

## SCHEDULE 8

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

#### **PART A**

##### Flight crew licences

##### *SECTION 1*

##### *United Kingdom Licences*

##### SUB-SECTION 1 Aeroplane pilots

##### **Private Pilot's Licence (Aeroplanes)**

*Minimum age—17 years*

*No maximum period of validity*

##### *Privileges:*

(1) Subject to paragraph (2), the holder of a Private Pilot's Licence (Aeroplanes) shall be entitled to fly as pilot in command or co-pilot of an aeroplane of any of the types or classes specified or otherwise falling within an aircraft rating included in the licence.

(2) He shall not—

(a) 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, class rating instructor rating, flight instructor 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 flying club of which the holder of the licence and any person carried in the aircraft or in any glider towed by the aircraft are members;

(b) receive any remuneration for his services as a pilot on a flight save that if his licence includes a flying instructor's rating, a flight instructor rating or an assistant flying

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- instructor's rating by virtue of which he is entitled to give instruction in flying microlight aeroplanes 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) in a microlight aircraft or a self launching motor glider;
- (c) 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 sub-paragraph; or
    - (iii) out of sight of the surface;
  - (d) fly as pilot in command of such an aeroplane at night unless his licence includes a night rating (aeroplanes) or a night qualification (aeroplane);
  - (e) unless his licence includes an instrument rating (aeroplane), fly as pilot in command or co-pilot of such an aeroplane flying in Class A, B or C airspace in circumstances which require compliance with the Instrument Flight Rules;
  - (f) unless his licence includes an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes), fly as pilot in command or co-pilot of such an aeroplane flying in Class D or E airspace in circumstances which require compliance with the Instrument Flight Rules; or
  - (g) fly as pilot in command of such an aeroplane carrying passengers unless 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 (aeroplane) at least one of those take-offs and landings shall have been at night.

### **Basic Commercial Pilot's Licence (Aeroplanes)**

*Minimum age—18 years*

*Maximum period of validity—10 years*

*Privileges:*

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

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

(3) He shall not—

- (a) 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 aeroplanes;

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- (b) fly such an aeroplane on a flight for the purpose of public transport if its maximum total weight authorised exceeds 2,300 kg;
  - (c) fly such an aeroplane on any scheduled journey;
  - (d) 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) 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) fly such an aeroplane at night, unless his licence includes a night rating (aeroplanes) or a night qualification (aeroplane);
  - (g) 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 purposes of this sub-paragraph; or
    - (iii) out of sight of the surface;
  - (h) unless his licence includes an instrument rating (aeroplane), fly as pilot in command or co-pilot of such an aeroplane flying in Class A, B or C airspace in circumstances which require compliance with the Instrument Flight Rules;
  - (i) unless his licence includes an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes), fly as pilot in command or co-pilot of such an aeroplane flying in Class D or E airspace in circumstances which require compliance with the Instrument Flight Rules; or
  - (j) fly as pilot in command of such an aeroplane carrying passengers unless 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 the flight is to be undertaken at night and his licence does not include an instrument rating (aeroplane) at least one of those take-offs and landings shall have been at night.
- (4) Subject to paragraph (5), he shall be entitled to fly as pilot in command of an aeroplane of a type or class specified in an instructor's rating included in the licence on a flight for the purpose of aerial work which consists of—
- (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) He shall not be entitled to exercise the 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.

(6) Subject to paragraph (7) he shall be entitled to fly as co-pilot of any aeroplane of a type specified in an aircraft rating included in the licence when the aeroplane is 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

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experience as pilot in command of aeroplanes other than self-launching motor gliders and microlight aeroplanes and the aeroplane is certificated for single pilot operation.

(7) 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 a Commercial Pilot's Licence (Aeroplanes) shall be entitled to exercise the privileges of a United Kingdom Private Pilot's Licence (Aeroplanes) which includes an instrument meteorological conditions rating (aeroplanes) and a night rating (aeroplanes) or night qualification (aeroplane), 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 3 km;
- (b) when the aeroplane is taking off or landing at any place notwithstanding that the flight visibility below cloud is less than 1,800 metres.

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

(3) He shall not—

- (a) unless his licence includes an instrument rating (aeroplane), fly such an aeroplane on any scheduled journey;
- (b) fly as pilot in command of an aeroplane carrying passengers unless 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;
- (c) 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;
- (d) as the holder of a licence which does not include a valid instrument rating (aeroplane), fly as pilot in command of an aeroplane carrying passengers at night unless during the previous 90 days at least one of the take-offs and landings required in sub-paragraph (b) has been carried out at night;
- (e) 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;
- (f) fly such an aeroplane on a flight for the purpose of public transport unless it is certificated for single pilot operation;

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- (g) 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; or
- (h) unless his licence includes an instrument rating (aeroplane), fly as pilot in command or co-pilot of such an aeroplane flying in Class A, B or C airspace in circumstances which require compliance with the Instrument Flight Rules.

(4) Subject to paragraph (5), he shall be entitled to fly as pilot in command of an aeroplane of a type or class specified in an instructor's rating included in the licence on a flight for the purpose of aerial work which consists of—

- (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) He 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.

(6) Subject to paragraph (7) he shall be entitled to fly as co-pilot of any aeroplane of a type specified in an aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever.

(7) 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.

### **Airline Transport Pilot's Licence (Aeroplanes)**

*Minimum age—21 years*

*Maximum period of validity—10 years*

*Privileges:*

The holder of an Airline Transport Pilot's Licence (Aeroplanes) shall be entitled to exercise the privileges of a United Kingdom Commercial Pilot's Licence (Aeroplanes) except that subparagraph (3)(f) of those privileges shall not apply.  
SUB-SECTION 2 Helicopter and gyroplane pilots

### **Private Pilot's Licence (Helicopters)**

*Minimum age—17 years*

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*No maximum period of validity*

*Privileges:*

(1) Subject to paragraph (2), the holder of a Private Pilot's Licence (Helicopters) shall be entitled to fly as pilot in command or co-pilot of any helicopter of a type specified in an aircraft rating included in the licence.

(2) He shall not—

(a) fly such a helicopter 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, flight instructor rating or an assistant flying instructor's rating; or

(ii) the conducting of flying tests for the purposes of this Order;

in either case in a helicopter 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) 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 sub-paragraph (a);

(c) fly as pilot in command of such a helicopter at night unless his licence includes a night rating (helicopters) or a night qualification (helicopter);

(d) unless his licence includes an instrument rating (helicopter) fly as pilot in command or co-pilot of such a helicopter flying in Class A, B or C airspace in circumstances which require compliance with the Instrument Flight Rules; or

(e) fly as pilot in command of such a helicopter carrying passengers unless—

(i) within the preceding 90 days he has made at least three circuits, each to include take-offs and landings, as the sole manipulator of the controls of a helicopter of the same type; or

(ii) if the privileges are to be exercised by night and 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.

### **Private Pilot's Licence (Gyroplanes)**

*Minimum age—17 years*

*No maximum period of validity*

*Privileges:*

(1) Subject to paragraph (2), the holder of a Private Pilot's Licence (Gyroplanes) shall be entitled to fly as pilot in command or co-pilot of any gyroplane of a type specified in the aircraft rating included in the licence.

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- (2) He shall not—
- (a) fly such a 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, flight instructor rating or an assistant flying instructor's rating; or
    - (ii) the conducting of flying tests for the purposes of this Order;in either case in a gyroplane 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) 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 sub-paragraph (a);
  - (c) fly as pilot in command of such a gyroplane at night unless his licence includes a night rating (gyroplanes) and he has within the immediately preceding 13 months carried out as pilot in command not less than 5 take-offs and five landings at a time when the depression of the centre of the sun was not less than 12° below the horizon.

### **Commercial Pilot's Licence (Helicopters and Gyroplanes)**

*Minimum age—18 years*

*Maximum period of validity—10 years*

*Privileges:*

- (1) Subject to paragraphs (2) and (5), the holder of a Commercial Pilot's Licence (Helicopters and Gyroplanes) shall be entitled—
- (a) to exercise the privileges of a United Kingdom Private Pilot's Licence (Helicopters) or a United Kingdom Private Pilot's Licence (Gyroplanes) which includes respectively either a night rating (helicopters) or night qualification (helicopter) or a night rating (gyroplanes); and
  - (b) to fly as pilot in command of any helicopter or gyroplane on which he is so qualified and which is of a type specified in an aircraft rating included in the licence when the helicopter or gyroplane is engaged on a flight for any purpose whatsoever.
- (2) He 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 such a helicopter on a flight for the purpose of public transport unless it is certificated for single pilot operation;
  - (c) fly such a helicopter on any flight for the purpose of public transport after he attains the age of 60 years unless the helicopter is fitted with dual controls and carries a second pilot who has not attained the age of 60 years and who holds an appropriate licence under this Order entitling him to act as pilot in command or co-pilot of that helicopter;

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- (d) unless his licence includes an instrument rating (helicopter) fly as pilot in command of such a helicopter flying in Class A, B or C airspace in circumstances which require compliance with the Instrument Flight Rules;
  - (e) 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;
  - (f) 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 (e) above has been carried out at night;
  - (g) fly such a gyroplane on a flight for the purpose of public transport unless it is certificated for single pilot operation;
  - (h) 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; or
  - (i) fly such a gyroplane on any flight for the purpose of public transport after he attains the age of 60 years unless the gyroplane is fitted with dual controls and carries a second pilot who has not attained the age of 60 years and who holds an appropriate licence under this Order entitling him to act as pilot in command or co-pilot of that gyroplane.
- (3) Subject to paragraphs (4) and (5) he shall be entitled to fly as co-pilot of any helicopter or gyroplane of a type specified in an aircraft rating included in the licence when the helicopter or gyroplane is engaged on a flight for any purpose whatsoever.
- (4) He shall not—
- (a) unless his licence includes an instrument rating (helicopter) fly as co-pilot of a helicopter flying in Class A, B or C airspace in circumstances which require compliance with the Instrument Flight Rules;
  - (b) as co-pilot serve at the flying controls in a helicopter carrying passengers during take-off and landing unless he has served as a pilot at the controls during take-off and landing in a helicopter of the same type or in a flight simulator of the helicopter type to be used, in the preceding 90 days; or
  - (c) unless his licence includes an instrument rating (helicopter) fly as co-pilot of a helicopter on any scheduled journey or on a flight for the purpose of public transport other than in visual meteorological conditions.
- (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 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:*



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The holder of an Airline Transport Pilot's Licence (Helicopters and Gyroplanes) shall be entitled to exercise the privileges of a United Kingdom Commercial Pilot's Licence (Helicopters and Gyroplanes) except that sub-paragraphs (2)(b) and (2)(g) of those privileges shall not apply.  
SUB-SECTION 3 Balloon and airship pilots

### **Private Pilot's Licence (Balloons and Airships)**

*Minimum age—17 years*

*No maximum period of validity*

*Privileges:*

(1) Subject to paragraph (2), the holder of a Private Pilot's Licence (Balloons and Airships) shall be entitled to fly as pilot in command of any type of balloon or airship on which he is so qualified and which is specified in an aircraft rating in the licence and co-pilot of any type of balloon or airship specified in such a rating.

(2) He shall not—

- (a) 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) 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 sub-paragraph (a); or
- (c) fly such a balloon unless he has within the immediately preceding 13 months carried out as pilot in command in a free balloon at least 5 flights each of not less than 5 minutes duration.

### **Commercial Pilot's Licence (Balloons)**

*Minimum age—18 years*

*Maximum period of validity—10 years*

*Privileges:*

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

(2) Subject to paragraph (3), 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.

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(3) 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 at least 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 a Commercial Pilot's Licence (Airships) shall be entitled to exercise the privileges of a United Kingdom 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 on which he is so qualified and which is specified in an aircraft rating included in the licence and as co-pilot of any type of airship specified in such a rating.

SUB-SECTION 4Glider pilots

### **Commercial Pilot's Licence (Gliders)**

*Minimum age—18 years*

*Maximum period of validity—10 years*

*Privileges:*

The holder of a Commercial Pilot's Licence (Gliders) 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 680 kg;
- (b) any glider of which the maximum total weight authorised exceeds 680 kg and which is of a type specified in the rating included in the licence.

SUB-SECTION 5Other flight crew

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

*Minimum age—21 years*

*Maximum period of validity—10 years*

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*Privileges:*

The holder of a Flight Navigator's Licence shall be entitled to act as flight navigator in any aircraft.

### **Flight Engineer's Licence**

*Minimum age—21 years*

*Maximum period of validity—10 years*

*Privileges:*

The holder of a Flight Engineer's Licence shall be entitled to act as flight engineer in any type of aircraft specified in an aircraft rating included in the licence.

### **Flight Radiotelephony Operator's Licence**

*Minimum age—16 years*

*Maximum period of validity—10 years*

*Privileges:*

The holder of a Flight Radiotelephony Operator's Licence 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.

## *SECTION 2*

### *JAR-FCL Licences*

#### SUB-SECTION 1 Aeroplane pilots

### **Private Pilot Licence (Aeroplane)**

*Minimum age—17 years*

*Maximum period of validity—5 years*

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*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.

**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

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- (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.

**Changes to legislation:** The Air Navigation Order 2005, PART A is up to date with all changes known to be in force on or before 16 June 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

## **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.

**Changes to legislation:** The Air Navigation Order 2005, PART A is up to date with all changes known to be in force on or before 16 June 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

(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

**Changes to legislation:** The Air Navigation Order 2005, PART A is up to date with all changes known to be in force on or before 16 June 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

- (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.

*Curtailed 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 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
  - (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—

**Changes to legislation:** The Air Navigation Order 2005, PART A is up to date with all changes known to be in force on or before 16 June 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations. (See end of Document for details) View outstanding changes

- (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.

**Changes to legislation:**

The Air Navigation Order 2005, PART A is up to date with all changes known to be in force on or before 16 June 2024. There are changes that may be brought into force at a future date. Changes that have been made appear in the content and are referenced with annotations.

[View outstanding changes](#)

**Changes and effects yet to be applied to :**

- Instrument by [S.I. 2006/1384 reg 16](#)
- Instrument by [S.I. 2006/1384 reg 17](#)
- Instrument appl in pt (mod) by [S.I. 2008/25 art 4 schedule](#)
- Part 10 (arts 107 - 120) subst by [S.I. 2009/1742 arts 23](#)

**Changes and effects yet to be applied to the whole Instrument associated Parts and Chapters:**

Whole provisions yet to be inserted into this Instrument (including any effects on those provisions):

- art 28A added (31.1.2008) by [S.I. 2007/3467 arts 25](#)
- art 31A added (31.1.2008) by [S.I. 2007/3467 arts 25](#)
- arts 32A - 32C added (31.1.2008) by [S.I. 2007/3467 arts 25](#)
- art 52A added by [S.I. 2007/274 art 4](#)
- art 54A added by [S.I. 2007/274 art 4](#)
- art 61A added (31.1.2008) by [S.I. 2007/3467 arts 211](#)
- art 62A added by [S.I. 2007/274 art 5](#)
- art 72A added by [S.I. 2007/274 art 4](#)
- art 141A added by [S.I. 2006/2316 art 2](#)
- arts 144A-144C added by [S.I. 2006/1384 reg 14](#)