

PROPOSED AMENDMENT TO THE AIR NAVIGATION ORDER 2009 TO MITIGATE THE EFFECTS OF DIRECTLY APPLICABLE EUROPEAN LEGISLATION

Amended (on 8th June 2011) to correct the reference in Article 61(1) to the EASA Regulation - (Article 4.1)

Item	ANO Reference	Proposed Amendment	Purpose
1	Article 50	<p><i>Requirement for appropriate licence to act as member of flight crew of EASA aircraft registered in the United Kingdom</i></p> <p>50 <i>A person must not act as a member of the flight crew of an EASA aircraft that is registered in the United Kingdom without holding an appropriate licence granted, converted or rendered valid under the EASA Flight Crew Licensing Regulation.</i></p> <p><i>Requirement for appropriate licence to act as member of flight crew of non-EASA aircraft registered in the United Kingdom</i></p> <p>50A(1) <i>Subject to paragraph (2) and the exceptions set out in <u>articles 52-60</u> a person must not act as a member of the flight crew of a <u>non-EASA</u> aircraft registered in the United Kingdom without holding an appropriate licence granted or rendered valid under this Order.</i></p> <p>(2) <i>A person must not act as a member of the flight crew of an aircraft that is a complex historic aircraft, an ex-military aircraft, or a replica of such aircraft, as set out under paragraphs (a)(ii), (d) and (h) of Annex II of the Basic EASA Regulation, that is registered in the United Kingdom and is flying for the purpose of commercial air transport, without holding an appropriate licence granted, converted or rendered valid under the EASA Flight Crew Licensing Regulation.</i></p>	<p>Article replaced with 3 articles: Removal of conflict between ANO and European regulations by making clear that a licence that is valid in accordance with EU Regulations is required to fly an aircraft that is subject to those regulations. (It will be an offence under the ANO to fly an EASA aircraft without a Part-FCL licence). Rewording to limit the exceptions to non-EASA aircraft, so as not to contradict the effect of the overriding and directly applicable EU legislation. To make clear that a UK licence issued under the ANO that is valid for non-EASA aircraft is not valid for some of those aircraft if they are used to carry</p>

		<p>Appropriate licence</p> <p>50B <i>An appropriate licence for the purposes of this Part means a licence which entitles the holder to perform the functions being undertaken in relation to the aircraft concerned on the particular flight.</i></p>	fare-paying passengers; which is the effect of the overriding and directly applicable EU legislation.
2	Article 52(1)	<p>Flight crew licence requirement – Exception for solo flying training</p> <p>(f) the person acts in accordance with instructions given by another person holding a pilot's licence granted under this Order <u>or a Part FCL licence</u>, in each case being a licence which includes a flight instructor rating, a flying instructor's rating or an assistant flying instructor's rating entitling that other person to give instruction in flying the type of aircraft being flown.</p> <p>(3) <u>A person may act as pilot in command of an EASA aircraft for the purpose of becoming qualified for the grant or renewal of a pilot's licence or the inclusion or variation of any rating in a pilot's licence if the flight is authorised in accordance with section FCL.020 of Part FCL and the person holds a valid medical certificate for the licence in accordance with MED.A.30.</u></p>	<p>Article 52(1) provides the essential need for a person to fly solo without a licence for training and qualification purposes under the supervision of an instructor.</p> <p>The change is to allow the flight in a non-EASA aircraft to be authorised by an instructor with an EASA licence or a national licence. (The majority of instructors will have EASA licences). To make clear the equivalent terms to fly an EASA aircraft solo under the supervision of an instructor</p>
3	Article 53(2)	<p>Flight crew licence requirement – Exception for dual flying training</p> <p>(2) The conditions referred to in paragraph (1) are that:</p> <p>(a) the</p> <p>(b) the person acts in accordance with instructions given by another person holding a pilot's licence granted under this Order <u>or a Part FCL licence</u>, in each case being a licence which includes a flight instructor rating, a flying instructor's rating or an assistant flying instructor's rating entitling that other person to give instruction in flying the type of aircraft being flown; and</p>	Specifically to allow the flight in a non-EASA aircraft to be authorised by an instructor with an EASA licence, or a national licence.

4	Article 54(2)	<p>Flight crew licence requirement – Exception for gyroplanes at night</p> <p>(2) The conditions referred to in paragraph (1) are that:</p> <p>(a) the;</p> <p>(b) the person so acts in accordance with instructions given by another person holding a pilot's licence granted under this Order <i>or a Part FCL licence</i>, being a licence which includes a flight instructor rating, a flying instructor's rating or an assistant flying instructor's rating entitling that other person to give instruction in flying the type of gyroplane being flown;</p>	<p>Specifically to allow the flight in a non-EASA aircraft to be authorised by an instructor with an EASA licence, or a national licence.</p>
5	Article 55(1)	<p>Flight crew licence requirement – Exception for balloons</p> <p>55 (1) A person may act as pilot in command of a balloon within the United Kingdom, the Channel Islands and the Isle of Man, without being the holder of an appropriate licence granted or rendered valid under this Order if the conditions in paragraph (2) are satisfied.</p> <p>(2) The conditions referred to in paragraph (1) are that:</p> <p>(a) the person is the holder of an appropriate licence granted or rendered valid under this Order in all respects save that the person has not within the immediately preceding 13 months carried out as pilot in command at least five flights each of not less than five minutes duration;</p> <p>(b) the person acts in accordance with instructions given by a person authorised by the CAA to supervise flying in the type of balloon being flown;</p> <p>(c) <u>no persons other than the one specified in sub-paragraph (b) are carried, unless the person specified in sub-paragraph (b) is the holder of an appropriate licence granted or rendered valid under this Order entitling that person to act as pilot in command for the flight; and</u></p> <p>(d) the balloon is not flying for the purpose of commercial air transport, public</p>	<p>Amended paragraph 2(c) added.</p> <p>At present the this article at paragraph 2(c) specifies that when a pilot has to complete additional flights to meet the recent experience requirements, only he and the supervising pilot may be aboard. Many balloons are designed to carry several people and have a minimum basket weight specified. It is not safe to fly such a balloon with only two persons onboard. For this reason it is common practice in ballooning worldwide to carry additional persons on training and re-qualification flights,</p>

		transport or aerial work other than aerial work which consists of the giving of instruction in flying or the conducting of flying tests.	provided that the person supervising or instructing the pilot is onboard and holds a current and valid licence that includes the privilege to act as pilot in command for the flight. This proposed change makes provision for flights in balloons to be undertaken in that manner in the UK.
6	Article 56(1)	<p>Flight crew licence requirement – Exception for pilot undergoing training or tests</p> <p>56 (1) Unless the certificate of airworthiness in force for the aircraft otherwise requires, a person may act as pilot of an aircraft registered in the United Kingdom for the purpose of undergoing training or tests for the grant or renewal of a pilot's licence or for the inclusion, renewal or extension of a rating without being the holder of an appropriate licence, <u>if the conditions in paragraph (2) and paragraph (3) or (4) are satisfied</u></p> <p>.....</p> <p>.....</p> <p>(4) The conditions thirdly referred to in paragraph (1) are that the person acting as the pilot of the aircraft without being the holder of an appropriate licence:</p> <p>(a) holds a pilot's, a flight navigator's or a flight engineer's licence granted under article 64 <u>or a Part FCL licence</u>;</p> <p>.....</p>	<p>Correction of applicability of conditions</p> <p>Specifically to allow the flight in a non-EASA aircraft to be authorised by an instructor with an EASA licence, or a national licence.</p>
7	Article 61	<p>Requirement for appropriate licence to act as member of flight crew of aircraft registered elsewhere than in the United Kingdom</p> <p>61 (1) <u>A person must not act as a member of the flight crew which must by or under the EASA Flight Crew Licensing Regulation or this Order be carried in an EASA aircraft or a non-EASA aircraft to which Article 4.1(c) of the EASA Basic Regulation applies, registered in a country other than the United Kingdom unless:</u></p>	<p>To make clear the different effect of European and national legislation depending upon whether the aircraft is an EASA aircraft or a</p>

		<p><u>(a) that person is not resident in the European Union and the operator of the aircraft is not resident or established in the European Union, and that person is the holder of an appropriate licence granted or rendered valid under the law of the country in which the aircraft is registered or the State of the operator; or</u></p> <p><u>(b) that person is the holder of an appropriate licence granted or rendered valid under the EASA Flight Crew Licensing Regulation.</u></p> <p>(2) A person must not act as a member of the flight crew which must by or under this Order be carried in a <u>non-EASA</u> aircraft registered in a country other than the United Kingdom unless:</p> <p>(a) in the case of an aircraft flying for the purpose of commercial air transport, public transport or aerial work, that person is the holder of an appropriate licence granted or rendered valid under the law of the country in which the <u>non-EASA</u> aircraft is registered or the State of the operator; or</p> <p>(b) in the case of an aircraft on a private flight, that person is the holder of an appropriate licence granted or rendered valid under the law of the country in which the <u>non-EASA</u> aircraft is registered or under this Order and the CAA does not give a direction to the contrary.</p>	<p>non-EASA aircraft. The different effects are dependent upon whether the operator of the aircraft is resident or established within the EU or outside the EU.</p>
8	Article 62	<p><u>Deeming a non-United Kingdom flight crew licence and any Part FCL licence valid for non-EASA aircraft and a non-United Kingdom radiotelephony licence valid for any aircraft</u></p> <p>62 (1) Subject to paragraphs (3) and (4), Paragraph (2) applies to any licence which authorises the holder to act as a member of the flight crew of an aircraft and is granted:</p> <p>(a) under the law of a Contracting State other than the United Kingdom but which is not a <u>Part FCL licence</u>; or</p> <p>(b) under the law of a relevant overseas territory.</p>	<p>National regulations will continue to apply to radiotelephony, and so the existing rendering valid of non-UK radiotelephony licences must remain for all aircraft. The rendering valid of non-Part FCL licence under the ANO can apply to non-EASA aircraft.</p>

		<p>(2) <u>Subject to paragraphs (3) and (4)</u>, for the purposes of this Part, such a licence is, unless the CAA gives a direction to the contrary, deemed to be a licence rendered valid under this Order.</p> <p>(3) Paragraph (2) does not apply to such a licence if it authorises the holder to act as a student pilot only.</p> <p>(4) A licence, <u>other than a radiotelephony licence</u>, deemed valid under paragraph (2) does not entitle the holder:</p> <p><u>(a) to act as a member of the flight crew of any EASA aircraft; or</u> (b) to act as a member of the flight crew of any aircraft flying for the purpose of commercial air transport, public transport or aerial work or on any flight for which the holder receives remuneration for services as a member of the flight crew; or (c) in the case of a pilot's licence, to act as pilot of any aircraft flying in controlled airspace in circumstances requiring compliance with the Instrument Flight Rules or to give any instruction in flying.</p> <p>(5) <u>A Part FCL</u> licence is, unless the CAA gives a direction to the contrary, a licence rendered valid under this Order <u>for non-EASA aircraft</u>.</p>	<p>In order to avoid the administrative burden of every pilot having to be issued with and keep current both a national licence for non-EASA aircraft and a Part-FCL licence for EASA aircraft, paragraph (5) of this article makes an EASA Part-FCL licence valid for nationally regulated (non-EASA) aircraft that are within the scope of the same ratings - such as "Single Engine Piston" Aeroplanes.</p>
9		<p>Permission required where licence does not meet relevant minimum standards</p> <p>63 (1) This article applies to any licence, <u>other than a Part FCL licence</u>, endorsed to the effect that the holder does not satisfy in full the relevant minimum standards established under the Chicago Convention.</p> <p>(2) The holder of such a licence, which has been granted or rendered valid under this Order, must not act as a member of the flight crew of an aircraft registered in the United Kingdom in or over the territory of a Contracting State other than the United Kingdom, except in accordance with a permission granted by the competent authority of that State.</p> <p>(3) The holder of a licence, which has been granted or rendered valid under the law of a Contracting State other than the United Kingdom, must not act as a member of the flight crew of any aircraft in or over the United Kingdom except in accordance with a permission granted by the CAA, whether or not the licence is rendered valid under this</p>	<p>Some EASA Part-FCL licences, most notably the Light Aircraft Pilot's Licences, do not satisfy the minimum standards of the Chicago Convention. This change makes clear that the conditions of this article do not apply to EASA licences, which is the effect of the EU legislation.</p>

		Order.	
10	Article 64	<p>Grant, renewal and privileges of <u>United Kingdom flight crew licences for Non-EASA aircraft</u></p> <p>64 (1) Subject to article 82(1), the CAA must grant licences of any of the classes specified in Part A of Schedule 7, authorising the holder to act as a member of the flight crew of a <u>non-EASA</u> aircraft registered in the United Kingdom, if it is satisfied that the applicant is:</p> <p>(a); and</p> <p>(b)</p> <p>(2) For the purposes of paragraph (1) the applicant must supply such evidence and undergo such <u>assessments</u>, examinations and tests (including in particular medical examinations) and undertake such courses of training as the CAA may require.</p> <p>(3)</p> <p>(4) <u>Subject to article 228 a licence granted under this article remains in force for the lifetime of the holder.</u></p> <p>(5)</p> <p>(6)</p> <p>(7) Nothing in this Order obliges the CAA to accept an application for the issue of a National Private Pilot's Licence (Aeroplanes) when the application is not supported by such reports from such persons approved under article 244 as the CAA may specify, either generally or in a particular case or class of cases.</p> <p>(8) Subject to any conditions of the licence including those specified in Part A of Schedule 7, the other provisions of this Part and article 228, a licence of any class entitles the holder to exercise the privileges specified for that licence in Section 1 of Part A of that Schedule under the heading 'Privileges' or Sections 2 or 3 of Part A of</p>	<p>Making clear that UK licences only give privileges for non-EASA aircraft, which is the effect of the EU legislation.</p> <p>Consistent with EU rules - an assessment being a medical action that does not necessarily include examinations or tests.</p> <p>Changing all UK licences to be non-expiring, in common with EASA licences and so reducing cost and regulatory burden.</p> <p>Generalised to include the new NPPL(Helicopters) as well.</p> <p>Making clear that UK licences only give privileges for non-EASA aircraft, which is the effect of the EU legislation.</p>

		that Schedule under the heading 'Privileges and conditions' <u>on a non-EASA aircraft</u> .	
11	Article 65	<p>Ratings and qualifications</p> <p>65 (1) Subject to article 82(2), the CAA may include in any <u>United Kingdom licence other than a National Private Pilots Licence</u> any rating or qualification specified in Section 1 of Part B of Schedule 7.</p> <p>(2) The CAA may include in any <u>United Kingdom licence or National Private Pilot's Licence for aeroplanes</u> any rating specified in Section 2 of Part B of Schedule 7.</p> <p>(3) <u>The CAA may include in any United Kingdom licence or National Private Pilot's Licence for helicopters any rating specified in Section 3 of Part B of Schedule 7.</u></p> <p>(4)</p> <p>(5)</p> <p>(6) A rating or qualification of any class entitles the holder of the licence in which the rating or qualification is included to exercise the privileges specified for that rating or qualification in Part B of Schedule 7 <u>on a non-EASA aircraft</u>.</p> <p>(7)</p>	Changes to make this Order coherent in allocating the appropriate ratings to the specified licences.
12	Article 66	<p>Maintenance of privileges of aircraft ratings specified in Section 1 of Part B of Schedule 7 in pilot licences which are United Kingdom licences for <i>balloons, airships, gliders and gyroplanes</i>.</p> <p>66 (1) <u>This article applies to the following United Kingdom pilot licences:</u></p> <p><u>(a) Private Pilot's Licence (Balloons and Airships)</u></p> <p><u>(b) Commercial Pilot's Licence (Balloons)</u></p> <p><u>(c) Commercial Pilot's Licence (Airships)</u></p> <p><u>(d) Commercial Pilot's Licence (Gliders)</u></p> <p><u>(e) Private Pilots Licence (Gyroplanes)</u></p>	<p>Changes to make this Order coherent in allocating the appropriate ratings to the specified licences.</p> <p>Making clear that UK licences only give</p>

		<p>(2)</p> <p>(3) The holder of a <i>United Kingdom</i> Private Pilot's Licence (Balloons and Airships) is entitled.....</p>	privileges for non-EASA aircraft, which is the effect of the EU legislation.
13	Article 67	<p>Maintenance of privileges of aircraft ratings specified in Section 1 of Part B of Schedule 7 <i>in United Kingdom aeroplane and helicopter licences other than the National Private Pilot's Licence (Aeroplanes) and the National Private Pilot's Licence (Helicopters).</i></p> <p>67 (1) This article applies to United Kingdom <i>aeroplane and helicopter licences other than the National Private Pilot's Licence (Aeroplanes) and the National Private Pilot's Licence (Helicopters).</i></p> <p>(2) The holder of a licence to which this article applies is not entitled to exercise the privileges of an aircraft rating specified in Section 1 of Part B of Schedule 7 which is included in the licence on a flight unless:</p> <p>(a)</p> <p>(b)</p> <p>(c) <i>the holder has undertaken differences training in accordance with FCL.710; and</i></p> <p>(d)</p>	<p>Changes to make this Order coherent in allocating the appropriate ratings to the specified licences.</p> <p>Replacing the references to JAR-FCL (which is to be abolished by EU legislation) with the corresponding Part-FCL reference.</p>
14	Article 68	<p>Maintenance of privileges of other ratings specified in Section 1 of Part B of Schedule 7</p> <p>68 (1) A person <i>holding a United Kingdom licence</i> is not entitled to exercise the privileges of a flying instructor's rating (gyroplanes), an assistant flying instructor's rating (gyroplanes) or an instrument meteorological conditions rating (aeroplanes) <i>included in that licence</i> unless:</p>	Making clear that UK licences and associated national ratings only give privileges for non-EASA aircraft, which is the effect of the EU legislation.
15	Article 69	<p>Maintenance of privileges of ratings specified <i>in Sections 2 and 3 of Part B</i> of Schedule 7</p> <p>69 (1) Subject to paragraph (2), the holder of a United Kingdom Licence, <i>a National Private Pilot's Licence (Aeroplanes) or a National Private Pilot's Licence (Helicopters)</i> is not</p>	Changes to make this Order coherent in allocating the appropriate ratings to the specified

		<p>entitled to exercise the privileges of any rating specified in <u>Sections 2 and 3</u> of Part B of Schedule 7 which is included in the licence unless:</p> <p>(a) the licence includes a certificate of revalidation for the rating; and (b) the certificate is issued and valid in accordance with Section 3 of Part C of Schedule 7.</p>	<p>licences. This Article no longer applies to JAR-FCL licences (which have been removed from text) but does apply to the new NPPL(H)</p>
16	Article 70	<p>Maintenance of privileges of Flight Engineers' Licences</p> <p>70 The holder of a <u>United Kingdom</u> Flight Engineer's Licence is not entitled to exercise the privileges of an aircraft rating contained in the licence on a flight unless:</p>	<p>Making clear that these rules only apply to UK licences, which is the effect of the EU legislation.</p>
17	Article 71	<p>Maintenance of privileges of Flight Navigators' Licences</p> <p>71 The holder of a <u>United Kingdom</u> Flight Navigator's Licence is not entitled to exercise the privileges of the licence on a flight to which article 47 applies unless:</p>	<p>Making clear that these rules only apply to UK licences, which is the effect of the EU legislation.</p>
18	Article 72	<p>Requirement for a medical certificate</p> <p>72 (1) This article applies to: any <u>United Kingdom</u> licence granted under article 64, other than:</p> <p><i>(a) a <u>National Private Pilot's Licence (Aeroplanes)</u>;</i> <i>(b) a <u>National Private Pilot's Licence (Helicopters)</u>;</i> <i>(c) a <u>Private Pilot's Licence (Gyroplanes)</u>;</i> <i>(d) a <u>Private Pilot's Licence (Balloons and Airships)</u>;</i> <i>(e) a <u>Commercial Pilot's Licence (Balloons) that is restricted to aerial work and Private Pilot's Licence (Balloons and Airships) privileges</u>; or</i> <i>(f) a <u>Flight Radiotelephony Operator's Licence</u>.</i></p> <p>(2) The holder of a licence to which this article applies is not entitled to perform any of the functions to which the licence relates unless the licence includes a valid medical certificate issued under paragraph (4) <u>or the holder of the licence has a valid medical certificate issued under Part MED that is not a Light Aircraft Pilots Licence medical certificate</u>.</p>	<p>Amendment of the non-applicability of medical certificates to the specified licences to be consistent with current practice and to allow for the NPPL(H).</p> <p>Allows an EASA Part-MED Class 1 or 2 Medical Certificate to be accepted as an alternative to a national UK certificate,</p>

		<p>(3) Every applicant for or holder of a licence to which this article applies must, whenever the CAA requires, submit himself or herself to a medical <u>assessment or</u> examination by a person approved by the CAA, either generally or in a particular case or class of cases, who must make a report to the CAA in such form as the CAA may require.</p> <p>(4) On the basis of such medical <u>assessment or</u> examination, the CAA or the approved person may issue a medical certificate which states that they have assessed the holder of the licence as meeting the requirements specified by the CAA.</p>	<p>reducing cost and regulatory burden.</p> <p>Consistent with EU rules - an assessment being a medical action that does not necessarily include examinations or tests.</p>
19	Article 72(A)	<p>Requirement for a medical certificate for the Part FCL licence and student solo pilots under Part MED</p> <p><u>72A(1) The holder of a Part FCL licence is not entitled to exercise any of the privileges of the licence unless the holder holds a valid medical certificate in accordance with MED.A.030.</u></p>	<p>For the avoidance of doubt - makes clear that the validity of a licence depends upon a valid medical certificate.</p>
20	Article 73	<p>Requirement for a medical declaration for the the Commercial Pilot's Licence (Balloons) when restricted to aerial work, the National Private Pilot's Licence (Aeroplanes), the National Private Pilot's Licence (Helicopters), the Private Pilot's Licence (Gyroplanes), and the Private Pilot's Licence (Balloons and Airships)</p> <p>73 (1) Paragraph 2 applies to the holder of:</p> <p><u>(a) a National Private Pilot's Licence (Aeroplanes);</u> <u>(b) a Private Pilot's Licence (Gyroplanes);</u> <u>(c) a Private Pilot's Licence (Balloons and Airships); or</u> <u>(d) a Commercial Pilot's Licence (Balloons) that is restricted to aerial work and private pilot's licence (Balloons and Airships) privileges;</u></p> <p>(2) <u>The holder of such a licence</u> is not entitled to exercise any of the privileges of the licence unless the holder has either:</p> <p><u>(a) a medical certificate which is valid in accordance with article 72; or</u> <u>(b) a medical declaration which is valid in accordance with paragraph (4); or</u></p>	<p>Changes to make this Order coherent in allocating the use of the national medical declaration and EASA medical certificates to the specified licences. Allows every option of medical certificate for these licences.</p> <p>Applies the EASA Light</p>

		<p><u>(c) a medical certificate granted under Part MED that is valid for a Light Aircraft Pilots Licence issued under Part FCL.</u></p> <p><u>(3) The holder of a National Private Pilot's Licence (Helicopters) is not entitled to exercise any of the privileges of the licence unless the holder has a medical certificate granted under Part MED that is valid for a Light Aircraft Pilots Licence issued under Part FCL.</u></p> <p>(4) A medical declaration is valid if:</p> <p>(a) the applicant has signed a statement of belief in the declaration that the applicant meets the medical requirements to fly, having regard to the standards specified by the CAA in the declaration;</p> <p>(b) the applicant reasonably holds that belief;</p> <p>(c) the applicant's General Practitioner <u>or, if the applicant is a member of Her Majesty's naval, military or air forces, a Medical Officer of those forces who is included in the register of General Practitioners maintained by the General Medical Council,</u> is authorised to review the applicant's medical records;</p> <p>(d) the applicant's General Practitioner, <u>or Medical Officer</u> has signed a statement in the declaration that, having seen those medical records, the General Practitioner <u>or Medical Officer</u> is satisfied that there is nothing in the pilot's medical history which prevents the pilot from meeting the medical standards specified in the declaration; and</p> <p>(e) the validity period of the declaration has not expired.</p> <p>(5) The validity period of a medical declaration commences on the date it is signed by the General Practitioner <u>or Medical Officer</u> and is as specified in the following table.</p>	<p>Aircraft Pilots Licence (Helicopter) requirements to the National Private Pilots Licence (Helicopters) for commonality and simplicity.</p> <p>Amended to allow a medical officer in the UK armed forces to sign a medical declaration.</p>
21	Article 73A	<p>Authority to issue Light Aircraft Pilot's Licence medical certificates</p> <p><u>73A (1) This article establishes the requirements under MED.E.035(a)(2) for a general</u></p>	<p>European legislation allows for the Medical Certificate for the Light</p>

		<p><u>medical practitioner to act as an authorised aeromedical examiner for the purpose of the issue, revalidation or renewal of light aircraft pilots licence medical certificates in accordance with Part MED.</u></p> <p><u>(2) The requirements referred to in paragraph 1 are that the general medical practitioner:</u></p> <p><u>(a) must be in general practice or employed by the Ministry of Defence for general practice duties; and</u></p> <p><u>(b) must:</u></p> <p><u>(i) hold a valid licence to practise medicine from the General Medical Council;</u> <u>and</u> <u>(ii) be included on the General Medical Council's Specialist Register as a General Practitioner; and</u> <u>(iii) have access to and be able to consult the medical records of the applicant;</u> <u>and</u></p> <p><u>(c) must keep:</u></p> <p><u>(i) the signed and completed LAPL medical application form;</u> <u>(ii) a copy of the completed assessment or examination forms; and</u> <u>(iii) a copy of the medical certificate issued,</u> <u>for a period of 10 years after the expiry of the certificate.</u></p>	<p>Aircraft Pilots Licence to be issued by a General Medical Practitioner instead of an Authorised (aviation) Medical Examiner - at lower cost and local to the pilot - provided that the General Practitioner is authorised under national law. This Article 73A gives that authorisation.</p>
22	Article 73B	<p>Occupational health medical practitioners</p> <p>73B <u>For the purposes of MED.E.040 (b) an 'occupational health medical practitioner' is any doctor listed in the Specialist Register of the General Medical Council as having specialist registration in occupational medicine.</u></p>	<p>European legislation allows for the Medical Certificate for the Cabin Crew Attestation to be issued by an Occupational Health Medical Practitioner instead of an Authorised (aviation) Medical Examiner - at lower cost</p>

			and local to the crew member - provided that the General Practitioner is authorised under national law. This Article 73B gives that authorisation.
23	Article 74	<p>Licence holder not to act <u>as</u> a member of flight crew when unfit</p> <p>74 (1)</p> <p>(2) Every holder of a medical certificate issued under article 72 who:</p> <p>(a) suffers any personal injury involving incapacity to undertake the holder's functions as a member of the flight crew;</p> <p>(b) suffers any <i>significant</i> illness involving incapacity to undertake those functions; or</p> <p>(c) in the case of a woman, has reason to believe that she is pregnant,</p> <p>must inform <u>an aeromedical examiner authorised by the CAA</u> of such injury, illness or pregnancy, as soon as possible.</p> <p>(3) The medical certificate is suspended upon the occurrence of such injury or the expiry of such period of illness or the confirmation of the pregnancy.</p> <p>(4) In the case of injury or illness the suspension ceases upon the holder being medically <u>assessed</u> under arrangements made by the CAA and pronounced fit to resume the holder's functions 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 <u>assessment</u>.</p> <p>(5) In the case of pregnancy, the suspension may be lifted by the CAA <u>or an aeromedical examiner authorised by the CAA</u> for such period and subject to such conditions as it thinks fit and ceases upon the holder being medically <u>assessed</u> under arrangements made by the CAA after the pregnancy has ended and pronounced fit to resume her functions as a member of the flight crew.</p>	<p>Clarification of text and simplification.</p> <p>Amended to be consistent with the responsibilities of authorised aeromedical examiners</p> <p>Consistent with EU rules - an assessment being a medical action that does not necessarily include examinations or tests.</p> <p>Amended to be consistent with the responsibilities of authorised aeromedical examiners</p> <p>Consistent with EU rules - an assessment being a medical action that does not necessarily include</p>

			examinations or tests.
24	Article 78	<p>Validation of licences</p> <p><u>78 (1) The CAA may issue a certificate of validation rendering valid for the purposes of this order any licence to act as a member of the flight crew of aircraft, other than a Part FCL licence, granted under the law of any country other than the United Kingdom. A certificate of validation may be issued subject to such conditions and for such periods as the CAA thinks fit.</u></p>	Simplification of text including deletion of all obligations associated with repealed European legislation and directives.
25	Article 79	<p>Personal flying log book</p> <p>79 (1) Every member of the flight crew of an aircraft registered in the United Kingdom and every person who engages in flying <u>or the use of a flight simulator</u> for the purpose of qualifying for the grant or renewal of a licence under this Order must keep a personal flying log book in which <u>must be recorded the name and address of the holder of the log book and the information specified in paragraph (2).</u> the following information must be recorded:</p> <p>(a) the name and address of the holder of the log book; (b) detailed information about the holder's licence (if any) to act as a member of the flight crew of an aircraft; and (c) the name and address of the holder's employer (if any).</p> <p>(2)</p> <p>(3) The information recorded in accordance with paragraph (2) must include:</p> <p><u>(a) the name of the pilot in command;</u> (b) ; (c) ; (d) ; (e) ; and (f)</p> <p>(4) Information about any test or examination undertaken whilst in a flight simulator must</p>	Amendments to be consistent with European legislation so that a pilot may keep a single log book that is compliant with both European and UK law.

		<p>be recorded in the log book, including:</p> <p>(a)</p> <p>(b)</p> <p>(c)</p> <p><u>(d) the time spent using the simulator; and</u></p> <p><u>(e) the nature of the test or examination.</u></p> <p>(5)</p>	
26	Article 80	<p>Instruction in flying</p> <p>80 (1) This article applies to instruction in flying given to any person flying or about to fly a flying machine or glider for the purpose of becoming qualified for:</p> <p>(a) the grant of a pilot's licence; or</p> <p>(b) the inclusion or variation of any rating or qualification in a pilot's licence.</p> <p>(2) A person must not give any instruction in flying to which this article applies unless:</p> <p>(a) they hold a licence, granted or rendered valid under this Order or a <u>Part FCL</u> licence, entitling them to act as pilot in command of the aircraft for the purpose and in the circumstances under which the instruction is to be given; and</p> <p>(b) the licence includes an instructor's rating entitling the holder to give the instruction <u>or the holder of the licence holds an instructor's certificate granted under Part FCL entitling the holder to give the instruction.</u></p>	<p>Reducing regulatory burden - allows a pilot with an EASA Part-FCL licence to instruct for a UK licence without having to hold a UK licence with instructor rating.</p>
27	Article 81	<p>Glider pilot – minimum age</p> <p>81 A person under the age of 16 years must not act as pilot in command of a <u>non-EASA</u> glider.</p>	<p>Making clear that this age limit now only applies to nationally regulated gliders.</p>
28	Article 82	<p>Licences and ratings no longer to be granted</p> <p>82 (1) <u>The CAA must not grant:</u></p>	<p>Several licences deleted from this prohibition so</p>

		<p><u>(a) a United Kingdom Commercial Pilot's Licence (Helicopters and Gyroplanes) to any person who was not on 31st December 2002 the holder of such a licence.</u></p> <p><u>(b) a United Kingdom Airline Transport Pilot's Licence (Helicopters and Gyroplanes) to any person who was not on 31st December 2002 the holder of such a licence.</u></p> <p>(2) The CAA must not grant a flying instructor's rating (aeroplanes), an assistant flying instructor's rating (aeroplanes), a flying instructor's rating (helicopters) or an assistant flying instructor's rating (helicopters).</p>	<p>that the CAA can issue them again and thereby allow pilots to continue to fly nationally regulated (Annex II) aircraft that have national Type Ratings.</p>
29	Article 82A	<p>Status of Licences issued by the CAA prior to 8th April 2012</p> <p><u>82A(1) This Article applies to licences issued by the CAA prior to 8th April 2012 that were not mutually recognised by the JAA States in accordance with JAR FCL.</u></p> <p><u>(2) With effect from the 8th April 2012:</u></p> <p><u>(a) any United Kingdom Basic Commercial Pilot's Licence (Aeroplanes) that includes any restriction such that the holder shall not fly as pilot in command or co-pilot for the purposes of public transport or aerial work, save that he shall be entitled to fly for the purpose of aerial work which consists of :</u></p> <p><u>(i) the giving of instruction in flying; or</u> <u>(ii) the conducting of flying tests for the purpose of this Order; or</u> <u>(iii) the towing of a glider in flight; or</u> <u>(iv) the giving of flying displays; or</u> <u>(v) parachute dropping,</u></p> <p><u>is deemed to be a United Kingdom Private Pilot's Licence (Aeroplanes);</u></p> <p><u>(b) any United Kingdom Basic Commercial Pilot's Licence (Aeroplanes) other than a licence referred to in subparagraph (c) is deemed to be a United Kingdom Commercial Pilot's Licence (Aeroplanes);</u></p> <p><u>(c) any JAA Commercial Pilot's Licence (Aeroplane) that is marked as 'valid for</u></p>	<p>Defining the status and rationalising legacy (pre-JAR) UK national licences to simplify the rules for those that remain national and to facilitate and simplify the conversion to EASA licences for licence holders who choose to do so.</p>

		<p><u>United Kingdom registered aircraft' is deemed to be a United Kingdom Commercial Pilot's Licence (Aeroplanes);</u></p> <p><u>(d) any JAA Airline Transport Pilot's Licence (Aeroplane) that is marked as 'valid for United Kingdom registered aircraft' is deemed to be a United Kingdom Airline Transport Pilot's Licence (Aeroplanes);</u></p> <p><u>(e) any JAA Commercial Pilot's Licence (Helicopter) that is marked as 'valid for United Kingdom registered aircraft' is deemed to be a United Kingdom Commercial Pilot's Licence (Helicopters).</u></p>	
30	Article 229A	<p><u>Provisional suspension or variation of EASA licences, ratings, certificates, and authorisations</u></p> <p><u>229A (1) The CAA may, subject to and in accordance with article 14(1) of the Basic EASA Regulation, provisionally suspend or vary any Part FCL or Part 66 licence, rating, certificate or authorisation which it has issued to a person, pending inquiry into or consideration of the case.</u></p> <p><u>(2) A provisional suspension or variation under paragraph (1) ceases to have effect where:</u></p> <p><u>(a) it is withdrawn by the CAA; or</u></p> <p><u>(b) it is revoked by the CAA following a finding, in accordance with article 14(3) of the Basic EASA Regulation, that it is not justified.</u></p> <p><u>(3) The CAA must revoke a provisional suspension or variation if it is found not to be justified under article 14(3) of the Basic EASA Regulation.</u></p>	The purpose of the proposed Article 229A is to maintain the CAA's current powers to "provisionally suspend or vary" any licence it issues when EASA licences are issued by the CAA for EASA licences (pilots and engineers).
31	Article 241	<p>Offences and penalties</p> <p>241 (1) Subject to paragraph (2), if</p>	Addition of the requirements for Approved Training

		<p>(2) A person will not be deemed to have contravened</p> <p>(3) If it is proved that an act or omission of any person which would otherwise have been a contravention by that person of a provision of this Order, any regulations made under this Order, Part 21, Part 145, Part 147, Part M, <u>Part-FCL Subpart ORA</u> or EU-OPS was due to any cause not avoidable by the exercise of reasonable care by that person, the act or omission will be deemed not to be a contravention by that person of that provision.</p> <p>.....</p> <p>.....</p>	Organisations (ATOs) set out in subpart ORA of Part-FCL. This is consistent with the existing inclusion of Part 147 - training organisations for maintenance engineers.
32	246	<p>Competent authority</p> <p>246 (1) The CAA is the national aviation authority of the United Kingdom for the purposes of the Basic EASA Regulation.</p> <p>(2) The CAA is the competent authority of the United Kingdom for the purposes of:</p> <p>(a) the EASA Aircraft Certification Regulation;</p> <p>(b) the EASA Continuing Airworthiness Regulation; and</p> <p><u>(c) the EASA Personnel Regulation.</u></p>	Defining the CAA as the Competent Authority in the UK for the new European regulations. This is essential for the CAA to perform its functions.
33	Article 255	<p>Interpretation</p> <p>255(1) In this Order:</p> <p><u>'Class rating' means the rating that entitles the holder of a pilot's licence to act as pilot of an aircraft of the specified class that does not require a type rating;</u></p> <p><u>'EASA Regulation on civil aviation aircrew' means Commission Regulation (EC) No. xxxx/2011 of {date} 2011 and subsequent amendments enacted under European law</u></p>	<p>Changes to definitions to be consistent with EU legislation and this proposed amendment</p> <p>Some existing definitions refer to JAR-FCL which is to be withdrawn. Alternative text is substituted.</p> <p>Re-written to exclude JAR-FCL reference.</p> <p>Defining a reference to the EU regulation for pilot</p>

		<p><u>laying down detailed rules for civil aviation personnel;</u></p> <p>'Instructor's rating' means a flying instructor's rating, an assistant flying instructor's rating, a flight instructor rating (aeroplane), a flight instructor rating (helicopter), a type rating instructor rating (multi-pilot aeroplane), a type rating instructor rating (helicopter), a class rating instructor rating (single pilot aeroplane), an instrument rating instructor rating (aeroplane) or an instrument rating instructor rating (helicopter), <u>and any instructor certificate that may be issued in accordance with Part FCL;</u></p> <p><u>'Non-EASA aircraft' means an aircraft that is not an 'EASA aircraft' and references to non-EASA helicopter, non-EASA aeroplane, non-EASA balloon, non-EASA gyroplane, non-EASA SSEA, non-EASA SLMG and non-EASA glider are to be construed accordingly.</u></p> <p><u>'Part FCL licence' means a flight crew licence granted under Part FCL by an EU Member State or a country that has an agreement with EASA to grant and administer licences in accordance with the EASA Flight Crew Licensing Regulation, the EASA Medical Regulation, the EASA Organisation Requirements Regulation and the EASA Authority Requirements Regulation and to be subject to standardisation by EASA in respect of those regulations.</u></p> <p>- Delete - 'JAR-FCL licence' means a licence included in Section 2 of Part A of Schedule 7;</p> <p><u>'Part FCL' means the subparts so entitled to the EASA Regulation on civil aviation aircrew and references to FCL are to be construed accordingly;</u></p> <p><u>'Part MED' means the subparts so entitled to the EASA Regulation on civil aviation aircrew and references to MED are to be construed accordingly;</u></p> <p><u>'Proficiency check' means a demonstration of skill to revalidate or renew a rating, including such oral examination as the examiner may require;</u></p> <p><u>'Skill test' means a demonstration of skill for licence or rating issue, including such oral examination as the examiner may require;</u></p>	<p>licensing to be used in the text.</p> <p>Extension of the current definition to include Instructor certificates issued under Part-FCL</p> <p>Ensuring clarity of references to particular kinds of non-EASA aircraft</p> <p>Ensuring clarity of the use of the term "Part FCL Licence"</p> <p>Deletion. This reference will no longer be used. Ensuring clarity of the use of the term "Part FCL" Ensuring clarity of the use of the term "Part MED" The existing definitions rely on JAR-FCL which is to be withdrawn. The JAR-FCL text is stated</p> <p>The existing definition relies on JAR-FCL which</p>
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		<p><u>'Touring motor glider' means an aircraft with the characteristics of a non-power-driven glider which has one or more integrally mounted, non-retractable power units and, where fitted, one or more propellers that are non-retractable;</u></p> <p><u>'Type rating' means the rating that entitles the holder of a pilot's licence to act as pilot of an aircraft of the specified type, and the rating that entitles the holder of a Flight Engineer's Licence to act as flight engineer of an aircraft of the specified type;</u></p> <p>- Delete 'United Kingdom licence for which there is a JAR-FCL equivalent' means the following licences included in Section 1 of Part A of Schedule 7:</p> <ul style="list-style-type: none"> (a) Private Pilot's Licence (Aeroplanes); (b) Commercial Pilot's Licence (Aeroplanes); (c) Airline Transport Pilot's Licence (Aeroplanes); (d) Private Pilot's Licence (Helicopters); (e) Commercial Pilot's Licence (Helicopters and Gyroplanes); (f) Airline Transport Pilot's Licence (Helicopters and Gyroplanes); <p>- Delete -'United Kingdom licence for which there is no JAR-FCL equivalent' means any licence included in Section 1 of Part A of Schedule 7 other than any such licence which is a United Kingdom licence for which there is a JAR-FCL equivalent;</p>	<p>is to be withdrawn. Alternative text is substituted to exclude references to JAR-FCL</p> <p>Deletion. This reference will no longer be used.</p> <p>Deletion. This reference will no longer be used.</p>
34	Schedule 7, Part A	<p>SCHEDULE 7 Articles 64 to 71 and 78</p> <p>Flight crew of aircraft – licences, ratings, qualifications and maintenance of licence privileges</p> <p>PART A – FLIGHT CREW LICENCES</p> <p>Section 1 – United Kingdom Licences</p> <p>Sub-Section 1 AEROPLANE PILOTS</p> <p><u>United Kingdom</u> Private Pilot's Licence (Aeroplanes)</p>	<p>Consistent with the change to Article 64(4) to make all licences non-</p>

		<p>Minimum age – 17 years No maximum period of validity Privileges:</p> <p>(1) Subject to paragraph (2), the holder of a <u>United Kingdom</u> Private Pilot's Licence (Aeroplanes) is 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.</p> <p>(2)</p> <p>(3)</p> <p>(4) The holder may receive remuneration for services as a pilot on a flight if:</p> <p>(a) the licence includes a flying instructor's rating, a flight instructor rating or an assistant flying instructor's rating which entitles the holder to give instruction in flying in <u>aeroplanes</u>, microlight aeroplanes or SLMGs; and</p> <p>(b) the remuneration is for the giving of such instruction or the conducting of such flying tests as are specified in sub-paragraph (3)(a) in <u>an aeroplane</u>, a microlight aeroplane or a SLMG.</p>	<p>expiring all references to validity periods are deleted.</p> <p>Making clear that these rules now only apply to UK licences, which is the effect of the overriding EU legislation.</p> <p>Alleviation to allow UK PPL(A) flying instructors to receive remuneration for instructing in aeroplanes (as well as microlights and SLMGs). This makes the UK PPL(A) privileges equivalent to the EASA Part-FCL PPL(A).</p>
35	Schedule 7, Part A Section 1	<p>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) is entitled to exercise..... </p>	<p>The privileges of the Basic Commercial Pilot's Licence (Aeroplanes) are deleted. This licence has not been available for 11 years. Existing BCPL(A) licences will become CPL or PPL as appropriate under article 82A, to simplify the licensing system and facilitate</p>

			conversion to EASA licences.
36	Schedule 7, Part A Section 1	<p><u>United Kingdom</u> Commercial Pilot's Licence (Aeroplanes)</p> <p><i>Minimum age – 18 years</i></p> <p><i>Period of validity 10 years</i></p> <p><i>Privileges:</i></p> <p>(1) The holder of a <u>United Kingdom</u> Commercial Pilot's Licence (Aeroplanes) is 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).</p> <p>.....</p>	<p>Consistent with the change to Article 64(4) to make all licences non-expiring all references to validity periods are deleted.</p> <p>Making clear that these rules now only apply to UK licences, which is the effect of the overriding EU legislation</p>
37	Schedule 7, Part A Section 1	<p><u>United Kingdom</u> Airline Transport Pilot's Licence (Aeroplanes)</p> <p><i>Minimum age – 21 years</i></p> <p><i>Period of validity 10 years</i></p> <p><i>Privileges:</i></p> <p>The holder of an <u>United Kingdom</u> Airline Transport Pilot's Licence (Aeroplanes) is entitled to exercise the privileges of a <u>United Kingdom</u> Commercial Pilot's Licence (Aeroplanes) except that the restriction at sub-paragraph (4)(f) of those privileges does not apply.</p>	<p>Consistent with the change to Article 64(4) to make all licences non-expiring all references to validity periods are deleted.</p> <p>Making clear that these rules now only apply to UK licences, which is the effect of the overriding EU legislation.</p>
38	Schedule 7, Part A Section 1	<p>Sub-Section 2 HELICOPTER AND GYROPLANE PILOTS</p> <p><u>United Kingdom</u> Private Pilot's Licence (Helicopters)</p> <p><i>Minimum age – 17 years</i></p> <p><i>No maximum period of validity</i></p> <p><i>Privileges:</i></p> <p>(1) Subject to paragraph (2), the holder of a <u>United Kingdom</u> Private Pilot's Licence (Helicopters) is entitled to fly as pilot in command or co-pilot of any helicopter of a</p>	<p>Consistent with the change to Article 64(4) to make all licences non-expiring all references to validity periods are deleted.</p> <p>Making clear that these rules now only apply to</p>

		<p>type specified in an aircraft rating included in the licence.</p> <p>.....</p> <p>.....</p> <p>.....</p> <p>(d) unless the licence includes an instrument rating (helicopter) fly as pilot in command or co-pilot of such a helicopter in circumstances which require compliance with the Instrument Flight Rules:</p> <p>(i) in Class A, B or C airspace at any time; or</p> <p>(ii) in Class D, E, F or G airspace unless <u>flying at night and</u> remaining clear of cloud and with the surface in sight; or</p>	<p>UK licences, which is the effect of the overriding EU legislation</p> <p>Correction of text incorrectly transcribed during a previous amendment of the ANO.</p>
39	Schedule 7, Part A Section 1	<p><u>United Kingdom</u> Private Pilot's Licence (Gyroplanes)</p> <p><i>Minimum age – 17 years</i></p> <p><i>No maximum period of validity</i></p> <p><i>Privileges:</i></p> <p>(1) Subject to paragraph (2), the holder of a <u>United Kingdom</u> Private Pilot's Licence (Gyroplanes) is 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.</p>	<p>Consistent with the change to Article 64(4) to make all licences non-expiring all references to validity periods are deleted.</p> <p>Making clear that these rules now only apply to UK licences, which is the effect of the overriding EU legislation.</p>
40	Schedule 7, Part A Section 1	<p><u>United Kingdom</u> Commercial Pilot's Licence (Helicopters and Gyroplanes)</p> <p><i>Minimum age – 18 years</i></p> <p><i>No maximum period of validity</i></p> <p><i>Privileges:</i></p> <p>(1) Subject to paragraphs (2) and (5), the holder of a <u>United Kingdom</u> Commercial Pilot's Licence (Helicopters and Gyroplanes) is entitled:</p> <p>(a) to exercise the privileges of a <u>United Kingdom</u> Private Pilot's Licence (Helicopters) or a <u>United Kingdom</u> Private Pilot's Licence (Gyroplanes) which includes respectively either a night rating (helicopters) or night qualification (helicopter) or a</p>	<p>Consistent with the change to Article 64(4) to make all licences non-expiring all references to validity periods are deleted.</p> <p>Making clear that these rules now only apply to UK licences, which is the effect of the overriding EU legislation.</p>

		night rating (gyroplanes); and	
41	Schedule 7, Part A Section 1	<p><u>United Kingdom</u> Airline Transport Pilot's Licence (Helicopters and Gyroplanes)</p> <p><i>Minimum age – 21 years</i> <i><u>Period of validity – 10 years</u></i> <i>Privileges:</i></p> <p>The holder of a <u>United Kingdom</u> Airline Transport Pilot's Licence (Helicopters and Gyroplanes) is entitled to exercise the privileges of a United Kingdom Commercial Pilot's Licence (Helicopters and Gyroplanes) except that the restrictions at sub-paragraphs (2)(a) and (2)(f) of those privileges do not apply.</p>	<p>Consistent with the change to Article 64(4) to make all licences non-expiring all references to validity periods are deleted.</p> <p>Making clear that these rules now only apply to UK licences, which is the effect of the overriding EU legislation</p>
42	Schedule 7, Part A Section 1	<p><u>United Kingdom Commercial Pilot's Licence (Helicopters)</u></p> <p><i>Minimum age – 18 years</i> <i>Privileges:</i></p> <p><i><u>(1) Subject to paragraphs (2) and (5), the holder of a United Kingdom Commercial Pilot's Licence (Helicopters) is entitled:</u></i></p> <p><i><u>(a) to exercise the privileges of a United Kingdom Private Pilot's Licence (Helicopters) which includes a night rating (helicopters); and</u></i> <i><u>(b) to fly as pilot in command of any helicopter on which the holder is so qualified and which is of a type specified in an aircraft rating included in the licence when the helicopter is flying on a flight for any purpose whatsoever.</u></i></p> <p><i><u>(2) The holder may not:</u></i></p> <p><i><u>(a) fly such a helicopter on a public transport flight unless it is certificated for single pilot operation;</u></i> <i><u>(b) fly such a helicopter on any public transport flight after attaining 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 the second pilot to act as pilot in command or co-pilot of that helicopter;</u></i></p>	<p>Creation of a new licence to allow existing and new pilots to be granted commercial pilot's licences that will allow them to fly non-EASA helicopters.</p>

		<p><u>(c) unless the licence includes an instrument rating (helicopter) fly as pilot in command of such a helicopter in circumstances which require compliance with the Instrument Flight Rules:</u></p> <p><u>(i) in Class A, B or C airspace at any time; or</u></p> <p><u>(ii) in Class D, E, F or G airspace unless remaining clear of cloud and with the surface in sight;</u></p> <p><u>(d) fly as pilot in command of a helicopter carrying passengers unless the holder 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;</u></p> <p><u>(e) unless the licence includes an 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 (d) has been at night.</u></p> <p><u>(3) Subject to paragraphs (4) and (5), the holder is entitled to fly as co-pilot of any helicopter of a type specified in an aircraft rating included in the licence when the helicopter is flying on a flight for any purpose whatsoever.</u></p> <p><u>(4) The holder may not:</u></p> <p><u>(a) unless the licence includes an instrument rating (helicopter) fly as co-pilot of a helicopter flying in circumstances which require compliance with the Instrument Flight Rules:</u></p> <p><u>(i) in Class A, B or C airspace at any time; or</u></p> <p><u>(ii) in Class D, E, F or G airspace unless remaining clear of cloud and with the surface in sight; or</u></p> <p><u>(b) as co-pilot serve at the flying controls in a helicopter carrying passengers during take-off and landing unless the holder 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.</u></p> <p><u>(5) The holder must not at any time after attaining the age of 65 years act as pilot in command or co-pilot of any helicopter on a public transport flight.</u></p>	
43	Schedule	<u>United Kingdom Airline Transport Pilot's Licence (Helicopters)</u>	

	7, Part A Section 1	<p><u>Minimum age – 21 years</u></p> <p><u>Privileges:</u></p> <p><u>The holder of a United Kingdom Airline Transport Pilot's Licence (Helicopters) is entitled to exercise the privileges of a United Kingdom Commercial Pilot's Licence (Helicopters) except that the restriction at sub-paragraph (2)(a) of those privileges does not apply.</u></p>	Creation of a new licence to allow existing and new pilots to be granted Airline Transport Pilot's licences that will allow them to fly non-EASA helicopters.
44	Schedule 7, Part A Section 1	<p>Sub-Section 3 BALLOON AND AIRSHIP PILOTS</p> <p><u>United Kingdom Private Pilot's Licence (Balloons and Airships)</u></p> <p><u>Minimum age – 17 years</u></p> <p><u>No maximum period of validity</u></p> <p><u>Privileges:</u></p> <p>(1) Subject to paragraph (2), the holder of a <u>United Kingdom Private Pilot's Licence (Balloons and Airships)</u> is entitled to fly as pilot in command of any.....</p>	<p>Consistent with the change to Article 64(4) to make all licences non-expiring all references to validity periods are deleted.</p> <p>Making clear that these rules now only apply to UK licences, which is the effect of the overriding EU legislation</p>
45	Schedule 7, Part A Section 1	<p><u>United Kingdom Commercial Pilot's Licence (Balloons)</u></p> <p><u>Minimum age – 18 years</u></p> <p><u>No maximum period of validity</u></p> <p><u>Privileges:</u></p> <p>(1) The holder of a <u>United Kingdom Commercial Pilot's Licence (Balloons)</u> is entitled to exercise the.....</p>	<p>Consistent with the change to Article 64(4) to make all licences non-expiring all references to validity periods are deleted.</p> <p>Making clear that these rules now only apply to UK licences, which is the effect of the overriding EU legislation</p>
46	Schedule 7, Part A Section 1	<p><u>United Kingdom Commercial Pilot's Licence (Airships)</u></p> <p><u>Minimum age – 18 years</u></p> <p><u>No maximum period of validity</u></p> <p><u>Privileges:</u></p>	Consistent with the change to Article 64(4) to make all licences non-expiring all references to validity periods are

		(1) The holder of a <u>United Kingdom</u> Commercial Pilot's Licence (Airships) is entitled to exercise the privileges of a United Kingdom Private Pilot's Licence (Balloons and Airships).	deleted. Making clear that these rules now only apply to UK licences, which is the effect of the overriding EU legislation
47	Schedule 7, Part A Section 1	<p>Sub-Section 4 GLIDER PILOTS</p> <p><u>United Kingdom</u> Commercial Pilot's Licence (Gliders) <i>Minimum age – 18 years</i> <i>No maximum period of validity</i> <i>Privileges:</i></p> <p>The holder of a <u>United Kingdom</u> Commercial Pilot's Licence (Gliders) is entitled to fly for any purpose as pilot in command or co-pilot of:</p>	Consistent with the change to Article 64(4) to make all licences non-expiring all references to validity periods are deleted. Making clear that these rules now only apply to UK licences, which is the effect of the overriding EU legislation
48	Schedule 7, Part A Section 1	<p><u>United Kingdom</u> Flight Navigator's Licence <i>Minimum age – 21 years</i> <i>No maximum period of validity</i> <i>Privileges:</i></p> <p>The holder of a <u>United Kingdom</u> Flight Navigator's Licence is entitled to act as flight navigator in any aircraft.</p> <p><u>United Kingdom</u> Flight Engineer's Licence <i>Minimum age – 21 years</i> <i>No maximum period of validity</i> <i>Privileges:</i></p> <p>The holder of a <u>United Kingdom</u> Flight Engineer's Licence is entitled to act as flight engineer in any type of aircraft specified in an aircraft rating included in the licence.</p>	Consistent with the change to Article 64(4) to make all licences non-expiring all references to validity periods are deleted. Making clear that these rules now only apply to UK licences, which is the effect of the overriding EU

		<p><u>United Kingdom</u> Flight Radiotelephony Operator's Licence <i>Minimum age – 16 years</i> <u>No maximum period of validity</u> Privileges:</p> <p>The holder of a <u>United Kingdom</u> Flight Radiotelephony Operator's Licence is entitled to operate radiotelephony apparatus in any aircraft if the stability of the frequency radiated by the transmitter is maintained automatically but is not entitled to operate the transmitter, or to adjust its frequency, except by the use of external switching devices.</p>	legislation
49	Schedule 7, Part A Section 2	<p>Delete existing Section 2 – JAR-FCL Licences</p> <p>Insert - Section 2 - Reserved</p>	Under EU legislation, on 8th April 2012, all existing JAR licences become EASA Part-FCL licences. There will not be any JAR licences and so no need for their privileges to be stated. Therefore the content of Section 2 is deleted.
50	Schedule 7, Part A Section 3	<p>Section 3 – United Kingdom National Private Pilot's Licences <u>United Kingdom</u> National Private Pilot's Licence (Aeroplanes) National Private Pilot's Licence (Aeroplanes) <i>Minimum age – 17 years</i> <u>No maximum period of validity</u></p> <p><i>Privileges and conditions:</i></p> <p>(1) Subject to paragraphs (2) to (8) the holder of the licence is entitled to fly as pilot in command of any <u>microlight aeroplane or non-EASA SLMG or non-EASA SSEA for which a class rating is included in the licence.</u></p> <p>..... </p> <p><i>Carriage of persons</i></p>	Making clear that these rules now only apply to UK licences, which is the effect of the overriding EU legislation

		<p>(8) The holder may not fly as pilot in command of any such <u>microlight aeroplane, non-EASA SLMG, or non-EASA SSEA</u>:</p> <p>(a) if the total number of persons carried (including the pilot) exceeds four; or.....</p>	
50	Schedule 7, Part A Section 3	<p><u>United Kingdom National Private Pilot's Licence (Helicopters)</u> <u>Minimum age – 17 years</u></p> <p><u>Privileges and conditions:</u></p> <p><u>(1) Subject to paragraphs (2) to (5) the holder of the licence is entitled to fly as pilot in command of a single engine, non-EASA helicopter with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of 3 passengers, such that there are never more than 4 persons on board. The privileges of the licence are limited to the specific type and variant of helicopter in which the skill test was taken, unless the requirements of FCL.135.H have been complied with in respect of the type or variant of helicopter to be flown.</u></p> <p><u>(2) For each type rating included in the licence the holder of the licence may only fly the specific type and variant of the helicopter in which the skill test was passed. The privileges of the licence may be extended to other types and variants of types on demonstration of compliance with FCL.135.H.</u></p> <p><u>Flight outside the United Kingdom.</u></p> <p><u>(3) The holder may not fly such a non-EASA helicopter outside the United Kingdom except with the permission of the competent authority for the airspace in which the aircraft is being flown.</u></p> <p><u>Flight for purpose of commercial air transport, public transport and aerial work</u></p> <p><u>(4) The holder may not fly any such non-EASA helicopter for the purpose of commercial air transport, public transport or aerial work.</u></p> <p><u>Carriage of persons</u></p> <p><u>(5) The holder may not fly as pilot in command of any such non-EASA helicopter when carrying passengers unless within the preceding 90 days the holder has made at least three take-offs and three landings as the sole manipulator of the controls of a</u></p>	Creation of a new licence to allow existing and new pilots to be granted pilot's licences equivalent to the LAPL(H) that will allow them to fly non-EASA helicopters

		<u>helicopter of the same type as that being flown.</u>	
52	Schedule 7, Part B Section 1	<p>PART B – RATINGS AND QUALIFICATIONS</p> <p>Section 1 – Ratings and qualifications which may be included in <u>United Kingdom Licences but not in National Private Pilot's Licences (Aeroplanes) or National Private Pilot's Licences (Helicopters)</u></p> <p>Sub-Section 1 AIRCRAFT RATINGS</p> <p>1 An aircraft rating may be included in a United Kingdom licence granted under <u>Part 7 and</u> </p> <p>3 When included in a Flight Engineer's Licence an aircraft rating entitles the holder of the licence to act as flight engineer only of <u>EASA or non-EASA</u> aircraft of a type specified in the aircraft rating.</p>	<p>Editorial change for NPPLs</p> <p>Deletion of reference to JAR-FCL licences as these will not exist, and these ratings cannot be added to Part-FCL licences. Clarity</p>
53	Schedule 7, Part B Section 1	<p>Sub-Section 2 OTHER RATINGS</p> <p>4 Subject to article 82(2), the following ratings and qualifications may be included in a <u>United Kingdom pilot licence</u> granted under Part 7</p>	Deletion of JAR-FCL reference. These ratings may only be added to United Kingdom licences
54	Schedule 7, Part B Section 1	<p><i>Instrument meteorological conditions rating (aeroplanes)</i></p> <p>(1) Subject to paragraph (2), within the United Kingdom an instrument meteorological conditions rating (aeroplanes) rating entitles the holder of a United Kingdom Private Pilot's Licence (<i>Aeroplanes</i>) to fly as pilot in command of an aeroplane without being subject to the restrictions contained respectively in paragraph <u>(2)(c) or (f) of the privileges of the United Kingdom Private Pilot's Licence (Aeroplanes).</u></p>	Deletion of references to Basic Commercial Pilot's Licence, which has been deleted above - item 35.
55	Schedule 7, Part B Section 1	<p><i>Night rating (aeroplanes)</i></p> <p>A night rating (aeroplanes) entitles the holder of a United Kingdom Private Pilot's Licence (<i>Aeroplanes</i>) to act as pilot in command of an aeroplane at night.</p> <p><i>Night qualification (aeroplane)</i></p>	Deletion of references to Basic Commercial Pilot's Licence, which has been deleted above - item 35.

		A night qualification (aeroplane) entitles the holder of a United Kingdom Private Pilot's Licence (Aeroplanes) <u>to act as pilot in command of an aeroplane at night.</u>	
56	Schedule 7, Part B Section 1	<p><i>Restrictions – restricted privileges</i></p> <p>The privileges will be restricted to carrying out under the supervision of the holder of a flight instructor rating (aeroplane) approved for this purpose:</p> <p>(a) flight instruction for the issue of the <u>National Private Pilot Licence (Aeroplane), the United Kingdom Private Pilot Licence (Aeroplane)</u> or those parts of integrated courses at <u>United Kingdom Private Pilot Licence (Aeroplane)</u> 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</p> <p>(b) night flying instruction.</p>	Clarification that these provisions relate to United Kingdom Private Pilot Licences only, which is the effect of the overriding EU legislation. Correction of omission of instruction for NPPL(A).
57	Schedule 7, Part B Section 1	<p><i>Restrictions – restricted privileges</i></p> <p>(3) The privileges are restricted to carrying out under the supervision of the holder of a flight instructor rating (helicopter) approved for this purpose -</p> <p>(a) flight instruction for the issue of the <u>National Private Pilot Licence (Helicopter), the United Kingdom Private Pilot Licence (Helicopter)</u> or those parts of integrated courses at <u>United Kingdom Private Pilot Licence (Helicopter)</u> 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</p> <p>(b) night flying instruction.</p>	Clarification that these provisions relate to United Kingdom Private Pilot Licences only, which is the effect of the overriding EU legislation. Addition of instruction for the new NPPL(H)
58	Schedule 7, Part B Section 1	<p><i>Instrument rating instructor rating (aeroplane)</i></p> <p>An instrument rating instructor rating (aeroplane) entitles the holder to conduct flight instruction for the issue of an instrument rating (aeroplane) or an instrument meteorological conditions rating (aeroplanes) <u>for a United Kingdom licence.</u></p> <p><i>Instrument rating instructor rating (helicopter)</i></p> <p>An instrument rating instructor rating (helicopter) entitles the holder to conduct flight</p>	Clarification that these provisions relate to United Kingdom Private Pilot Licences only, which is the effect of the overriding EU legislation

		instruction for the issue of an instrument rating (helicopter) <i>for a United Kingdom licence.</i>	
59	Schedule 7, Part B Section 2	<p>Section 2 – Aircraft and instructor ratings which may be included in United Kingdom <u>airplane pilot licences and the National Private Pilot's Licences (Aeroplanes)</u></p> <p>1 The following ratings may be included in a United Kingdom <u>airplane</u> pilot licence <u>or a National Private Pilot's Licence (Aeroplanes)</u> granted under Part 7, and, subject to the provisions of this Order and of the licence, the inclusion of a rating in a licence has the consequences specified as follows.</p>	Ensuring the correct allocation of the ratings in this section to UK and national airplane licences
60	Schedule 7, Part B Section 2	<p><i>SSEA class rating</i></p> <p>(1) Subject to paragraph (2) and to the conditions of the licence in which it is included, a SSEA class rating entitles the holder to act as pilot in command of any <u>non-EASA</u> SSEA with a maximum take off weight authorised of not more than 2000kg excluding any such airplane which is a SLMG or a microlight airplane.</p>	Clarity that this privilege only applies to non-EASA aircraft, which is the effect of the overriding EU legislation
61	Schedule 7, Part B Section 2	<p><i>SLMG class rating</i></p> <p>(1) Subject to paragraph (2) and to the conditions of the licence in which it is included, a SLMG class rating entitles the holder to act as pilot in command of any <u>non-EASA</u> SLMG.</p> <p>(2) If the current certificate of revalidation for the rating is endorsed "single seat only" the holder is only entitled to act as pilot in command of a single seat <u>non-EASA</u> SLMG.</p>	Clarity that this privilege only applies to non-EASA aircraft, which is the effect of the overriding EU legislation
62	Schedule 7, Part B Section 2	<p><i>Flying instructor's rating (SLMG)</i></p> <p>A flying instructor's rating (SLMG) entitles the holder of the licence to give instruction in flying <u>non-EASA</u> SLMGs.</p>	Clarity that this privilege only applies to non-EASA aircraft, which is the effect of the overriding EU legislation
63	Schedule 7, Part B Section 3	<p><u>Section 3 – Ratings and qualifications which may be included in National Private Pilot's Licences (Helicopters)</u></p> <p><u>Sub-Section 1 AIRCRAFT RATINGS</u></p> <p><u>1 A helicopter type rating for a single engine, non-EASA helicopter with a maximum certificated take-off mass of 2000 kg or less, carrying a maximum of 3 passengers, such</u></p>	Specification of the ratings that may be added to the National Private Pilot's Licence (Helicopters). The NPPL(H) is introduced to allow pilots who can fly

		<p><u>that there are never more than 4 persons on board may be included in a National Private Pilots Licence (Helicopters) granted under Part 7 and, subject to the provisions of this Order and of the licence, the inclusion of a rating in a licence has the consequences specified as follows.</u></p> <p><u>2 When included in a pilot licence a helicopter type rating entitles the holder of the licence to act as pilot of a helicopter of the type specified in the aircraft rating that is the variant in which the skill test was passed. The privileges of the licence may be extended to other types and variants of types on demonstration of compliance with FCL.135.H.</u></p>	light EASA helicopters to fly similar non-EASA helicopters. All helicopters must have type ratings. A type rating for a non-EASA helicopter cannot be included in an EASA licence.
64	Schedule 7, Part C Section 2	<p>Section 2 – Requirement for Certificate of Revalidation</p> <p>Type and class ratings</p> <p>9 (1) Aeroplane type and class ratings</p> <p>(a) <i>Type ratings and.....</i></p> <p>(ii) <i>Revalidation</i> For revalidation of type ratings and multi-engine class ratings, aeroplane, the applicant must satisfy the requirements <u>for the ratings specified in FCL.740.</u></p>	Replacement of references to JAR-FCL Requirements with equivalent Part-FCL references. The effect of EU legislation is to replace JAR-FCL with Part-FCL
65		<p>(b) <i>Single-pilot single-engine class ratings</i></p> <p>(i) <i>Validity</i> Single.....</p> <p>(ii) <i>Revalidation of all single-engine piston aeroplane class ratings (land) and all touring motor glider ratings</i> For revalidation of single-pilot single-engine piston aeroplane (land) class ratings or touring motor glider class ratings (or both) the applicant must on single engine piston aeroplanes (land) or touring motor gliders (as the case may be) satisfy the requirements <u>for the ratings specified in FCL.740.A</u></p>	Replacement of references to JAR-FCL Requirements with equivalent Part-FCL references. The effect of EU legislation is to replace JAR-FCL with Part-FCL
66		(c) <i>Expired Ratings</i>	Replacement of

		<p>(i) If a type.....</p> <p>(ii) If a single-pilot single-engine class rating has expired, the applicant must complete the skill test in accordance with the requirements specified <u>in Appendix 9 of Part FCL.</u></p>	<p>references to JAR-FCL Requirements with equivalent Part-FCL references. The effect of EU legislation is to replace JAR-FCL with Part-FCL</p>
67		<p>(2) Helicopter type ratings</p> <p>(b) <i>Type ratings, helicopter – revalidation</i> For revalidation of type ratings, helicopter, the applicant must complete the requirements specified in <u>FCL.740.H.</u></p>	<p>Replacement of references to JAR-FCL Requirements with equivalent Part-FCL references. The effect of EU legislation is to replace JAR-FCL with Part-FCL</p>
68		<p><i>Instrument ratings</i></p> <p><u>10 (1) Instrument Rating – Validity</u></p> <p><u><i>Instrument ratings are valid for one year beginning with the date of issue, the date of expiry if revalidated within the period of three months preceding the date of expiry or the date of completion of the renewal requirements under paragraph 3 if the instrument rating has expired.</i></u></p> <p><u>(2) Instrument Ratings – Revalidation</u></p> <p><u>(a) Instrument Rating – Aeroplane</u></p> <p><u><i>For revalidation of instrument ratings aeroplane the applicant shall complete the requirements specified in FCL.625.A</i></u></p> <p><u>(b) Instrument Rating – Helicopter</u></p> <p><u><i>For revalidation of instrument ratings helicopter the applicant shall complete the requirements specified in FCL.625.H</i></u></p> <p><u>(3) Expired Instrument Ratings</u></p> <p><u><i>If the instrument rating has expired the applicant shall complete the renewal</i></u></p>	<p>Clarification of the validity periods of instrument ratings to reflect current practice and replacement of JAR-FCL requirement references with the equivalent Part-FCL references, consistent with overriding EU legislation.</p>

		<u>requirements specified in FCL.625(c).</u>																			
69		<p>Instructor ratings</p> <p>11 (1) Instructor Ratings – Validity</p> <p><u>Instructor Ratings are valid for three years in addition to the remainder of the month in which the date of issue falls, the date of expiry if revalidated in accordance with paragraph 2 below or three years in addition to the remainder of the month in which the renewal requirements under paragraph 2 are completed if the instructor rating has expired.</u></p> <p>(2) Instructor Ratings – Revalidation and expired ratings</p> <p><u>In the following table, for an instructor rating listed in column 1 the requirements for revalidation are those set out in column 2 and for expired ratings the renewal requirements are those set out in column 3:</u></p>			Clarification of the validity periods of instructor ratings to reflect current practice and replacement of JAR-FCL requirement references with the equivalent Part-FCL references, consistent with overriding EU legislation.																
70		<table border="1"> <thead> <tr> <th>Rating</th> <th>Paragraph in Part FCL</th> <th>Paragraph in Part FCL</th> </tr> </thead> <tbody> <tr> <td><u>Flight instructor (aeroplane)</u> <u>Flying instructor's rating (aeroplanes)</u> <u>Assistant flying instructor's rating (aeroplanes)</u></td> <td><u>FCL.940.FI(a) and (b)</u></td> <td><u>FCL.940.FI(c)</u></td> </tr> <tr> <td><u>Flight instructor (helicopter)</u> <u>Flying instructor's rating (helicopters)</u> <u>Assistant flying instructor's rating (helicopters)</u></td> <td><u>FCL.940.FI(a) and (b)</u></td> <td><u>FCL.940.FI(c)</u></td> </tr> <tr> <td><u>Type rating instructor rating (multi-pilot aeroplane)</u></td> <td><u>FCL.940.TRI(a)</u></td> <td><u>FCL.940.TRI(b)</u></td> </tr> <tr> <td><u>Type rating instructor rating (helicopter)</u></td> <td><u>FCL.940.TRI(a)</u></td> <td><u>FCL.940.TRI(b)</u></td> </tr> <tr> <td><u>Class rating instructor rating (single pilot aeroplane)</u></td> <td><u>FCL.940.CRI(a) and (b)</u></td> <td><u>FCL.940.CRI(c)</u></td> </tr> </tbody> </table>	Rating	Paragraph in Part FCL	Paragraph in Part FCL	<u>Flight instructor (aeroplane)</u> <u>Flying instructor's rating (aeroplanes)</u> <u>Assistant flying instructor's rating (aeroplanes)</u>	<u>FCL.940.FI(a) and (b)</u>	<u>FCL.940.FI(c)</u>	<u>Flight instructor (helicopter)</u> <u>Flying instructor's rating (helicopters)</u> <u>Assistant flying instructor's rating (helicopters)</u>	<u>FCL.940.FI(a) and (b)</u>	<u>FCL.940.FI(c)</u>	<u>Type rating instructor rating (multi-pilot aeroplane)</u>	<u>FCL.940.TRI(a)</u>	<u>FCL.940.TRI(b)</u>	<u>Type rating instructor rating (helicopter)</u>	<u>FCL.940.TRI(a)</u>	<u>FCL.940.TRI(b)</u>	<u>Class rating instructor rating (single pilot aeroplane)</u>	<u>FCL.940.CRI(a) and (b)</u>	<u>FCL.940.CRI(c)</u>	Replacement of references to JAR-FCL with equivalent Part-FCL references. The effect of EU legislation is to replace JAR-FCL with Part-FCL
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		<u>Instrument rating instructor rating (aeroplane)</u>	<u>FCL.940.IRI</u>	<u>FCL.940.IRI</u>											
		<u>Instrument rating instructor rating (helicopter)</u>	<u>FCL.940.IRI</u>	<u>FCL.940.IRI</u>											
71		<p>15 <u>(1) A certificate of revalidation required by article 69 for a helicopter type rating must be signed by a person authorised by the CAA to sign certificates of this kind and certify:</u></p> <p><u>(a) the rating to which the certificate relates;</u> <u>(b) that on a specified date the holder has satisfied the requirements of FCL.740 and FCL.740.H</u> <u>(c) the specified date; and</u> <u>(d) the date on which the period of validity of the certificate expires in accordance with Table 1.</u></p> <p><u>(2) Such a certificate of revalidation remains valid in accordance with Table 1.</u></p> <p>Table 1 <u>Period of validity of certificate of revalidation for a helicopter type rating included in Section 3 of Part B</u></p> <table border="1"> <thead> <tr> <th></th> <th><u>Circumstances</u></th> <th><u>Period of validity for a certificate of revalidation for aeroplane class ratings</u></th> </tr> </thead> <tbody> <tr> <td>1</td> <td><u>The previous certificate is valid on the specified date of the new certificate</u></td> <td><u>The new certificate is valid for 12 months from the date of expiry of the current certificate</u></td> </tr> <tr> <td>2</td> <td><u>There is no valid certificate on the specified date of the new certificate</u></td> <td><u>The new certificate is valid for 12 months from the specified date</u></td> </tr> </tbody> </table>				<u>Circumstances</u>	<u>Period of validity for a certificate of revalidation for aeroplane class ratings</u>	1	<u>The previous certificate is valid on the specified date of the new certificate</u>	<u>The new certificate is valid for 12 months from the date of expiry of the current certificate</u>	2	<u>There is no valid certificate on the specified date of the new certificate</u>	<u>The new certificate is valid for 12 months from the specified date</u>		<p>Definition of the type rating renewal requirements for helicopter type ratings included in the new National Private Pilot's Licence (Helicopters) - These are equivalent to the requirements for EASA helicopter ratings on the Part-FCL Light Aircraft Pilots Licence (Helicopters)</p>
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72	Schedule 13. Part A, Section 2	<p>SCHEDULE 13 Article 241 PENALTIES PART A – PROVISIONS REFERRED TO IN ARTICLE 241(5)</p> <p>Part A, Section 2 (Continued)</p> <table border="0"> <thead> <tr> <th style="text-align: left;">Provisions of</th> <th style="text-align: left;">Subject Matter</th> </tr> </thead> <tbody> <tr> <td>Part 21, M, 145,</td> <td></td> </tr> <tr> <td>66, 147, FCL.ORA</td> <td></td> </tr> <tr> <td>M.A.307</td> <td>Transfer of aircraft continuing airworthiness records</td> </tr> <tr> <td>.....</td> <td></td> </tr> <tr> <td>.....</td> <td></td> </tr> <tr> <td>.....</td> <td></td> </tr> <tr> <td>147.A.110</td> <td>Records of instructors, examiners and assessors</td> </tr> <tr> <td>147.A.125</td> <td>Records</td> </tr> <tr> <td>147.A.150</td> <td>Notification of changes to the maintenance training organisation</td> </tr> <tr> <td><u>FCL.ORA.GEN.130</u></td> <td><u>Changes to organisations</u></td> </tr> <tr> <td><u>FCL.ORA.GEN.220</u></td> <td><u>Record keeping</u></td> </tr> <tr> <td><u>FCL.ORA.ATO.120</u></td> <td><u>Record keeping</u></td> </tr> </tbody> </table>	Provisions of	Subject Matter	Part 21, M, 145,		66, 147, FCL.ORA		M.A.307	Transfer of aircraft continuing airworthiness records		147.A.110	Records of instructors, examiners and assessors	147.A.125	Records	147.A.150	Notification of changes to the maintenance training organisation	<u>FCL.ORA.GEN.130</u>	<u>Changes to organisations</u>	<u>FCL.ORA.GEN.220</u>	<u>Record keeping</u>	<u>FCL.ORA.ATO.120</u>	<u>Record keeping</u>	<p>Addition of provisions for Approved Training Organisations for pilots (approved under FCL.GEN and ORA) that are the same as the existing provisions for Engineer Training Organisations (Part 147)</p>
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