

SCHEDULES

SCHEDULE 8

Articles 152 to 159

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

PART 1

Flight Crew Licences

CHAPTER 1

General conditions

Recent experience condition

1.—(1) In this Part, a reference to the “recent experience condition” in the privileges for aeroplane, helicopter and gyroplane licences is to the condition set out in this paragraph.

(2) The condition is that the holder of a licence must not operate an aircraft carrying passengers—

(a) as pilot in command or co-pilot unless the holder has carried out, in the preceding 90 days, at least three take-offs, approaches and landings as the sole manipulator of the controls of an aircraft of the same type or class or a full flight simulator representing that type or class; and

(b) as pilot in command at night unless the holder—

(i) has carried out in the preceding 90 days at least one take-off, approach and landing at night as the sole manipulator of the controls of an aircraft of the same type or class or a full flight simulator representing that type or class; or

(ii) holds an instrument rating.

Exception to the recent experience condition

2.—(1) In this Part, a reference to the “recent experience exception” in the privileges for aeroplane and helicopter private pilot's licences is to the condition set out in this paragraph.

(2) The condition is that—

(a) the intended flight will carry a single passenger who is also qualified to act as pilot in command on that flight; and

(b) the holder of the licence has informed the intended passenger that the holder does not meet the recent experience condition.

Excepted flights condition

3.—(1) In this Part, a reference to the “excepted flights condition” in the privileges for aeroplane, helicopter, gyroplane and balloon and airship private pilot's licences is to the condition set out in this paragraph.

Status: Point in time view as at 31/12/2020.

Changes to legislation: There are currently no known outstanding effects for the The Air Navigation Order 2016, SCHEDULE 8. (See end of Document for details)

(2) The condition is that the holder of a private pilot's licence may only fly on a public transport or commercial operations flight if it is a flight of the type mentioned in article 6(4a) of the ^{F1}... Air Operations Regulation.

Textual Amendments

F1 Word in Sch. 8 Pt. 1 Ch. 1 para. 3(2) omitted (31.12.2020) by virtue of The Aviation Safety (Amendment etc.) (EU Exit) Regulations 2019 (S.I. 2019/645), reg. 1, Sch. 1 para. 83(2) (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

Remuneration condition

4.—(1) In this Part, a reference to the “remuneration condition” in the privileges for aeroplane, helicopter, gyroplane and balloon and airship private pilot's licences is to the condition set out in this paragraph.

(2) The condition is that—

- (a) in the case of—
 - (i) instruction, the holder's licence includes an appropriate instructor certificate;
 - (ii) flying examinations, the holder is authorised to conduct such examinations by the CAA; and
- (b) remuneration or other valuable consideration is received for—
 - (i) the provision of flight instruction for the same type of licence;
 - (ii) the conduct of skill tests and proficiency checks for such a licence;
 - (iii) the training, testing and checking for the ratings or certificates attached to such a licence.

CHAPTER 2

United Kingdom Licences

SECTION 1

Aeroplane pilots

Private Pilot's Licence (Aeroplanes)

Minimum age:

17 years

Privileges:

- (1) The holder of a Private Pilot's Licence (Aeroplanes) is entitled—
 - (a) in accordance with the remainder of this paragraph, to fly for the purposes of non-commercial operations as pilot in command or co-pilot of an aeroplane of any of the types or classes specified in an aircraft rating included in the licence, unless prohibited by paragraph (2);
 - (b) to fly such an aeroplane for the purpose of commercial operation—

- (i) which consists of instruction or flying examinations, provided that—
 - (aa) in the case of instruction, the licence includes an appropriate instructor certificate; and
 - (bb) in the case of flying examinations, the holder is authorised to conduct such examinations by the CAA; or
 - (ii) where the excepted flights condition is met;
 - (c) to fly as pilot in command of such an aeroplane carrying passengers if—
 - (i) the recent experience condition is met; or
 - (ii) the recent experience exception is met;
 - (d) to fly as pilot in command of such an aeroplane under Instrument Flight Rules where the licence includes an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes);
 - (e) to fly as pilot in command of such an aeroplane at night where the licence includes a night rating (aeroplanes);
 - (f) to receive remuneration or other valuable consideration for services as a pilot on a flight if the remuneration condition is met.
- (2) The holder of a Private Pilot's Licence (Aeroplanes) may not fly an aeroplane mentioned in paragraph (1)(a)—
- (a) for the purpose of public transport or commercial operation (other than commercial operation permitted by sub-paragraph (1)(b));
 - (b) for remuneration or other valuable consideration (other than remuneration or other valuable consideration permitted by sub-paragraph (1)(f)); or
 - (c) other than as authorised by paragraph (1),
- unless authorised to do so by the CAA.

Commercial Pilot's Licence (Aeroplanes)

Minimum age:

18 years

Privileges:

- (1) The holder of a Commercial Pilot's Licence (Aeroplanes) is entitled—
- (a) 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);
 - (b) in accordance with the remainder of this paragraph, to fly as pilot in command or co-pilot of an aeroplane of any of the types or classes specified in an aircraft rating included in the licence when the aircraft is flying for the purposes of—
 - (i) commercial operation; or
 - (ii) public transport operation,unless prohibited by paragraph (2);

Status: Point in time view as at 31/12/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Air Navigation Order 2016, SCHEDULE 8. (See end of Document for details)

- (c) to fly as pilot in command of such an aeroplane on a flight for the purpose of public transport until the age of 60 years only where it is certificated for single pilot operation;
 - (d) to fly such an aeroplane on any flight for the purpose of public transport after attaining the age of 60 years where the aeroplane is fitted with dual controls and carries a second pilot who holds an appropriate licence under this Order entitling the second pilot to act as pilot in command or co-pilot of that aeroplane;
 - (e) to fly as pilot in command or co-pilot of such an aeroplane flying in Class A airspace where the licence includes an instrument rating (aeroplane);
 - (f) to fly as pilot in command or co-pilot of an aeroplane carrying passengers for the purpose of public transport where the recent experience condition is met.
- (2) The holder of a Commercial Pilot's Licence (Aeroplanes) may not fly an aeroplane mentioned in paragraph (1)(b)—
- (a) at any time after attaining the age of 65 years as pilot in command or co-pilot for the purpose of public transport; or
 - (b) other than as authorised by paragraph (1),
- unless authorised to do so by the CAA.

Airline Transport Pilot's Licence (Aeroplanes)

Minimum age:

21 years

Privileges:

The holder of an Airline Transport Pilot's Licence (Aeroplanes) is entitled to exercise the privileges of a United Kingdom Commercial Pilot's Licence (Aeroplanes) except that, in paragraph (1)(c) of the privileges of that licence, the words “where it is certificated for single pilot operation” do not apply.

SECTION 2

Helicopter and gyroplane pilots

Private Pilot's Licence (Helicopters)

Minimum age:

17 years

Privileges:

- (1) The holder of a Private Pilot's Licence (Helicopters) is entitled—
- (a) in accordance with the remainder of this paragraph, to fly as pilot in command or co-pilot of any helicopter of a type specified in an aircraft rating included in the licence, unless prohibited by paragraph (2);
 - (b) to fly such a helicopter for the purpose of commercial operation—

- (i) which consists of instruction or flying examinations, provided that—
 - (aa) in the case of instruction, the licence includes an appropriate instructor certificate; and
 - (bb) in the case of flying examinations, the holder is authorised to conduct such examinations by the CAA; or
 - (ii) where the excepted flights condition is met;
 - (c) to fly as pilot in command of such a helicopter carrying passengers if—
 - (i) the recent experience condition is met; or
 - (ii) the recent experience exception is met;
 - (d) to fly as pilot in command or co-pilot of such a helicopter under Instrument Flight Rules where the licence includes an instrument rating (helicopter);
 - (e) to fly as pilot in command of such a helicopter at night if the licence includes a night rating (helicopters);
 - (f) to receive remuneration or other valuable consideration for services as a pilot on a flight if the remuneration condition is met.
- (2) The holder of a Private Pilot's Licence (Helicopters) may not fly a helicopter mentioned in paragraph (1)(a)—
- (a) for the purpose of public transport or commercial operation (other than commercial operation permitted by sub-paragraph (1)(b));
 - (b) for remuneration or other valuable consideration (other than remuneration or other valuable consideration permitted by sub-paragraph (1)(f)); or
 - (c) other than as authorised by paragraph (1),
- unless authorised to do so by the CAA.

Commercial Pilot's Licence (Helicopters)

Minimum age:

18 years

Privileges:

- (1) The holder of a Commercial Pilot's Licence (Helicopters) is entitled—
- (a) to exercise the privileges of a United Kingdom Private Pilot's Licence (Helicopters) which includes a night rating (helicopters);
 - (b) in accordance with the remainder of this paragraph, to fly as pilot in command or co-pilot of a helicopter of any of the types or classes specified in an aircraft rating included in the licence when the aircraft is flying for the purposes of—
 - (i) commercial operation; or
 - (ii) public transport operation,unless prohibited by paragraph (2);
 - (c) to fly as pilot in command of such a helicopter on a flight for the purpose of public transport until the age of 60 years only where it is certificated for single pilot operation;

Status: Point in time view as at 31/12/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Air Navigation Order 2016, SCHEDULE 8. (See end of Document for details)

- (d) to fly such a helicopter for the purpose of public transport after attaining the age of 60 years where the helicopter is fitted with dual controls and carries a second pilot who holds an appropriate licence under this Order entitling the second pilot to act as pilot in command or co-pilot of that helicopter;
 - (e) to fly as pilot in command or co-pilot of such a helicopter under Instrument Flight Rules where the licence includes an instrument rating (helicopter);
 - (f) to fly as pilot in command or co-pilot of a helicopter carrying passengers for the purpose of public transport where the recent experience condition is met.
- (2) The holder of a Commercial Pilot's Licence (Helicopters) may not fly a helicopter mentioned in paragraph (1)(b)—
- (a) at any time after attaining the age of 65 years as pilot in command or co-pilot for the purpose of public transport; or
 - (b) other than as authorised by paragraph (1),
- unless authorised to do so by the CAA.

Airline Transport Pilot's Licence (Helicopters)

Minimum age:

21 years

Privileges:

The holder of an Airline Transport Pilot's Licence (Helicopters) is entitled to exercise the privileges of a Commercial Pilot's Licence (Helicopters) except that, in paragraph (1)(c) of the privileges of that licence, the words “only where it is certificated for single pilot operation” do not apply.

Private Pilot's Licence (Gyroplanes)

Minimum age:

17 years

Privileges:

- (1) The holder of a Private Pilot's Licence (Gyroplanes) is entitled—
- (a) in accordance with the remainder of this paragraph, to fly as pilot in command or co-pilot of any gyroplane of a type or a class specified in the aircraft rating included in the licence, unless prohibited by paragraph (2);
 - (b) to fly such a gyroplane for the purpose of commercial operation—
 - (i) which consists of instruction or flying examinations, provided that—
 - (aa) in the case of instruction, the licence includes an appropriate instructor certificate; and
 - (bb) in the case of flying examinations, the holder is authorised to conduct such examinations by the CAA; or

- (ii) where the excepted flights condition is met;
 - (c) to fly as pilot in command of such a gyroplane carrying passengers if the recent experience condition is met;
 - (d) to fly as pilot in command of such a gyroplane at night if the licence includes a night rating (gyroplanes);
 - (e) to receive remuneration or other valuable consideration for services as a pilot on a flight if the remuneration condition is met.
- (2) The holder of a Private Pilot's Licence (Gyroplanes) may not fly a gyroplane mentioned in paragraph (1)(a)—
- (a) for the purpose of public transport or commercial operation (other than commercial operation permitted by sub-paragraph (1)(b));
 - (b) for remuneration or other valuable consideration (other than remuneration or other valuable consideration permitted by sub-paragraph (1)(e));
 - (c) under Instrument Flight Rules; or
 - (d) other than as authorised by paragraph (1),
- unless authorised to do so by the CAA.

Commercial Pilot's Licence (Gyroplanes)

Minimum age:

18 years

Privileges:

- (1) The holder of a Commercial Pilot's Licence (Gyroplanes) is entitled—
- (a) to exercise the privileges of a United Kingdom Private Pilot's Licence (Gyroplanes) which includes a night rating (gyroplanes);
 - (b) in accordance with the remainder of this paragraph, to fly as pilot in command or co-pilot of a gyroplane of any of the types or classes specified in an aircraft rating included in the licence when the aircraft is flying for the purposes of—
 - (i) commercial operation; or
 - (ii) public transport operation,unless prohibited by paragraph (2);
 - (c) to fly as pilot in command of such a gyroplane on a flight for the purpose of public transport until the age of 60 years only where it is certificated for single pilot operation;
 - (d) to fly such a gyroplane on any flight for the purpose of public transport after attaining the age of 60 years where the gyroplane is fitted with dual controls and carries a second pilot who holds an appropriate licence under this Order entitling the second pilot to act as pilot in command or co-pilot of that gyroplane;
 - (e) to fly as pilot in command of such a gyroplane carrying passengers if the recent experience condition is met.
- (2) The holder of a Commercial Pilot's Licence (Gyroplanes) may not fly a gyroplane mentioned in paragraph (1)(b)—

Status: Point in time view as at 31/12/2020.

*Changes to legislation: There are currently no known outstanding effects for the
The Air Navigation Order 2016, SCHEDULE 8. (See end of Document for details)*

- (a) at any time after attaining the age of 65 years as pilot in command or co-pilot for the purpose of public transport;
 - (b) under Instrument Flight Rules; or
 - (c) other than as authorised by paragraph (1),
- unless authorised to do so by the CAA.

Commercial Pilot's Licence (Helicopters and Gyroplanes)

Minimum age:

18 years

Privileges:

- (1) The holder of a Commercial Pilot's Licence (Helicopters and Gyroplanes) is entitled—
 - (a) to exercise the privileges of a United Kingdom Private Pilot's Licence (Helicopters) which includes a night rating (helicopters) or a United Kingdom Private Pilot's Licence (Gyroplanes) which includes a night rating (gyroplanes);
 - (b) in accordance with the remainder of this paragraph, to exercise the privileges of a United Kingdom Commercial Pilot's Licence (Helicopters) and a United Kingdom Commercial Pilot's Licence (Gyroplanes), unless prohibited by paragraph (2);
 - (c) only where the holder has undertaken such training and passed such flight examinations as the CAA may require, to fly a gyroplane for the purposes of commercial operations or public transport.
- (2) The holder of a Commercial Pilot's Licence (Helicopters and Gyroplanes) may not fly a helicopter or gyroplane mentioned in the licences referred to in paragraph (1)(b)—
 - (a) at any time after attaining the age of 65 years as pilot in command or co-pilot for the purpose of public transport; or
 - (b) other than as authorised by paragraph (1),unless authorised to do so by the CAA.

Airline Transport Pilot's Licence (Helicopters and Gyroplanes)

Minimum age:

21 years

Privileges:

The holder of an Airline Transport Pilot's Licence (Helicopters and Gyroplanes) is entitled to exercise the privileges of a United Kingdom Commercial Pilot's Licence (Helicopters and Gyroplanes) except that in paragraph (1)(c) of the privileges of the United Kingdom Commercial Pilot's Licence (Helicopters) referred to in paragraph (1)(b) of that licence, the words “where it is certificated for single pilot operation” do not apply.

SECTION 3

Balloon and airship pilots

Private Pilot's Licence (Balloons and Airships)

Minimum age:

17 years

Privileges:

- (1) The holder of a Private Pilot's Licence (Balloons and Airships) is entitled—
 - (a) in accordance with the remainder of this paragraph, to fly as pilot in command or co-pilot of any type of balloon or airship on which the holder is so qualified and which is specified in an aircraft rating in the licence, unless prohibited by paragraph (2);
 - (b) to fly such a balloon or airship for the purpose of commercial operation—
 - (i) which consists of instruction or flying examinations, provided that—
 - (aa) in the case of instruction, the licence includes an appropriate instructor certificate; and
 - (bb) in the case of flying examinations, the holder is authorised to conduct such examinations by the CAA; or
 - (ii) where the excepted flights condition is met;
 - (c) to fly as pilot in command of such a balloon or airship at night if the licence includes a night rating (balloons and airships);
 - (d) to receive remuneration or other valuable consideration for services as a pilot on a flight if the remuneration condition is met.
- (2) The holder of a Private Pilot's Licence (Balloons and Airships) may not fly a balloon or airship mentioned in paragraph (1)(a)—
 - (a) for the purpose of public transport or commercial operation (other than commercial operation permitted by sub-paragraph (1)(c));
 - (b) for remuneration or other valuable consideration (other than remuneration or other valuable consideration permitted by sub-paragraph (1)(e)); or
 - (c) other than as authorised by paragraph (1),unless authorised to do so by the CAA.

Commercial Pilot's Licence (Balloons)

Minimum age:

18 years

Privileges:

- (1) The holder of a Commercial Pilot's Licence (Balloons) is entitled—

Status: Point in time view as at 31/12/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Air Navigation Order 2016, SCHEDULE 8. (See end of Document for details)

- (a) to exercise the privileges of a United Kingdom Private Pilot's Licence (Balloons and Airships);
- (b) in accordance with the remainder of this paragraph, to fly as pilot in command or co-pilot of any type of balloon specified in the aircraft rating included in the licence when the balloon is flying for the purpose of commercial operations, unless prohibited by paragraph (2);
- (c) to fly as pilot in command of any type of balloon specified in the aircraft rating included in the licence for the purpose of the public transport of passengers where the holder has within the immediately preceding 90 days carried out as pilot in command in a free balloon at least three flights each of not less than five minutes duration.

(2) The holder of a Commercial Pilot's Licence (Balloons) may not fly a balloon mentioned in paragraph (1)(b) or (c) other than as authorised by paragraph (1) unless permitted to do so by the CAA.

Commercial Pilot's Licence (Airships)

Minimum age:

18 years

Privileges:

The holder of a Commercial Pilot's Licence (Airships) is entitled to fly as pilot in command or co-pilot of any type of airship on which the holder is so qualified and which is specified in an aircraft rating included in the licence when the airship is flying for any purpose whatsoever.

SECTION 4

Other flight crew

Flight Navigator's Licence

Minimum age:

21 years

Privileges:

The holder of a Flight Navigator's Licence is entitled to act as flight navigator in any [F2 non-Part-21] aircraft.

Textual Amendments

- F2** Word in Sch. 8 Pt. 1 Ch. 2 substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), reg. 1, **Sch. 1 para. 83(3)** (with Sch. 3) (as amended by [S.I. 2019/1098](#), regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

Textual Amendments

- F2** Word in Sch. 8 Pt. 1 Ch. 2 substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), reg. 1, **Sch. 1 para. 83(3)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

Flight Engineer's Licence

Minimum age:

21 years

Privileges:

The holder of a Flight Engineer's Licence is entitled to act as flight engineer in any type of [F2non-Part-21] aircraft specified in an aircraft rating included in the licence.

Textual Amendments

- F2** Word in Sch. 8 Pt. 1 Ch. 2 substituted (31.12.2020) by [The Aviation Safety \(Amendment etc.\) \(EU Exit\) Regulations 2019 \(S.I. 2019/645\)](#), reg. 1, **Sch. 1 para. 83(3)** (with Sch. 3) (as amended by S.I. 2019/1098, regs. 1(3), 12); 2020 c. 1, Sch. 5 para. 1(1)

Flight Radiotelephony Operator's Licence

Minimum age:

14 years

Privileges:

The holder of a Flight Radiotelephony Operator's Licence is entitled to operate radiotelephony apparatus in any aircraft if the stability of the frequency radiated by the transmitter is maintained automatically but is not entitled to operate the transmitter, or to adjust its frequency, except by the use of external switching devices.

CHAPTER 3

National Private Pilot's Licence

National Private Pilot's Licence (Aeroplanes)

Minimum age:

17 years

Status: Point in time view as at 31/12/2020.

Changes to legislation: There are currently no known outstanding effects for the
The Air Navigation Order 2016, SCHEDULE 8. (See end of Document for details)

Privileges and conditions:

- (1) The holder of a National Private Pilot's Licence (Aeroplanes) is entitled—
- (a) in accordance with the remainder of this paragraph, to fly for the purposes of non-commercial operations as pilot in command of any SSEA, microlight aeroplane or SLMG for which a class rating is included in the licence provided that the total number of persons carried (including the pilot) does not exceed four, unless prohibited by paragraph (2);
 - (b) with the permission of the competent authority for the airspace in which the aircraft is being flown, to fly such a SSEA, microlight aeroplane or SLMG outside the United Kingdom;
 - (c) to fly such a microlight aeroplane or SLMG for the purpose of commercial operation—
 - (i) which consists of instruction or flying examinations, provided that—
 - (aa) in the case of instruction, the licence includes an appropriate instructor certificate; and
 - (bb) in the case of flying examinations, the holder is authorised to conduct such examinations by the CAA; or
 - (ii) where the excepted flights condition is met;
 - (d) to fly such a SSEA for the purpose of commercial operation where the excepted flights condition is met;
 - (e) to fly as pilot in command of such an SSEA, microlight aeroplane or SLMG carrying passengers if—
 - (i) the recent experience condition is met; or
 - (ii) the recent experience exception is met;
 - (f) to fly as pilot in command of any such SSEA or SLMG at night where the licence includes a night rating (aeroplanes);
 - (g) to receive remuneration or other valuable consideration for services as a pilot on a flight if the remuneration condition is met.
- (2) The holder of a National Private Pilot's Licence (Aeroplanes) may not fly an SSEA, microlight aeroplane or SLMG mentioned in paragraph (1)(a)—
- (a) for the purpose of public transport or commercial operation (other than commercial operation permitted by sub-paragraph (1)(c) or (d));
 - (b) for remuneration or other valuable consideration (other than remuneration or other valuable consideration permitted by sub-paragraph (1)(g));
 - (c) under Instrument Flight Rules; or
 - (d) other than as authorised by paragraph (1),
- unless authorised to do so by the CAA.

National Private Pilot's Licence (Helicopters)

Minimum age:

17 years

Privileges and conditions:

- (1) The holder of a National Private Pilot's Licence (Helicopters) is entitled—
- (a) in accordance with the remainder of this paragraph, to fly for the purposes of non-commercial operations as pilot in command of a single-engine helicopter with a maximum take-off mass of 2,000 kg or less for which a class rating is included in the licence provided that the total number of persons carried (including the pilot) does not exceed four, unless prohibited by paragraph (2);
 - (b) with the permission of the competent authority for the airspace in which the aircraft is being flown, to fly such a helicopter outside the United Kingdom;
 - (c) to fly such a helicopter for the purpose of commercial operation where the excepted flights condition is met;
 - (d) to fly as pilot in command of such a helicopter carrying passengers if—
 - (i) the recent experience condition is met; or
 - (ii) the recent experience exception is met.
- (2) The holder of a National Private Pilot's Licence (Helicopters) may not fly a helicopter mentioned in paragraph (1)(a)—
- (a) for the purpose of public transport or commercial operation (other than commercial operation permitted by sub-paragraph (1)(c));
 - (b) for remuneration or other valuable consideration;
 - (c) under Instrument Flight Rules;
 - (d) at night; or
 - (e) other than as authorised by paragraph (1),
- unless authorised to do so by the CAA.

PART 2

Ratings, certificates and qualifications

CHAPTER 1

Ratings, certificates and qualifications which may be included in
United Kingdom licences but not in National Private Pilot's Licences

SECTION 1

Aircraft ratings

- 1.** When included in a pilot licence an aircraft rating entitles the holder of the licence to act as pilot of aircraft of the types and classes specified in the aircraft rating and different types and classes of aircraft may be specified in respect of different privileges of a licence.
- 2.** When included in a Flight Engineer's Licence an aircraft rating entitles the holder of the licence to act as flight engineer only of aircraft of a type specified in the aircraft rating.

Status: Point in time view as at 31/12/2020.
Changes to legislation: There are currently no known outstanding effects for the
The Air Navigation Order 2016, SCHEDULE 8. (See end of Document for details)

SECTION 2

Other ratings

Instrument rating (aeroplane)

An instrument rating (aeroplane) entitles the holder of the licence to act as pilot in command or co-pilot of an aeroplane flying under the Instrument Flight Rules.

Instrument rating (helicopter)

An instrument rating (helicopter) entitles the holder of the licence to act as pilot in command or co-pilot of a helicopter flying under the Instrument Flight Rules.

Instrument meteorological conditions rating (aeroplanes)

An instrument meteorological conditions rating (aeroplanes) entitles the holder of the licence to act as pilot in command or co-pilot of an aeroplane flying under the Instrument Flight Rules except—

- (a) in Class A airspace; or
- (b) when the aeroplane is taking off or landing at any place if the flight visibility below cloud is less than 1,500 metres.

Night rating (helicopters)

A night rating (helicopters) entitles the holder of a United Kingdom Private Pilot's Licence (Helicopters) to act as pilot in command of a helicopter at night.

Night rating (gyroplanes)

A night rating (gyroplanes) entitles the holder of a United Kingdom Private Pilot's Licence (Gyroplanes) to act as pilot in command of a gyroplane at night.

Night rating (balloons and airships)

A night rating (balloons and airships) entitles the holder of a United Kingdom Private Pilot's Licence (Balloons and Airships) to act as pilot in command of a balloon or an airship at night.

SECTION 3

Instructor certificates

Flight instructor certificate (aeroplane)

A flight instructor certificate (aeroplane) entitles the holder of the licence to give instruction in flying aircraft of such types and classes as may be specified in the certificate for that purpose subject to the restrictions specified below.

Restrictions – restricted period

(1) Until the holder of a flight instructor certificate (aeroplane) has completed at least 100 hours flight instruction and, in addition, has supervised at least 25 solo flights by students, the privileges of the certificate are restricted.

(2) The restrictions will be removed from the certificate when the requirements specified in paragraph (1) have been met^{F3}...

Restrictions – restricted privileges

(1) The privileges are restricted to carrying out under the supervision of the holder of a flight instructor certificate (aeroplane) approved for this purpose—

- (a) flight instruction for—
 - (i) the issue of a National Private Pilot's Licence (Aeroplanes) and a United Kingdom Private Pilot Licence (Aeroplanes); and
 - (ii) class and type ratings for single-engine aeroplanes,
other than for the approval of first solo flights by day or by night and first solo cross country flights by day or by night; and
- (b) night flying instruction.

Textual Amendments

F3 Words in [Sch. 8 Pt. 2 Ch. 1](#) omitted (14.12.2017) by virtue of [The Air Navigation \(Amendment\) Order 2017 \(S.I. 2017/1112\)](#), arts. 1, **45(a)**

Textual Amendments

F3 Words in [Sch. 8 Pt. 2 Ch. 1](#) omitted (14.12.2017) by virtue of [The Air Navigation \(Amendment\) Order 2017 \(S.I. 2017/1112\)](#), arts. 1, **45(a)**

Flight instructor certificate (helicopter)

A flight instructor certificate (helicopter) entitles the holder of the licence to give instruction in flying helicopters of such types as may be specified in the certificate for that purpose subject to the restrictions specified below.

Restrictions – restricted period

(1) Until the holder of a flight instructor certificate (helicopter) has completed at least 100 hours flight instruction and, in addition, has supervised at least [^{F4}25 student pilot solo flight exercises], the privileges of the certificate are restricted.

(2) The restrictions will be removed from the certificate when the requirements specified in paragraph (1) have been met ^{F5}

Restrictions – restricted privileges

(1) The privileges are restricted to carrying out under the supervision of the holder of a flight instructor certificate (helicopter) approved for this purpose—

- (a) flight instruction for—
 - (i) the issue of a National Private Pilot's Licence (Helicopters) and a United Kingdom Private Pilot's Licence (Helicopters); and
 - (ii) type ratings for single-engine helicopters,
other than for the approval of first solo flights by day or by night and first solo cross country flights by day or by night; and
- (b) night flying instruction, provided the holder has undergone such training as the CAA may require.

Status: Point in time view as at 31/12/2020.

Changes to legislation: There are currently no known outstanding effects for the The Air Navigation Order 2016, SCHEDULE 8. (See end of Document for details)

Textual Amendments

- F4** Words in Sch. 8 Pt. 2 Ch. 1 substituted (14.12.2017) by [The Air Navigation \(Amendment\) Order 2017 \(S.I. 2017/1112\)](#), arts. 1, **45(b)(i)**
- F5** Words in Sch. 8 Pt. 2 Ch. 1 omitted (14.12.2017) by virtue of [The Air Navigation \(Amendment\) Order 2017 \(S.I. 2017/1112\)](#), arts. 1, **45(b)(ii)**

Textual Amendments

- F4** Words in Sch. 8 Pt. 2 Ch. 1 substituted (14.12.2017) by [The Air Navigation \(Amendment\) Order 2017 \(S.I. 2017/1112\)](#), arts. 1, **45(b)(i)**
- F5** Words in Sch. 8 Pt. 2 Ch. 1 omitted (14.12.2017) by virtue of [The Air Navigation \(Amendment\) Order 2017 \(S.I. 2017/1112\)](#), arts. 1, **45(b)(ii)**

Flight instructor certificate (gyroplanes)

A flight instructor certificate (gyroplanes) entitles the holder of the licence to give instruction in flying gyroplanes of such types as may be specified in the rating for that purpose.

Flight instructor certificate (restricted) (gyroplanes)

A flight instructor certificate (restricted) (gyroplanes) entitles the holder of the licence to give instruction in flying gyroplanes of such types as may be specified in the rating for that purpose, but—

- (a) such instruction must only be given—
 - (i) 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
 - (ii) who holds a pilot's licence endorsed with a flight instructor certificate entitling the holder to instruct on an aircraft of the same type or class as the aircraft on which instruction is being given;
- (b) does not entitle the holder of the licence to give directions to a person undergoing instruction in respect of the performance of that person's first—
 - (i) solo flight;
 - (ii) solo flight by night;
 - (iii) solo cross-country flight otherwise than by night; or
 - (iv) solo cross-country flight by night.

Type rating instructor certificate (multi-pilot aeroplane)

A type rating instructor certificate (multi-pilot aeroplane) entitles the holder to instruct licence holders for the issue of a multi-pilot aeroplane type rating, including the instruction required for multi-crew co-operation.

Type rating instructor certificate (helicopter)

A type rating instructor certificate (helicopter) entitles the holder to instruct licence holders for the issue of a helicopter type rating, including the instruction required for multi-crew co-operation.

Class rating instructor certificate (single-pilot aeroplane)

A class rating instructor certificate (single-pilot aeroplane) entitles the holder to instruct licence holders for the issue of a type or class rating for single-pilot aeroplanes.

Instrument rating instructor certificate (aeroplane)

An instrument rating instructor certificate (aeroplane) entitles the holder to conduct flight instruction for the issue of an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes).

Instrument rating instructor certificate (helicopter)

An instrument rating instructor certificate (helicopter) entitles the holder to conduct flight instruction for the issue of an instrument rating (helicopter) for a United Kingdom licence.

CHAPTER 2

Aircraft and instructor ratings and certificates which may be included in United Kingdom aeroplane pilot licences and in National Private Pilot's Licences (Aeroplanes)

Night rating (aeroplanes)

A night rating (aeroplanes) entitles the holder of a United Kingdom Private Pilot's Licence (Aeroplanes) or a National Private Pilot's Licence (Aeroplanes) to act as pilot in command of an aeroplane at night.

Microlight class rating

(1) Subject to paragraphs (2) to (6) and to the conditions of the licence in which it is included, a microlight class rating entitles the holder to act as pilot in command of any microlight aeroplane.

(2) If the current certificate of revalidation for the rating is endorsed "single seat only" the holder is only entitled to act as pilot in command of any single seat microlight aeroplane.

(3) If the aeroplane has—

- (a) three axis controls and the holder's previous training and experience has only been in an aeroplane with flexwing or weightshift controls;
- (b) flexwing or weightshift controls and the holder's previous training and experience has only been in an aeroplane with three axis controls; or
- (c) more than one engine,

before exercising the privileges of the rating the holder must complete appropriate differences training.

(4) The differences training mentioned in paragraph (3) must be given by a flight instructor entitled to instruct on the aeroplane on which the training is being given, recorded in the holder's personal flying logbook and endorsed and signed by the instructor conducting the training.

(5) Where the aeroplane is to be operated from water during take-off and landing, before exercising the privileges of the rating the holder must—

- (a) complete appropriate differences training; and
- (b) attain a pass in the Private or Professional Seamanship examination.

(6) The differences training mentioned in paragraph (5) must be given by a flight instructor entitled to instruct on the aeroplane on which the training is being given, recorded in the holder's personal flying logbook and endorsed and signed by the instructor conducting the training.

Status: Point in time view as at 31/12/2020.

*Changes to legislation: There are currently no known outstanding effects for the
The Air Navigation Order 2016, SCHEDULE 8. (See end of Document for details)*

SSEA class rating

(1) Subject to paragraphs (2) to (6) and to the conditions of the licence in which it is included, a SSEA class rating entitles the holder to act as pilot in command of any SSEA with a maximum take-off mass of not more than 2,000kg excluding any such aeroplane which is a SLMG or a microlight aeroplane.

(2) If the current certificate of revalidation for the rating is endorsed “single seat only” the holder is only entitled to act as pilot in command of a single seat SSEA.

(3) If the aeroplane—

- (a) is fitted with a tricycle undercarriage;
- (b) is fitted with a tailwheel;
- (c) is fitted with a supercharger or turbo-charger;
- (d) is fitted with a variable pitch propeller;
- (e) is fitted with retractable landing gear;
- (f) is fitted with a cabin pressurisation system; or
- (g) has a maximum continuous cruising speed in excess of 140 knots indicated airspeed,

before exercising the privileges of the rating, the holder must complete appropriate differences training.

(4) The differences training mentioned in paragraph (3) must be given by a flight instructor entitled to instruct on the aeroplane on which the training is being given, recorded in the holder's personal flying logbook and endorsed and signed by the instructor conducting the training.

(5) If the aeroplane is to be operated from water during take-off and landing, before exercising the privileges of the rating the holder must—

- (a) complete appropriate differences training; and
- (b) attain a pass in the Private or Professional Seamanship examination.

(6) The differences training mentioned in paragraph (5) must be given by a flight instructor entitled to instruct on the aero-plane on which the training is being given, recorded in the holder's personal flying logbook and endorsed and signed by the instructor conducting the training.

SLMG class rating

(1) Subject to paragraph (2) and to the conditions of the licence in which it is included, a SLMG class rating entitles the holder to act as pilot in command of any SLMG.

(2) If the current certificate of revalidation for the rating is endorsed “single seat only” the holder is only entitled to act as pilot in command of a single seat SLMG.

Flight instructor's certificate (microlight)

A flight instructor's certificate (microlight) entitles the holder of the licence to give instruction in flying microlight aeroplanes with the same type of control system for which the holder's licence is endorsed with a flight instructor's certificate.

Flight instructor's certificate (restricted) (microlight)

(1) Subject to paragraphs (2) and (3), a flight instructor's certificate (restricted) (microlight) entitles the holder of the licence to give instruction in flying microlight aeroplanes with the same type of control system for which the holder's licence is endorsed with a flight instructor's certificate.

(2) Such instruction must 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 flight instructor's certificate entitling that person to instruct on a microlight aeroplane with the same type of control system on which instruction is being given.

(3) A flight instructor's certificate (restricted) (microlight) does not entitle the holder of the licence to authorise the person undergoing instruction to perform a first solo flight or first solo cross-country flight.

Flight instructor's certificate (SLMG)

A flight instructor's certificate (SLMG) entitles the holder of the licence to give instruction in flying SLMGs.

CHAPTER 3

Ratings which may be included in National Private Pilot's Licences (Helicopters)

Helicopter type rating

A helicopter type rating for a single engine helicopter with a maximum total weight authorised of 2,000kg or less may be included in a National Private Pilot's Licence (Helicopters) granted under Part 6.

PART 3

Maintenance of Licence Privileges

CHAPTER 1

Requirement for revalidation and renewal

Validity, revalidation and renewal of certificates and ratings

- 1.—(1) The ratings and certificates listed in column 1 of the following tables—
 - (a) have the validity listed in the corresponding entry in column 2;
 - (b) are revalidated in accordance with the corresponding entry in column 3; and
 - (c) are renewed in accordance with the corresponding entry in column 4.
- (2) For the purposes of paragraph 1(1)(a)—
 - (a) ratings and certificates are valid from the date of issue until the end of the period specified in column 2 after the end of the month in which the rating or certificate was issued;
 - [^{F6}(b) as regards revalidation the rating and certificate are valid from the end of the period in paragraph (a) for the period specified in column 2—
 - (i) in relation to any rating or certificate that may be revalidated by meeting flight or instruction experience requirements, provided those experience requirements have been met; or
 - (ii) subject to sub-paragraph (2A), in relation to any other rating or certificate, provided that the rating or certificate is revalidated within the period of three months preceding the end of the period in paragraph (a); and]
 - (c) as regards renewal, the new rating or certificate is valid from the date of issue until the end of the period specified in column 2 after the end of the month in which the rating or certificate was renewed.

Status: Point in time view as at 31/12/2020.

Changes to legislation: There are currently no known outstanding effects for the The Air Navigation Order 2016, SCHEDULE 8. (See end of Document for details)

[^{F7}(2A) Where a rating or certificate is revalidated by a proficiency check prior to the last 3 months of the period specified in column 2, the period specified in column 2 commences from the end of the month in which the revalidation occurred.]

- (3) For the purposes of paragraphs 1(1)(b) and (c), a reference in the following tables to—
 - (a) a paragraph of Part-FCL is a reference to the applicant needing to complete the requirements specified in that paragraph; and
 - (b) completing training or passing a proficiency check are references to the applicant needing to take the specified action.

Table 1

Ratings for Aeroplanes

<i>Column 1 Rating</i>	<i>Column 2 Validity</i>	<i>Column 3 Revalidation</i>	<i>Column 4 Renewal</i>
Single-engine piston (SEP) class rating (land), TMG and SLMG rating	24 months	FCL.740.A (b)(1) and (4) of Part-FCL, provided a SEP aeroplane with three axis control system is used. Where both a SEP (land) and a TMG or SLMG rating are held, the requirements may be completed in either class and achieve revalidation of both ratings.	(a) complete such training as the CAA may require; and (b) pass the appropriate proficiency check in accordance with Appendix 9 to Part-FCL.
Single-engine piston (SEP) class rating (sea)	24 months	FCL.740.A (b)(1) and (4) of Part-FCL, provided a SEP aeroplane with three axis control system is used.	(a) complete such training as the CAA may require; and (b) pass the appropriate proficiency check in accordance with Appendix 9 to Part-FCL.
Single-engine turbo-prop (SET) aeroplanes class rating	24 months	FCL.740.A (b)(3) of Part-FCL.	(a) complete such training as the CAA may require; and (b) pass the appropriate proficiency check in accordance with Appendix 9 to Part-FCL.
Multi-engine piston (MEP) class rating	12 months	FCL.740.A (a) of Part-FCL.	(a) complete such training as the CAA may require; and (b) pass the appropriate proficiency check

Status: Point in time view as at 31/12/2020.

Changes to legislation: There are currently no known outstanding effects for the The Air Navigation Order 2016, SCHEDULE 8. (See end of Document for details)

Any type rating	12 months	FCL.740.A (a) of Part-FCL.	in accordance with Appendix 9 to Part-FCL. (a) complete such training as the CAA may require; and (b) pass the appropriate proficiency check in accordance with Appendix 9 to Part-FCL.
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Table 2

Ratings for Helicopters

<i>Column 1 Rating</i>	<i>Column 2 Validity</i>	<i>Column 3 Revalidation</i>	<i>Column 4 Renewal</i>
Any type rating	12 months	FCL 740.H (a) of Part-FCL.	(a) complete such training as the CAA may require; and (b) pass the appropriate proficiency check in accordance with Appendix 9 to Part-FCL.

Table 3

Ratings for Gyroplanes

<i>Column 1 Rating</i>	<i>Column 2 Validity</i>	<i>Column 3 Revalidation</i>	<i>Column 4 Renewal</i>
Any single engine class rating	24 months	(a) 12 hours flight time in the relevant class within the 12 months preceding the expiry of the rating, including— (i) 6 hours as pilot in command; (ii) 12 take-offs and landings; and (iii) a one-hour flight with the holder of a Flight Instructor certificate (Gyroplanes); or (b) complete such proficiency check as the CAA may require.	Complete such training and pass such proficiency check as the CAA may require.

Status: Point in time view as at 31/12/2020.
Changes to legislation: There are currently no known outstanding effects for the
 The Air Navigation Order 2016, SCHEDULE 8. (See end of Document for details)

Table 4

Ratings for Private Pilot's Licence (Balloons and Airships)

<i>Column 1 Rating</i>	<i>Column 2 Validity</i>	<i>Column 3 Revalidation</i>	<i>Column 4 Renewal</i>
Any rating	Valid provided that, within the 13 months preceding the date of the flight, the holder has flown as pilot in command of at least five flights, each of not less than five minutes in duration, in any type of balloon or airship for which the holder is qualified.	None	(a) complete such flights in accordance with article 142 so as to meet the requirement in column 2; or (b) complete such training and pass such proficiency check as the CAA may require.

Table 5

Ratings for Commercial Pilot's Licence (Balloons)

<i>Column 1 Rating</i>	<i>Column 2 Validity</i>	<i>Column 3 Revalidation</i>	<i>Column 4 Renewal</i>
Any rating, where used in connection with public transport	13 months	Pass such proficiency check as the CAA may require.	Complete such training and pass such proficiency check as the CAA may require.
Any rating, where used in connection with commercial operation	13 months	Have such flight experience as the CAA may require.	Complete such training and pass such proficiency check as the CAA may require.

Table 6

Ratings for Commercial Pilot's Licence (Airships)

<i>Column 1 Rating</i>	<i>Column 2 Validity</i>	<i>Column 3 Revalidation</i>	<i>Column 4 Renewal</i>
Any rating	12 months	FCL.740.As Part-FCL.	(a) of (a) complete such training as the CAA may require; and (b) pass the appropriate proficiency check in accordance with Appendix 9 to Part-FCL.

Table 7**Ratings for Flight Engineers and Flight Navigator's Licence**

Column 1 Rating	Column 2 Validity	Column 3 Revalidation	Column 4 Renewal
Any rating for Flight Navigator's Licence	13 months	(a) complete the appropriate proficiency check; and (b) have such experience as the CAA may require.	Complete such training and pass such proficiency check as the CAA may require.
Flight engineer type rating	12 months	Pass such proficiency check as the CAA may require.	Complete such training and pass such proficiency check as the CAA may require.

Table 8**Instrument and instrument meteorological conditions (IMC) ratings**

Column 1 Rating	Column 2 Validity	Column 3 Revalidation	Column 4 Renewal
Instrument (aeroplane) rating	12 months	FCL.625.A of Part-FCL.	FCL.625 (c) and (d) of Part-FCL.
Instrument (helicopter) rating	12 months	FCL.625.H of Part-FCL.	FCL.625 (c) and (d) of Part-FCL.
Instrument meteorological conditions (aeroplanes) rating	25 months	Pass such proficiency check as the CAA may require.	Complete such training and pass such proficiency check as the CAA may require.

Table 9**Instructor certificates**

Column 1 Rating	Column 2 Validity	Column 3 Revalidation	Column 4 Renewal
Flight instructor certificate (aeroplanes)	36 months	FCL.940.FI (a) and (b) of Part-FCL.	FCL.940.FI (c) of Part-FCL.
Flight instructor certificate (helicopters)	36 months	FCL.940.FI (a) and (b) of Part-FCL.	FCL.940.FI (c) of Part-FCL.
Flight instructor certificate (gyroplanes)	36 months	Pass such proficiency check as the CAA may require.	Complete such training and pass such proficiency check as the CAA may require.

Status: Point in time view as at 31/12/2020.

Changes to legislation: There are currently no known outstanding effects for the The Air Navigation Order 2016, SCHEDULE 8. (See end of Document for details)

Type rating instructor certificate (multi-pilot aeroplane)	36 months	FCL.940.TRI (a) of Part-FCL.	FCL.940.TRI (b) of Part-FCL.
Type rating instructor certificate (helicopter)	36 months	FCL.940.TRI (a) of Part-FCL.	FCL.940.TRI (b) of Part-FCL.
Class rating instructor certificate (single-pilot aeroplane)	36 months	FCL.940.CRI (a) and (b) of Part-FCL.	FCL.940.CRI (c) of Part-FCL.
Instrument rating instructor certificate (aeroplane)	36 months	FCL.940.IRI of Part-FCL.	FCL.940.IRI of Part-FCL.
Instrument rating instructor certificate (helicopter)	36 months	FCL.940.IRI of Part-FCL.	FCL.940.IRI of Part-FCL.

Textual Amendments

- F6** Sch. 8 Pt. 3 para. 1(2)(b) substituted (14.12.2017) by [The Air Navigation \(Amendment\) Order 2017 \(S.I. 2017/1112\)](#), arts. 1, **46(1)(a)**
- F7** Sch. 8 Pt. 3 para. 1(2A) inserted (14.12.2017) by [The Air Navigation \(Amendment\) Order 2017 \(S.I. 2017/1112\)](#), arts. 1, **46(1)(b)**

Issue of certificate of revalidation

2. Except in the case of holders of a Private Pilot's Licence (Balloons and Airships), a certificate of revalidation must be issued where any of the requirements for revalidation or renewal in the tables in paragraph 1 have been met.

Form of certificate of revalidation

3. A certificate of revalidation must be signed by a person authorised by the CAA to sign certificates of this kind and certify—

- (a) the functions to which the certificate relates;
- (b) the date on which it was signed;
- (c) that on the date on which the certificate was signed the relevant requirements for revalidation or renewal in the tables in paragraph 1 have been met;
- (d) where the relevant requirements for revalidation or renewal in the tables in paragraph 1 involve—
 - (i) the gaining of experience, the type or types of aircraft in which the experience was gained;
 - (ii) the taking of a test or proficiency check, the type of aircraft or flight simulator in or by means of which the test was conducted.

CHAPTER 2

Requirement for a Certificate of Revalidation to maintain the validity of, or renew, a rating specified in Chapter 2 or 3 of Part 2

4.—(1) A certificate of revalidation required by article 157 for a SSEA class rating, a microlight class rating or a SLMG class rating must be signed by a person authorised by the CAA to sign certificates of this kind and certify—

- (a) the rating to which the certificate relates;
- (b) that on a specified date the holder has satisfied the relevant requirements for issue in accordance with Table A and Table B;
- (c) the specified date; and
- (d) the date on which the period of validity of the certificate expires in accordance with subparagraph (3).

Table A – Requirements for issue of a certificate of revalidation for an aeroplane class rating included in Chapter 2 of Part 2

<i>Circumstances</i>	<i>Requirements</i>
1 On initial issue by the CAA	The holder of the licence has passed a NPPL General Skill Test with the authorised examiner signing the licence application form in an aeroplane of the class for which the certificate of revalidation is sought
2 There is a current valid certificate of revalidation for the rating	The holder of the licence has— (a) passed a NPPL General Skill Test with the authorised examiner signing the certificate in an aeroplane of the class for which the certificate of revalidation is sought; or (b) produced their personal flying log book to the authorised person signing the certificate and satisfied the authorised person that the holder satisfied the experience requirements specified in Table B
3 The last previous certificate of revalidation for the rating expired less than five years before the date on which the new certificate is to be signed	The holder of the licence has passed a NPPL General Skill Test with the authorised examiner signing the certificate in an aeroplane of the class for which the certificate of revalidation is sought
4 The last previous certificate of revalidation for the rating expired five years or more before the date on which the new certificate is to be signed	The holder of the licence has passed— (a) a NPPL General Skill Test with the authorised examiner signing the certificate in an aeroplane of the class for which the certificate of revalidation is sought; and (b) an oral theoretical knowledge examination conducted by the authorised examiner as part of the NPPL General Skill Test

Status: Point in time view as at 31/12/2020.

Changes to legislation: There are currently no known outstanding effects for the The Air Navigation Order 2016, SCHEDULE 8. (See end of Document for details)

Table B – Experience requirements for issue of certificate of revalidation in accordance with paragraph 2(b) of Table A

<i>Circumstances</i>	<i>Requirements</i>
1 Where one aeroplane class rating is held	<p>(a) The holder has, as a pilot, in an aeroplane specified in the aeroplane class rating and within the period of validity of the current certificate of revalidation for the rating—</p> <ul style="list-style-type: none"> (i) flown at least 12 hours which includes at least 8 hours as pilot in command; (ii) completed at least 12 take-offs and 12 landings; (iii) subject to sub-paragraph (b), undertaken at least one hour of flying training with an instructor entitled to give instruction on aeroplanes of that class; and (iv) flown at least six hours in the 12 months preceding the specified date. <p>(b) If the holder has not undertaken the flying training specified in paragraph 1(a)(iii) a certificate of revalidation may be issued but must be endorsed “single seat only”.</p>
2 Where two or three aeroplane class ratings are held	<p>(a) The holder has, as a pilot, within the period of validity of the current certificate of revalidation for each rating—</p> <ul style="list-style-type: none"> (i) flown a total of at least 12 hours in an aeroplane coming within any of the aeroplane class ratings which are held which includes at least a total of eight hours as pilot in command; (ii) completed not less than 12 take-offs and 12 landings in an aeroplane coming within any of the aeroplane class ratings which are held; (iii) subject to sub-paragraph (b), in an aeroplane coming within each of the aeroplane class ratings which are to be revalidated, either— <ul style="list-style-type: none"> (aa) flown at least one hour as pilot in command; or (bb) undertaken at least one hour of flying training with an instructor entitled to give instruction on aeroplanes of that class;

(iv) subject to sub-paragraph (b), undertaken at least one hour of flying training in aeroplanes coming within any of the aeroplane class ratings which are held, with instructors entitled to give instruction on aeroplanes of those classes; and

(v) flown at least six hours in the 12 months preceding the specified date in an aeroplane coming within any of the aeroplane class ratings which are held.

(b) If the holder has flown at least one hour as pilot in command as specified in paragraph 2(a)(iii)(aa) but has not undertaken the flying training specified in paragraph 2(a) (iv) a certificate of revalidation may be issued but must be endorsed “single seat only”.

(2) In the case of a certificate of revalidation for a class rating which is being issued on the basis of paragraph 1(b) of Table B, so that the holder of the licence has satisfied the experience requirements but without having had a flight with an instructor as part of that experience, the person signing the certificate must endorse the certificate “single seat only”.

(3) If the rating—

[^{F8}(a) has not expired, the new certificate is valid for 24 months from the end of the month which includes the expiry date of the existing certificate, except where the certificate is validated by a NPPL General Skill Test more than 3 months before the expiry date of the existing certificate, in which case the new certificate is valid for 24 months from the end of the month in which the test was taken;]

(b) has expired, the new certificate is valid for 24 months in addition to the remainder of the month in which the date of test falls.

Textual Amendments

F8 Sch. 8 Pt. 3 para. 4(3)(a) substituted (14.12.2017) by [The Air Navigation \(Amendment\) Order 2017 \(S.I. 2017/1112\)](#), arts. 1, **46(2)(a)**

5.—(1) A certificate of revalidation required by article 157 for a flight instructor's certificate (SLMG), a flight instructor's certificate (microlight), or an flight instructor's certificate (restricted) (microlight) must be signed by a person authorised by the CAA to sign certificates of this kind and certify—

- (a) the certificate to which the certificate of revalidation relates;
- (b) that on a specified date the holder has passed an appropriate test of the holder's ability to exercise the privileges of the certificate;
- (c) the specified date; and
- (d) the date on which the period of validity of the certificate expires in accordance with sub-paragraph (2).

(2) If the rating—

Status: Point in time view as at 31/12/2020.

Changes to legislation: There are currently no known outstanding effects for the *The Air Navigation Order 2016, SCHEDULE 8.* (See end of Document for details)

- [^{F9}(a) has not expired, the new certificate is valid for 36 months from the end of the month which includes the expiry date of the existing certificate, except where the test is taken more than 3 months before the expiry date of the existing certificate, in which case the new certificate is valid for 36 months from the end of the month in which the test was taken;]
- (b) has expired, the new certificate is valid for 36 months in addition to the remainder of the month in which the date of test falls.

Textual Amendments

F9 Sch. 8 Pt. 3 para. 5(2)(a) substituted (14.12.2017) by [The Air Navigation \(Amendment\) Order 2017 \(S.I. 2017/1112\)](#), arts. 1, **46(2)(b)**

6.—(1) A certificate of revalidation required by article 157 for a helicopter type rating must be signed by a person authorised by the CAA to sign certificates of this kind and certify—

- (a) the rating to which the certificate relates;
 - (b) that on a specified date the holder has satisfied the requirements of paragraphs FCL.740 and FCL.740.H of Part-FCL;
 - (c) the specified date; and
 - (d) the date on which the period of validity of the certificate expires in accordance with subparagraph (2).
- (2) If the rating—
- [^{F10}(a) has not expired, the new certificate is valid for 12 months from the end of the month which includes the expiry date of the existing certificate, except where the test is taken more than 3 months before the expiry date of the existing certificate, in which case the new certificate is valid for 12 months from the end of the month in which the test was taken;]
- (b) has expired, the new certificate is valid for 12 months in addition to the remainder of the month in which the date of test falls.

Textual Amendments

F10 Sch. 8 Pt. 3 para. 6(2)(a) substituted (14.12.2017) by [The Air Navigation \(Amendment\) Order 2017 \(S.I. 2017/1112\)](#), arts. 1, **46(2)(c)**

Status:

Point in time view as at 31/12/2020.

Changes to legislation:

There are currently no known outstanding effects for the The Air Navigation Order 2016, SCHEDULE 8.