

# LASORS

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## SECTION A

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## A1 INTRODUCTION

The Civil Aviation Authority (CAA) is empowered by the Air Navigation Order (ANO) to grant Joint Aviation Authority (JAA) and United Kingdom (UK) flight crew licences and associated ratings, where it is satisfied that the applicant is a fit person to hold the licence or rating concerned and is appropriately qualified to act in the capacity to which it relates. A holder of a JAR-FCL Licence is entitled to act as a member of flight crew in an aircraft registered in JAA member states within the privileges of the licence or rating. A holder of a United Kingdom national licence is entitled to act as a member of flight crew in aircraft registered in the UK within the privileges of the licence or rating concerned. Where no JAA licence or ratings exist the CAA may grant UK National licences with privileges restricted to UK registered aircraft, and in some cases, UK airspace.

This publication explains the privileges of JAA and UK National licences and associated ratings, sets out the requirements which have to be met for their grant and describes the administrative procedures for their issue, revalidation and renewal. It also explains the credits, which may be given towards certain requirements to persons with previous flying experience. Where exemption of the holder of a non-UK licence or rating is mentioned, such exemption is only available where the licence or rating was issued by a Contracting State whose own qualifying requirements meet the published minimum requirements of the International Civil Aviation Organisation (ICAO).

Extensive use of abbreviations is made to make this document more readable and to avoid repetition where this can be accomplished without causing confusion. A list of abbreviations used is at Section A, Appendix A.

Nothing in this publication is meant to conflict with aviation legislation. Where there is any doubt the legislation must be regarded as definitive. The precise privileges of licences and ratings are set out in Schedule 8 of the Air Navigation Order (please refer to Section A, Appendix F).

## A2 JAR-FCL CONCEPT AND MUTUAL RECOGNITION

### Background to JAR-FCL

European aviation systems had developed in the past with great variations in structures and details. Therefore, it has been necessary to write harmonised requirements.

The Civil Aviation Authorities of certain European States have agreed common comprehensive and detailed aviation requirements, referred to as the Joint Aviation Requirements (JAR). The aim is to minimise type certification problems on joint ventures, to facilitate

the export and import of aviation products, to make it easier for maintenance carried out in one European State to be accepted by the Civil Aviation Authority in another European State and to regulate commercial air transport operations, and for the issuance and maintenance of pilot and flight engineer licences.

JAR-FCL is the code developed for all categories of pilot and flight engineer licences so as to permit use of licences and ratings without further formality in any participating States.

<b>JAR-FCL 1</b>	applies to aeroplane licences
<b>JAR-FCL 2</b>	applies to helicopter licences
<b>JAR-FCL 3</b>	applies to medical Requirements
<b>JAR-FCL 4</b>	will apply to Flight Engineers
<b>JAR-FCL 5</b>	will apply to balloon and Glider licences

ICAO Annex 1 has been selected to provide the basic structure of JAR-FCL, the JAR for licensing, but with additional sub-division where considered appropriate. The content of Annex 1 has been used and added to where necessary by making use of existing European regulations.

JAR-FCL has been issued with no national variants. It has been accepted that JAR-FCL should be applied in practice and the lessons learned embodied in future amendments. The Civil Aviation Authorities of the JAA are therefore committed to early amendment in the light of experience.

Future development of the requirements of JAR-FCL will be in accordance with the JAA's Notice of Proposed Amendment (NPA) procedures. These procedures allow for the amendment of JAR-FCL to be proposed by the Civil Aviation Authority of any of the participating countries and by any organisation represented on the Joint Steering Assembly.

The Civil Aviation Authorities have agreed they should not unilaterally initiate amendment of their national codes without having made a proposal for amendment of JAR-FCL in accordance with the agreed procedure.

Amendments to the text in JAR-FCL are usually issued initially as 'Orange Paper' amendments. Orange Paper amendments are pages containing revised paragraphs, following NPA adoption. The issue of such pages avoids the need to re-paginate whole Subparts and are a clear method of identifying new texts.

Twenty-nine states from within the European Union (EU), European Free Trade Association (EFTA) and Eurocontrol blocks set out to pursue JAA membership. At the end of October 2006 the following nations had passed the Licensing Inspection to become fully approved JAA Member states:

<b>Austria</b>	- JAR-FCL 1 & 3
<b>Belgium</b>	- JAR-FCL 1, 2 & 3
<b>Croatia</b>	- JAR-FCL 1, 2 & 3
<b>Czech Republic</b>	- JAR-FCL 1, 2 & 3
<b>Denmark</b>	- JAR-FCL 1,2, 3 & 4
<b>Estonia</b>	- JAR-FCL 1, 2 & 3
<b>Finland</b>	- JAR-FCL 1,2 & 3
<b>France</b>	- JAR-FCL 1,2, 3 & 4
<b>Germany</b>	- JAR-FCL 1, 2, 3 & 4
<b>Greece</b>	- JAR-FCL 1 & 3
<b>Iceland</b>	- JAR-FCL 1,2 & 3
<b>Ireland</b>	- JAR-FCL 1, 2, 3 & 4
<b>Italy</b>	- JAR-FCL 1, 2 & 3
<b>Latvia</b>	- JAR-FCL 1, 2 & 3
<b>Lithuania</b>	- JAR-FCL 1, 2 & 3
<b>Malta</b>	- JAR-FCL 1 & 3
<b>Netherlands</b>	- JAR-FCL 1, 2, 3 & 4
<b>Norway</b>	- JAR-FCL 1,2 & 3
<b>Poland</b>	- JAR-FCL 1, 2 & 3
<b>Portugal</b>	- JAR-FCL 1, 2 & 3
<b>Romania</b>	- JAR-FCL 1, 2 & 3
<b>Slovenia</b>	- JAR-FCL 1 & 3
<b>Spain</b>	- JAR-FCL 1, 2 & 3
<b>Sweden</b>	- JAR-FCL 1, 2 & 3
<b>Switzerland</b>	- JAR-FCL 1 & 3
<b>Turkey</b>	- JAR-FCL 1 & 3
<b>United Kingdom</b>	- JAR-FCL 1,2 & 3

A definitive list of Full Member States currently recommended for mutual recognition is available on the JAA web site [www.jaa.nl](http://www.jaa.nl). Please refer to the web site for any updates made since publication.

## Current Status of JAR-FCL

JAR-FCL 1 (Aeroplane) Amendment 6 and JAR-FCL 2 (Helicopter) Amendment 4 were published on 1 August 2006 and are now available on the Joint Aviation Authorities web site at [www.jaa.nl](http://www.jaa.nl). Both these documents contain changes introduced as a result of the NPA process, and in particular NPA 25, which includes a major change to the structure of helicopter licensing and theoretical knowledge syllabi and examinations for both aeroplane and helicopter licence applicants.

Because these changes will have a possible legal and financial effect on UK licence holders and applicants for a licence, it will be necessary to consult with aviation industry before these measures can be implemented. Consequently, and for the immediate future, the UK will continue to use previous issues of JAR-FCL 1 and 2 as the basis for licensing requirements and guidance. For aeroplanes, JAR-FCL 1 **Amendment 5** and for helicopters JAR-FCL 2 **Amendment 3** will remain the effective versions used by the Authority. Article 155 of the Air Navigation Order (2005) will, from December 2006, refer to these documents.

We will advise when industry consultation is completed whether the measure introduced by NPA FCL-25 and subsequent NPAs are to be introduced in the UK and the timescale for doing so by Aeronautical Information Circular.

## Mutual Recognition

JAR-FCL 1.015/2.015 states 'Where a person, an organisation or a service has been licensed, issued with a rating, authorisation, approval or certificate by the Authority of a JAA Member State in accordance with the requirements of JAR-FCL and associated procedures, such licences, ratings, approvals or certificates shall be accepted without formality by other JAA Member States'.

Whenever a reference is made to a JAA Member State for the purpose of mutual recognition of licences, ratings, authorisations, approvals or certificates, this means a JAA Full Member State.

## Validity of Licences and ratings

A licence holder shall not exercise the privileges granted by any licence or rating issued by a JAA Member State unless the holder maintains competency by meeting the relevant requirements of JAR-FCL.

The validity of the licence is determined by the validity of the ratings contained therein and the medical certificate. The licence will be issued for a maximum period of 5 years.

## Applicability

Whenever licences, ratings, authorisations, approvals or certificates are mentioned in JAR-FCL, these are meant to be licences, ratings, authorisations, approvals or certificates issued in accordance with JAR-FCL. In all other cases these documents are specified as e.g. ICAO or national licences.

Whenever a reference is made to aeroplanes this does not include microlights as defined nationally, unless otherwise stated.

## A3 BASIC AUTHORITY TO ACT AS A FLIGHT CREW MEMBER

A person shall not act as a flight crew member of a civil aeroplane/helicopter registered in a JAA Member State unless that person holds a valid licence and rating complying with the requirements of JAR-FCL and appropriate to the duties being performed, or an authorisation as set out in JAR-FCL 1.085/2.085 and/ or 1.230/2.230. The licence shall have been issued by:

- A JAA Member State; or
- Another ICAO Contracting State and rendered valid in accordance with JAR-FCL 1.015/2.015(b) or (c).

Pilots holding national motor gliders licences/ratings/authorisations are also permitted to operate touring motor gliders under national regulations.

Pilots holding a restricted national private pilot's licence are permitted under national regulations to operate aeroplanes registered in the State of licence issue within that State's airspace.

### Exercise of privileges

The holder of a licence or rating shall not exercise privileges other than those granted by that licence, rating or authorisation.

## A4 HOW TO BE A PILOT UNDER JAR- FCL

To earn your living as a pilot you will need to hold a Professional Pilot Licence. The way in which a Professional Pilot Licence is obtained has significantly changed due to the harmonisation of European licensing requirements.

The CAA is a member of the JAA. One of the main aims of the JAA is to achieve a common standard of flight crew licensing amongst the JAA member states and facilitate the mobility of flight crew between the states.

There are three types of licence, the Private Pilot Licence, the Commercial Pilot Licence and the Airline Transport Pilot Licence.

The Commercial Pilot Licence can be obtained via two routes:-

- the integrated course route
- the modular route

### Starting a Course

Before embarking on a course of training it is important to ensure that you are medically fit for the licence being sought. The Flying Training Organisation (FTO) is tasked with ensuring that you have sufficient knowledge of mathematics, physics and the English language to facilitate an understanding of the instruction given on the course.

The educational standard assumed for the full time Commercial Pilot Licence Integrated course is at least 5 GCE 'O' Level or 5 GCSE 'C' Level passes, including English Language, Mathematics and a Science subject. However, the minimum educational requirements are actually left to the discretion of the FTO concerned. You will probably find that for sponsorship, an airline will require at least 2 GCE 'A' Level or 2 GCSE 'H' Level passes.

### Important Note:

**If you intend to train for a licence in another JAA Member State, you should refer to our policy as detailed in Section A8 State of Licence Issue.**

### The Private Pilot Licence (Aeroplane and Helicopter)

The Private Pilots Licence (PPL) is a recreational licence and can be achieved by completing a course of a minimum of 45 hours flying training. The privileges of this licence allow you to fly, but not for remuneration, as pilot-in-command or co-pilot of any aircraft, for which an appropriate rating is held, engaged in non-revenue flights. A PPL is obtained through a training organisation registered with the Authority. Adding further ratings to the licence may extend the privileges. (Please refer to Section C1 and C2 for further details).

### Integrated Courses (Aeroplane and Helicopter)

The Integrated Course is a full time course of ground and flying training run by a FTO approved to conduct such courses. These fully residential courses offer the quickest means of qualifying for a Professional Pilot's Licence, but they are expensive. You should contact the approved FTO's for details of their current charges. Because of the high cost of integrated courses, sponsorship by an airline is the only way for most young people to achieve their ambition by this route. Details of sponsorship schemes available can be obtained from individual airlines and are also sometimes advertised in the aviation press.

The Integrated Courses available are:-

### AEROPLANE

#### Commercial Pilot Licence (Aeroplane) Integrated Course

The aim of this course is to train pilots to the level of proficiency necessary for the issue of a CPL(A), excluding flight instructor training and instrument rating instruction. This course consists of a minimum of 150 hours of flying training and 300 hours (reduced to 200 hours for PPL holders) of theoretical knowledge instruction. (Please refer to Section D1.2A for further details).

#### Commercial Pilot Licence (Aeroplane) with Instrument Rating Integrated Course

The aim of this course is to train pilots to the level of proficiency necessary to operate single pilot, single-engine or multi-engine aeroplanes in commercial air transportation and to obtain the CPL(A)/IR.

This course consists of a minimum of 180 hours of flying training and 500 hours of theoretical knowledge instruction. (Please refer to Section D1.2B for further details).

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

The aim of this course is to train pilots to the level of proficiency necessary to enable them to operate as Co-Pilot on multi-pilot, multi-engine aeroplanes in commercial air transportation and to obtain the CPL(A)/IR with ATPL theoretical knowledge and Multi-Crew Co-operation credit.

The course consists of a minimum of 195 hours of flying training and 750 hours of theoretical knowledge instruction. The course also includes training in multi-crew co-operation for the operation of multi-pilot aeroplanes. (Please refer to Section D1.2C for further details).

## **HELICOPTER**

### **Commercial Pilot Licence (Helicopter) Integrated Course**

The aim of this course is to train pilots to the level of proficiency necessary for the issue of a CPL(H) but not the Instrument rating or any further specialisation.

The course consists of a minimum of 135 hours of flying training and 550 hours (reduced to 500 hours for PPL holders) of theoretical knowledge instruction. (Please refer to Section D4.2A for further details).

### **Airline Transport Pilot Licence (Helicopter) Integrated Course**

The aim of this course is to train pilots to the level of proficiency necessary to enable them to operate as Co-pilot on multi-pilot, multi-engine helicopters in commercial air transportation and to obtain the CPL(H)/IR but not any further specialisation.

The course consists of a minimum of 195 hours of flying training and 750 hours of theoretical knowledge instruction. The course also includes training in multi-crew co-operation for the operation of multi-pilot helicopters. (Please refer to Section D4.2B for further details).

## **MODULAR COURSES**

The modular courses are designed for individuals who do not wish to undertake a full time course of integrated training or who wish to stagger their training by completing 'modules' of approved training over a period of time, having already gained their Private Pilot Licence. The Modular Courses available are:-

### **Commercial Pilot Licence (Aeroplane) Modular Course**

The aim of this course is to train PPL(A) holders to the level of proficiency necessary for the issue of a CPL(A).

Before commencing a JAR-FCL CPL(A) approved modular course an applicant shall be the holder of a PPL(A) issued in accordance with ICAO Annex 1. Prior to commencing the flight training an applicant shall have completed 150 hours of flight time as a pilot and have complied with JAR-FCL 1.225 and 1.240 if a multi-engine aeroplane is to be used on the skill test. The course consists of a minimum of 25 hours of flying training (30 hours for applicants without a night flying qualification (aeroplane)) and 200 hours of theoretical knowledge instruction. The flying training may be reduced by 10 hours for holders of valid Instrument Rating.

Before taking the CPL(A) Skill Test at the end of the course applicants will be required to provide evidence of having completed an appropriate level of theoretical knowledge examinations. An approved course of training for the examinations must have been undertaken prior to attempting them. (Please refer to Section D1.2D for further details).

### **Commercial Pilot Licence (Helicopter) Modular Course**

The aim of this course is to train PPL(H) holders to the level of proficiency necessary for the issue of a CPL(H) but not the instrument rating or any further specialisation.

Before commencing a JAR-FCL CPL(H) approved modular course an applicant shall be the holder of a PPL(H) issued in accordance with ICAO Annex 1. Prior to commencing the flight training an applicant shall have completed:

- 155 hours flight time as pilot of helicopters, including 50 hours as PIC of helicopters of which 10 hours shall be cross-country; or
- 135 hours as pilot of helicopters if holder of a PPL(A); or
- 105 hours as pilot of helicopters if holder of a CPL(A).

The course consists of a minimum of 30 hours of flying training (35 hours for applicants without a night flying qualification (helicopter)) and 500 hours of theoretical knowledge instruction.

Before taking the CPL(H) Skill Test at the end of the course applicants will be required to provide evidence of having completed an appropriate level of theoretical knowledge examinations. (Please refer to Section D4.2C for further details).

## Instrument Rating (Aeroplane and Helicopter) Modular Course

The aim of the IR modular flying training course is to train pilots to the level of proficiency necessary to operate aeroplanes or helicopters as appropriate under IFR and in IMC.

Holders of a PPL(A)/(H) or CPL(A)/(H) as appropriate, either licence(s) to include the privileges to fly by night, issued in accordance with ICAO Annex 1 may commence the flight training on, an approved JAR-FCL IR modular course.

The course shall comprise of 50 hours instrument flying for Single-Engine IR(A)/IR(H) or 55 hours instrument flying for Multi-Engine IR(A)/IR(H).

Prior to the IR Skill Test a candidate will be required to produce evidence of having passed the appropriate level of theoretical knowledge examinations required for an Instrument Rating. (Please refer to Sections E1 and E2 for further details).

## ATPL Theoretical Knowledge Modular Course

The aim of this course is to train pilots who have not received the theoretical knowledge instruction during an integrated course, to the level of theoretical knowledge required for the ATPL(A)/(H). An applicant wishing to undertake an ATPL modular course shall be the holder of a PPL(A)/(H) issued in accordance with ICAO Annex 1 as appropriate and complete 650 hours of instruction in ATPL theory at an approved FTO. (Please refer to Section D for further details).

Holders of a CPL(A)/IR may have the ATPL(A) theoretical instruction reduced by 350 hours.

Holders of a CPL(A) may have the ATPL(A) theoretical instruction reduced by 200 hours.

Holders of an Instrument Rating (Helicopters) may have the ATPL(H) theoretical instruction reduced by 200 hours.

## Theoretical Knowledge Examination Bookings

All applications for a booking for any ATPL, CPL or IR examination (including re-sits) must be recommended and countersigned by the Chief Ground Instructor (or authorised signatory) of an approved training provider. A candidate who qualifies for exemption from approved theoretical knowledge training (i.e. some non-JAA ATPL conversions) will not be subject to this requirement. (Please refer to Section J for further details).

## Multi-Crew Co-operation

The aim of this course is to train pilots in the functioning of the flight crew as a team of co-operating members led by the pilot-in-command on multi-pilot aircraft, and its completion is required to endorse an initial multi-pilot aircraft type on to a licence. This course may be completed as part of the approved ATPL integrated course, as a stand-alone course or as part of the initial multi-pilot type rating training course. The MCC course shall comprise of at least 25 hours of theoretical knowledge instruction and exercises and 20 hours of MCC training. Students attending an ATPL integrated course may have the practical training reduced by 5 hours. Wherever possible, the MCC training should be combined with the initial type rating course on multi-pilot aircraft. For further details on the MCC course or claiming an MCC course credit, please refer to Section F10.

## A5 MEDICAL

### Medical fitness

In order to apply for, or to exercise the privileges of a licence which is accepted without formality by other mutually recognised JAA Member States, the applicant or licence holder shall hold a medical certificate issued in accordance with the provisions of JAR-FCL 3 (Medical), appropriate to the privileges of the licence and shall be mentally and physically fit to exercise safely the privileges of the applicable licence.

**Note:** Applicants for a licence are strongly advised to ensure they meet the medical requirements for that licence before committing themselves to any substantial expense in satisfying other licensing requirements.

A student pilot must hold a valid Medical Certificate or Medical Declaration (as appropriate to licence sought) before he will be permitted to fly solo.

### Medication

Pilots taking medication on a regular or occasional basis should check with their AMEs to see whether the medication or the condition for which it is being taken for, are acceptable for aviating duties. This includes non-prescription medication (also known as “Over the Counter” medication).

### JAR-FCL Medical Certificates

There are two standards of JAR medical certificate: JAR Class 1 for a professional flying licence; JAR Class 2 for a private flying licence.

The initial JAR-FCL Class 1 medical examination is conducted at the UK CAA Aeromedical Centre at Gatwick. Holders of a JAR-FCL Class 1 medical

certificate issued by another mutually recognised JAA Member State should either contact the CAA Aeromedical Centre at Gatwick or refer to the CAA-SRG web site for details on acceptability and mutual recognition.

The initial JAR-FCL Class 2 medical examination can be obtained from by any UK CAA Authorised medical Examiner (AME), or by an AME in a mutually recognised JAA Member State.

For further details on medical examinations and medical examiners and for JAA Member States which have been 'mutually recognised' please refer to the CAA-SRG web site [www.caa.co.uk](http://www.caa.co.uk).

## UK (National) Medical Requirements

The UK has special arrangements for pilots flying balloons, airships, microlights, gyroplanes, and single-engine piston under 2000kg. For up to date information please refer to the CAA SRG web site: [www.caa.co.uk](http://www.caa.co.uk)

### Decrease in medical fitness

#### GENERAL

Every holder of a medical certificate issued in accordance with JAR-FCL 3 (Medical) who is aware of:

- any significant personal injury involving incapacity to function as a member of a flight crew; or
- any illness involving incapacity to function as a member of a flight crew throughout a period of 21 days or more; or
- being pregnant,

shall inform the CAA in writing of such injury or pregnancy, and as soon as the period of 21 days has elapsed in the case of illness. The medical certificate shall be deemed to be suspended upon the occurrence of such injury or the elapse of such period of illness or the confirmation of the pregnancy, and:

in the case of injury or illness the suspension shall be lifted upon the holder being medically examined under arrangements made by the CAA and being pronounced fit to function as a member of the flight crew, or upon the CAA exempting, subject to such conditions as it thinks fit, the holder from the requirement of a medical examination; and;

in the case of pregnancy, the suspension may be lifted by the CAA for such period and subject to such conditions as it thinks fit and shall cease upon the

holder being medically examined under arrangements made by the CAA after the pregnancy has ended and being pronounced fit to resume her functions as a member of the flight crew.

## Instructors/Examiners (Aeroplanes and Helicopters)

With certain exceptions, instructors and examiners are required to hold a professional pilot's licence, including a Class 1 medical certificate, in order to receive remuneration for their services. In some cases, a minor or temporary decrease in medical fitness will require the Class 1 medical certificate to be restricted by an Operational Multi-crew Limitation (OML). This restricts the holder to flying solely in a multi-crew environment where the other pilot is qualified to act as pilot-in-command or co-pilot on that flight. Flight instruction and skill tests for the initial grant of a licence or rating are undertaken in a multi-crew environment, even when conducted on a single-pilot aircraft, but the pilot under instruction or test is not qualified to act as pilot-in-command or co-pilot other than in the capacity of a student pilot.

**Note:** The conditions detailed in this document apply only to flights in aircraft, NOT to training or skill tests conducted in synthetic training devices.

In all cases, the instructor or examiner who is subject to an OML must brief the student on the procedure to be followed in the event of incapacitation. For further details please refer to Section A Appendix G.

## A6 FLIGHT CREW LICENCES (JAR AND UK NATIONAL)

Flight crew licences issued in accordance with JAR-FCL will conform to JAR-FCL specifications and may only be replaced with a JAR-FCL licence. Licences issued in accordance with UK National arrangements will, where applicable, remain valid until their date of expiry and may be renewed after this date. The UK National Licence will continue to be available to those who have previously held the licence. There is no necessity for UK national licence holders to convert to a JAR-FCL equivalent licence unless they wish to do so. The only circumstance in which all holders of a UK national licence would need to obtain a JAR-FCL licence would be if the EU mandated such a move. Until such time as EC Directive 91/670/EEC is withdrawn, a UK National licence can still be validated in other EU States.

Holders of UK national licences do not need to surrender their licence upon issuance of a JAR-FCL equivalent.

## A7 **NON-JAA LICENCE HOLDERS**

### **Validation of Licences issued by Non-JAA States**

A licence issued by a non-JAA State may be rendered valid at the discretion of the Authority of a JAA Member State for use on aircraft registered in that JAA Member State in accordance with Appendix 1 to JAR-FCL 1.015/2.015.

Validation of a professional pilot's licence shall not exceed one year from the date of validation, provided that the basic licence remains valid. Any further validation for use on aircraft registered in any JAA Member State is subject to agreement by the JAA Member States and to any conditions seen fit within the JAA. The user of a licence validated by a JAA Member State shall comply with the requirements stated in JAR-FCL.

For further information regarding validations, please contact PLD for advice.

The requirements stated in the above shall not apply where aircraft registered in a JAA Member State are leased to an operator in a non-JAA State, provided that the State of the operator has accepted for the period of lease the responsibility for the technical and/or operational supervision in accordance with JAR-OPS 1.165. The licences of the flight crews of the non-JAA State operator may be validated at the discretion of the Authority of the JAA Member State concerned, provided that the privileges of the flight crew licence validation are restricted for use during the lease period only on nominated aircraft in specified operations not involving a JAA operator, directly or indirectly, through a wet lease or other commercial arrangement.

### **Exercising the privileges of a Non-UK Licence in UK registered aircraft**

Article 26, of the ANO 2005, states that a pilot must hold an appropriate licence granted either by the CAA or by a foreign authority and rendered valid under the ANO to fly a UK registered aircraft.

A JAA licence is deemed to be a licence rendered valid under the ANO unless the CAA in the particular case gives direction to the contrary. A JAA licence is a licence issued in accordance with licensing and medical requirements of JAR-FCL by a full JAA Member State that has been recommended for mutual recognition by Central JAA (JAA Headquarters).

A licence issued by any other ICAO Contracting State (including a JAA State that has not yet been recommended for mutual recognition) is also deemed to be valid under the ANO for the purposes of flying a

UK registered aircraft, providing that the licence and medical are valid in accordance with the rules/laws of the issuing State, and the CAA does not in the particular case give direction to the contrary. However, the ANO 2005 Article 26 (4) (a) states that the holder of such a licence **cannot**:

1. act as a member of the flight crew of any aircraft flying for the purpose of public transport or aerial work or on any flight in respect of which he receives remuneration for his services as a member of the flight crew; or
2. in the case of a pilot's licence, to act as a pilot of any aircraft flying in controlled airspace in circumstances requiring compliance with the Instrument Flight Rules or to give any instruction in flying.

### **Conversion of a licence issued by a non-JAA State**

A licence issued by a non-JAA State may be converted to a JAR-FCL licence provided that an arrangement exists between the JAA and the non-JAA State. This arrangement shall be established on the basis of reciprocity of licence acceptance and shall ensure that an equivalent level of safety exists between the training and testing requirements of the JAA and the non-JAA State. Any arrangement entered into will be reviewed periodically, as agreed by the non-JAA State and the JAA. A licence converted according to such an arrangement shall have an entry indicating the non-JAA State upon which the conversion is based. Other Member States shall not be obliged to accept any such licence.

Details on licence conversion terms can be found in the relevant section pertaining to the licence being sought.

### **Credit given to a holder of a licence issued by a non-JAA State**

An applicant for a JAR-FCL licence and IR, if applicable, already holding at least an equivalent licence issued in accordance with ICAO Annex 1 by a non-JAA State shall meet all the requirements of JAR-FCL, except that the requirements of course duration, number of lessons and specific training hours may be reduced. The CAA may be guided as to the credits to be granted on the basis of a recommendation from an appropriate training organisation.

## A8 **STATE OF LICENCE ISSUE**

JAR-FCL 1.065/2.065 states that an applicant shall demonstrate the satisfactory completion of all requirements for licence issue to the Authority of the 'State of Licence Issue'.



## Training/Testing in other JAA Member States

In circumstances agreed by both Authorities, an applicant who has commenced training under the responsibility of one Authority may be permitted to complete the requirements under the responsibility of the other Authority.

The agreement shall allow for:

1. theoretical knowledge training and examinations\*;
2. medical examination and assessment;
3. flight training and testing.

The Authorities shall agree the 'State of Licence Issue'.

\*The UK CAA does not recognise JAR-FCL PPL(A)/(H) examinations completed in another JAA Member State for the purpose of issuance of a UK JAR-FCL PPL(A)/(H) as these examinations are produced "nationally" and are not compiled using the JAA Central Question Bank.

**Note: Applicants should be aware that whilst there is provision in JAR-FCL to allow training/testing to be carried out between JAA Member States, each State may have their own policy regarding the acceptance of training/testing completed in another State. Therefore, prior to commencement of training, applicants are advised to contact the intended 'State of Licence Issue' to confirm their policy on this matter (for UK Policy see below).**

Further ratings (e.g. type/class/instrument/instructor) may be obtained under JAR-FCL requirements in any JAA Member State and will be entered into the licence by the 'State of Licence Issue'. For endorsement of the rating onto a UK issued licence, this is on the proviso that a full course of training and testing is completed at a JAA Approved Training provider. Applicants who qualify for the reduced Instrument Rating conversion requirements as detailed in Section E1.2/E2.2 may conduct the specified course of training in another JAA Member State.

### UK Policy

#### JAR-FCL Theoretical Knowledge Exams completed in another JAA Member State (other than the UK)

The UK CAA will recognise a valid pass in JAR-FCL Theoretical Knowledge Examinations (except PPL as mentioned above) completed in another JAA Member State towards the issue of a UK JAR-FCL Licence. This is subject to the applicant completing a course of flying training and testing at a UK approved Flying Training Organisation. In addition, the applicant will require written confirmation from the Authority of the

other JAA State confirming that the examinations taken were in accordance with JAR-FCL, and that they have no objection with the UK being the State of Licence Issue. This confirmation shall be submitted to the UK CAA at the time of licence issue together with copies of the appropriate JAR-FCL Theoretical Knowledge Examinations. Applicants will also be required to obtain a UK issued JAR-FCL Medical Certificate.

#### Previous JAR-PPL Training completed in another JAA Member State (other than the UK)

An applicant who has commenced training for a JAR-FCL PPL(A)/(H), who intends to continue with their training with a UK Registered Facility of Flying Training Organisation, must in the first instance contact the Authority of the Member State in which training was commenced. The applicant should confirm with that other State that they will allow them to continue their training with a UK training provider, and agree that the UK will be the 'State of Licence Issue'. If the other State agrees then the applicant will be required to obtain written confirmation to this effect in order for all previous PPL training to be recognised by the UK CAA. The applicant should also arrange with the other JAA State for any PPL training records to be forwarded onto the new Registered Facility or FTO. If the other State does not give agreement then the UK CAA will only recognise up to a maximum of 10 hours of the previous training towards the overall 45 hour requirement for licence issue. The applicant will in this case be required to complete the further 35 hours as specified in Section C1.2/C2.2 - Flying Training Requirements. It should also be noted that the UK CAA does not recognise JAR-PPL examinations completed in another JAA Member State (see above), and the applicant will be required to retake and pass all of these examinations.

#### JAR-FCL CPL Modular Course of Flying Training completed in another JAA Member State (other than the UK)

An applicant who has a valid pass in JAR-FCL Theoretical Knowledge Examinations completed through a UK Approved Training provider, wishing to complete a CPL modular course of flying training in another JAA Member State should in the first instance contact the Authority of that Member State. The applicant should confirm with that other State that they are willing to recognise their JAR-FCL Theoretical Knowledge Examinations and that they will be the 'State of Licence Issue'.

#### Transfer State of Licence Issue

For administrative convenience (e.g. revalidation), the licence holder may subsequently transfer a licence issued by the 'State of Licence Issue' to another JAA Member State, provided that employment or normal residency is established in that State. That State would

thereafter become the 'State of Licence Issue' and would assume the responsibility for licence issue referred to above. An applicant shall hold only one JAR-FCL aeroplane or JAR-FCL helicopter licence and one medical certificate at any time.

An applicant may only apply to change the state of licence issue of a JAR-FCL licence provided that employment or normal residency is established in that state. **Normal residency** means the place where a person usually lives for at least 185 days in each calendar year because of personal and occupational ties or, in the case of a person with no occupational ties, because of personal ties which can show close links between that person and the place where she or he is living. (JAR-FCL 1.070/2.070 refers).

### **Procedures for holders of JAR-FCL pilot's licences to transfer state of licence issue to the United Kingdom**

To begin the process to transfer the state of licence issue you are required to fill in form SRG\1136 'Application to Change State of Issue of a JAR-FCL Licence to the United Kingdom' and send it to the CAA at the address on the form, along with copies of your JAR-FCL licence(s), JAR-FCL medical certificate, any JAR-FCL examination passes (if completed) and the required fee. To conform with the "Normal Residency" requirement mentioned above details of employment with a UK Operator or residency in the UK will also be required to be submitted. Information concerning the transfer of your medical details is available on the SRG web site at [www.caa.co.uk](http://www.caa.co.uk). Your application will be acknowledged.

The CAA will then approach the existing state of licence issue, for information, to effect the change. A certified copy of your form SRG\1136 will accompany the application to the JAA member state.

Upon return of the documentation from the original state of licence issue to the CAA, a decision will be made to accept or reject the request that the CAA become the state of issue or your JAR-FCL licence(s). You will be notified in writing of the decision.

If your application is accepted you will be requested to submit your original JAR-FCL licence(s) and medical certificate. Only upon receipt of the original licence(s) will the UK issue new licences.

Your original JAR-FCL licence(s) can be submitted to the CAA Personnel Licensing Department (PLD) by post or handed in at our public counter.

Finally, your original JAR-FCL licence(s) will be returned to the original State of licence issue for destruction along with confirmation that the CAA has issued the new licence(s).

In the event the request is rejected, the original state of issue will be advised of this and your fee will be refunded.

By making an application to change the state of licence issue to the UK, you consent to the CAA contacting the original state of licence issue as outlined in the procedure detailed in earlier. You will be required to pay an issue fee for each JAR-FCL licence issued by the CAA. A licence will be issued for a period of five years. At the end of the five years a fee for revalidation/renewal will be charged.

### **Procedures for holders of UK JAR-FCL pilot's licences to transfer state of licence issue to another JAA member state.**

The licence holder shall apply directly to the new State of licence issue and provide details and documentation as required by that State. When notified by the new State of licence issue, a standard form of information (Standard Document No.155) will be supplied by the CAA to verify relevant details of the licence holder.

The applicant will initially provide sight of the existing licence (or photocopy) and provide logbook(s) or photocopies of relevant period as required by the new State of licence issue. The new State of licence issue will provide an application form that will include a declaration of accuracy and a cautionary warning regarding a false representation. The declaration may be accepted in lieu of logbook evidence of flying experience, at the discretion of the intended State of licence issue. The application form will specify any further information required by the new State of licence issue (e.g. proof of [employment or residency] in accordance with JAR-FCL 1.070 and 2.070. In addition to that included in the standard JAR-FCL transfer form (Document No.155).

In order to comply with laws concerning privacy, confidentiality and data protection, licence holders shall agree on the application form to the transfer of all required licensing information to the new State of licence issue. The original or a certified copy of the application form shall be sent to the CAA when requesting the standard transfer of information (Document No.155).

The CAA will, as requested by the new State of licence issue, transfer all relevant licensing information relating to all pilot licences currently held by an individual, and shall indicate if the licence holder is the subject of past or pending licence enforcement action. New States of licence issue may refuse to issue a licence on the grounds of information presented by the CAA on the applicant. If your application is accepted then the new licence will only be used on surrender of the existing licence, which shall be returned to the CAA for destruction.

**A9 CURTAILMENT OF PRIVILEGES OF LICENCE HOLDERS AGED 60 YEARS OR MORE**

**Age 60–64.** The holder of a pilot licence who has attained the age of 60 years shall not act as a pilot of an aeroplane engaged in commercial air transport operations except:

- as a member of a multi-pilot crew and provided that,
- such holder is the only pilot in the flight crew who has attained age 60.

**Age 65.** The holder of a pilot licence who has attained the age of 65 years shall not act as a pilot of an aeroplane engaged in commercial air transport operations.

It should be noted that in some other JAA Member States privileges of licence holders aged 60 years or more may differ.

**A10 MINIMUM REQUIREMENTS FOR THE ISSUE OF A JAR-FCL LICENCE ON THE BASIS OF A NATIONAL LICENCE**

Licences and ratings, authorisations, approvals or medical certificates issued in accordance with the national regulations of JAA Member States before 1 July 1999 shall continue to be valid with the same privileges, ratings and limitations, if any. After 1 January 2000 all requirements for revalidation or renewal of such licences or ratings, authorisations, approvals or medical certificates are in accordance with the requirements of JAR–FCL, except as specified for the medical restriction below.

Holders of a licence issued in accordance with the national regulations of a JAA Member State who do not fully meet the [Section 1 requirements of JAR-FCL 3] (Medical) shall be permitted to continue to exercise the privileges of the national licence held.

There is no necessity for holders of a UK national pilot licence to convert to a JAR-FCL equivalent licence unless they wish to do so. Details for the issue of a JAR-FCL Pilot Licence on the basis of an existing National (UK) Pilot Licence are detailed as follows.

**A10.1 Minimum Requirements for the issue of a JAR-FCL pilot licence (aeroplane) on the basis of a national (UK) pilot's licence (aeroplanes)**

A Pilot licence issued by the CAA in accordance with national requirements may be replaced by a JAR-FCL

licence subject, where applicable, to conditions. For the replacement of such licences the holder shall:

1. Complete as a proficiency check, the type/class and instrument rating (IR if applicable) revalidation requirements of JAR-FCL 1.245 ((b)(1), 1.245(c)(1)(i) or 1.245(c)(2)) relevant to the privileges of the licence held;
  - Only a valid Licensing Proficiency Check (LPC) or Licensing Skill Test (LST) is acceptable.
  - An Operator Proficiency Check (OPC) as required by JAR-OPS is not acceptable.
  - **This requirement does not apply for the issue of a JAR-FCL PPL(A)**

**2. For CPL(A) and ATPL(A) only**

Demonstrate to the satisfaction of the CAA that a knowledge of the relevant parts of JAR-OPS 1 and JAR-FCL (see AMC FCL 1.005 and 1.015) has been acquired;

- Applicants will satisfy this requirement by signing a declaration contained in the application form for the licence.

**For PPL(A) only**

Demonstrate to the satisfaction of the CAA that a knowledge of the relevant parts of JAA Requirements (see AMC FCL 1.125) has been acquired:

- Applicants will satisfy this requirement by signing a declaration contained in the application form for the licence.

3. Demonstrate a knowledge of English in accordance with JAR-FCL 1.200 if Instrument Rating (IR) privileges are held;

- This shall be demonstrated by having graduated from an IR course given in English.

4. Hold a valid JAR-FCL Medical Certificate;

- Class 1 for CPL(A) or ATPL(A)
- Class 1 or 2 for PPL(A).

5. Comply with the experience requirements and any further requirements as set out in the table overleaf.

Whenever a reference is made to aeroplanes this does not include microlights as defined nationally unless otherwise specified.

National licence held (1)	Total flying experience (hours) (see note 1) (2)	Any further JAA requirements (3)	Replacement JAR-FCL licence and conditions (where applicable) (4)	Removal of conditions (5)
ATPL (A)	>1500 as PIC on multi-pilot aeroplanes	None	ATPL(A)	Not applicable
ATPL (A)	>1500 on multi-pilot aeroplanes	None	as in (c)(4)	as in (c)(5)
ATPL (A)	>500 on multi-pilot aeroplanes	(i) demonstrate to the Authority a knowledge of flight planning and performance as required by Appendix 1 to JAR- FCL 1.470 (see note 2)	ATPL(A), with type rating restricted to co-pilot. (see note 3)	demonstrate ability to act as PIC as required by JAR-FCL Appendix 2 to JAR-FCL 1.240
CPL(A)/IR & passed ICAO ATPL theory test in JAA Member State of licence issue	>500 on multi-pilot aeroplanes or in multi-pilot operations on single-pilot aeroplanes JAR-FAR 23 commuter category in accordance with JAR-OPS 1 or equivalent national operational requirements (see Note 4)	(i) demonstrate to the Authority a knowledge of flight planning and performance as required by Appendix 1 to JAR- FCL 1.470 (see note 2) (ii) have at least 100 hours as PIC of aeroplanes. (iii) have a valid multi-engine IR.	CPL(A)/IR with JAR-FCL ATPL theory credit	Not applicable
CPL(A)/IR	>500 on multi-pilot aeroplanes or in multi-pilot operations on single-pilot aeroplanes JAR-FAR 23 commuter category in accordance with JAR-OPS 1 or equivalent national operational requirements	(i) pass an examination for JAR-FCL ATPL knowledge in the JAA Member State of licence issue. * (see text below table) (ii) have at least 100 hours as PIC of aeroplanes. (iii) have a valid multi-engine IR.	CPL(A)/IR with JAR-FCL ATPL theory credit	Not applicable
CPL(A)/IR	>500 as PIC on single pilot aeroplanes	None	CPL(A)/IR with type/class ratings restricted to single pilot aeroplanes as (4)(f)	Obtain a multi-pilot type rating as required by JAR-FCL 1.240
CPL(A)/IR	<500 as PIC on single pilot aeroplanes	(i) demonstrate to the Authority a knowledge of flight planning and flight performance as required by Appendix 1 to JAR- FCL 1.470 (see note 6)	CPL(A)/IR with type/class ratings restricted to single pilot aeroplanes as (4)(f)	Obtain a multi-pilot type rating as required by JAR-FCL 1.240
CPL(A)	>500 as PIC on single pilot aeroplanes	(i) Night qualification, if applicable	CPL(A), with type/class ratings restricted to single-pilot aeroplanes as (4)(h)	Obtain a multi-pilot type rating as required by JAR-FCL 1.240
CPL(A)	<500 as PIC on single pilot aeroplanes	(i) Night qualification, if applicable (ii) as (3)(g)	CPL(A)/IR (the IR restricted to PPL)	Obtain a multi-pilot type rating as required by JAR-FCL 1.240
PPL(A)/IR	≥75 hrs. in accordance with IFR	(i) Night qualification	PPL(A)/IR (the IR restricted to PPL)	(i) demonstrate to the Authority a knowledge of flight performance & planning as required by AMC FCL 1.470(c)
PPL(A)	≥70 hrs. on aeroplanes	(i) demonstrate the use of radio navigation aids. (see note 7)	PPL(A)	Not applicable

**Notes:**

1. Multi Pilot and Single Pilot Aeroplanes are defined in Section A, Appendix A.
2. UK CPL (A) or ATPL (A) holders who have passed, or were credited, the UK Flight Planning examination at ATPL level and Performance A will be deemed to have satisfied this requirement.
3. All aircraft ratings included in a UK ATPL (A) will be transferred to the JAR-FCL as Pilot-in-Command (PIC) ratings (unless specifically restricted to 'Co-pilot only' in the UK licence), as applicants will have already demonstrated the ability to act as PIC on each type/class. In this case, the JAR-FCL ATPL (A) will not be issued with type/class ratings restricted to co-pilot.
- 4a. UK CPL (A)/IR holders who have passed UK ATPL (A) theory examinations, and have 500 hours flying experience in multi-pilot operations will be credited the JAR-FCL ATPL(A) theoretical knowledge examinations for the purpose of JAR-FCL ATPL(A) licence issue. This credit will remain valid for a period of 7 years from the most recent validity date of the IR (A). To upgrade to a JAR-FCL ATPL (A), applicants must either:
  - i. Obtain a multi-pilot type rating (if not already held) in accordance with JAR-FCL 1.240, meet the experience requirements of JAR-FCL 1.280 and pass the ATPL (A) Skill Test on a multi-pilot type with an authorised Examiner. The ATPL(A) Skill Test may serve at the same time as a skill test for the issue of the licence and a proficiency check for the revalidation of the type rating for the aeroplane used in the test and may be combined with the skill test for the issue of a multi-pilot type rating; or
  - ii. Obtain a multi-pilot type rating (if not already held) in accordance with JAR-FCL 1.240, meet the experience requirements of a UK ATPL (A) as detailed below (even though such a licence can no longer be issued) **AND** meet the requirements for conversion of a UK ATPL (A) to JAR-FCL ATPL (A) in accordance with Appendix 1 to JAR-FCL 1.005 (see previous table).
 

1500 hours as pilot of flying machines which must include the following requirements:

    - 250 hours PIC of aeroplanes of which up to a maximum of 150 hours may be as Co-pilot acting as PIC U/S of aeroplanes;
- 4b. UK CPL (A)/IR holders who have passed UK ATPL(A) theory examinations, and have less than 500 hours flying experience in multi-pilot operations do not qualify for the JAR-FCL ATPL(A) theory credit. However, UK ATPL (A) theory will be accepted (i) to endorse the first multi-pilot type rating onto the JAR-FCL CPL (A) licence, and (ii) for the subsequent issue of a JAR-FCL ATPL (A) **provided** applicants meet the experience requirements of a UK ATPL (A) (even though such a licence can no longer be issued) **and** meet the requirements for conversion of a UK ATPL (A) to JAR-FCL ATPL (A) in accordance with Appendix 1 to JAR-FCL 1.005 (see previous table). The UK ATPL (A) theory will remain valid for a period of 7 years from the most recent validity date of the IR (A) for the issue of a JAR-FCL ATPL (A).
5. UK CPL (A) holders already holding a type rating for a multi-pilot aeroplane are not required to have passed the ATPL theoretical knowledge examinations whilst they continue to operate that same aeroplane type, but will not be given ATPL theory credit for a JAR-FCL licence. If a type rating for a different multi-pilot aeroplane is required, applicants must pass the JAR-FCL ATPL theoretical knowledge examinations.
6. UK CPL (A) holders who have passed, or were credited the UK Flight Planning examination at CPL level and have passed Performance C, D, E
  - 50 hours cross-country as PIC or PIC U/S of aeroplanes or helicopters of which not less than 35 hours must be as PIC of aeroplanes including a 300nm flight with landings at not less than 2 intermediate and different aerodromes;
  - Further 150 hours cross-country as PIC, PIC U/S or Co-pilot in aeroplanes or helicopters, of which not less than 65 hours must be in aeroplanes;
  - 100 hours night flying as PIC, PIC U/S or Co-pilot in aeroplanes (up to 50 hours may be flown in helicopter), of which not less than 25 hours must be cross-country as PIC or PIC U/S, including 2 flights as PIC terminating at an aerodrome not less than 65nm from point of departure. The night flying must include 5 hours and 10 take-offs and landings as PIC.
  - 75 hours flying as pilot by sole reference to instruments, (50 hours must be in aeroplanes, the remainder may be in helicopters or approved simulator.

or U will be deemed to have satisfied this requirement.

7. Demonstration of the use of radio navigation aids should be to the satisfaction of a Chief Flying Instructor. Successful demonstration should be certified by the CFI in the applicant's personal flying logbook

#### **A10.2 Minimum requirements for the issue of a JAR-FCL pilot licence (helicopter) on the basis of a national (UK) pilot's licence (helicopters)**

A pilot licence issued by the CAA in accordance with national requirements may be replaced by a JAR-FCL licence, subject to conditions. For the replacement of such licences the holder shall:

1. Complete, as a proficiency check, the type (and instrument rating (IR) if applicable) revalidation requirements of JAR-FCL 2.245 (b) relevant to the privileges of the licence held;
  - Only a valid Licensing Proficiency Check (LPC) or Licensing Skill Test (LST) is acceptable.
  - An Operator Proficiency Check (OPC) as required by JAR-OPS is not acceptable.

2. **For CPL (H) and ATPL (H) only**  
Demonstrate to the satisfaction of the CAA that a knowledge of the relevant parts of JAR-OPS 3 and JAR-FCL (see AMC FCL 2.005 and 2.015), has been acquired; applicants will satisfy this requirement by signing a declaration contained in the application form for the licence.

3. **For PPL (H) only**  
Demonstrate to the satisfaction of the CAA that knowledge of the relevant parts of JAA Requirements (see AMC FCL 2.125) has been acquired; applicants will satisfy this requirement by signing a declaration in the application form for the licence.

4. Demonstrate acknowledge of English in accordance with JAR-FCL 2.200 if Instrument Rating (IR) privileges are held;

- This shall be demonstrated by having graduated from an IR course given in English.

5. Hold a valid JAR-FCL Medical Certificate.

- Class 1 for CPL (H) or ATPL (H)
- Class 1 or 2 for PPL (H)

6. Comply with the experience requirements and any further requirements as set out in the table:

(1) National licence held	(2) Total flying hours experience	(3) Any further JAA requirements	(4) Replacement JAR-FCL licence and conditions (where applicable)	(5) Removal of conditions
ATPL (H) (valid IR(H))	>1000 as PIC on multi-pilot helicopters	none	ATPL (H)	Not applicable
ATPL (H) (no IR(H) privileges)	>1000 as PIC on multi-pilot helicopters	none	ATPL (H) restricted to VFR privileges	Obtain an IR (H) in accordance with JAR-FCL 2 Subpart E
ATPL (H) (valid IR (H))	>1000 on multi-pilot helicopters	none	ATPL (H) with type rating restricted to co-pilot (see Note 2)	demonstrate ability to act as PIC as required by JAR-FCL Appendix 1 to JAR-FCL 2.240 and 2.295 paras 9 to 15
ATPL (H) (no IR (H) privileges)	>1000 on multi-pilot helicopters	none	ATPL (H) restricted to VFR privileges and type rating restricted to co-pilot (see Note 2)	(i) Obtain an IR (H) in accordance with JAR-FCL 2 Subpart E (ii) demonstrate ability to act as PIC as required by Appendix 1 to JAR-FCL 2.240 and 2.295 paras 9 to 15
ATPL (H) (valid IR (H))	>500 on multi-pilot helicopters	demonstrate to the Authority a knowledge of flight planning and flight performance as required by Appendix 1 to JAR-FCL 2.470	ATPL (H) with type rating restricted to co-pilot (see Note 2)	demonstrate ability to act as PIC as required by JAR-FCL Appendix 1 to JAR-FCL 2.240 and 2.295 paras 9 to 15
ATPL (H) (no IR (H) privileges)	>500 on multi-pilot helicopters	demonstrate to the Authority a knowledge of flight planning and flight performance as required by Appendix 1 to FCL 2.470	ATPL (H) restricted to VFR privileges and type rating restricted to co-pilot (see Note 2)	(i) Obtain an IR (H) in accordance with JAR-FCL 2 Subpart E (ii) demonstrate ability to act as PIC as required by Appendix 1 to JAR-FCL 2.240 and 2.295 paras 9 to 15
CPL/IR (H) and passed an ICAO ATPL (H) theory test in the JAA Member State of licence issue	>500 multi-pilot helicopters	(i) demonstrate to the Authority a knowledge of flight planning and flight performance as credit required by Appendix 1 to JAR-FCL 2.470 (ii) meet remaining requirements of JAR-FCL 2.250(a)	CPL/IR(H) with JAR-FCL ATPL(H) theory	Not applicable

2 of 2 (cont'd from previous page)

(1) National licence held	(2) Total flying hours experience	(3) Any further JAA requirements	(4) Replacement JAR-FCL licence and conditions (where applicable)	(5) Removal of conditions	
CPL/IR (H)	>500 as PIC on multi pilot helicopters	(i) to pass an examination for JAR-FCL ATPL(H) theoretical knowledge in the JAA credit Member State of licence issue *(see text below table) (ii) meet remaining requirements of JAR-FCL 2.250(e)	CPL/IR (H) with JAR-FCL ATPL(H) theory not applicable	not applicable	h
CPL/IR (H)	>500 as PIC on single pilot none helicopters	none	CPL/IR (H) with type ratings restricted to single-pilot helicopters		i
CPL (H)	<500 as PIC on single pilot helicopters	demonstrate to the Authority a knowledge of flight planning and flight performance as required by Appendix 1 to JAR-FCL 2.470	as (4)(i)		j
CPL (H)	>500 as PIC on single pilot helicopters	if applicable	CPL(H) with type ratings restricted to single pilot helicopters	obtain multi-pilot type rating as required by JAR-FCL 2.240	k
CPL(H)	<500 as PIC on single pilot helicopters	if applicable, demonstrate to the Authority a knowledge of flight performance and planning as required by Appendix 1 to JAR-FCL 2.470	as (4) (j)		l
PPL/IR (H)	≥75 hrs. in accordance with IFR	if night flying privileges are not included in the instrument rating	PPL/IR (H) (the IR restricted to PPL)	demonstrate to the Authority a knowledge of flight performance and planning as required by Appendix 1 to JAR-FCL 2.470	m
PPL (H)	≥75 hrs. on helicopters	demonstrate the use of radio navigation aids	PPL (H)		n



**Notes:**

1. Multi Pilot Helicopters are defined as helicopters certificated for operation with a minimum crew of at least two pilots **or** required to be operated by a crew of at least two pilots in accordance with JAR-OPS.

Single-Pilot Helicopters are defined as helicopters certificated for operation by one pilot.

2. All Aircraft Ratings included in a UK ATPL (H) will be transferred as a Pilot-in-Command (PIC) ratings to the JAR-FCL licence (unless specifically restricted to 'Co-pilot only' in the UK licence) as applicants will have already demonstrated the ability to act as PIC on each helicopter type. In this case, the JAR-FCL ATPL (H) will not be issued with type ratings restricted to co-pilot.
- 3a. UK CPL(H)/IR holders who have passed UK CPL(H) theory examinations, and have 500 hours flying experience in multi-pilot operations will be credited the JAR-FCL ATPL(H) theoretical knowledge examinations for the purpose of JAR-FCL ATPL(H) licence issue. This credit will remain valid for a period of 7 years from the most recent validity date of the IR (H). To upgrade to a JAR-FCL ATPL (H), applicants must either:
- Obtain a multi-pilot type rating (if not already held) in accordance with JAR-FCL 2.240 (**see Note 1**), meet the experience requirements of JAR-FCL 2.280 and pass the ATPL (H) Skill Test on a multi-pilot type with an authorised Examiner. The ATPL (H) Skill Test may serve at the same time as a skill test for the issue of the licence and a proficiency check for the revalidation of the type rating for the helicopter used in the test and may be combined with the skill test for the issue of a multi-pilot type rating; or
  - Obtain a multi-pilot type rating (if not already held) in accordance with JAR-FCL 2.240 (see Note 1), meet the experience requirements of a UK ATPL (H) (even though such a licence can no longer be issued) **AND** meet the requirements for conversion of a UK ATPL (H) to JAR-FCL ATPL (H) in accordance with Appendix 1 to JAR-FCL 2.005.
- 3b. UK CPL (H)/IR holders who have passed UK CPL(H) theory examinations, and have less than 500 hours flying experience in multi-pilot operations do not qualify for the JAR-FCL ATPL(H) theory credit. However, the UK CPL (H) theory will be accepted for the issue of a JAR-FCL ATPL (H) **provided** applicants meet the experience requirements of a UK ATPL (H) as detailed below (even though such a licence

can no longer be issued) **and** meet the requirements for conversion of a UK ATPL (H) to JAR-FCL ATPL (H) in accordance with Appendix 1 to JAR-FCL 2.005. The UK CPL (H) theory will remain valid for a period of 7 years from the most recent validity date of the IR(H) for the issue of a JAR-FCL ATPL(H).

\*CPL holders already holding a type rating for a multi-pilot helicopter are not required to have passed an examination for ATPL theoretical knowledge whilst they continue to operate that same helicopter type, but will not be given ATPL theory credit for a JAR-FCL licence. If they require another type rating for a different multi-pilot helicopter, they must pass an examination in JAR-FCL ATPL(H) knowledge in the JAA Member State of licence issue.

**FLYING EXPERIENCE REQUIREMENTS FOR UK ATPL(H)**

1200 hours as pilot of flying machines which must include the following requirements:

400 hours PIC of Helicopters, **or alternatively**;

- 50 hours PIC of Flying Machines, which must include 35 hours PIC of Helicopters, plus 165 hours PIC or Co-Pilot acting as PIC U/S of Helicopters; plus 200 hours PIC or Co-pilot) of Helicopters.
  - 50 hours Cross-country flying, must include 10 hours Pilot-in-Command of Helicopters, must include One flight by day of at least 50 nm and One flight by night of at least 50 nm.
  - 40 hours PIC or PIC U/S of Aeroplanes or Helicopters, must include 15 hours PIC or PIC U/S of Helicopters.
  - 20 hours Night flying as PIC, PIC U/S or P/UT of Helicopters, must include 3 hours Dual instruction, must include 1 hour Cross-country flying, 10 hours PIC or PIC U/S, must include 5 hours PIC, must include 5 take-offs, circuits and landings without assistance.
  - 10 hours instruction in Instrument flying in Helicopters.
4. UK CPL (H) holders already holding a type rating for a multi-pilot helicopter are not required to have passed the ATPL theoretical knowledge examinations whilst they continue to operate that same helicopter type, but will **not** be given ATPL theory credit for a JAR-FCL licence. If a type rating for a different multi-pilot helicopter is required, applicants must pass the JAR-FCL ATPL theoretical knowledge examination.

5. Demonstration of the use of radio navigation aids should be to the satisfaction of a Chief Flying Instructor. Successful demonstration should be certified by the CFI in the applicant's personal flying logbook.
6. A Night Qualification in accordance with Appendix 4 to JAR-FCL 2.125.

**A11 SPECIAL CIRCUMSTANCES  
(EXEMPTIONS TO JAR-FCL)**

It is recognised that the provisions of all parts of JAR-FCL will not cover every possible situation. Where the application of JAR-FCL would have anomalous consequences, or where the development of new training or testing concepts would not comply with the requirements, an applicant may ask the Authority concerned for an exemption. An exemption may be granted only if it can be shown that the exemption will ensure or lead to at least an equivalent level of safety.

Exemptions are divided into short term exemptions and long term exemptions (more than 6 months). The granting of a long term exemption may only be undertaken in agreement with the JAA FCL Committee/LST. Where applicable, text has been changed within

this document to incorporate the change within the exemption. A full list of exemptions to JAR-FCL can be found on the JAA web site at [www.jaa.nl](http://www.jaa.nl).


**A12 CREDIT FOR MILITARY SERVICE**

UK Military flight crew members applying for licences and ratings specified in JAR-FCL shall apply to the CAA. The knowledge, experience and skill gained in military service will be credited towards the relevant requirements of JAR-FCL licences and ratings at the discretion of the CAA. The privileges of such licences shall be restricted to aircraft registered in the State of licence issue until the requirements set out in the Appendix 1 to JAR-FCL 1.005/2.005 are met.

Further details can be found in the relevant section appropriate to the licence or rating being sought.

**NOTE: Your medical certificate and certificate of test pages should be transferred to this licence**

United Kingdom  
Civil Aviation Authority



Civil Aviation Authority

Identifies licence as a JAR-FCL licence

If your permanent address changes you must notify PLD in writing

Licence conversion statement

**JOINT AVIATION AUTHORITIES**

**FLIGHT CREW LICENCE**

**Issued in accordance with ICAO and JAR-FCL Standards**

Licence: UK/PP/900000C/A Page 1 of 6 10/11/2004

<b>I</b>	State of issue <b>United Kingdom</b>	State of licence
<b>III</b>	Licence number <b>UK/PP/900000C/A</b>	Personal licence number
<b>IV</b>	Last and first names of licence holder <b>OTHER, Anthony Neil</b>	
<b>XI</b>	Date and place of birth <b>10/11/1963, Hope Town, United Kingdom</b>	
<b>V</b>	Address <b>2 The Street Newtown Oldshire XY12 6TP United Kingdom</b>	Please sign here
<b>VI</b>	Nationality <b>British</b>	
<b>VII</b>	Signature of holder.....	
<b>VIII</b>	Issuing Authority <b>UK Civil Aviation Authority</b>	
<b>X</b>	This PPL(A) has been issued on the basis of a PPL issue by United States Signature of issuing Officer and date:	10/11/2004
<b>XI</b>	Seal or Stamp of Issuing Authority	10/11/2004

Licence: UK/PP/900000C/A Page 2 of 6 10/11/2004





**CERTIFICATE OF REVALIDATION PAGE**

Any certificate of test/experience/revalidation with current entries should be retained. It is advised that all certificate pages with entries are retained for possible future reference.

Last and first names: **OTHER, Anthony Neil**  
**RATING - CERTIFICATE OF REVALIDATION** Licence No. **UK/PP/900000C/A**

Rating	Date of test/ check (if applicable)	Valid until	Examiner Authorisation no.	Examiners Signature
SEP (Land)	N/A	09/05/2008	UK/CRE/862619B	C Watts
B737-300/IR	23/05/2006	22/05/2007	UK/CRE/862619B	C Watts
EMB 110/IR/MPA	15/06/2006	14/06/2007	UK/CRE/871445B	A Simple
MEP (Land)	14/07/2006	13/07/2007	UK/CRE/790480L	B Little
IR-SPA-SE	14/07/2006	13/07/2007	UK/CRE/961953D	B George
FI(A)	01/07/2006	04/04/2009	UK/FIE/862619B	C Watts

Types/classes as listed on JAR-FCL 1. Entries as per guidance to Examiners.

Check conducted in revalidation period.

Correct Examiner authorisation stated

Licence: UK/PP/900000C/A Rating validity page All entries to be made in ink 10/11/2004

Last and first names: **OTHER, Anthony Neil**  
**NATIONAL RATING - CERTIFICATE OF REVALIDATION** Licence No. **UK/PP/900000C/A**

Rating	Date of test/ check (if applicable)	Valid until	Examiner Authorisation no.	Examiners Signature
IMC	04/10/2006	03/11/2008	UK/CRE/862619B	C Watts

Specific revalidation page for National ratings only.

Licence: UK/PP/900000C/A National Rating validity page All entries to be made in ink 10/11/2004

**A14 TRAINING ORGANISATIONS****Training organisations and registered facilities**

Requirements for the establishment, manning and approval of all training organisations can be found in Standards Documents.

Flying training organisations (FTO's) offer training for professional licences and associated ratings.

Type Rating Training Organisations (TRTO's) offer training for type ratings only for licence holders.

Facilities offer training for PPL only shall register for that purpose with the CAA. FTO's may also conduct training for the PPL; TRTO's may also conduct training for PPL holders seeking a type rating.

Organisations specialising in theoretical knowledge instruction will be approved by the CAA relevant to the specialised knowledge instruction they are providing.

**For details of approved organisations, PPL Registered Facilities and Standards Documents, please refer to CAA-SRG web site [www.caa.co.uk](http://www.caa.co.uk).**

**Finance**

It should be noted that the UK CAA is not empowered to verify the financial viability of a registered facility. Registration does not imply any financial protection or guarantee that a registered facility's finances are adequate. A training organisation seeking approval (FTO or TRTO as detailed above) is required by the JAA to satisfy to the UK CAA that sufficient funding is available to conduct courses of flying or ground training to the approved standards but prospective trainees should be aware that this does not imply any protection of fees paid to training organisations.

Methods of paying for courses of training can vary. For example, some organisations may require a lump sum payment in advance some may offer a discount for payment in advance, others may accept staged payments. Whatever method is used, prospective trainees are strongly advised to give careful consideration to their financial commitment before entering in an agreement.

**A15 APPEALS AND ENFORCEMENT**

A JAA Member State may at any time, in accordance with its national procedures, act on appeals, limit privileges, or suspend or revoke any licence, rating, authorisation, approval or certificate it has issued in accordance with the requirements of JAR-FCL if it is established that an applicant or a licence holder has not

met, or no longer meets, the requirements of JAR-FCL or relevant national law of the State of licence issue.

If a JAA Member State establishes that an applicant or licence holder of a JAR-FCL licence issued by another JAA Member State has not met, or no longer meets, the requirements of JAR-FCL or relevant national law of the State in which an aircraft is being flown, the JAA Member State shall inform the State of licence issue and the Licensing Division of the JAA Headquarters. In accordance with its national law, a JAA Member State may direct that in the interest of safety an applicant or licence holder it has duly reported to the State of licence issue and the JAA for the above reason may not pilot aircraft registered in that State or pilot any aircraft in that State's airspace.

**Review of licensing decisions by the CAA**

Where an application for a licence or a rating is refused, or is granted in terms other than those requested, the applicant may, under the provisions of the Civil Aviation Authority Regulations 1991, request that the case be reviewed by the CAA, that is by one or more members of the CAA, who are appointed by the Secretary of State, as opposed to officials acting on its behalf.

Similarly, an applicant who has failed a test or examination which he is required to pass before he is granted or may exercise the privileges of a licence or rating, may request that the CAA determine whether the test or examination was properly conducted.

Any request under these provisions should be made to the CAA, Head of Personnel Licensing Department (PLD), at the address given in Appendix A, within 14 days of receipt by the applicant of the notice of refusal to grant a licence or rating, or notice to grant it in terms other than those requested, or receipt of notice of failure of an examination or test.

Reference should be made to the Civil Aviation Authority Regulations, 1991, for further information.

**A16 RECORD OF TRAINING**

Any Registered Facility or FTO should keep the records of flying and ground training involved in a student's training. Irrespective of how many Registered Facilities have been involved in a PPL applicant's training, the person signing the certificate of training on the application form is normally responsible for verifying that all the required training has been satisfactorily completed.

The CAA may require to inspect a student's training records before issuing a licence or rating. All records thus required will be returned. Records are to be kept for at least five years following completion of training. A student is required to maintain an accurate record in his personal flying log



book of any training undertaken. Exercises should be annotated and the time spent should be recorded in the 'Remarks' column whenever the exercise forms only a part of a particular sortie.

On completion of any course of training, the Chief Flying Instructor (CFI) (or his representative) should certify the student's logbook as a true record of the training completed.

An FTO shall maintain and retain records for a period of at least 5 years and a Registered Facility shall retain the records for a period of 3 years.

## Recognised Syllabus

All required training for the issue of a JAR-FCL licence or associated ratings must be conducted in accordance with the syllabus published in JAR-FCL 1 or 2. For a National licence or rating, training must be conducted to a syllabus recognised by the CAA. Once a syllabus is recognised any proposed modification to it must be submitted to the CAA for approval. Training for a JAR-FCL PPL and associated ratings must be conducted at a Registered Facility (RF) and training for a Professional Pilot Licence must be conducted at an organisation authorised to conduct CAA and JAR-FCL approved courses of flight and ground training.

## A17 ADMINISTRATION PROCEDURES (PERSONNEL LICENSING)

This section details the administration procedures when applying to the CAA, for a particular service. Applications should be sent to the CAA, PLD. (Full address in Section A, Appendix E). All of our application forms can be downloaded from the SRG web site at [www.caa.co.uk](http://www.caa.co.uk). For a full list of application forms please refer to Section A, Appendix C.

### Applying for a service

When an application form is submitted to PLD, the Licensing Operations Team will check your application on receipt to ensure that all requirements have been met. You will then be advised the day after assessment whether the application has been accepted or rejected.

When an application is accepted this will mean that we have fully assessed all relevant requirements including flying experience, written examinations, flight tests and that all administrative requirements have been met. To avoid delay customers should follow carefully our 'Application Checklists', which are on our application forms, which details the documentation to be submitted with the application.

To indicate how long we are currently taking to process applications, details of turnaround times are available on our web site and are updated weekly. We are aware

how important it is for customers to know how long their applications may take but, while we always plan to issue the licence within our published CAA Code of Practice timescale, there may be variations in actual delivery times. We also regret that we are unable to expedite individual applications as all applications are dealt with in date order of receipt.

When an applicant has failed to meet a licensing requirement the application will be rejected and a letter detailing why will be sent by return. Once the applicant has met all requirements the item will be processed in **date order from the initial application**.

### Computerised Logbooks

Computerised Logbooks are acceptable, provided that they are submitted in hard copy paper format and contain the relevant information (as specified in ANO, currently in force, Article 35) with each page certified as true and signed by the applicant.

### Evidence of Identity and Nationality

Applicants applying for the issue of a UK National licence are required to provide evidence of nationality and the date/place of birth and are required to submit their original birth certificate or actual passport with their application for licence issue. Photocopies are not acceptable.

Applicants applying for the issue of a JAR-FCL licence are required to provide evidence of identity and are required to submit their passport or birth certificate. Photocopies are acceptable provided the relevant information is clearly presented and certified by the Head of Training (or authorised signatory) of the approved training provider. In instances where approved training (i.e. National to JAR PPL Conversions/ECAC) has not been completed then the applicant will be required to submit their original documents for us to verify their identity. QSP's may submit photocopies certified by the OC Flying/Squadron Commander. Existing holders of UK professional flight crew licence or holders of another JAR-FCL pilot's licence can ignore this requirement.

### Scheme of Charges

Details of our scheme of charges can be found on the CAA-SRG web site at [www.caa.co.uk](http://www.caa.co.uk).

### Public Counter Service

PLD provides a counter service at Aviation House, dealing with customer enquiries. The counter opening times are 09:00 am to 16:00 pm.

The Department provides the following 'while you wait' services:-

- Addition of a Type or Class Rating to a Licence;

- Renewal of a Licence;
- UK National to JAR-FCL Licence Conversions;
- Inclusion of the Flight Instructor Rating\*;
- Removal of restrictions from the Flight Instructor Rating.

\* FI Ratings accompanied by a letter from the employer will be considered for same day issue.

Providing that individuals present themselves with the relevant documentation before midday, we are normally able to provide a 'same day' service, on a 'first come first served basis'. The length of time that an individual will have to wait is dependant on the number of ratings received prior to their arrival at the counter. We have allocated a finite amount of manpower to provide this same day service and therefore, we may not be able to accommodate all requests. We apologise for any inconvenience that this may cause.

On occasions, we have had pilots from major airlines arriving after midday expecting their rating to be endorsed the same day, as they are requested to fly on line the following day. We are aware of crew rostering and flight operational constraints and we try to accommodate these requests, however it may not always be possible to process same day items received after midday.

Therefore, all pilots who are currently undertaking aircraft type training and require their type rating endorsements urgently, should present themselves at our counter before midday. Failure to do so will result in a delay in the processing of the rating. Alternatively, the rating can be treated as a postal application and returned within 10 working days.

In addition, any multiple rating applications (four or more) made by one person/company should be agreed beforehand with the Customer Service Team Manager. Requests should be made in writing or by fax on 01293 573996. Please note, in order to maintain the service we provide we are not able to pre-book slots therefore multiple ratings will be processed for the end of the working day.

We are unable to provide a 'same day' service for applications for licence issue.

All other applications for services may be handed in at the counter but cannot be issued the same day.

### Change of Address

Changes of address should be made in writing by letter, fax or by change of address notification (available on the SRG web site at [www.caa.co.uk](http://www.caa.co.uk)). You should quote your CAA reference number together with details of your new permanent address. There is no need for you to submit your licence, so you may continue to fly whilst

the address change is being processed. Once we have actioned the change, we will despatch new licence pages for you to sign and insert into your licence. There is no fee for this service.

### Change of Name

Individuals who have changed their name are required to notify the CAA in writing of the change. If the change of name is through marriage then you are also required to submit the original marriage certificate. There will be no charge for this service.

If the change of name is other than by marriage then you are required to submit either an original passport, original change of name deed, Statutory Declaration or original decree absolute. There will be a charge for changing personal particulars (other than by marriage); please refer to the current Scheme of Charges.

### Lost Flight Crew Licence

Individuals who have lost their pilot licence are required to submit an application form SRG\1117 for a duplicate licence, together with the appropriate fee (as per current Scheme of Charges).

Where a pilot is required to operate an aircraft and has lost their licence or does not have the licence with them, the operating company should make a request in writing for an exemption to be issued, together with the appropriate fee (as per the Scheme of Charges) to allow the pilot to operate without their licence being carried on the aircraft.

The request from the operating company may be made by fax to 01293 573996, and should include the following information:-

- Name and Licence Number of the pilot.
- Name of the operating company.
- Type and series of aircraft to be operated without the licence in hand.
- Nature of Operation.
- Length of time exemption is required.

(please note that exemptions are issued for a short period until such time as the pilot is able to locate his/her licence or a duplicate licence has been issued, in the case of a lost licence).

An exemption to fly will **not** be issued to a pilot who does not hold the appropriate licence or rating.

### Lost Flying Logbook

Individuals who have lost their logbook(s) and are intending to obtain further licences/ratings will be required to obtain a Sworn Affidavit, completed through

a solicitor or Commissioner of Oaths, detailing their flying hours to the best of their knowledge. The flying hours should be detailed into categories in conjunction with the applicable licence requirements. This is required in order for us to be able to confirm flying experience when a further licence is applied for.

Individuals who do not intend to obtain any further licence (i.e. ATPL holders) are not required to obtain a Sworn Affidavit, but may wish to start a new logbook.

## A18 INTENDING TO FLY OVERSEAS

As a result of recent events, increased global security measures have been adopted by an increased number of National Aviation Authorities.

In the past, production of a valid ICAO pilot licence and current medical certificate to any ICAO Authority would usually result in an immediate authorisation enabling the pilot to exercise the privileges of a PPL in that country. This practice has mostly ceased. Some National Authorities are requesting that holders of ICAO licences not issued by that Authority have their licences and medical certificates verified by the issuing authority; prior to the pilot exercising the privileges of his/her licence in the specific National Authorities airspace/aircraft.

As such the UK CAA have implemented a standard licence verification process for all UK licence holders who require a verification to fly/train in another country where the ICAO Authority of that country requires it.

The UK CAA is working closely with other National Authorities and together have agreed a relatively simple verification procedure. The CAA form SRG1160 must be completed by each individual and sent direct to the UK CAA. Upon receipt of both the SRG1160 and the official request from the overseas National Authority a verification will be issued directly to that Authority. This is normally sent by e-mail or fax to keep delays to a minimum. While appearing a simple procedure, for the UK it produces significant problems because of data protection and disclosure of information legislation. Please refer to the Scheme of Charges for the current fee for this service on the SRG web site at [www.caa.co.uk](http://www.caa.co.uk).

It is still the case that non-UK ICAO licence holders may exercise the privileges of their licence in UK registered aircraft, albeit subject to restrictions, without the need for any verification. Details of the restrictions imposed on non-UK licence holders can be found in Section A7.

Holders of a UK issued JAR-FCL licence intending to fly in a different JAA Member State do not need to have their licences verified. Full details of the licence verification process can be found on the SRG web site at [www.caa.co.uk](http://www.caa.co.uk).

## A19 TRAINING AND TESTING ON FOREIGN REGISTERED AIRCRAFT

Flight tests and training in foreign registered aircraft in the UK are subject to both airworthiness and licensing restrictions. If 'valuable consideration' is to be given to the examiner or instructor then the aircraft is being used for aerial work and the flight is subject to ANO Article 140. Prior to undertaking such a flight, the operator of the foreign registered aircraft must obtain an Operating Permit from the Department for Transport (contact 020 7944 5806/5847). The Department for Transport will only consider granting these Operating Permits under certain limited circumstances. This requirement applies equally to JAA member state registered aircraft as to any other state registrations.

In addition, before acting as pilot-in-command of a foreign registered aircraft, the licensing requirements of the state of registration must be met in accordance with ANO Article 26(3). For 'N' registered aircraft, U.S. Federal Air Regulations (FARs) 61.3(a)(1) states that 'when the aircraft is operated within a foreign country a current pilot licence issued by that country in which the aircraft is operated may be used'. In the case of 'Mutually Recognised' JAA member state aircraft, a valid JAA licence should be sufficient; however, the holders of JAA licences and UK National licences must still meet the requirements of ANO Article 26(3) and ensure that their licences 'rendered valid' by the foreign licensing authority. In all cases the requirements of Article 36 must also be met with regard to the entitlement to give instruction and to examine in such aircraft.

Also to comply with JAR-FCL 1 and 2, approval has to be sought from the Approvals Section of Personnel Licensing Department or Flight Operations Department, as appropriate, who may require an inspection of the aircraft and its documentation to ensure it is fit for the purpose. An application for a licence or rating should be accompanied with copies of all supporting paperwork.

## A20 ICAO LANGUAGE PROFICIENCY

A new ICAO Annex 1 requirement has been introduced regarding Language Proficiency. As of 5 March 2008, applicants for a licence and licence holders who are required to use the radio telephone will be required to demonstrate the ability to speak and understand the language used for radiotelephony communications. The language proficiency required must be at least Operational Level (level 4).

These new requirements will be introduced in NPA FCL-26 but at this time the full details regarding the implementation of these requirements by the UK are being formulated. We will advise industry in due course by Aeronautical Information Circular.

## APPENDICES TO SECTION A

- ◆ **Appendix A**      **Definitions and abbreviations**
- ◆ **Appendix B**      **Recording of flight time**
- ◆ **Appendix C**      **Forms List**
- ◆ **Appendix D**      **List of publications which applicants for flight training and pilot licence examinations may find helpful**
- ◆ **Appendix E**      **Useful Addresses**
- ◆ **Appendix F**      **Schedule 8 of Air Navigation Order 2005**
- ◆ **Appendix G**      **Flight Instruction and Skill Testing in Aeroplanes/ Helicopters - Limitations for holders of Class 1 medical certificate with Operational Multi-crew Limitation (OML)**

APPENDIX A **DEFINITIONS AND ABBREVIATIONS**

1 of 8

Abbreviations	Definitions
<b>A</b>	Aeroplane
<b>A/C</b>	Aircraft
<b>ADF</b>	Automatic Direction Finding
<b>AFI</b>	Assistant Flying Instructor
<b>AIC</b>	Aeronautical Information Circular
<b>AIP</b>	Aeronautical Information Publication
<b>AIS</b>	Aeronautical Information Services
<b>AMC</b>	Aeromedical Centre
<b>AMC</b>	Acceptable Means of Compliance
<b>AME</b>	Authorised Medical Examiner
<b>AMS</b>	Aeromedical Section
<b>ANO</b>	Air Navigation Order
<b>AOC</b>	Air Operator's Certificate
<b>AOPA</b>	Aircraft Owners and Pilots Association
<b>ATC</b>	Air Traffic Control
<b>ATC</b>	Air Training Corps
<b>ATP</b>	Airline Transport Pilot
<b>ATPL</b>	Airline Transport Pilot Licence
<b>ATSU</b>	Air Traffic Service Units
<b>BBAC</b>	British Balloon and Airship Club
<b>BCPL(A)</b>	Basic Commercial Pilot's Licence (Aeroplanes)
<b>BGA</b>	British Gliding Association
<b>BHGA</b>	British Hang Gliding Association
<b>BINA</b>	British Isles and North Atlantic
<b>BITD</b>	Basic Instrument Training Device
<b>BMAA</b>	British Microlight Aircraft Association
<b>CAA</b>	Civil Aviation Authority (United Kingdom)
<b>CAP</b>	Civil Aviation Publication
<b>Category (of aircraft)</b>	Categorisation of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon
<b>CCQ</b>	Cross Crew Qualification

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Abbreviations	Definitions
<b>CFI</b>	Chief Flying Instructor
<b>CFS</b>	Central Flying School (of the Royal Air Force)
<b>CG</b>	Centre of Gravity
<b>CGI</b>	Chief Ground Instructor
<b>C of A</b>	Certificate of Airworthiness
<b>C of E</b>	Certificate of Experience
<b>C of R</b>	Certificate of Revalidation
<b>C of T</b>	Certificate of Test
<b>Complex type</b>	An aeroplane certificated for the carriage of at least four persons, have a variable pitch propeller and retractable landing gear
<b>Conversion (of a licence)</b>	The issue of a licence on the basis of a licence issued by a non-JAA State
<b>Co-pilot</b>	A pilot operating other than as pilot-in-command, an aircraft for which more than one pilot is required under the list of types of aeroplanes as listed in Appendix 1 to JAR-FCL 1.220) or the type certification of the aircraft, or the operational regulations under which the flight is conducted, but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction for a licence or rating
<b>CP</b>	Co-pilot
<b>CPL</b>	Commercial Pilot Licence
<b>CQB</b>	Central Question Bank
<b>CR</b>	Class Rating
<b>CRE</b>	Class Rating Examiner authorised to conduct Skill Tests, Proficiency Checks for aircraft and instrument ratings on Single-Pilot Aeroplanes (SPA)
<b>CRI</b>	Class Rating Instructor
<b>CRM</b>	Crew Resource Management
<b>DAAIS</b>	Danger Area Activity Information Service
<b>DACS</b>	Danger Area Crossing Service
<b>DEFTS</b>	Defence Elementary Flying Training School
<b>DHFS</b>	Defence Helicopter Flying School
<b>DME</b>	Distance Measuring Equipment
<b>Dual instruction time</b>	Flight time or instrument ground time during which a person is receiving flight instruction from a properly authorised instructor
<b>ECAC</b>	European Civil Aviation Conference
<b>ECG</b>	Electrocardiograph
<b>EFIS</b>	Electronic Flight Instrument System
<b>EFT</b>	Elementary Flying Training
<b>EFTA</b>	European Free Trade Association

Section B

Section C

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Section K

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Abbreviations	Definitions
EU	European Union
FADEC	Full Authority Digital Engine Control
FCL	Flight Crew Licensing
FE	Flight Examiner authorised to conduct tests and examinations and sign Certificates of Test and Revalidation in accordance with the privileges stated on the individual authorisation.
F/E	Flight Engineer
F/EL	Flight Engineer Licence
FI	Flight Instructor
FI(R)	Flight Instructor (Restricted)
FIC	Flight Instructor Course
FIE	Flight Instructor Examiner
FIH	Flight Information Handbook
FIS	Flight Information Service
Flight and Navigation Procedures Trainer - Type I (FNPT I)	A ground based training device which represents the flight deck environment of a class of aeroplanes.
Flight and Navigation Procedures Trainer - Type II (FNPT II)	A ground based training device which represents the flight deck environment of a multi-engine aeroplane type or class to the extent that the systems appear to function as in an aeroplane. It incorporates a visual system providing an out of the flight deck view.
Flight Simulator (FS)	A full size replica of a specific type or make, model and series aeroplane flight deck, including the assemblage of all equipment and computer programmes necessary to represent the aeroplane in ground and flight operations, a visual system providing an out of the flight deck view, and a force cueing motion system. It is in compliance with the minimum standards for Flight Simulator Qualification.
Flight time (aeroplane)	The total time from the moment that an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.
Flight time (helicopter)	The total time from the moment a helicopters rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight and the rotor blades are stopped
Flight Training Device (FTD)	A full size replica of an aeroplane's instruments, equipment, panels and controls in an open flight deck area or an enclosed aeroplane flight deck, including the assemblage of equipment and computer software programmes necessary to represent the aeroplane in ground and flight conditions to the extent of the systems installed in the device. It does not require a force cueing motion or visual system. It is in compliance with the minimum standards for a specific FTD Level of Qualification.
FN	Flight Navigator
FNPT	Flight and Navigation Procedures Trainer
FRTOL	Flight Radio Telephony Operator's Licence

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Abbreviations	Definitions
<b>FTO</b>	Flying Training Organisation (Approved to conducted JAA Courses)
<b>GST</b>	General Skill Test (National Private Pilot's Licences)
<b>GPS</b>	Global Positioning System
<b>H</b>	Helicopter
<b>HPA</b>	High Performance Aeroplane
<b>HT</b>	Head of Training
<b>ICAO</b>	International Civil Aviation Organisation
<b>IEM</b>	Interpretative and Explanatory Material
<b>IFR</b>	Instrument Flight Rules
<b>ILS</b>	Instrument Landing System
<b>IMC</b>	Instrument Meteorological Conditions
<b>Instrument time</b>	Instrument flight time or instrument ground time
<b>Instrument flight time</b>	Time during which a pilot is controlling an aircraft in flight solely by reference to instruments
<b>Instrument ground time</b>	Time during which a pilot is receiving instruction in simulated instrument flight in synthetic training devices (STDs)
<b>IR(A)</b>	Instrument Rating (Aeroplane)
<b>IR(H)</b>	Instrument Rating (Helicopter)
<b>IRE</b>	Instrument Rating Examiner
<b>IRI</b>	Instrument Rating Instructor
<b>IRT(A)</b>	Instrument Rating Test (Aeroplanes)
<b>IRT(H)</b>	Instrument Rating Test (Helicopters)
<b>IRVR</b>	Instrumented Runway Visual Range
<b>JAA</b>	Joint Aviation Authorities
<b>JAR</b>	Joint Aviation Requirements
<b>JAR-FCL</b>	Joint Aviation Requirements – Flight Crew Licensing
<b>JOC</b>	Jet Orientation Course
<b>LARS</b>	Lower Airspace Radar Service
<b>LPC</b>	Licensing Proficiency Check
<b>LOFT</b>	Line Orientated Flight Training
<b>LST</b>	Licensing Skill Test
<b>MATZ</b>	Military Aerodrome Traffic Zone
<b>MCC</b>	Multi Crew Co-operation - the functioning of the flight crew as a team of co-operating members led by the pilot-in-command

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Abbreviations	Definitions
<b>MCCI</b>	Multi Crew Co-operation Instructor
<b>MCQ</b>	Multiple Choice Questions
<b>ME</b>	Multi-engine
<b>MEP</b>	Multi-engine Piston
<b>MET</b>	Multi-engine turbo-prop
<b>MGIR</b>	Motor Glider Instructor Rating
<b>MPA</b>	Multi-pilot aeroplanes – aeroplanes certificated for operation with a minimum crew of at least two pilots
<b>MPH</b>	Multi-pilot Helicopter – helicopters certificated for operation with a minimum crew of two pilots
<b>MTWA</b>	Maximum Total Weight Authorised
<b>NAA</b>	National Aviation Authority
<b>NDB</b>	Non-Directional Beacon
<b>NFT</b>	Navigation Flight Test (UK National Licences)
<b>NFU</b>	National Farmers Union
<b>Night</b>	The period between the end of evening civil twilight and the beginning of morning civil twilight, or such other period between sunset and sunrise as may be prescribed by the appropriate Authority.
<b>nm</b>	Nautical Miles
<b>NOTAM</b>	Notice to Airmen
<b>NPLG</b>	National Pilot Licensing Group (NPLG) Ltd.
<b>NPPL</b>	National Private Pilot's Licence
<b>NSUs</b>	Nominated Service Units
<b>OCM</b>	Organisational Control Manual
<b>OML</b>	Operational Multicrew Limitation
<b>OPC</b>	Operator Proficiency Check
<b>OSL</b>	Operational Safety Pilot Limitation
<b>Other training devices (OTD)</b>	Training aids other than flight simulators, flight training devices or flight and navigation procedures trainers which provide means for training where a complete flight deck environment is not necessary.
<b>P2</b>	Co-pilot
<b>PF</b>	Pilot Flying
<b>PIC</b>	Pilot-in-command
<b>PIC U/S</b>	Pilot-in-command, under supervision
<b>PLD</b>	Personnel Licensing Department
<b>PNF</b>	Pilot not flying

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Abbreviations	Definitions
<b>PPL</b>	Private Pilot Licence
<b>PPL(BAL)</b>	A PPL Examiner authorised to conduct Flight Tests and ground examinations for Balloons
<b>PPL(GR)</b>	A PPL Examiner authorised to conduct ground examinations and sign Cs of E for aeroplanes
<b>PPL(GRH)</b>	A PPL Examiner authorised to conduct ground examinations and sign Cs of E for helicopters
<b>PPL(GRM)</b>	A PPL Examiner authorised to conduct ground examinations and sign Cs of E for microlights
<b>PPL(R)</b>	A PPL Examiner authorised to sign Cs of E
<b>PPL(X GYRO)</b>	A PPL Examiner authorised to conduct Flight Tests, ground examinations and sign Cs of T for Gyroplanes and also sign Cs of E
<b>PPL(XMG)</b>	A PPL Examiner authorised to conduct Flight Tests and ground examinations and sign Cs of T for SLMGs and sign Cs of E
<b>PPL(XPP)</b>	A PPL Examiner authorised to conduct Flight Tests and ground examinations and sign Cs of T for Powered Parachutes and also sign Cs of E
<b>Private pilot</b>	A pilot who holds a licence which prohibits the piloting of aircraft in operations for which remuneration is given
<b>Professional pilot</b>	A pilot who holds a licence which permits the piloting of aircraft in operations for which remuneration is given
<b>Proficiency checks</b>	Demonstrations of skill to revalidate or renew ratings, and including such oral examination as the examiner may require
<b>P U/T</b>	Pilot Under Training
<b>QFI</b>	Qualified Flying Instructor (Military)
<b>QSP(A)</b>	Qualified Service Pilot (Aeroplanes)
<b>QSP(H)</b>	Qualified Service Pilot (Helicopters)
<b>RAS</b>	Radar Advisory Service
<b>RASA</b>	Radar Advisory Service Area
<b>Rating</b>	An entry in a licence stating special conditions, privileges or limitations pertaining to that licence
<b>RBI</b>	Relative Bearing Indicator
<b>Renewal (of e.g. a rating or approval):</b>	The administrative action taken after a rating or approval has lapsed that renews the privileges of the rating or approval for a further specified period consequent upon the fulfilment of specified requirements
<b>Revalidation (of e.g. a rating or approval):</b>	The administrative action taken within the period of validity of a rating or approval that allows the holder to continue to exercise the privileges of a rating or approval for a further specified period consequent upon the fulfilment of specified requirements
<b>RF</b>	Registered Facility
<b>RMI</b>	Radio Magnetic Indicator

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Abbreviations	Definitions
<b>Route Sector</b>	A flight comprising take-off, departure, cruise of not less than 15 minutes, arrival, approach and landing phases
<b>R/T</b>	Radiotelephony
<b>RTF</b>	Radiotelephony
<b>RVR</b>	Runway Visual Range
<b>SAR</b>	Search and Rescue
<b>SE</b>	Single-engine
<b>SEP</b>	Single-Engine Piston
<b>Simple SEP</b>	For the purposes of the National Private Pilot's Licence a single engine piston aeroplane with a maximum take-off weight authorised not exceeding 2000kgs and which is not a microlight aeroplane or a self-launching motor glider.
<b>SET</b>	Single-engine turbo-prop
<b>SFE</b>	Synthetic Flight Examiner
<b>SFI</b>	Synthetic Flight Instructor
<b>Skill tests</b>	Skill tests are demonstrations of skill for licence or rating issue, including such oral examination as the examiner may require
<b>SLMG</b>	Self Launching Motor Glider
<b>Solo flight time</b>	Flight time during which a pilot is the sole occupant of an aircraft
<b>SPA</b>	Single Pilot Aeroplane – an aeroplane certificated for operation by one pilot
<b>SPH</b>	Single-pilot helicopters – a helicopter certificated for operation by one pilot
<b>SPLC</b>	Single Power Lever Control
<b>SSEA</b>	Simple Single Engine Aeroplane
<b>STD</b>	Synthetic Training Device - a training device that is either a Flight Simulator (FS), a Flight Training Device (FTD), a Flight & Navigation Procedures Trainer (FNPT), or an Other Training Device (OTD)
<b>STI</b>	Synthetic Training Instructor
<b>Student pilot-in-command (SPIC)</b>	Flight time during which the flight instructor will only observe the student acting as pilot-in-command and shall not influence or control the flight of the aircraft. SPIC hours can only be accredited for graduates of Integrated Courses for ATPL (A)/(H) and CPL(A)/IR
<b>TGL</b>	Temporary Guidance Leaflet
<b>TMG</b>	Touring Motor Glider - A motor glider having a certificate of airworthiness issued or accepted by any JAA Member State having an integrally mounted, non-retractable engine and a non-retractable propeller It shall be capable of taking off and climbing under its own power according to its flight manual.
<b>TR</b>	Type Rating
<b>TRE</b>	Type Rating Examiner
<b>TRE (A)</b>	Type Rating Examiner (Aeroplane)

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Abbreviations	Definitions
TRE (E)	Type Rating Examiner (Flight Engineer)
TRE (H)	Type rating Examiner (Helicopter)
TRI	Type Rating Instructor
TRI (A)	Type Rating Instructor (Aeroplane)
TRI (E)	Type Rating Instructor (Flight Engineer)
TRI (H)	Type Rating Instructor (Helicopter)
TRTO	Type Rating Training Organisation
Type (of aircraft)	All aircraft of the same basic design, including all modifications except those modifications that result in a change of handling, flight characteristics or flight crew complement.
UAS	University Air Squadron
UIR	Upper Information Region
UKAIP	United Kingdom Aeronautical Information Publication
VDF	VHF Direction Finding
VFR	Visual Flight Rules
VHF	Very High Frequency
VMC	Visual Meteorological Conditions
VOR	VHF Omni Range
ZFT	Zero Flight Time
ZFTT	Zero Flight Time Training

## APPENDIX B RECORDING OF FLIGHT TIME

### General information

Pilot logbooks must be kept in accordance with the provisions of the UK ANO currently in force and should also conform to JAR-FCL (IEM FCL 1.080/2.080 refers).

Details of flights flown under JAR-OPS 1, may be recorded in an acceptable computerised format maintained by the operator. In this case an operator shall make the records of all flights operated by the pilot, including differences and familiarisation training, available on request to the flight crew member concerned.

### Recommended information

The record shall contain the following information:

1. Personal details:
  - a. Name and address of the holder;
  - b. Particulars of each flight during which the holder of the logbook acted as either a member of the flight crew of an aircraft or for the purpose of qualifying for the grant or renewal of a licence under the Air Navigation Order.
2. For each flight:
  - a. Name of Pilot-in-command.
  - b. Date (day, month, year) of flight.
  - c. Place and time of departure and arrival (times (UTC) to be block time).
  - d. Type (aeroplane make, model and variant) and registration of aeroplane.
  - e. SE, ME.
  - f. Total time of flight.
  - g. Accumulated total time of flight.

3. Operational conditions:
  - a. Night
  - b. IFR
4. Particulars of any test or examination undertaken whilst in flight.

### Recording of pilot function

1. Pilot-in-command flight time:
  - a. The holder of a licence may log as pilot-in-command time all of the flight time during which he is the pilot-in-command.
  - b. The applicant for or the holder of a pilot licence may log as pilot-in-command time all solo flight time and flight time as student pilot-in-command provided that such SPIC time is countersigned by the instructor and is part of an approved syllabus of training.
  - c. The holder of an instructor rating may log as pilot-in-command all flight time during which he acts as an instructor in an aeroplane or supervises SPIC flying. (For further details please refer to **Student Pilot-in-Command** paragraph at the end of this Appendix).
  - d. The holder of an examiner's authorisation may log as pilot-in-command all flight time during which he occupies a pilot's seat and acts as an examiner in an aeroplane;
  - e. A co-pilot acting as pilot-in-command under the supervision of the pilot-in-command on an aeroplane on which more than one pilot is required under the type certification of the aeroplane or as required by JAR-OPS provided such pilot-in-command time under supervision (see '5' below) is countersigned by the pilot-in-command. (For further details please refer to **Co-pilot** paragraph at the end of this Appendix).
  - f. If the holder of a licence carries out a number of flights upon the same day returning on each occasion to the same place of departure and the interval between successive flights does not exceed thirty minutes, such series of flights may recorded as a single entry.
2. Co-pilot flight time: The holder of a pilot licence occupying a pilot seat as co-pilot may log all flight time as co-pilot flight time on an aeroplane on which more than one pilot is required under

the type certification of the aeroplane, or the regulations under which the flight is conducted. (For further details please refer to **Co-pilot** paragraph at the end of this Appendix).

3. Cruise relief co-pilot flight time: A cruise relief co-pilot pilot may log all flight time as co-pilot when occupying a pilot's seat. (For further details please refer to **Cruise Relief Pilot** paragraph at the end of this Appendix).
4. Instruction time: A summary of all time logged by an applicant for a licence or rating as flight instruction, instrument flight instruction, instrument ground time, etc. shall be certified by the appropriately rated and/or authorised instructor from whom it was received.
5. PICUS (Pilot-in-command under supervision): Provided that the method of supervision is acceptable to the Authority, a Co-pilot may log as PIC flight time flown as PICUS, when all of the duties and functions of PIC on that flight were carried out, such that the intervention of the PIC in the interest of safety was not required. (For further details please refer to **Co-Pilot** paragraph at the end of this Appendix).
6. A remarks column will be provided to give details of specific functions e.g. SPIC, PICUS, instrument flight time\* etc.

\*A pilot may log as instrument flight time only that time during which he operates the aircraft solely by reference to instruments, under actual or simulated instrument flight conditions.

## Presentation of flight time record

The holder of a licence or a student pilot shall without undue delay present his flight time record for inspection upon request by an authorised representative of the Authority.

A student pilot shall carry his flight time record logbook with him on all solo cross-country flights as evidence of the required instructor authorisations.

## Aeroplane flight time

An aeroplane shall be deemed to be in flight from the moment the aircraft moves under its own or external power for the purpose of taking off until the moment it comes to rest at the end of the flight.

## Helicopter flight time

The total time from the moment a helicopters rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight and the rotor blades are stopped.

## Flight simulator time

Particulars of any training session, test or examination undertaken whilst in a flight simulator shall be recorded in the logbook, including, for each flight simulator or FNPT session:

- a. the date of the session, test or examination (d/m/y);
- b. type and qualification number of training device;
- c. synthetic training device instruction;
- d. the capacity in which the holder acted;
- e. the nature of the session, test or examination;
- f. total time of session;
- g. accumulated total time.

STD time is creditable towards courses and licence issue but is not flight time and must not be recorded as such. STD time must be logged separately from flight time recorded in the logbook.

## Military flight time

The civil aviation interpretation of a Pilot-in-Command is defined in the Air Navigation Order as a person who, for the time being, is in charge of the piloting of the aircraft without being under the direction of any other pilot in the aircraft. For civil licensing purposes, this is regarded as being the person named as pilot-in-command on the CA 48 (the ATS flight plan) or where flying hours are logged as 'Captain' of the aircraft by a Qualified Service Pilot (QSP) in military aircraft.

When a QSP is Captain of the aircraft, the flying hours logged in military terminology as 'First Pilot' equates to the civil definition of pilot-in-command. (Note: in civil terminology PIC and P1 are the same). If the captain of a military aircraft is not a QSP, then the flying hours logged as first pilot may be claimed as PIC towards licence experience requirements.

In summary:

Civil Aviation Operating Capacity	Military Equivalent
Pilot-in-Command (PIC)	P1(Captain)/1 <sup>st</sup> Pilot (Nimrod) P1
PIC under Supervision (PIC U/S)	P1 (Non-Captain)/ Co-pilot P1/2 <sup>nd</sup> Pilot P1 (Nimrod)
Co-pilot (P2)	Co-pilot/2 <sup>nd</sup> Pilot (Nimrod)

### Recording of Military Flying Times – Taxi-time allowances

It is normal practice for pilots in civil aviation to record their flying hours on a “chock-to-chock” basis. However, UK military flight crew are required only to record “airborne” time – this practice being linked to Service engineering procedures and is unlikely to change.

The CAA has always been aware of this discrepancy, and of the fact that it led to Service pilots being slightly disadvantaged compared to their civilian colleagues when they left the Services.

In recognition of this, the CAA worked with the MOD (Training Policy Unit) to devise a system that would give some credit for military taxi times.

The system that was decided upon was the taxi-assessment system. The Service pilot adds a taxi-time allowance (see table 1 below) to each sector

flown as entered in his Service logbook - the taxi-time allowance being dependant on the type of sortie flown by the pilot. The taxi-time allowances built up throughout a career are then entered into a table (see table 2 below) to arrive at a total for their career. Prior to leaving the Services this table should be placed in the pilot’s logbook and signed by his last Squadron Commander. **Please note that this arrangement cannot be used for CAA licence issue purposes.**

It should be emphasised that when canvassed, most UK airlines said they were aware of the discrepancy between the Service and CAA method of recording flying hours, and took this into account in the recruitment process. Where this is the case, any hours calculated by the individual Service pilot in excess of 75 hours should be taken into account by the individual airline.

The taxi-time allowance that the CAA is prepared to recognise for licence issue purposes is 5% of the total military “airborne” hours up to a maximum credit of 75 hours for ATPL(A) issue and 10 hours for CPL(A) issue. This corresponds to the average amount of taxi hours credited for civil pilots under the “chock to chock” system. When the Service pilot submits his application for licence issue, this taxi-time allowance (where required to meet minimum experience requirements) may be added to the recorded military airborne hours and the new total declared on the application form. Effectively it will mean that a military pilot will be required, inter alia, to acquire 1425 hours of military “airborne” flight time for ATPL(A) issue and 190.5 hours for CPL(A) issue. **Note:** this allowance cannot be used to satisfy the eligibility requirements for any of the QSP licence accreditation schemes detailed elsewhere in this publication.

Table 1

Taxi Allowance Times	
Fixed-Wing Training Aircraft	10 mins
Fast Jets	10 mins
Multi-engine Transport Aircraft	15 mins
Display Flying	5 mins
Wheeled Helicopter – Airfield Operations	5 mins
- Field Operations	Nil
Skidded Helicopters	Nil
Aircraft Carrier Operations	Nil

Table 2

Example of "taxi-assessment" to be included in a Service pilot's logbook at the end of his career.

Summary for (.....Name.....) (.....Date.....) to (.....Date.....)

Date:.....

Signature:.....

Appointment:.....

Aircraft Type	Sorties Flown	Taxi Allowance	Total
<b>Grand Total</b>			



## Guide to logbook annotation

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Case 1	Operating Capacity 2	Non-pilot licence requirements 3	Designation in logbook under 'Holder's Operating Capacity' 4	Recording of item in logbook 5
A	Pilot-in-Command	N/A	PIC or P1	Enter time in 'P1' column.
B	Co-pilot performing the duties of PIC under supervision of pilot-in-command  (see Notes)	N/A	PIC U/S or P1 U/S	Enter time in 'P1' column. Counted in full toward licence experience requirements subject to certification by the pilot-in-command.
C	Co-pilot (see Notes)	N/A	P2	Enter time in 'Second pilot' or in 'Co-pilot (P2)' column.
D	Co-pilot whilst holding PPL	N/A	P2	As for 'C'.
E	Pilot acting as: (i) Systems Panel Operator (SPO) in aircraft certificated for optional operation by three pilot crew; (ii) Flight Engineer in aircraft certificated for optional or mandatory operation by two pilots + FE crew.	N/A FE licence with rating	SPO E1	Enter time in the 'F Eng', 'Any other flying' or spare column and annotate 'SPO' or 'F Eng' as appropriate.
F	Pilot on flight deck but not as P1, P2, SPO or FE: (i) Acting as 'required' Flight Navigator (under the Air Navigation Order); (ii) Pilot supervising Co-pilot activities; (iii) No duties assigned (Supernumerary);	F/N licence N/A N/A	N1 P2 SNY	Enter time in the 'F/Nav', 'Any other flying' or spare column and annotate 'N1'. Enter as for case C. Enter time in 'Any other flying' or spare column and annotate 'SNY'.
G	Pilot under instruction for the purpose of gaining a licence or rating, or for conversion to an aircraft type within an aircraft rating group or class.	N/A	P/UT	Enter time in 'Dual' column.
H	Student Pilot-in-Command. (Pilot acting as pilot-in-command during a approved integrated course of training, under the supervision of a flight instructor. The flight instructor shall only observe the student acting as pilot-in-command and shall not control the flight of the aircraft). (see Notes)	N/A	SPIC	Enter time in 'P1' column.

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Case 1	Operating Capacity 2	Non-pilot licence requirements 3	Designation in logbook under 'Holder's Operating Capacity' 4	Recording of item in logbook 5
J	Pilot undergoing any form of flight test with a JAA or CAA Authorised Examiner (other than case K).	N/A	PIC U/S for successful test P/UT for unsuccessful test	Enter time in 'P1' column and have it certified by aircraft commander. Enter time in 'Dual' column.
K	Pilot undergoing a flight test in the capacity of co-pilot.	N/A	P2	As for case C.
L	Student pilot flying as the sole occupant of an aircraft during training for the grant of a PPL or CPL.	N/A	PIC or P1	Enter time in 'P1' column.
M	Student pilot flying as pilot-in-command during training for a CPL accompanied by a Safety Pilot.	N/A	PIC or P1	As for case L.
N	Pilot acting as Safety Pilot	N/A	SNY	As for case F(iii).
P	Pilot undergoing Flight Instructor Course training as pilot-in-command accompanied by: Pilot acting as 'student' for instructional purposes.	N/A N/A	PIC or P1 SNY	Roles in column 2 are interchangeable between pilots. Time spent as 'P1' to be entered as case L. Time spent as 'student' to be entered and count as case F(iii).
R	Pilot acting as 'Cruise Pilot' only (see Notes)	N/A	See Notes on 'heavy' crew below	See Notes on 'heavy' crew below

**Notes:** The terms Pilot-in-Command, Co-pilot, Flight Crew and Crew shall have the interpretation given them by Article 129 (1) of the Air Navigation Order 2005.

1. Whenever two members of flight crew acting in the same capacity share a particular operating duty, each performing such duty for particular periods only and neither acting under the supervision of the other, only the time during which the duty was performed is to be recorded in the appropriate column of the personal flying log book.
2. A pilot claiming time spent as co-pilot performing the duties and functions of pilot-in-command, under the supervision of the pilot-in-command, toward meeting the licence requirements as given in Case B, will be credited with that flight time only if:
  - a. the flight was conducted in an aircraft having a Certificate of Airworthiness that requires its flight crews to include not less than two pilots;
  - b. he was responsible for checking the accuracy of the flight plan, load sheet and fuel calculations for the flight;
  - c. he ensured that all crew checks were carried out in accordance with the laid down operation procedures;
  - d. throughout the flight he carried out all the duties and functions of pilot-in-command and conducted the take-off and the landing;
  - e. he resolved all meteorological, communication and air traffic control problems;
  - f. the pilot-in-command did not have to overrule any course of action proposed or taken by the co-pilot;
  - g. the pilot-in-command certifies in the co-pilot's flying log book against the entry for that flight that it was carried out by the co-pilot acting as pilot-in-command under supervision. Such certification will be taken as confirming that all the foregoing conditions were met.

3. A pilot claiming flying hours as co-pilot towards meeting the overall flying experience requirements for a licence, as provided for in cases C,D, F(ii) or K, will only be credited with that flight time if holding an appropriate licence to perform co-pilot duties, and if:
- the flight was conducted in an aircraft required by its Certificate of Airworthiness, or by Article 25(3) of the Air Navigation Order, to carry a crew of not less than two pilots; or
  - the flight was conducted by an AOC holder choosing to operate a particular aircraft as a two pilot operation and provided that the specific duties that the second pilot was required to perform on all flights in respect of the operation of the aircraft were contained in the Operations Manual relating to the aircraft; or
  - it was conducted in a military aircraft normally flown by more than one pilot; or
  - exceptionally in Cases C and D, and subject to prior agreement with the CAA, it was conducted in an aircraft not required to carry two pilots but which was fitted with full dual controls for that flight, and the pilot-in-command certifies in the co-pilot's log book that the flight was conducted as a genuine two pilot operation.

Flight time as PIC US, apart from as specifically provided for under Case J above, will only be allowable for the holder of a PPL subject to the terms of a prior agreement with the CAA.

### 'Heavy' Crew

When an aircraft crew consists of more than the required number of pilots i.e. a 'heavy' crew the rules for logging of flight time are as per JAR-FCL 1.080, but for clarification the following should apply.

### Pilot in Command

The designated commander of the aeroplane may log as pilot in command all the flight time. This includes rest taken on board.

### Co-Pilot

- The designated co-pilot of the aeroplane may log as co-pilot all the time he acts as co-pilot whilst sitting in a pilot's seat.
- He may log as PIC U/S all the time he occupies a pilot's seat and acts as pilot-in-command under the supervision of the pilot in command or a cruise relief pilot substituting for the pilot in command.
- He may also log as pilot in command all the time he is acting as pilot in command and substituting for the designated commander of the aircraft when he is taking rest.
- He may not log as flight time any periods during which he does not occupy a pilot's seat.

### Cruise Relief Pilot

- A cruise relief pilot may log as pilot in command all the time he occupies a pilot's seat as relief for the designated commander.
- He may log as co-pilot all the time he occupies a pilot's seat as relief for the co-pilot.
- He may log as PIC U/S all the time he occupies a pilot's seat and acts as pilot in command under the supervision of the designated commander or his relief.

### Student Pilot-in-Command

A student on a CPL(A)/IR, CPL(H) or ATPL(A)/(H) Integrated Course of flying training may log flight time as SPIC when they are receiving instrument flight instruction from an appropriately qualified instructor. The instructor must be the holder of a valid professional licence, instructor rating, instrument rating and IRI privileges. SPIC time shall be credited as pilot-in-command time, unless the flight instructor had reason to control any part of the flight. A ground de-briefing by the flight instructor does not affect the crediting as pilot-in-command.

**APPENDIX C FORMS LIST**

When applying to the CAA for a service, you are required to complete the appropriate application. Details of the forms currently in use are detailed below. Check lists of other documentation to be submitted are also included in most application forms and applicants are strongly advised to follow these to avoid delay in processing. The most up-to-date list of forms are available on the SRG web site at [www.caa.co.uk](http://www.caa.co.uk) or may be requested by E-mail: [fcweb@srg.caa.co.uk](mailto:fcweb@srg.caa.co.uk).

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Form Number	Description
SRG1101	Professional UK National Flight Crew Licence
SRG1102	Private/Professional Flight Crew Licence Renewal - Application
SRG1103	Request for a Statement of Requirements for a UK FE/JAR ATPL(A) (restricted to UK aircraft only)
SRG1104	JAR-FCL Pilot Licence Application on Conversion of an existing National (UK) Licence
SRG1105	JAR-FCL Private Pilot Licence (Aeroplane) – Application
SRG1106	Flight Radio Telephony Operator's Licence Grant or Renewal – Application
SRG1108	JAR-FCL ATPL (Aeroplanes) Theoretical Knowledge Examination - Application
SRG1109	Type Rating Training Programme – Approval or Revalidation Application (TRTOP)
SRG1110	Type Rating Training Organisation – Approval or Revalidation Application
SRG1111	Registration to Conduct Training for a Private Pilot licence in Accordance with JAR-FCL 1 (Aeroplane) and JAR-FCL 2 (Helicopter)
SRG1114	Approval and Re-Approval of a Flying or Ground Training Organisation Offering Courses or Training for a Professional Pilot's Licence, Single Pilot Multi-Engine Piston Class Rating, Instrument Rating or Flight Instructor (Restricted) rating – Application
SRG1115	Balloons and Airships – Application for Private Pilot Licence
SRG1117	Duplicate Flight Crew Licence – Application
SRG1118	Validation of Flight Crew Licences Issued By ICAO Contracting States Issue and Renewal
SRG1119	Additional Aeroplane Type/Class Rating- Single/Multi Pilot and Revalidation/Renewal of UK/JAA Type/Class and or Instrument Rating (Aeroplane) - Application
SRG1120	JAR-FCL ATPL (Helicopters) Theoretical Knowledge Examination - Application
SRG1121	JAR-FCL CPL (Aeroplane) Theoretical Knowledge Examination – Application.
SRG1122	Air Law Validation Examination - Application
SRG1123	JAR-FCL Commercial Pilot's Licence – Application
SRG1125	Private Pilot Licence (Aeroplanes) Instrument Meteorological Conditions Rating – Application

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Form Number	Description
SRG1126	Night Qualification (Aeroplane or Helicopter) Application
SRG1127	JAR-FCL Private Pilot's Licence (Helicopter) – Application
SRG1128	Examiner Authorisation Issue/reissue/Variation Application.
SRG1130	JAR-FCL Professional Pilot Licence (Aeroplane) Application (For use only by UK Qualified Service Pilots qualifying under CAA/MOD accreditation arrangements)
SRG1131	Instructor Form 1: JAR-FCL 1 (Aeroplane) and JAR-FCL 2 (Helicopter) – Application
SRG1132	Instructor Form 1: National Fixed Wing Application
SRG1133	Instructor Form 2: JAR-FCL 1 (Aeroplanes), JAR-FCL 2 (Helicopter) – Application
SRG1134	Flight Instructor Rating: Request for Statement of Requirements
SRG1135	Instructor Form 3: Instructor Rating Revalidation/Renewal
SRG1136	JAR-FCL Licence – Application to change the State of Issue to United Kingdom
SRG1137	JAR-FCL Airline Transport Pilot Licence – Application
SRG1138	JAR-FCL Commercial Pilot Licence (Aeroplane) Restricted – Application
SRG1139	JAR-FCL Commercial Pilot Licence (Helicopter) Restricted – Application
SRG1140	Instructor Approval – Application
SRG1142	Commercial Pilot's Licence (Balloons) Examinations Application
SRG1143	Approval to conduct Assistant Flying Instructor Rating Course (Microlight) Renewal of Course Approval(s) - Application
SRG1144	JAR-FCL ATPL (Aeroplanes/Helicopters) Theoretical Knowledge Examination Application (UK Qualified Service Pilots Qualifying Under CAA/MOD Accreditation Arrangements)
SRG1147	JAR-FCL CPL (Helicopters) Theoretical Knowledge Examination – Application
SRG1149	JAR-FCL ATPL (Aeroplanes) Additional Performance Examination – Application
SRG1151	Theoretical Knowledge Examination for the Grant of an Instrument Rating (Aeroplanes) and (Helicopters) – Application
SRG1152	Seamanship Examination - Application
SRG1153	JAR-FCL and JAR-OPS – Demonstration of Knowledge Requirements
SRG1155	Radiotelephony Flight Examiners Authorisation/Reauthorisation - Application
SRG1156	JAR-FCL Professional Pilot Licence (Helicopter) Application (For use only by UK Qualified Service Pilots qualifying under CAA/MOD accreditation arrangements)
SRG1157	SPA Skill Test and Proficiency Check Schedule – Examiner's Record
SRG 1158	MPA Type Rating, Skill Test and Proficiency Check Schedule – Examiner's Record

3 of 3 (cont'd from previous page)

Form Number	Description
SRG1160	UK Licence Verification Authorisation for Licence Validation
SRG1161	Inclusion of an Instrument Rating Aeroplane/Helicopter in a UK/JAR-FCL Pilot Licence - Application
SRG1162	Flight Radiotelephony Operator's Licence - ATC Licence Holders - Exemption Certificate
SRG1163	Removal of the restriction from a JAR-FCL Commercial Pilot Licence (Restricted) - Application
SRG1164	Multi-Crew Co-operation Course Training Credit - Application
SRG1165	JAR-FCL Private Pilot's Licence Aeroplanes/Helicopters Theoretical Knowledge Examination - Application
SRG1167	Form 170A Signatory Authorisation Helicopter - Application
SRG1168	Certificate of Training and Competence for the Professional Pilot Licence and/or Instrument Rating - Form 170A
SRG1169	Flight Instructor Test/Check Schedules - Examiner's Record
SRG1171	Flight Radiotelephony (Communications) Training Syllabus - Training Record
SRG1173	Type/Instrument Rating Skill Test for Single and Multi Pilot Helicopter JAR-FCL and UK Licences Initial Issue - Application
SRG1174	Type/Instrument Rating Proficiency Check for Single and Multi Pilot Helicopter JAR-FCL and UK Licences Revalidation/Renewal - Application
SRG1176	UK IMC Rating Skill Test - Examiner's Record
SRG1177	Helicopter Instructor Test/Check Schedules - Examiner's Record
SRG1180	FTO/TRTO Personnel Form
SRG1181	JAR-FCL Airline Transport Pilot's Licence (Aeroplanes) Theoretical Knowledge Bridging Examination - Application
SRG1182	Balloon/Airship Examiner Authorisation Issue/Reissue/Variation - Application
SRG1187	PLD Payment Method Form

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APPENDIX D **LIST OF PUBLICATIONS WHICH APPLICANTS FOR FLIGHT TRAINING AND PILOT LICENCE EXAMINATIONS MAY FIND HELPFUL**

This appendix contains a list of publications that users may find helpful in preparing themselves for flight training and pilot licence ground examinations. The following list does not claim to be comprehensive, or necessarily to give the best treatment of particular subjects, but has been drawn from commercial sources as reference material. It should be noted that the Authority exercises no editorial control over their content or accuracy and all examination applicants are recommended to take advice from an approved FTO.

The following series of books include material for more than one subject although no individual series necessarily includes material for all subjects.

In addition, users can also obtain information from the following web sites:-

- UK Aeronautical Information Circulars - [www.ais.org.uk](http://www.ais.org.uk)
- UK CAPs - [www.caa.co.uk](http://www.caa.co.uk)
- JAA Documents - [www.jaa.nl](http://www.jaa.nl)
- EASA Documents - [www.easa.eu.int](http://www.easa.eu.int)
- ICAO Documents - [www.icao.int](http://www.icao.int)

Private Pilots Guides JAR PPL (5 volumes)  
Pooleys

Pre-flight briefing  
Pooleys

**010 – Aviation Law and ATC Procedures**

Aviation Law for Pilots (10<sup>th</sup> edition)  
R B Underdown and Tony Palmer

ICAO Documents and annexes as listed in the appropriate syllabus and learning objectives (LOs)

JAR-FCL 1, 2 & 3

ANO in plain English  
Phil Croucher

JAR-OPS in plain English  
Phil Croucher

JAR PPL Aviation Law & Operational Procedures  
Pooleys

**021 – Airframe and Systems**

Aircraft Basic Science  
Bent and McKinley

Aircraft Instruments  
E H J Pallett

Aviation Fuel Properties  
Coordinating Research Council Inc

Aircraft Systems  
Moir and A Seabridge

Aircraft Systems for Pilots  
D D Remer

Aircraft Electrical Systems (3<sup>rd</sup> edition)  
E H J Pallett

Aircraft Electricity and Electronics (4<sup>th</sup> edition) Eismen/  
Bent/McKinley

**General**

Aeronautical Information Circulars

The Air Pilot's Manual Vol. 1–7  
T Thom

The Private Pilot's Licence Course Vol. 1–3  
AFE

JAR Professional pilot studies (CPL) - Phil Croucher

Ground Studies for Pilots - Series of 5 books  
Blackwell Science

AP 3456 Vol. 1-9  
Ministry of Defence

The Commercial Pilot's Study Manual Series Vol. 1-4  
M Burton

Instructional Techniques for the Flight Instructor  
John Halstead and Alan Newton

Pilots Weather  
Editor Brian Cosgrove, Airlife Publishing Ltd.

Radio Aids Navigation Tutor (RANT) - Instrument  
Navigation computer program  
(Oddsoft: [www.oddsoft.co.uk](http://www.oddsoft.co.uk))

e-mail: [info@oddsoft.co.uk](mailto:info@oddsoft.co.uk)

Aircraft Instruments and Integrated Systems  
E H J Pallett

Aircraft Hydraulic Systems (3<sup>rd</sup> edition)  
William A Neese

Aircraft Hydraulic Systems EA-AH-1  
Aviation Technician Training

Aircraft Powerplants  
Bent/McKinley

Aircraft Landing Gear Systems  
JA Tanner

Aircraft Oxygen Systems EA-AOS  
Scheppler/Crane (A/T Trg Co.)

Aircraft wheels, Brakes and Anti-skid systems EA  
AWB Aviation

Airframe and Powerplant Mechanics General  
Handbook AC65-9A  
US Dept. of Transport/FAA

Airframe and Powerplant Mechanics Powerplant  
Handbook AC65-12A  
US Dept. of Transport/FAA

From Logic to Computers  
P J Thewlis and B N T Foxon

General Aviation Safety Information Leaflet

Handling the Big Jets  
D P Davies

Hydraulics (Vol. 1)  
H G Conway (published by The Royal Aeronautical  
Society)

Airframe and Powerplant Mechanics  
Airframe Handbook AC65-15A  
US Dept. of Transport/FAA

Aircraft Maintenance and Repair  
Kroes/Watkins/Delp

Hydraulics/Undercarriages (Vol. 2)  
HG Conway (Published by The Royal Aeronautical  
Society)

Into Thin Air  
EW Still (published by Normalair-Garrett Ltd., Yeovil)

Performance Requirements Manual  
R V Davies

The Jet Engine  
Rolls Royce

Transport Category Aircraft Systems  
Thomas W Wild

CAA Fire Safety at Work Leaflet

EASA CS-25 (Large Aeroplanes)

CAP 434 Aviation Fuel at Aerodromes

CAP 74 Aircraft Fuelling

CAP 562 (CAAIP) - 5 - 7 Tyres: 5 - 8 Wheels and  
Brakes: 6 - 3 Structures

EASA CS-29 (Large Helicopters)

AP 3456 Vol. 9  
Executive Editor AP3456

AP 3456 Vol. 2  
Executive Editor AP3456

Gas Turbine Engine  
Pratt and Whitney

JAR PPL Aircraft General and Principles of Flight  
Pooleys

## 022 – Instruments

Aircraft Instruments and Integrated Systems  
E H J Pallett

Aircraft Instruments  
E H J Pallett

Aircraft Electricity and Electronic (4<sup>th</sup> edition)  
Eisman/Bent/McKinley

Automatic Flight Control  
E H J Pallett

A&P Airframe Handbook AC 65-15A  
US Dept. of Transport/FAA

CAP 359 (UK Operating Requirements for all weather  
operations)

Manual of Avionics: Introduction to the Electronics of  
Civil Aviation  
B Kendall. (Granada)

## 031 – Mass and Balance

JAR-OPS 1/3

Airframe Systems for Pilots  
DD Remer



- Airframe and Powerplant Mechanics Handbook  
AC65-15A  
US Dept. of Transport/FAA
- Aircraft Basic Science  
Bent and McKinley
- CAP 696 – Mass and Balance Manual (Specimen charts)
- BCAR Section A CAP 553
- Weight and Balance of Aircraft CAAIP Leaflet 1-4
- Helicopter Manual (specimen charts) to be issued
- 032 – Performance**
- Handling the Big Jets  
D P Davies
- CAP 698 Performance Manual (Specimen Charts)
- The Aircraft Performance Requirements Manual  
R V Davies
- Aircraft Performance Theory  
P J Swatton (Blackwell Scientific)
- JAR- OPS 1/3 - JAA
- EASA CS-23 (normal, utility, aerobatic & Commuter aeroplanes)
- EASA CS-25 (Large Aeroplanes)
- Helicopter Manual (specimen charts) to be issued
- JAR PPL Flight Planning & Performance  
Pooleys
- 033 – Flight Planning**
- CAP 697 Flight Planning Manual  
(Specimen charts)
- JAR Ops 1/3 -JAA
- Helicopter Manual (specimen charts) to be issued
- 034 – Performance (Helicopters)**
- Specimen Performance Charts (to be issued)
- 040 – Human Performance and Limitations**
- Aeromedicine for Aviators  
K E E Reed (Pitman)
- Aviation Medicine Manual CAP 567 (CAA)
- Single Pilot CRM  
Phil Croucher
- Ernsting's Aviation Medicine  
David J Rainford and David P Gradwell
- Aviation Medicine  
J Ernsting and P King (Butterworths)
- Aviation Psychology  
RS Jensen (Gower Technical)
- Fit to Fly  
BALPA Medical Study Group  
(Granada Publishing)
- Human Factors in Flight  
F H Hawkins (Gower Technical Press)
- Human Factors for General Aviation  
S R Trollip and R S Jensen (Jepperson Sanderson)
- Human Factors for Pilots  
Roger G Green (Ashgate Publishing)
- Human Performance and Limitations in Aviation  
R D Campbell and M Bagshaw (BSP Professional Books)
- Handbook of Human Factors  
Gavriel Salvendy (John Wiley and Sons)
- Human Factors in Air Transportation  
McFarland (McGraw-Hill Book Co)
- Human Factors in Aviation  
EL Wiener and DC Nagel (Academic Press)
- Tasks, Errors and Mental Models Goodstein, Anderson and Olsen (Taylor and Francis)
- “Briefings” A Human Factors course for Pilots - Rene Amalberti
- Basic Flight Physiology  
Richard O Reinhart (McGraw-Hill)
- Human Factors in Multi-Crew Flight Operations Harry W Orlady and Linda M Orlady (Ashgate)
- Aerospace Medicine  
Roy L De Host (Lippincott Williams & Wilkins)
- 050 – Meteorology**
- Atmosphere, Weather and Climate  
RG Barry and R J Chorley (Methuen)
- Ground Training for the Private Pilot: Air Navigation and Aviation Meteorology.  
R D Campbell. (Granada)

Handbook of Aviation Meteorology (HMSO) Third Ed 1994  
(TSO Tel. 0870 600 5522)

ICAO Doc 8400 Codes (including the Q code)

Meteorology for Pilots  
M Wickson (Airlife)

The Meteorological Glossary (Met 0 842/AP 897) (TSO Tel. 0870 600 5522)

Climatology for Airline Pilots

HR Quantick (Blackwell Science)

Meteorology and Flight  
Tom Bradbury (A & C Black)

ICAO Annex 3

JAR PPL Meteorology  
Pooleys

The following web site may also be of use:  
[www.booty.demon.co.uk](http://www.booty.demon.co.uk)

## 061 – General Navigation

Aircraft Electricity and Electronics (4<sup>th</sup> edition)  
Eisman/Bent/McKinley

Aircraft Instruments and Integrated Systems  
E H J Pallett

Ground Studies for Pilots – Navigation

R B Underdown and Tony Palmer (Blackwell Science)

AP 3456 Vol. 7

JAR PPL Navigation  
Pooleys

## 062 – Radio Navigation

Manual of Avionics: Introduction to the Electronics of Civil Aviation  
B Kendall. (Granada)

The VOR and ADF including DME  
M Cass (Airlife)

Ground Studies for Pilot's Radio Aids  
R B Underdown and David Cockburn (Blackwell Science)

The following web sites may also be of use:  
GPS: [www.igeb.gov/sps-2001-final.pdf](http://www.igeb.gov/sps-2001-final.pdf)  
RNav: [www.ecacnav.com](http://www.ecacnav.com)

## 071 – Operational Procedures

Aircraft Systems  
Imoir and A Seabridge

Aircraft Oxygen Systems EA-AOS  
Scheppler/Crane (A/T Trg Co.)

Aircraft Powerplants  
Bent/McKinley

Airframe and Powerplant Mechanics  
Handbook AC 65-15A

Operational Flying - Phil Croucher

Transport Category Aircraft Systems  
Thomas W Wild

The Jet Engine  
Rolls Royce

JAR-OPS 1 (A) or 3 (H) - JAA

EASA CS-25 - (Large Aeroplanes)

AP 3456 Vol. 2  
Executive Editor AP3456 See above

CAP 562 (CAAIP part 5)

The Helicopter Pilot's Handbook  
Phil Croucher

## 081 – Principle of Flight (Aeroplanes and Helicopters)

Aerodynamics for Naval Aviators  
H H Hurt Jr, US Navy

Aircraft Flight  
R H Barnard and D R Philpott  
CAP 467

Flight Theory and Aerodynamics  
C E Dole

Flight Theory for Pilots  
C E Dole

Handling the Big Jets  
D P Davies

EASA CS-25 (Large Aeroplanes)

Mechanics of Flight 10<sup>th</sup> edition  
*AC Kermode*

The Illustrated Guide to Aerodynamics  
HC "Skip" Smith

Flightwise – Principles of Aircraft Flight  
Chris Carpenter

Fundamentals of Flight  
Richard S Shevell

Introduction to Flight  
John D Anderson Jr

JAR PPL Aircraft General & Principles of Flight  
Pooleys

**082 – Principles of Flight (Helicopters)**

Basic Helicopter Aerodynamics  
J Seddon

Basic Helicopter Handbook AC 61-13B  
US Dept. of Transport/FAA

The Helicopter and How it Flies  
J Fay

Helicopter Aerodynamics  
R W Prowty

Principles of Helicopter Flight  
W J Wagtendonk

**091/092 – Communications (VFR & IFR)**

ICAO Documents and Annexes as listed in the syllabus  
and learning objectives

CAP 413

APPENDIX E **USEFUL ADDRESSES****All enquiries concerning licensing requirements, charges, Instructor Ratings and Examiner Authorities (with the exception of the NPPL):**

Personnel Licensing Department (PLD)  
Civil Aviation Authority  
Safety Regulation Group  
Aviation House (GE)  
Gatwick Airport South  
West Sussex  
RH6 0YR

Tel: 01293 573700  
Fax: 01293 573996  
e-mail: [fclweb@srg.caa.co.uk](mailto:fclweb@srg.caa.co.uk)  
web: [www.caa.co.uk](http://www.caa.co.uk)

**CAA Publications may be viewed at:**  
[www.caa.co.uk/publications](http://www.caa.co.uk/publications)

**JAA documents may be obtained from:**

RAPIDOC (and Technical Indexes Ltd)  
Willoughby Road  
Bracknell  
Berkshire  
RG12 8DW

Tel: 01344 426 311  
Fax: 01344 71440  
e-mail: [rapidoc@techindex.co.uk](mailto:rapidoc@techindex.co.uk)  
web: [www.techindex.co.uk/rapidoc](http://www.techindex.co.uk/rapidoc)

**AICs, UKAIPs, NOTAMs, etc. may be obtained from:**

Aeronautical Information Service  
National Air Traffic Services Ltd.  
Control Tower Building  
London Heathrow Airport  
Hounslow  
Middlesex  
TW6 1JJ

Tel: :UK AIP section: 020 8745 3456  
NOTAM & PIB info: 020 8745 3450/3451  
General enquiries: 020 8745 3464  
e-mail: [ais.supervisor@nats.co.uk](mailto:ais.supervisor@nats.co.uk)  
web: [www.ais.org.uk](http://www.ais.org.uk)

**Medical enquiries, booking medical examinations:**

Medical Department  
Civil Aviation Authority  
Safety Regulation Group  
Aviation House (GW)  
Gatwick Airport South  
West Sussex  
RH6 0YR

Tel: 01293 573700  
Fax: 01293 573995  
e-mail: [medicalweb@srg.caa.co.uk](mailto:medicalweb@srg.caa.co.uk)  
web: [www.caa.co.uk](http://www.caa.co.uk)

**The ANO may be viewed at:**  
[www.hms.gov.uk](http://www.hms.gov.uk) (SI 2005 No. 1970)

**The ANO, with associated legislation, is also available in loose-leaf form as CAP 393 from:**

The Stationery Office  
PO Box 29  
St. Crispins House  
Duke Street  
Norwich  
NR3 1GN

Tel: 0870 600 5522  
Fax: 0870 600 5533  
web: [www.clicktso.com](http://www.clicktso.com)  
e-mail: [customer.services@tso.co.uk](mailto:customer.services@tso.co.uk)

**Representative Bodies:**

Aircraft Owners and Pilots Association (AOPA)  
50A Cambridge Street  
London  
SW1V 4QQ

Tel: 020 7834 5631  
Fax: 020 7834 2623  
e-mail: [info@aopa.co.uk](mailto:info@aopa.co.uk)  
web: [www.aopa.co.uk](http://www.aopa.co.uk)

**British Balloon and Airship Club General enquiries:**

The British Balloon and Airship Club  
c/o P.R.O Hannah Cameron  
St. John Street  
Bedminster  
Bristol  
BS3 4NH

Tel: 0117 9531 231  
e-mail: [information@bbac.org](mailto:information@bbac.org)  
web: [www.bbac.org](http://www.bbac.org)

**Technical enquiries:**

The British Balloon and Airship Club  
c/o Vice Chairman Mr Wyn Morgan  
14 Swansea Road  
Penllergaer  
Swansea  
SA4 1AQ

Tel: 01792 899 333  
Fax: 01792 899 444  
web: [www.technical@bbac.org](http://www.technical@bbac.org)

British Gliding Association (BGA)  
Kimberley House  
Vaughan Way  
Leicester  
LE1 4SE

Tel: 0116 253 1051  
Fax: 0116 251 5939  
e-mail: [bga@gliding.co.uk](mailto:bga@gliding.co.uk)  
web: [www.gliding.co.uk](http://www.gliding.co.uk)

**For technical enquiries only relating to NPPL  
SLMG - Mr Pete Stratten**

British Microlight Aircraft Association (BMAA)  
Deddington  
Banbury  
Oxfordshire OX15 0TT

Tel: 01869 338 888  
Fax: 01869 338116  
e-mail: [general@bmaa.org](mailto:general@bmaa.org)  
web: [www.bmaa.org](http://www.bmaa.org)

Popular Flying Association (PFA) Ltd  
Turweston Aerodrome  
Nr Brackley  
Northamptonshire  
NN13 5YD

Tel: 01280 846786  
Fax: 01280 846780  
e-mail: [office@pfa.org.uk](mailto:office@pfa.org.uk)  
web: [www.pfa.org.uk](http://www.pfa.org.uk)

British Helicopter Advisory Board  
Graham Suite  
Fair Oaks Airport  
Surrey  
GU24 8HX

Tel: 01276 856 100  
Fax: 01276 856 126  
e-mail: [info@bhab.org](mailto:info@bhab.org)  
web: [www.bhab.flyer.co.uk](http://www.bhab.flyer.co.uk)

British Hang Gliding and Paragliding Association  
(BHPA) Ltd  
Old School Room  
Loughborough Road  
Leicester  
LE4 5PJ

Tel: 0870 873 6490  
Fax: 0870 873 0850  
e-mail: [office@bhpa.co.uk](mailto:office@bhpa.co.uk)  
web: [www.bhpa.co.uk](http://www.bhpa.co.uk)

British Business & General Aviation Association  
(BBGA)  
19 Church Street  
Brill  
Aylesbury  
HP18 9RT

Tel: 01844 238 020  
Fax: 01844 238 087  
e-mail: [ga@gamta.org](mailto:ga@gamta.org)  
web: [www.gamta.org](http://www.gamta.org)

Guild of Air Pilots and Air Navigators (GAPAN)  
9 Warwick Court  
Grays Inn  
London  
WC1R 5DJ

Tel: 020 7404 4032  
Fax: 020 7404 403  
e-mail: [gapan@gapan.org](mailto:gapan@gapan.org)  
web: [www.gapan.org](http://www.gapan.org)

National Pilot's Licensing Group Ltd (NPLG)  
Turweston Aerodrome  
Nr Brackley  
Northants  
NN13 5YD

Tel: 01280 846786

**NPPL telephone enquiries should be directed to:**

- For administration matters relating to NPPL SSEA and SLMG - contact NPLG
- For technical enquiries only relating to NPPL SSEA - contact AOPA
- For technical enquiries only relating to NPPL SLMG - contact Mr Pete Stratten at BGA
- For administration and technical matters relating to NPPL Microlight - contact BMAA

PPL/IR Europe  
Le Clos au Comte Catel  
Guernsey  
Channel Islands  
GY5 7QG

Tel: 01481 252565  
e-mail: [memsec@pplir.org](mailto:memsec@pplir.org)  
web: [www.pplir.org](http://www.pplir.org)

APPENDIX F **SCHEDULE 8 OF AIR NAVIGATION ORDER 2005**

**SCHEDULE 8**

Articles 27, 28, 29, 30 and 31

**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 that 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 that consists of -

aa. towing a glider in flight; or

bb. flight for the purpose of dropping of persons by parachute;

in either case in an aeroplane owned, or operated under arrangements entered into, by a club of which the holder of the licence and any person carried in the aircraft or in any glider towed by the aircraft are members;

b. 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 instructor's rating by virtue of which he is entitled to give instruction in flying microlight aircraft or self-launching motor gliders he may receive remuneration for the giving of such instruction or the conducting of such flying tests as are specified in sub-paragraph ((a) (i)) 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 3km;

ii. on a special VFR flight in a control zone in a flight visibility of less than 10km 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. as pilot in command of such an aeroplane at night unless his licence includes a night rating (aeroplanes) or a night qualification (aeroplanes);

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 that 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 that 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 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.

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 3km;
  - 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.

### 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;
  - b. fly such an aeroplane on a flight for the purpose of public transport if its maximum total weight authorised exceeds 2300 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

- 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 that 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 that 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 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 sub-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 that he is entitled to fly as pilot in command on a private flight, an aerial work flight or a public transport flight pursuant to the privileges set out in paragraph (1) or (2) of these privileges.
  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 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.
- 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 in a flight simulator, approved for the purpose, of the aeroplane type 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 2300 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;
  - 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 that require compliance with the Instrument Flight Rules.

### 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 3km;
  - b. when the aeroplane is taking off or landing at any place notwithstanding that the flight visibility below cloud is less than 1800 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 -
  4. Subject to sub-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 pursuant to 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 sub-paragraph (3) (f) of those privileges shall not apply.

### **Sub-section 2 Helicopter and Gyroplane Pilots**

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

Minimum Age - 17 years

No Maximum Period of Validity

Privileges:

1. Subject to paragraph (2), the holder of a Private Pilot's Licence (Helicopters) 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 that 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 that 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 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 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.
2. He shall not -
  - a. fly such a gyroplane for the purpose of public transport or aerial work other than aerial work that 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. 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.
- 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;
  - 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 that 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 sub-paragraph (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

### 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

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 that 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 or 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:

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 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.
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 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 4 Glider Pilots

### Commercial Pilot's Licence (Gliders)

Minimum age - 18 years

Maximum period of validity - 10 years

Privileges:

The holder of a Commercial Pilot's Licence (Gliders) 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 5 Other Flight Crew

### Flight Navigator's Licence

Minimum age - 21 years

Maximum period of validity - 10 years

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.

### Sub-section 2 JAR-FCL Licences

### Sub-section 1 - Aeroplane Pilots

Private Pilot Licence (Aeroplane)

Minimum age - 17 years

Maximum period of validity - 5 years

Privileges and conditions:

1. Subject to any conditions specified in respect of the licence, the privileges of the holder of a Private Pilot Licence (Aeroplane) are to act, but not for remuneration, as pilot in command or co-pilot of any aeroplane specified in a class or type rating included in Part XII of the licence engaged in non-revenue flights.
2. The licence is subject to the conditions and restrictions specified in paragraph 1.175 of 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 3km;
    - ii. on a special VFR flight in a control zone in a flight visibility of less than 10km 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.
  - 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
  - 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 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 JAR-OPS 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 in a flight simulator, approved for the purpose, of the aeroplane type 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) above 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 2300 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 pursuant to the privileges set out in paragraph (1) or (2) of these privileges.

### **Curtailement of privileges of licence holders aged 60 years or more**

6. The holder of a licence who has attained the age of 60 years but not attained the age of 65 years 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;
  - b. the only pilot in the flight crew who has attained the age of 60 years.
7. The holder of a licence who has attained the age of 65 years shall not act as a pilot of an aeroplane on a public transport flight.

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

Minimum age - 21 years

Maximum period of validity - 5 years

Privileges and conditions:

1. Subject to any conditions specified in respect of the licence, the privileges of the holder of an Airline Transport Pilot Licence (Aeroplane) are to -
  - a. exercise all the privileges of the holder of a JAR-FCL Private Pilot Licence (Aeroplane), a JAR-FCL Commercial Pilot Licence (Aeroplane) and an instrument rating (aeroplane); and
  - b. act as pilot in command or co-pilot of any aeroplane specified in a type rating included in Part XII of the licence on a public transport flight.
2. The licence is subject to the conditions and restrictions specified in paragraph 1.175 of JAR-FCL 1.  
Curtailement of privileges of licence holders aged 60 years or more
3. The holder of a licence who has attained the age of 60 years but not attained the age of 65 years shall not act as a pilot of an aeroplane on a public transport flight except where the holder is -
  - a. a member of a multi-pilot crew;
  - 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.
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 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 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.
- 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.
  - 4. The holder shall not -
    - a. unless his licence includes an instrument rating (helicopter), fly such a helicopter on any scheduled journey or on any flight for the purpose of public transport other than in visual meteorological conditions;
    - b. fly as pilot in command of a helicopter carrying passengers unless he has carried out at least three circuits, each to include take-offs and landings, as pilot flying in a helicopter of the same type or a flight simulator of the helicopter type to be used, in the preceding 90 days; or
    - c. as the holder of a helicopter licence which does not include a valid instrument rating (helicopter) act as pilot in command of a helicopter carrying passengers at night unless during the previous 90 days at least one of the take-offs and landings required in sub-paragraph (a) above has been carried out at night.
- 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.  
Curtailment of privileges of licence holders aged 60 years or more
  - 3. The holder of a licence who has attained the age of 60 years but not attained the age of 65 years shall not act as a pilot of a helicopter on a public transport flight except where the holder is -
    - a. a member of a multi-pilot crew and provided that,
    - b. is 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:

- 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;

Curtailment of privileges of licence holders aged 60 years or more



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.

### Flight for purpose of public transport and aerial work

3. He shall not fly any such aeroplane for the purpose of public transport or aerial work except in the circumstances specified in paragraph (4).
4. The circumstances referred to in paragraph (3) are that he flies such an aeroplane for the purpose of aerial work which consists of towing another aeroplane or glider in flight -
  - a. in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the holder of the licence and any person carried in the towing aeroplane or in any aeroplane or glider being towed are members; or
  - b. in an aeroplane owned, or operated under arrangements entered into, by an organisation approved by the CAA for the purpose of this provision when -
    - i. the holder of the licence is a member of an organisation approved by the CAA for the purpose of this provision; and
    - ii. any person carried in the towing aeroplane or in any aeroplane or glider being towed is a member of an organisation approved by the CAA for the purpose of this provision.

### Prohibitions on flight in specified conditions

5. He shall not fly -
  - a. as pilot in command of such a simple single engine aeroplane on a flight outside controlled airspace when the flight visibility is less than 5 km;
  - b. as pilot in command of such a SLMG or microlight aeroplane on a flight outside controlled airspace when the flight visibility is less than 3 km;
  - c. as pilot in command of any such aeroplane -
    - i. on a special VFR flight in a control zone in a flight visibility of less than 10 km;
    - ii. out of sight of the surface; or
    - iii. at night; or
  - d. as pilot in command of any such aeroplane in circumstances which require compliance with the Instrument Flight Rules.

### Carriage of persons

6. He shall not fly as pilot in command of any such aeroplane -
  - a. when the total number of persons carried (including the pilot) exceeds four; or
  - b. when carrying passengers unless within the preceding 90 days he has made at least three take-offs and three landings as the sole manipulator of the controls of an aeroplane of the same class as that being flown.

### Differences training

7. He shall not fly -
  - a. as pilot in command of such a simple single engine aeroplane where -
    - i. the aeroplane is fitted with a tricycle undercarriage;
    - ii. the aeroplane is fitted with a tailwheel;
    - iii. the engine is fitted with either a supercharger or turbo-charger;
    - iv. the engine is fitted with a variable pitch propeller;
    - v. the landing gear is retractable;

- vi. a cabin pressurisation system is fitted; or
  - vii. the aeroplane has a maximum continuous cruising speed in excess of 140 knots indicated airspeed; unless appropriate differences training has been completed and recorded in his personal flying logbook; 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.

circumstances that require compliance with the Instrument Flight Rules.

2. The rating shall not entitle the holder of the licence to fly -
  - a. on a special VFR flight in a control zone in a flight visibility of less than 3km; or
  - b. when the aeroplane is taking off or landing at any place if the flight visibility below cloud is less than 1,800 metres.

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

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

**Microlight class rating** shall, when included in the aircraft rating of a National Private Pilot's Licence (Aeroplanes) or a United Kingdom Private Pilot's Licence (Aeroplanes) and subject to the conditions of the licence in which it is included, entitle the holder to act as pilot in command of any microlight aeroplane.

**Night rating (aeroplanes)** shall entitle the holder of a United Kingdom Private Pilot's Licence (Aeroplanes) or a United Kingdom Basic Commercial Pilot's Licence (Aeroplanes) to act as pilot in command of an aeroplane at night.

**Night qualification (aeroplane)** shall entitle the holder of a United Kingdom Private Pilot's Licence (Aeroplanes), a JAR-FCL Private Pilot Licence (Aeroplane) or a United Kingdom Basic Commercial Pilot's Licence (Aeroplanes) to act as pilot in command of an aeroplane at night.

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

**Night qualification (helicopter)** shall entitle the holder of either a United Kingdom Private Pilot's Licence (Helicopters) or a JAR-FCL Private Pilot Licence (Helicopter) to act as pilot in command of a helicopter at night.

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

**Simple single engine aeroplane (NPPL) class rating** shall, when included in the aircraft rating of a National Private Pilot's Licence (Aeroplanes) and subject to the

## PART B - RATINGS AND QUALIFICATIONS

The following ratings may be included in a pilot's licence granted under Part 4 and, subject to the provisions of this Order and of the licence, the inclusion of a rating in a licence shall have the consequences respectively specified as follows -

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

### **Instrument meteorological conditions rating (aeroplanes)**

1. Subject to paragraph (2) the rating within the United Kingdom -
  - a. entitle the holder of a United Kingdom Private Pilot's Licence (Aeroplanes) or a United Kingdom Basic Commercial Pilot's Licence (Aeroplanes) to fly as pilot in command of an aeroplane without being subject to the restrictions contained respectively in paragraph (2)(c) or (f) of the privileges of the United Kingdom Private Pilot's Licence (Aeroplanes) or (3)(a) or (i) of the privileges of the United Kingdom Basic Commercial Pilot's Licence (Aeroplanes); and
  - b. entitle the holder of a JAR-FCL Private Pilot Licence (Aeroplane) to fly as pilot in command of an aeroplane in Class D or E airspace in

conditions of that licence, entitle the holder to act as pilot in command of any simple single engine aeroplane with a maximum take off weight authorised not exceeding 2000kg excluding any such aeroplane which is a self launching motor glider or a microlight aeroplane.

**SLMG class rating** shall, when included in the aircraft rating of a National Private Pilot's Licence (Aeroplanes) or a United Kingdom Private Pilot's Licence (Aeroplanes) and subject to the conditions of the licence in which it is included, entitle the holder to act as pilot in command of any SLMG.

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

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

**Assistant flying instructor's rating** shall entitle the holder of the licence to give instruction in flying aircraft of such types and classes as may be specified in the rating for that purpose provided that -

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

**Flight instructor rating (aeroplane)** shall entitle the holder of the licence to give instruction in flying aircraft of such types and classes as may be specified in the rating for that purpose subject to the restrictions specified below.

#### **Flight instructor rating (aeroplane) - Restrictions**

Restricted period

1. Until the holder of a flight instructor (aeroplane) rating has completed at least 100 hours flight

instruction and, in addition, has supervised at least 25 solo flights by students, the privileges shall be restricted.

2. The restrictions shall be removed from the rating when the above requirements have been met and on the recommendation of the supervising flight instructor (aeroplane).

Restricted Privileges

3. The privileges shall be restricted to carrying out under the supervision of the holder of a flight instructor (aeroplane) rating approved for this purpose -
  - a. flight instruction for the issue of the Private Pilot Licence (Aeroplane) or those parts of integrated courses at Private Pilot Licence (Aeroplane) level and class and type ratings for single-engine aeroplanes, excluding 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.

**Flight instructor rating (helicopter)** shall entitle the holder of the licence to give instruction in flying helicopters of such types as may be specified in the rating for that purpose subject to the restrictions specified below.

#### **Flight instructor rating (helicopter) - Restrictions**

Restricted period

1. Until the holder of a flight instructor (helicopter) rating has completed at least 100 hours flight instruction and, in addition, has supervised at least 25 solo flights by students, the privileges of the rating shall be restricted.
2. The restrictions shall be removed from the rating when the above requirements have been met and on the recommendation of the supervising flight instructor (helicopter).

Restricted Privileges

3. The privileges shall be restricted to carrying out under the supervision of the holder of a flight instructor (helicopter) rating approved for this purpose -
  - a. flight instruction for the issue of the Private Pilot Licence (Helicopter) or those parts of integrated courses at Private Pilot Licence (Helicopter) level and type ratings for single-engine helicopters, excluding 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.

**Type rating instructor rating (multi-pilot aeroplane)** shall entitle 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 rating (helicopter)** shall entitle the holder to instruct licence holders for the issue of a type rating, including the instruction required for multi-crew co-operation as applicable.

**Class rating instructor rating (single-pilot aeroplane)** shall entitle the holder to instruct licence holders for the issue of a type or class rating for single-pilot aeroplanes.

**Instrument rating instructor rating (aeroplane)** shall entitle the holder to conduct flight instruction for the issue of an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes).

**Instrument rating instructor rating (helicopter)** shall entitle the holder to conduct flight instruction for the issue of an instrument rating (helicopter).

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

For the purposes of this Schedule:

'Day' means the time from half an hour before sunrise until half an hour after sunset (both times exclusive), sunset and sunrise being determined at surface level.

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

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

## PART C - MAINTENANCE OF LICENCE PRIVILEGES

### Section 1 - Requirement for Certificate of Test or Experience

#### 1. Appropriateness of certificate

- a. A certificate of test or a certificate of experience required by article 28, 30 (2) or 31(1) of this Order shall not be appropriate to the functions to be performed on a flight unless it is a certificate appropriate to the description of the flight according to the following Table:

Case	Class of national licence	Description of Flight	Certificate required
A	Microlight Licence SLMG Licence Private Pilot's Licence (Gyroplanes)	Any flight within the privileges of the licence	Certificate of Test or Certificate of Experience
B	Commercial Pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airships)	Carriage of passengers on a flight in respect of which the holder of the licence receives remuneration	Certificate of Test
C	Commercial Pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airships)	For public transport	Certificate of Test
D	Commercial Pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airships)	For aerial work	Certificate of Test or Certificate of Experience
E	Commercial Pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airships)	Any flight within the privileges of a Private Pilot's Licence	Certificate of Test or Certificate of Experience
F	Flight Navigator's Licence	Flights to which article 25(9) applies.	Certificate of Experience

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

#### Certificate of test

- 2. A certificate of test required by article 28, 30(2) or 31(1) shall be signed by a person authorised by

the CAA to sign certificates of this kind and shall certify the following particulars:

- a. the functions to which the certificate relates;

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

#### Nature of test

- 3. The appropriate test referred to in paragraph 2 above shall be -
  - a. in the case of a test which entitles the holder of the licence of which the certificate forms part to act as pilot in command or co-pilot (or both) of aircraft of the type, types or class specified in the certificate, a test of the pilot's competence to fly the aircraft as pilot in command or co-pilot (or both) and shall, where the CAA so specifies in respect of the whole or part of a test, be conducted in an aircraft in flight or by means of a flight simulator approved by the CAA;
  - b. in the case of a test which entitles the holder of the licence of which the certificate forms part to perform the functions to which a flying instructor's rating (gyroplanes), an assistant flying instructor's rating (gyroplanes) or an instrument meteorological conditions rating (aeroplanes) relates, a test of his ability to perform the functions to which the rating relates and shall, where the CAA so specifies in respect of the whole or part of the test, be conducted in an aircraft in flight.

#### Period of validity of certificate of test

- 4. A certificate of test -
  - a. required by article 28 in respect of a Commercial Pilot's Licence (Balloons) shall not be valid in relation to a flight made more than 13 months after the date of the test which it certifies and, required by article 28 or 30(2) in respect of any other licence, shall not be valid in relation to a flight made more than 13 months in Cases A, B and E or more than 6 months in Cases C and D after the date of the test which it certifies provided that in the case of Cases C and D, 2 certificates of test shall together be deemed to constitute a valid certificate of test if they certify flying tests conducted on 2 occasions within the period of 13 months preceding the flight on which the functions are to be performed, such occasions

being separated by an interval of not less than 4 months, and if both certificates are appropriate to those functions.

- b. required by article 31(1) in respect of an instrument meteorological conditions rating (aeroplanes) shall not be valid in relation to a flight made more than 25 months after the date of the test that it certifies.
- c. required by article 31(1) in respect of an assistant flying instructor's rating (gyroplanes) and a flying instructor's rating (gyroplanes) shall not be valid in relation to a flight made more than 3 years after the date of the test that it certifies.

#### Certificate of experience

- 5. A certificate of experience required by article 28 or 30 (2) shall be signed by a person authorised by the CAA to sign such a certificate and shall certify the following particulars -
  - a. the functions to which the certificate relates;
  - b. in the case of a pilot, that on the date on which the certificate was signed the holder of the licence or personal flying log book of which it forms part, as the case may be, produced his personal flying log book to the person signing the certificate and satisfied him that he had appropriate experience in the capacity to which his licence relates within the appropriate period specified in paragraph 6 of this Part of this Schedule;
  - c. in the case of a flight navigator, that on the date on which the certificate was signed the holder of the licence of which it forms part produced his navigation logs, charts and workings of astronomical observations to the person signing the certificate and satisfied him that he had appropriate experience in the capacity to which the licence relates within the appropriate period specified in paragraph 6 of this Part of this Schedule;
  - d. in the case of a pilot or flight engineer, the type or types of aircraft in which the experience was gained;
  - e. the date on which it was signed.

#### Period of experience

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

**Period of validity of certificate of experience**

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

**Section 2****Requirement for certificate of revalidation****1. Appropriate certificate of revalidation**

A certificate of revalidation required by article 29 or 31(2) of this Order shall not be appropriate to the exercise of the privileges of a flight crew licence unless it is a certificate which accords with this Section.

**2. Type and class ratings*****Aeroplane type and class ratings***

- a. Type ratings and multi-engine class ratings, aeroplane
- i. Validity  
Type ratings and multi-engine class ratings for aeroplanes are valid for one year beginning with the date of issue, or the date of expiry if revalidated within the period of three months preceding the date of expiry.
  - ii. Revalidation  
For revalidation of type ratings and multi-engine class ratings, aeroplane, the applicant shall satisfy the requirements specified in paragraph 1.245(a) and (b) of Section 1 of JAR-FCL 1.
- b. Single-pilot single-engine class ratings
- i. Validity  
Single-pilot single-engine class ratings are valid for two years from the date of issue, or the date of expiry if revalidated within the period of three months preceding the date of expiry.
  - ii. Revalidation of all single-engine piston aeroplane class ratings (land) and all touring motor glider ratings.

For revalidation of single-pilot single-engine piston aeroplane (land) class ratings or touring motor glider class ratings (or both) the applicant shall on single-engine piston aeroplanes (land) or touring motor gliders (as the case may

be) satisfy the requirements specified in paragraph 1.245(c)(1) of Section 1 of JAR-FCL 1.

- iii. Revalidation of single-engine turbo-prop aeroplanes (land) single-pilot .

For revalidation of single-engine turbo-prop (land) class ratings the applicant shall within the three months preceding the expiry date of the rating, pass a proficiency check with an authorised examiner on an aeroplane in the relevant class.

- iv. Revalidation of single-engine piston aeroplanes (sea)

For revalidation of single pilot single engine piston aeroplane (sea) class ratings the applicant shall -

aa. within the three months preceding the expiry date of the rating, pass a proficiency check with an authorised examiner on a single-engine piston aeroplane (sea); or

bb. within the 12 months preceding the expiry of the rating complete at least 12 hours of flight time including 6 hours of pilot in command time on either a single engine piston aeroplane (sea) or a single engine piston aeroplane (land) and 12 water take-offs and 12 lightings on water; and either complete a training flight of at least 1 hour duration with a flight instructor or pass a proficiency check or skill test for any other class or type rating.

**c. Expired ratings**

- i. If a type rating or multi-engine class rating has expired, the applicant shall meet the requirements in paragraph (b) above and meet any refresher training requirements as determined by the CAA and the rating will be valid from the date of completion of the renewal requirements.
- ii. If a single-pilot single-engine class rating has expired, the applicant shall complete the skill test in accordance with the requirements specified at Appendix 3 to paragraph 1.240 of Section 1 of JAR-FCL 1.

***Helicopter type ratings***

- a. Type ratings, helicopter - validity

Type ratings for helicopters are valid for one year beginning with the date of issue, or the date of expiry if revalidated within the period of three months preceding the date of expiry.

b. Type ratings, helicopter - revalidation

For revalidation of type ratings, helicopter, the applicant shall complete the requirements specified in paragraph 2.245(b) of Section 1 of JAR-FCL 2.

c. Expired ratings

If a type rating has expired, the applicant shall meet the requirements in paragraph (b) above and meet any refresher training requirements as determined by the CAA and the rating shall be valid for a period beginning with the date of completion of the renewal requirements.

**Flight engineer type ratings**

a. Type ratings - validity

Flight engineer type ratings are valid for one year beginning with the date of issue, or the date of expiry if revalidated within the period of three months preceding the date of expiry.

b. Type ratings - revalidation

For revalidation of flight engineer type ratings the applicant shall, within the three months

preceding the expiry date of the rating, pass a proficiency check with an authorised examiner on the relevant type of aircraft.

**3. Forms of certificate of revalidation**

1. A certificate of revalidation required by article 29 or 31(2) of this Order shall be signed by a person authorised by the CAA to sign certificates of this kind and shall certify:

- a. the functions to which the certificate relates;
- b. that the person signing the certificate is satisfied that on a date specified in the certificate, the holder of the licence of which the certificate forms a part met the appropriate requirements for revalidation specified in respect of the rating, in the case of an aircraft rating in paragraph (2) and in the case of any other rating specified in the Table at sub-paragraph (2) below, to exercise the privileges of the licence or rating to which the certificate relates;
- c. the type of aircraft or flight simulator in or by means of which the test was conducted; and
- d. the date on which it was signed.

2. The requirements for revalidation of a rating are those set out in the following Table -

Rating	Paragraph in Section 1 of JAR-FCL 1 or 2
Instrument rating (aeroplane)	1.185
Instrument rating (helicopter)	2.185
Flight instructor (aeroplane) Flying instructor's rating (aeroplanes) Assistant flying instructor's rating (aeroplanes)	1.355
Flight Instructor (helicopter) Flying instructor's rating (helicopters) Assistant flying instructor's rating (helicopters)	2.355
Type rating instructor rating (multi-pilot aeroplane)	1.370
Type rating instructor rating (helicopter)	2.370
Class rating instructor rating (single pilot aeroplane)	1.385
Instrument rating instructor rating (aeroplane)	1.400
Instrument rating instructor rating (helicopter)	2.400

### Section 3

#### Maintenance of Validity of National Private Pilot's Licence (Aeroplanes)

1. A simple single engine aeroplane (NPPL) class rating included in a National Private Pilot's Licence (Aeroplanes) shall not be valid for the purposes of article 30(1) unless the provisions of this Section have been complied with.
2. A simple single engine aeroplane (NPPL) class rating shall be valid if either:
  - a. the holder has within the 12 months preceding the flight shown not less than six hours in an aeroplane falling within the simple single engine aeroplane (NPPL) class rating, four hours of which shall have been as pilot in command and he has carried out a training flight of at least 1 hour duration with a flying instructor within the previous 24 months; or
  - b. he has within the three months preceding the expiry of the rating undertaken a simple single engine aeroplane (NPPL) General Skills Test.



APPENDIX G **FLIGHT INSTRUCTION & SKILL TESTING IN AEROPLANES/  
HELICOPTERS - LIMITATIONS FOR HOLDERS OF CLASS 1 MEDICAL  
CERTIFICATE WITH OPERATIONAL MULTI-CREW LIMITATION (OML)**

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**AEROPLANES**

**Instructing/Examining**

A fixed-wing instructor or examiner who is subject to an OML may only conduct flight instruction or skill tests (subject to holding the relevant instructor rating or examiner authorisation) in aircraft fitted with dual controls, and under circumstances where the student has demonstrated, or is deemed competent, to act as pilot-in-command should the instructor or examiner suffer incapacitation, taking full account of the conditions under which the instruction or skill test is being carried out.

Generally, a student will be considered to have demonstrated, or be deemed competent, to act as pilot-in-command if he:

- a. holds a current licence (UK or non-UK) which would entitle him to act as pilot-in-command of the aircraft if the flight were a private flight; or
- b. was, within the period of six months immediately preceding the flight, serving as a qualified pilot of

an aircraft in any of the naval, military or air forces of Her Majesty or of a foreign state, and holds a current medical certificate appropriate to the intended licence or rating; or

- c. was, within the period of six months immediately preceding the flight, employed as a pilot by an airline operating aircraft registered in a Contracting State other than the United Kingdom, and holds a current medical certificate appropriate to the intended licence or rating; or
- d. is undergoing an integrated course for the CPL(A) or CPL(A)/IR, approved by the CAA and has:
  - i. completed Phase 2 of the integrated course for single-engine piston flying, or
  - ii. completed the training and class/type rating skill test for multi-engine aeroplanes.

Tables 1 and 2 show a guidance matrix of the activities permissible.

**Table 1**

**Flight instruction allowable by Instructors with a Class 1 medical certificate with OML**

	<b>Flight Instructor (FI)</b>	<b>Class Rating Instructor (CRI)</b>	<b>Type Rating Instructor (TRI)</b>	<b>Instrument Rating Instructor (IRI)</b>
Ab-initio PPL instruction before first solo cross-country	No			
Ab-initio PPL instruction post first solo cross-country	Yes			
CPL instruction (Integrated course) - single-engine (before completion of Phase 2); multi-engine (before LST pass)	No			
CPL instruction (Integrated course - single-engine (post completion of Phase 2); multi-engine (post LST pass)	Yes			
CPL instruction (Modular course - non-current ICAO PPL holders)	No			
CPL instruction (Modular course - current ICAO PPL holders)	Yes (in VMC only)			
Instruction for issue of additional single-pilot type/class ratings	No	No		
Instruction for renewal of single-pilot type/class ratings	No	No		
Instruction for revalidation of SEP or TMG class ratings	Yes			
Differences training	Yes	Yes	Yes	
Instruction for issue of a Night Qualification	No			
Instruction to regain night flying currency for carriage of passengers	Yes			
Instruction for issue & renewal of an IMC rating	Yes (in VMC only)			Yes (in VMC only)
Instruction for issue & renewal of an IR	Yes (in VMC only)*			Yes (in VMC only)*
Instruction for issue of a multi-pilot type rating			No	
Instruction for renewal of multi-pilot type rating			No	

\*Except where the student holds a current and valid IMC rating or a valid non-JAA UK CPL(A), when instruction may be given in airspace and meteorological conditions appropriate to the privileges of an IMC rating.

**Table 2**

**Skill Testing allowable by Examiners with a Class 1 medical certificate with OML**

	<b>Flight Examiner (PPL)</b>	<b>Flight Examiner (CPL)</b>	<b>Class Rating Examiner (CRE)</b>	<b>Type Rating Examiner (TRE)</b>	<b>Flight Instructor Examiner (FIE)</b>
PPL(A) Skill Test	Yes (in VMC only)	Yes (in VMC only)			Yes (in VMC only)
CPL(A) Skill Test		Yes (in VMC only)			
IMC Skill Test	Yes (in VMC only)	Yes (in VMC only)	Yes (in VMC only) (CRE(IRR) only)		Yes (in VMC only)
IMC Revalidation Test	Yes	Yes	Yes (CRE(IRR) only)		Yes
IMC Renewal Test	Yes (in VMC only)	Yes (in VMC only)	Yes (in VMC only) (CRE(IRR) only)		Yes (in VMC only)
IR Revalidation (SPA)			Yes (CRE(IRR) only)		
IR Renewal (SPA (under 5 years))			Yes (in VMC only) (CRE(IRR) only)		
Skill Test (LST) for issue of an additional single-pilot type or class rating	No	No	No		No
Proficiency Check (LPC) for revalidation of a single-pilot type or class rating	Yes	Yes	Yes		Yes
Skill Test (LST) or Proficiency Check (LPC) (as appropriate) for renewal of a single-pilot type or class rating	No	No	No		No
Skill Test (LST) for issue of a multi-pilot type rating				No	
Proficiency Check (LPC) for revalidation of a multi-pilot type rating				Yes	
Proficiency Check (LPC for renewal of a multi-pilot type rating				No	

## HELICOPTERS

### Instructing/Examining

A helicopter instructor or examiner who is subject to an OML may only conduct flight instruction or skill tests (subject to holding the relevant instructor rating or examiner authorisation) in aircraft fitted with dual controls, and under circumstances where the student has demonstrated, or is deemed competent, to act as pilot-in-command should the instructor or examiner suffer incapacitation, taking full account of the conditions under which the instruction or skill test is being carried out.

Generally, a student will be considered to have demonstrated, or be deemed competent, to act as pilot-in-command if he:-

- a. holds a current licence (UK or non-UK) which would entitle him to act as pilot-in-command of the aircraft if the flight were a private flight; or

- b. was, within the period of six months immediately preceding the flight, serving as a qualified pilot of an aircraft in any of the naval, military or air forces of Her Majesty or of a foreign state, and holds a current medical certificate appropriate to the intended licence or rating; or
- c. was, within the period of six months immediately preceding the flight, employed as a pilot by an airline operating aircraft registered in a Contracting State other than the United Kingdom, and holds a current medical certificate appropriate to the intended licence or rating; or
- d. is undergoing an integrated course for the CPL(H) or CPL(H)IR, approved by the CAA and has completed Phase 1 of the integrated course.

Tables 3 and 4 show a guidance matrix of the activities permissible

**Table 3**

### Flight instruction allowable by Instructors with a Class 1 medical certificate with OML

	Flight Instructor (FI)	Type Rating Instructor (TRI)	Instrument Rating Instructor (IRI)
Ab-initio PPL instruction before first solo cross-country	No		
Ab-initio PPL instruction post first solo cross-country	Yes		
CPL instruction (Integrated course) (before completion of Phase 1)	No		
CPL instruction (Integrated course) (post completion of Phase 1)	Yes		
CPL instruction (Modular course) - non-current or non-type rated ICAO PPL holders	No		
CPL instruction (Modular course) - current, type rated ICAO PPL holders	Yes (in VMC only)		
Instruction for issue of additional single-pilot type ratings	No	No	
Instruction for renewal of single-pilot type ratings	No	No	
Differences training	Yes	Yes	
Instruction for issue of a Night Qualification	No		
Instruction to regain night flying currency for carriage of passengers	Yes		
Instruction for issue & renewal of an IR rating	Yes (in VMC only)		Yes (in VMC only)
Instruction for issue of a multi-pilot type rating		No	
Instruction for renewal of multi-pilot type rating		No	

**Table 4**  
**Skill Testing allowable by Examiners with a Class 1 medical certificate with OML**

	<b>Flight Examiner (PPL)</b>	<b>Flight Examiner (CPL)</b>	<b>Type Rating Examiner (TRE)</b>	<b>Flight Instructor Examiner (FIE)</b>
PPL(H) Skill Test	Yes (in VMC only)	Yes (in VMC only)		Yes (in VMC only)
CPL(H) Skill Test		Yes (in VMC only)		
IR Revalidation (SPH)			Yes (TRE(IRR) only)	
IR Renewal (SPH) (under 5 years)			Yes (in VMC only) (TRE(IRR) only)	
Skill Test (LST) for issue of an additional single-pilot type rating	No	No	No	No
Proficiency Check (LPC) for revalidation of a single-pilot type rating	Yes	Yes	Yes	Yes
Skill Test (LST) or Proficiency Check (LPC) (as appropriate) for renewal of a single-pilot type rating	No	No	No	No
Skill Test (LST) for issue of a multi-pilot type rating			No	
Proficiency Check (LPC) for revalidation of a multi-pilot type rating			Yes	
Proficiency Check (LPC) for renewal of a multi-pilot type rating			No	
Skill Test or Proficiency Check for issue, revalidation or renewal of a FI rating - non current or non-type rated candidates				No
Skill Test or Proficiency Check for issue, revalidation or renewal of a FI rating - current, type rated candidates				Yes