

SCHEDULE 8

FLIGHT CREW OF AIRCRAFT—LICENCES, RATINGS, QUALIFICATIONS AND MAINTENANCE OF LICENCE PRIVILEGES

PART A

Flight crew licences

SECTION 2

JAR-FCL Licences

SUB-SECTION 1

Aeroplane pilots

Private Pilot Licence (Aeroplane)

Minimum age—17 years

Maximum period of validity—5 years

Privileges and conditions:

(1) Subject to any conditions specified in respect of the licence, the privileges of the holder of a Private Pilot Licence (Aeroplane) are to act, but not for remuneration, as pilot in command or co-pilot of any aeroplane specified in a class or type rating included in Part XII of the licence engaged in non-revenue flights.

(2) The licence is subject to the conditions and restrictions specified in paragraph 1.175 of Section 1 of JAR-FCL 1.

(3) The holder shall not—

- (a) unless his licence includes an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes), fly as pilot in command of such an aeroplane—
 - (i) on a flight outside controlled airspace when the flight visibility is less than 3 km;
 - (ii) on a special VFR flight in a control zone in a flight visibility of less than 10 km except on a route or in an aerodrome traffic zone notified for the purpose of this subparagraph; or
 - (iii) out of sight of the surface;
- (b) unless his licence includes an instrument meteorological conditions rating (aeroplanes), fly as pilot in command or co-pilot of such an aeroplane flying in Class D or E airspace in circumstances which require compliance with the Instrument Flight Rules;
- (c) fly as pilot in command of such an aeroplane at night unless his licence includes a night rating (aeroplanes) or a night qualification (aeroplane); or
- (d) fly as pilot in command of such an aeroplane carrying passengers unless within the preceding 90 days he has made at least three take-offs and three landings as the sole manipulator of the controls of an aeroplane of the same type or class and if such a flight is to be carried out at night and his licence does not include an instrument rating (aeroplanes) at least one of those take-offs and landing shall have been at night.

Status: This is the original version (as it was originally made).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

Commercial Pilot Licence (Aeroplane)

Minimum age—18 years

Maximum period of validity—5 years

Privileges and conditions:

(1) Subject to any conditions specified in respect of the licence, the privileges of the holder of a Commercial Pilot Licence (Aeroplane) are to—

- (a) exercise all the privileges of the holder of a JAR-FCL Private Pilot Licence (Aeroplane) which includes a night qualification;
- (b) act as pilot in command or co-pilot of any aeroplane specified in a type or class rating included in Part XII of the licence on a flight other than a public transport flight;
- (c) act as pilot in command on a public transport flight of any aeroplane included in Part XII of the licence certificated for single pilot operation; and
- (d) act as co-pilot on a public transport flight of any aeroplane included in Part XII of the licence.

(2) The licence is subject to the conditions and restrictions specified in paragraph 1.175 of Section 1 of JAR-FCL 1.

(3) The holder shall not—

- (a) fly as pilot in command on a flight for the purpose of public transport unless he complies with the requirements of paragraph 1.960(a)(1) and (2) of Section 1 of JAR-OPS 1;
- (b) unless his licence includes an instrument rating (aeroplane), fly such an aeroplane on any scheduled journey;
- (c) fly as pilot in command of an aeroplane carrying passengers unless he has carried out at least three take-offs and three landings as pilot flying in an aeroplane of the same type or class or in a flight simulator, approved for the purpose, of the aeroplane type or class to be used, in the preceding 90 days;
- (d) as co-pilot serve at the flying controls in an aeroplane carrying passengers during take-off and landing unless he has served as a pilot at the controls during take-off and landing in an aeroplane of the same type or class or in a flight simulator, approved for the purpose, of the aeroplane type or class to be used, in the preceding 90 days;
- (e) as the holder of a licence which does not include a valid instrument rating (aeroplane) act as pilot in command of an aeroplane carrying passengers at night unless during the previous 90 days at least one of the take-offs and landings required in sub-paragraph (c) has been carried out at night; or
- (f) unless his licence includes an instrument rating (aeroplane), fly any such aeroplane of which the maximum total weight authorised exceeds 2,300 kg 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.

(4) The holder shall be entitled subject to paragraph (5), to fly as pilot in command of an aeroplane of a type or class specified in any flying instructor's rating, class rating instructor rating, flight instructor rating or assistant flying instructor's rating included in the licence on 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.

(5) The holder shall not be entitled to exercise privileges contained in paragraph (4) 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 under the privileges set out in paragraph (1) or (2) of these privileges.

Curtailed privileges of licence holders aged 60 years or more

(6) The holder of a licence who has attained the age of 60 years but not attained the age of 65 years shall not act as a pilot of an aeroplane on a public transport flight except where the holder is:

- (a) a member of a multi-pilot crew; and
- (b) the only pilot in the flight crew who has attained the age of 60 years.

(7) The holder of a licence who has attained the age of 65 years shall not act as a pilot of an aeroplane on a public transport flight.

Airline Transport Pilot Licence (Aeroplane)

Minimum age—21 years

Maximum period of validity—5 years

Privileges and conditions:

(1) Subject to any conditions specified in respect of the licence, the privileges of the holder of an Airline Transport Pilot Licence (Aeroplane) are to—

- (a) exercise all the privileges of the holder of a JAR-FCL Private Pilot Licence (Aeroplane), a JAR-FCL Commercial Pilot Licence (Aeroplane) and an instrument rating (aeroplane); and
- (b) act as pilot in command or co-pilot of any aeroplane specified in a type rating included in Part XII of the licence on a public transport flight.

(2) The licence is subject to the conditions and restrictions specified in paragraph 1.175 of Section 1 of JAR-FCL 1.

Curtailed privileges of licence holders aged 60 years or more

(3) The holder of a licence who has attained the age of 60 years but not attained the age of 65 years shall not act as a pilot of an aeroplane on a public transport flight except where the holder is—

- (a) a member of a multi-pilot crew; and
- (b) the only pilot in the flight crew who has attained the age of 60 years.

(4) The holder of a licence who has attained the age of 65 years shall not act as a pilot of an aeroplane on a public transport flight.

SUB-SECTION 2

Helicopter pilots

Private Pilot Licence (Helicopter)

Minimum age—17 years

Maximum period of validity—5 years

Privileges and conditions:

(1) Subject to any conditions specified in respect of the licence, the privileges of the holder of a Private Pilot Licence (Helicopter) are to act, but not for remuneration, as pilot in command or co-pilot of any helicopter included in a type rating in Part XII of the licence engaged in non-revenue flights.

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

(2) The licence is subject to the conditions and restrictions specified in paragraph 2.175 of Section 1 of JAR-FCL 2.

(3) The holder shall not—

- (a) fly as pilot in command of such a helicopter at night unless his licence includes a night rating (helicopters) or a night qualification (helicopter); or
- (b) fly as pilot in command of such a helicopter carrying passengers unless—
 - (i) within the preceding 90 days he has made at least three solo circuits, each to include take-offs and landings as the sole manipulator of the controls of a helicopter of the same type; or
 - (ii) if the privileges are to be exercised by night and his licence does not include an instrument rating, within the preceding 90 days he has made at least three circuits, each to include take-offs and landings by night as the sole manipulator of the controls of a helicopter of the same type.

Commercial Pilot Licence (Helicopter)

Minimum age—18 years

Maximum period of validity—5 years

Privileges and conditions:

(1) Subject to any conditions specified in respect of the licence, the privileges of the holder of a Commercial Pilot Licence (Helicopter) are to—

- (a) exercise all the privileges of the holder of a JAR-FCL Private Pilot Licence (Helicopter);
- (b) act as pilot in command or co-pilot of any helicopter included in a type rating in Part XII of the licence on a flight other than a public transport flight;
- (c) act as pilot in command on a public transport flight of any helicopter certificated for single-pilot operation included in Part XII of the licence;
- (d) act as co-pilot on a public transport flight in any helicopter included in Part XII of the licence required to be operated with a co-pilot.

(2) The licence is subject to the conditions and restrictions specified in paragraph 2.175 of Section 1 of JAR-FCL 2.

(3) The holder shall not fly as pilot in command on a flight for the purpose of public transport unless he complies with the requirements of paragraph 3.960(a)(2) of Section 1 of JAR-OPS 3.

(4) The holder shall not—

- (a) unless his licence includes an instrument rating (helicopter), fly such a helicopter on any scheduled journey or on any flight for the purpose of public transport other than in visual meteorological conditions;
- (b) fly as pilot in command of a helicopter carrying passengers unless he has carried out at least three circuits, each to include take-offs and landings, as pilot flying in a helicopter of the same type or a flight simulator of the helicopter type to be used, in the preceding 90 days; or
- (c) as the holder of a helicopter licence which does not include a valid instrument rating (helicopter), act as pilot in command of a helicopter carrying passengers at night unless during the previous 90 days at least one of the take-offs and landings required in subparagraph (b) has been carried out at night.

Curtailment of privileges of licence holders aged 60 years or more

(5) The holder of a licence who has attained the age of 60 years but not attained the age of 65 years shall not act as a pilot of a helicopter on a public transport flight except where the holder is—

- (a) a member of a multi-pilot crew; and
- (b) the only pilot in the flight crew who has attained the age of 60 years.

(6) The holder of a licence who has attained the age of 65 years shall not act as a pilot of a helicopter on a public transport flight.

Airline Transport Pilot Licence (Helicopter)

Minimum age—21 years

Maximum period of validity—5 years

Privileges and conditions:

(1) Subject to any conditions specified in respect of the licence, the privileges of the holder of an Airline Transport Pilot Licence (Helicopter) are to—

- (a) exercise all the privileges of the holder of a JAR-FCL Private Pilot Licence (Helicopter) and a JAR-FCL Commercial Pilot Licence (Helicopter); and
- (b) subject to paragraph (2), act as pilot in command or co-pilot in any helicopter included in a type rating in Part XII of the licence on a public transport flight.

(2) The holder shall not fly as pilot in command on a flight for the purpose of public transport unless he complies with the requirements of paragraph 3.960(a)(2) of Section 1 of JAR-OPS 3.

Curtailed of privileges of licence holders aged 60 years or more

(3) The holder of a licence who has attained the age of 60 years but not attained the age of 65 years shall not act as a pilot of a helicopter on a public transport flight except where the holder is—

- (a) a member of a multi-pilot crew; and
- (b) the only pilot in the flight crew who has attained the age of 60 years.

(4) The holder of a licence who has attained the age of 65 years shall not act as a pilot of a helicopter on a public transport flight.

SECTION 3

National Private Pilot's Licence (Aeroplanes)

National Private Pilot's Licence (Aeroplanes)

Minimum age—17 years

No maximum period of validity

Privileges and conditions:

(1) Subject to paragraphs (2), (3), (4), (5), (6) and (7) the holder of the licence shall be entitled to fly as pilot in command of any simple single engine aeroplane, microlight aeroplane or SLMG specified or otherwise falling within an aircraft rating included in the licence.

Flight outside the United Kingdom

- (2) He shall not fly—
 - (a) such a simple single engine aeroplane or a microlight aeroplane outside the United Kingdom except with the permission of the competent authority for the airspace in which he flies; or

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

- (b) such a SLMG in or over the territory of a Contracting State other than the United Kingdom except in accordance with permission granted by the competent authority of that State provided that he may fly a SLMG outside the United Kingdom if his licence includes a SLMG rating and a medical certificate appropriate for such a flight.

Flight for purpose of public transport and aerial work

(3) He shall not fly any such aeroplane for the purpose of public transport or aerial work except in the circumstances specified in paragraph (4).

(4) The circumstances referred to in paragraph (3) are that he flies such an aeroplane for the purpose of aerial work which consists of towing another aeroplane or glider in flight—

- (a) in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the holder of the licence and any person carried in the towing aeroplane or in any aeroplane or glider being towed are members; or
- (b) in an aeroplane owned, or operated under arrangements entered into, by an organisation approved by the CAA for the purpose of this provision when—
 - (i) the holder of the licence is a member of an organisation approved by the CAA for the purpose of this provision; and
 - (ii) any person carried in the towing aeroplane or in any aeroplane or glider being towed is a member of an organisation approved by the CAA for the purpose of this provision.

Prohibitions on flight in specified conditions

(5) He shall not fly—

- (a) as pilot in command of such a simple single engine aeroplane on a flight outside controlled airspace when the flight visibility is less than 5 km;
- (b) as pilot in command of such a SLMG or microlight aeroplane on a flight outside controlled airspace when the flight visibility is less than 3 km;
- (c) as pilot in command of any such aeroplane—
 - (i) on a special VFR flight in a control zone in a flight visibility of less than 10 km;
 - (ii) out of sight of the surface; or
 - (iii) at night; or
- (d) as pilot in command of any such aeroplane in circumstances which require compliance with the Instrument Flight Rules.

Carriage of persons

(6) He shall not fly as pilot in command of any such aeroplane—

- (a) when the total number of persons carried (including the pilot) exceeds four; or
- (b) when carrying passengers unless within the preceding 90 days he has made at least three take-offs and three landings as the sole manipulator of the controls of an aeroplane of the same class as that being flown.

Differences training

(7) He shall not fly—

- (a) as pilot in command of such a simple single engine aeroplane where—
 - (i) the aeroplane is fitted with a tricycle undercarriage;
 - (ii) the aeroplane is fitted with a tailwheel;
 - (iii) the engine is fitted with either a supercharger or turbo-charger;
 - (iv) the engine is fitted with a variable pitch propeller;

- (v) the landing gear is retractable;
- (vi) a cabin pressurisation system is fitted; or
- (vii) the aeroplane has a maximum continuous cruising speed in excess of 140 knots indicated airspeed;

unless appropriate differences training has been completed and recorded in his personal flying log book; or

- (b) as pilot in command of such a microlight aeroplane where—
 - (i) the aeroplane has 3 axis controls and his previous training and experience has only been in an aeroplane with flexwing controls; or
 - (ii) the aeroplane has flexwing controls and his previous training and experience has only been in an aeroplane with 3 axis controls;

unless appropriate differences training has been completed and recorded in his personal flying logbook.