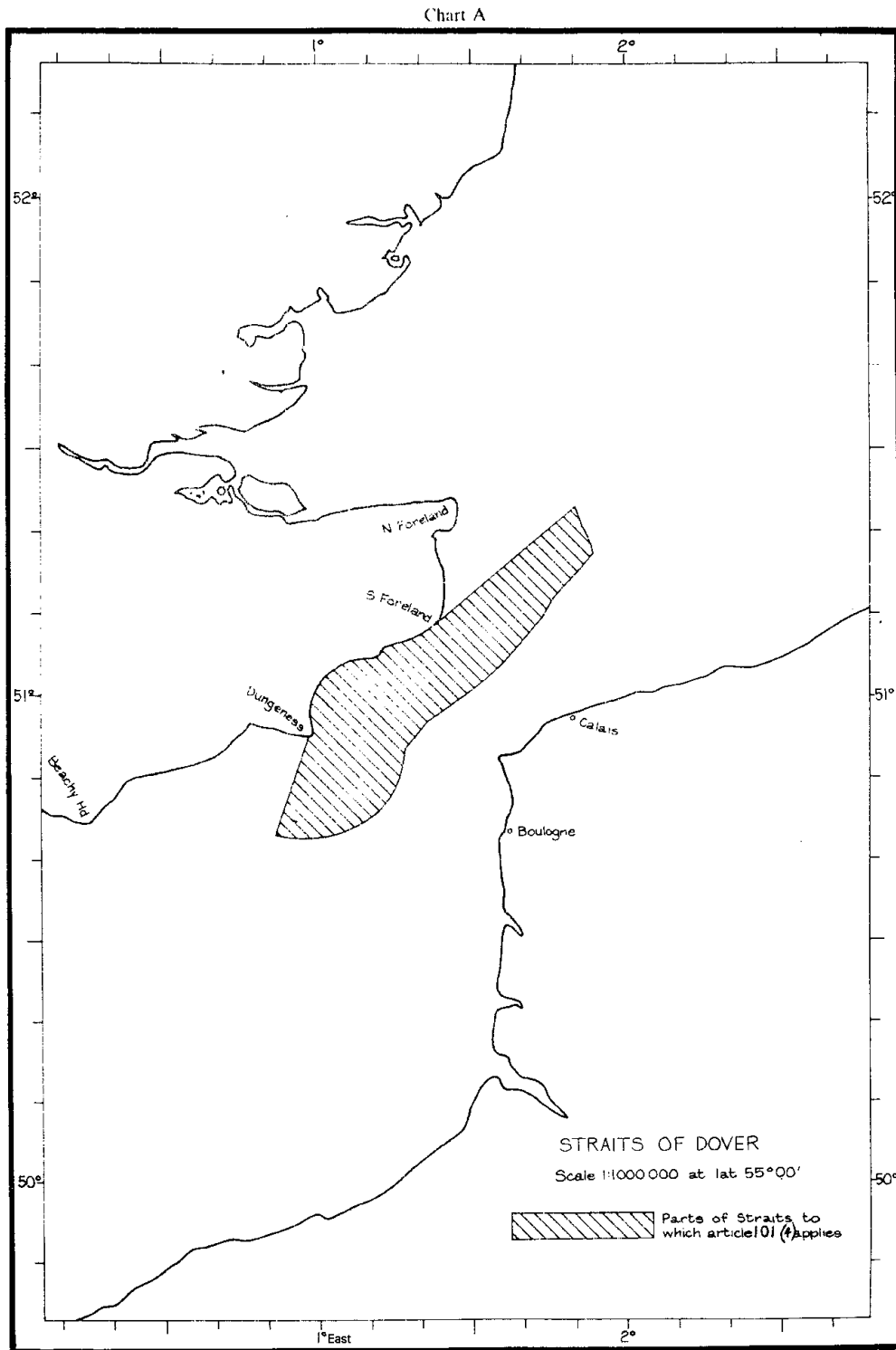
PARTS OF STRAITS SPECIFIED IN CONNECTION WITH THE FLIGHT OF
AIRCRAFT IN TRANSIT OVER UNITED KINGDOM TERRITORIAL WATERS

(1) The following parts of the straits named hereafter are hereby specified for the purposes of Article 101(4) of this Order:

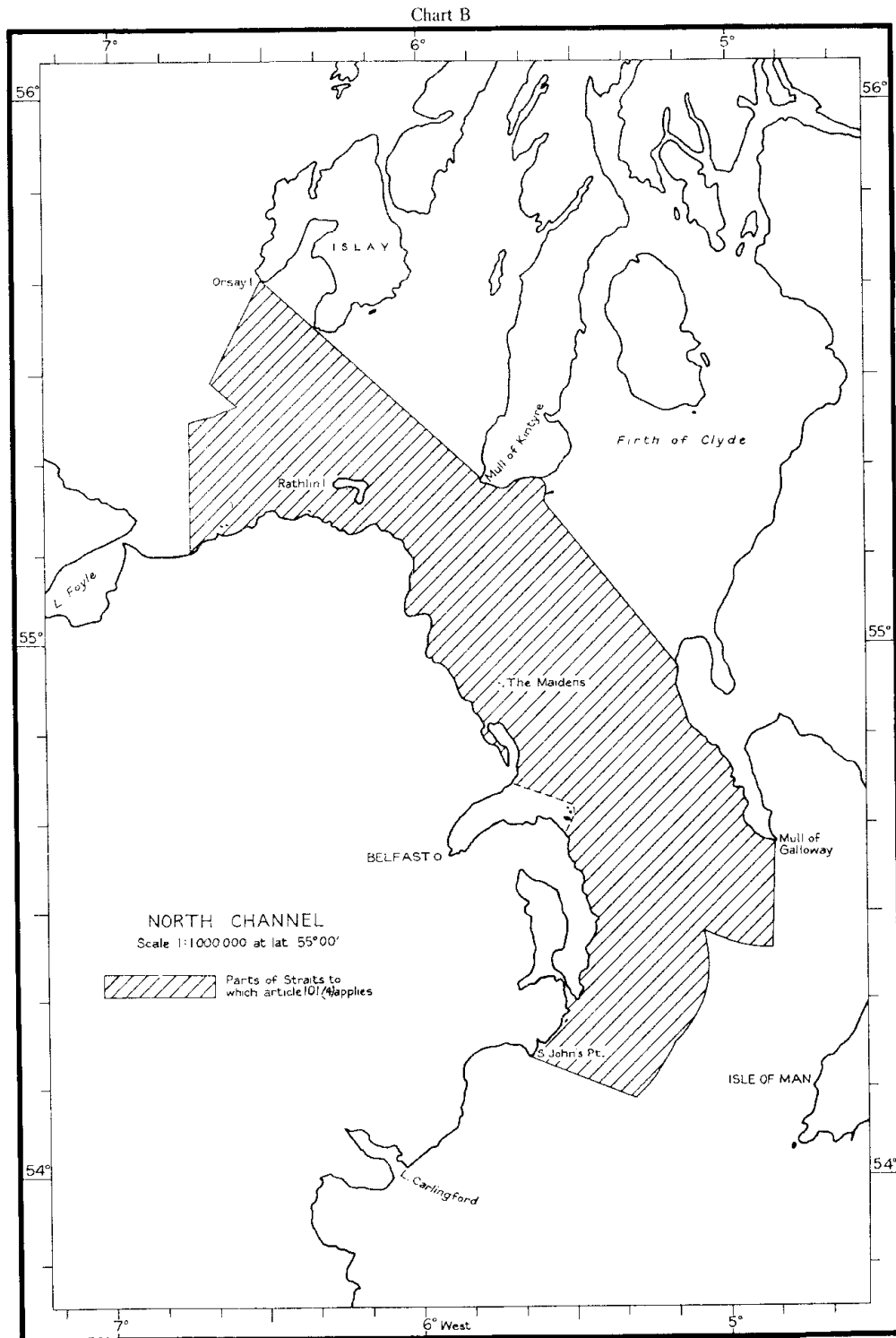
- (a) In the Straits of Dover, the territorial waters adjacent to the United Kingdom which are:

- (i) to the south of a rhumb line joining
position 51°08' 23" north latitude: 1°23' 00" east longitude and
position 51°22' 41" north latitude: 1°50' 06" east longitude; and
 - (ii) to the east of a rhumb line joining
position 50°54' 33" north latitude: 0°58' 05" east longitude and
position 50°43' 15" north latitude: 0°51' 39" east longitude;
 - (b) In the North Channel, the territorial waters adjacent to the United Kingdom which are:
 - (i) to the north of a rhumb line joining
position 54°13' 30" north latitude: 5°39' 28" west longitude and
position 54°09' 02" north latitude: 5°18' 07" west longitude;
 - (ii) to the west of a rhumb line joining
position 54°26' 02" north latitude: 4°51' 37" west longitude and
position 54°38' 01" north latitude: 4°51' 16" west longitude; and
 - (iii) to the east of a rhumb line joining
 - (a) position 55°40' 24" north latitude: 6°30' 59" west longitude and
position 55°29' 24" north latitude: 6°40' 31" west longitude;
 - (b) position 55°24' 54" north latitude: 6°44' 33" west longitude and
position 55°10' 15" north latitude: 6°44' 33" west longitude;
 - (c) In the Fair Isle Channel, the territorial waters adjacent to the United Kingdom which are:
 - (i) to the north of a rhumb line joining
position 59°10' 54" north latitude: 2°01' 32" west longitude and
position 59°33' 27" north latitude: 2°38' 35" west longitude; and
 - (ii) to the south of a rhumb line joining
position 59°51' 06" north latitude: 0°52' 10" west longitude and
position 59°51' 06" north latitude: 1°46' 36" west longitude.
- (2) The parts of each of the Straits specified in paragraph (1) are shown hatched on Charts A, B and C respectively.

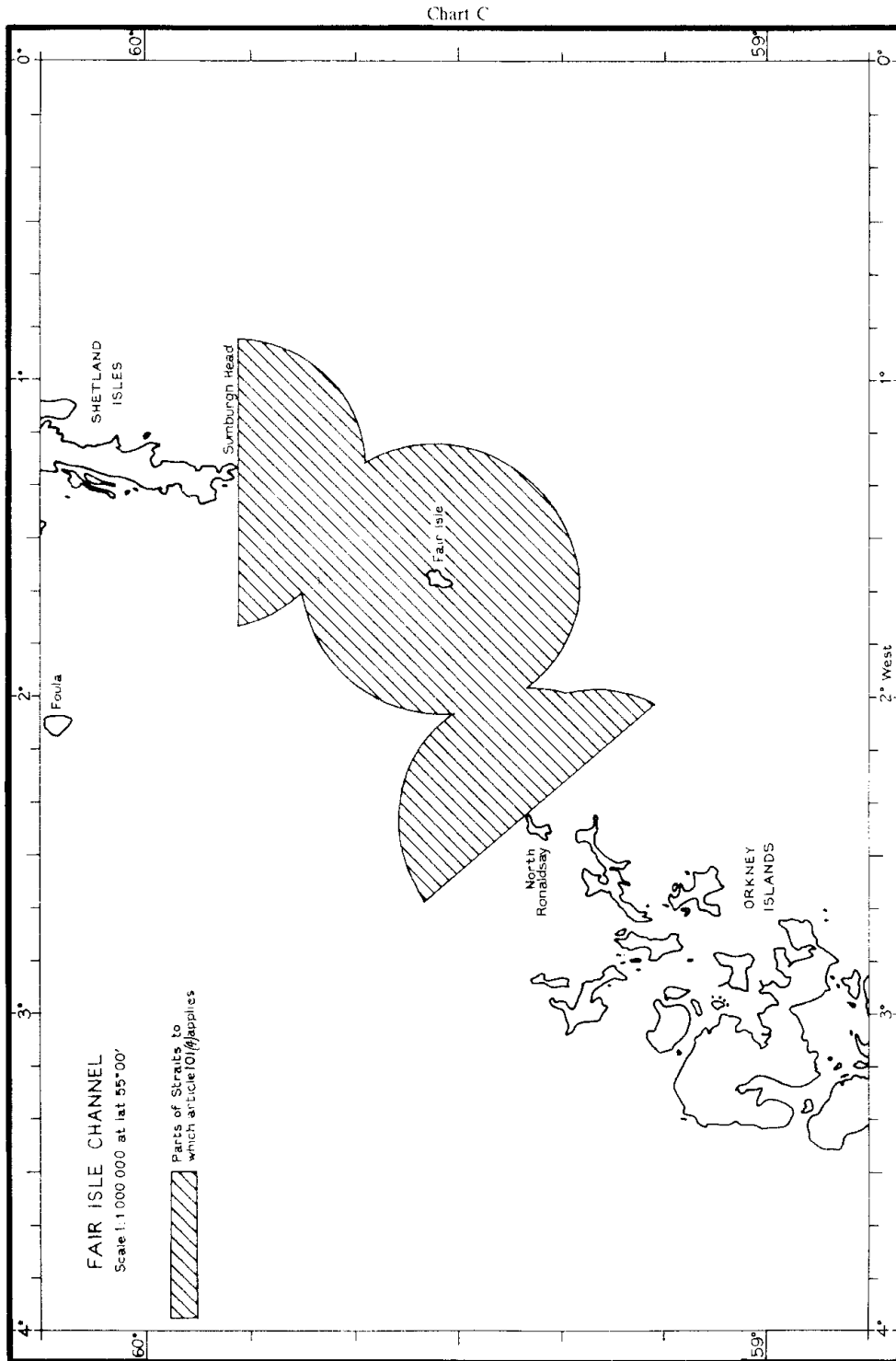
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Table of Comparison

The following Table shows, in relation to each article of the Air Navigation Order 1985, as amended,, the article of the 1989 Order in which it is reproduced.

1985 Order as amended	1989 Order	1985 Order as amended	1989 Order	1985 Order as amended	
1	1	34	37	68	73
2	2	35	38	69	74
3	3	36	39	70	75
4	4	37	40	71	76
5	5	38	41	72	77
6	6	39	42	73	78
7	7	40	43	74	79
8	8	41	44	75	80
9	9	42	45	76	81
10	10	43	46	77	82
11	11	44	47	78	83
12	12	45	48	79	84
13	13	46	49	80	85
14	14	47	50	81	86
14A	15	48	51	82	87
15	16	49	52	83	88
16	17	50	53	83A	89
17	18	51	54	84	92
18	19	52	55	84A	93
19	20	52A	56	85	94
20	21	53	57	86	95
21	22	54	58	87	96
22	23	55	59	88	97
23	24	56	60	89	98
24	25	57	61	90	99
25	26	58	62	91	100
26	27	59	63	91A	101
27	28	60	64	92	102
28	29	61	65	93	103
29	30	62	66	94	104

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1985 Order as amended	1989 Order	1985 Order as amended	1989 Order	1985 Order as amended	
30	31	62A	67	95	105
31	32	63	68	96	106
32	35	64	69	96A	107
32A	36	65	70	97	108
33	33	66	71	98	109
33A	34	67	72		