SCHEDULE 1 Articles 4(6), 25(2) and 118(5)

# PART A

## TABLE OF GENERAL CLASSIFICATION OF AIRCRAFT

| *Col. 1* | *Col. 2* | *Col. 3* | *Col. 4* |
|---|---|---|---|
| Aircraft | | { Non-power driven | { Free Balloon |
| { Captive Balloon | | | |
| { Power driven | { Lighter than air aircraft | { Airship | |
| { Non-power driven | | { Glider | |
| | | { Kite | |
| { Heavier than air aircraft | { Power driven (flying machines) | { Aeroplane (Landplane) | |
| { Aeroplane (Seaplane) | | | |
| { Aeroplane (Amphibian) | | | |
| { Aeroplane (Self-launching Motor Glider) | | | |
| { Powered Lift (Tilt Rotor) | | | |
| { Rotorcraft | { Helicopter | | |
| | { Gyroplane | | |

Article 5(2)

# PART B

## NATIONALITY AND REGISTRATION MARKS OF AIRCRAFT REGISTERED IN THE UNITED KINGDOM

**1.** General

(1) The nationality mark of the aircraft shall be the capital letter "G" in Roman character and the registration mark shall be a group of four capital letters in Roman character assigned by the Authority on the registration of the aircraft. The letters shall be without ornamentation and a hyphen shall be placed between the nationality mark and the registration mark.

(2) The nationality and registration marks shall be displayed to the best advantage, taking into consideration the constructional features of the aircraft and shall always be kept clean and visible.

(3) The letters constituting each group of marks shall be of equal height and they, and the hyphen, shall all be of the same single colour which shall clearly contrast with the background on which they appear.

(4) The nationality and registration marks shall also be inscribed on a fire-proof metal plate affixed in a prominent position:

(a) in the case of a microlight aeroplane, either in accordance with sub-paragraph (c) or on the wing;

(b) in the case of a balloon, on the basket or envelope; or

(c) in the case of any other aircraft on the fuselage or car as the case may be.

(5) The nationality and registration marks shall be painted on the aircraft or shall be affixed thereto by any other means ensuring a similar degreee of permanence in the manner specified in paragraphs 2 and 3 of this Part.

**2.** Position and Size of Marks

(1) The position and size of marks on heavier than air aircraft (excluding kites) shall be as follows:

(a) on the horizontal surfaces of the wings:

(i) on aircraft having a fixed wing surface, the marks shall appear on the lower surface of the wing structure and shall be on the port wing unless they extend across the whole surface of both wings. So far as is possible the marks shall be located equidistant from the leading and trailing edges of the wings. The tops of the letters shall be towards the leading edge of the wing;

(ii) the height of the letters shall be:

(aa) subject to sub-paragraph (bb) at least 50 centimetres;

(bb) if the wings are not large enough for the marks to be 50 centimetres in height, marks of the greatest height practicable in the circumstances;

(b) on the fuselage (or equivalent structure) and vertical tail surfaces:

(i) the marks shall also appear either:

(aa) on each side of the fuselage (or equivalent structure), and shall, in the case of fixed wing aircraft be located between the wings and the horizontal tail surface; or

(bb) on the vertical tail surfaces;

(ii) when located on a single vertical tail surface, the marks shall appear on both sides. When located on multi-vertical tail surface, the marks shall appear on the outboard sides of the outer-surfaces. Subject to sub-paragraphs (iv) and (v) below, the height of the letters constituting each group of marks shall be at least 30 centimetres;

(iii) if one of the surfaces authorised for displaying the required marks is large enough for those marks to be 30 centimetres in height (whilst complying with sub-paragraph (v) below) and the other is not, marks of 30 centimetres in height shall be placed on the largest authorised surface;

(iv) if neither authorised surface is large enough for marks of 30 centimetres in height (whilst complying with sub-paragraph (v) below), marks of the greatest height practicable in the circumstances shall be displayed on the larger of the two authorised surfaces;

(v) the marks on the vertical tail surfaces shall be such as to leave a margin of at least 5 centimetres along each side of the vertical tail surface;

(vi) on rotary wing aircraft where owing to the structure of the aircraft the greatest height practicable for the marks on the side of the fuselage (or equivalent structure) is less than 30 centimetres, the marks shall also appear on the lower surface of the fuselage as close to the line of symmetry as is practicable and shall be placed with the tops of the letters towards the nose. The height of the letters constituting each group of marks shall be:

(aa) subject to sub-paragraph (bb) at least 50 centimetres; or

(bb) if the lower surface of the fuselage in not large enough for the marks to be of 50 centimetres in height, marks of the greatest height practicable in the circumstances;

(c) wherever in this paragraph marks of the greatest height practicable in the circumstances are required, that height shall be such as is consistent with compliance with paragraph 3 of this Part.

(2) The position and size of marks on airships and free balloons shall be as follows:

(a) in the case of airships the marks shall be placed on each side of the airship. They shall be placed horizontally either on the hull near the maximum cross-section of the airship or on the lower vertical stabiliser;

(b) in the case of free balloons, the marks shall be in two places on diametrically opposite sides of the balloon;

(c) in the case of both airships and free balloons the side marks shall be so placed as to be visible from the sides and from the ground. The height of the letters shall be at least 50 centimetres.

**3.** Width, Spacing and Thickness of Marks

(1) For the purposes of this paragraph:

(a) "standard letter" shall mean any letter other than the letters, I, M and W;

(b) the width of each standard letter and the length of the hyphen between the nationality mark and the registration mark shall be two-thirds of the height of a letter;

(c) the width of the letters M and W shall be neither less than two-thirds of their height nor more than their height; and

(d) the width of the letter I shall be one-sixth of the height of the letter.

(2) The thickness of the lines comprising each letter and hyphen shall be one-sixth of the height of the letters forming the marks.

(3) Each letter and hyphen shall be separated from the letter or hyphen which it immediately precedes or follows, by a space equal to either one-quarter or one-half of the width of a standard letter. Each such space shall be equal to every other such space within the marks.

# PART C

Aircraft Dealer's Certificate—Conditions

(1) The operator of the aircraft shall be the registered owner of the aircraft, who shall be the holder of an aircraft dealer's certificate granted under this Order.

(2) The aircraft shall fly only for the purpose of:

(a) testing the aircraft;

(b) demonstrating the aircraft with a view to the sale of that aircraft or of other similar aircraft;

(c) proceeding to or from a place at which the aircraft is to be tested or demonstrated as aforesaid, or overhauled, repaired or modified;

(d) delivering the aircraft to a person who has agreed to buy, lease or sell it; or

(e) proceeding to or from a place for the purpose of storage.

(3) Without prejudice to the provisions of article 38 of this Order the operator of the aircraft shall satisfy himself before the aircraft takes off that the aircraft is in every way fit for the intended flight.

(4) The aircraft shall fly only within the United Kingdom.

## SCHEDULE 2

Articles 3(1), 8(1) and 47(7)

## A AND B CONDITIONS

The A and B Conditions referred to in articles 3(1), 8(1) and 47(7) of this Order are as follows:

A Conditions

(1) An aircraft registered in the United Kingdom may fly for a purpose set out in paragraph (2) subject to the conditions contained in paragraphs (3) to (8) when either:

(a) it does not have a certificate of airworthiness duly issued or rendered valid under the law of the United Kingdom; or

(b) the certificate of airworthiness or certificate of validation issued in respect of the aircraft has ceased to be in force by virtue of any of the matters specified in article 9(7) of this Order.

(a) (2) (a) In the case of an aircraft falling within paragraph (1)(a) the aircraft shall fly only for the purpose of enabling it to:

(i) qualify for the issue or renewal of a certificate of airworthiness or the validation thereof after an application has been made for such issue, renewal or validation as the case may be, or carry out a functional check of a previously approved modification (and for the purpose of this Schedule "a previously approved modification" shall mean a modification which has previously been approved by the Authority in respect of that aircraft or another aircraft of the same type) of the aircraft;

(ii) proceed to or from a place at which any inspection, repair, modification, maintenance, approval, test or weighing of, or the installation of equipment in, the aircraft is to take place or has taken place for a purpose referred to in subparagraph (a), after any relevant application has been made, or at which the installation of furnishings in, or the painting of, the aircraft is to be undertaken; or

(iii) proceed to or from a place at which the aircraft is to be or has been stored.

(b) In the case of an aircraft falling within paragraph (1)(b), it shall fly only for the purpose of enabling it to:

(i) proceed to a place at which any inspection or maintenance required by virtue of article 9(7)(b)(ii) of this Order is to take place;

(ii) proceed to a place at which any inspection, maintenance or modification required by virtue of article 9(7)(b)(i) or (c) of this Order is to take place and in respect of which flight the Authority has given permission in writing; or

(iii) carry out a functional check, test or in-flight adjustment in connection with the carrying out in a manner approved by the Authority of any overhaul, repair, previously approved modification, inspection or maintenance required by virtue of article 9(7) of this Order.

(3) The aircraft shall be:

(a) an aircraft in respect of which a certificate of airworthiness or validation has previously been in force under this Order and has not subsequently had any modification which requires approval unless that modification is a previously approved modification which has been granted such an approval under the law of the country in which the aircraft was registered at that time; or

(b) an aircraft identical in design (including any modifications) with an aircraft in respect of which such a certificate is or has been in force.

(4) The aircraft and its engines shall be certified as fit for flight by the holder of an aircraft maintenance engineer's licence granted under this Order, being a licence which entitles him to issue

that certificate or by a person approved by the Authority for the purpose of issuing certificates under this condition, and in accordance with that approval.

(5) The aircraft shall carry the minimum flight crew specified in any certificate of airworthiness or validation which has previously been in force under the Order in respect of the aircraft, or is or has previously been in force in respect of any other aircraft of identical design.

(6) The aircraft shall not carry any persons or cargo except persons performing duties in the aircraft in connection with the flight or persons who are carried in the aircraft to perform duties in connection with a purpose referred to in paragraph (2).

(7) The aircraft shall not fly over any congested area of a city, town or settlement except to the extent that it is necessary to do so in order to take off or land.

(8) Without prejudice to the provisions of article 20(2) of this Order, the aircraft shall carry such flight crew as may be necessary to ensure the safety of the aircraft.

B Conditions

(1) An aircraft may fly for a purpose set out in paragraph (2) subject to the conditions set out in paragraphs (3) to (8) whether or not it is registered in accordance with article 3(1) of the Order and when there is not in force in respect thereof:

(a) in the case of an aircraft which is so registered, a certificate of airworthiness duly issued or rendered valid under the law of the country in which the aircraft is registered or,

(b) in the case of an aircraft which is not so registered, either a certificate of airworthiness duly issued or rendered valid under the law of the United Kingdom or a permit to fly issued by the Authority in respect of that aircraft.

(2) The aircraft shall fly only for the purpose of:

(a) experimenting with or testing the aircraft (including any engines installed thereon) or any equipment installed or carried in the aircraft;

(b) enabling it to qualify for the issue of a certificate of airworthiness or the validation thereof or the approval of a modification of the aircraft or the issue of a permit to fly;

(c) demonstrating and displaying the aircraft, any engines installed thereon or any equipment installed or carried in the aircraft with a view to the sale thereof or of other similar aircraft, engines or equipment;

(d) demonstrating and displaying the aircraft to employees of the operator;

(e) the giving of flying training to or the testing of flight crew employed by the operator or the training or testing of other persons employed by the operator and who are carried or are intended to be carried pursuant to sub-paragraph (7)(a); or

(f) proceeding to or from a place at which any experiment, inspection, repair, modification, maintenance, approval, test or weighing of the aircraft, the installation of equipment in the aircraft, demonstration, display or training is to take place for a purpose referred to sub-paragraphs (a), (b), (c), (d) or (e) or at which installation of furnishings in, or the painting of, the aircraft is to be undertaken.

(3) The flight shall be operated by a person approved by the Authority for the purposes of these Conditions and subject to any additional conditions which may be specified in such an approval.

(4) If not registered in the United Kingdom the aircraft shall be marked in a manner approved by the Authority for the purposes of these Conditions, and the provisions of articles 15, 17, 38, 41, 66 and 68 of this Order shall be complied with in relation to the aircraft as if it was registered in the United Kingdom.

(5) Without prejudice to the provisions of article 20(2) of this Order, the aircraft shall carry such flight crew as may be necessary to ensure the safety of the aircraft.

(6) No person shall act as pilot in command of the aircraft except a person approved for the purpose by the Authority.

(7) The aircraft shall not carry any cargo, or any persons other than the flight crew except the following:

(a) persons employedby the operator who during the flight carry out duties or are tested or receive training in connection with a purpose specified in paragraph (2);

(b) persons acting on behalf of the manufacturers of component parts of the aircraft (including its engines) or of equipment installed in or carried in the aircraft for carrying out during the flight duties in connection with a purpose so specified;

(c) persons approved by the Authority under article 122 of this Order as qualified to furnish reports for the purposes of article 9 of this Order;

(d) persons other than those carried under the preceding provisions of this sub-paragraph who are carried in the aircraft in order to carry out a technical evaluation of the aircraft or its operation;

(e) cargo which comprises equipment carried in connection with a purpose specified in sub-paragaph (2)(f); or

(f) persons employed by the operator or persons acting on behalf of the manufacturers of component parts of the aircraft (including its engines) or of equipment installed in or carried in the aircraft in connection with the purpose specified in sub-paragraph (2)(f) which persons have duties in connection with that purpose.

(8) The aircraft shall not fly, except in accordance with procedures which have been approved by the Authority in relation to that flight, over any congested area of a city, town or settlement.

## SCHEDULE 3

Article 9

## CATEGORIES OF AIRCRAFT

Transport Category (Passenger).

Transport Category (Cargo).

Aerial Work Category.

Private Category.

Special Category.

The purposes for which the aircraft may fly are as follows:

Transport Category (Passenger): Any purpose.

Transport Category (Cargo): Any purpose, other than the public transport of passengers.

Aerial Work Category: Any purpose other than public transport.

Private Category: Any purpose other than public transport or aerial work.

Special Category: Any purpose, other than public transport, specified in the certificate of airworthiness but not including the carriage of passengers unless expressly permitted.

## SCHEDULE 4

Articles 12(5) and 14(2)

## AIRCRAFT EQUIPMENT

(a) (a) Every aircraft of a description specified in the first column of the Table set forth in paragraph 4 of this Schedule and which is registered in the United Kingdom shall be provided, when flying in the circumstances specified in the second column of the said Table, with adequate equipment, and for the purpose of this paragraph the expression "adequate equipment" shall mean, subject to sub-paragraph (b), the scales of equipment respectively indicated in that Table.

(b) If the aircraft is flying in a combination of such circumstances, the scales of equipment shall not on that account be required to be duplicated.

**2** The equipment carried in an aircraft as being necessary for the airworthiness of the aircraft shall be taken into account in determining whether this Schedule is complied with in respect of that aircraft.

**3** The following items of equipment shall not be required to be of a type approved by the Authority:

(a) The equipment referred to in Scale A (ii).

(b) First aid equipment and handbook, referred to in Scale A.

(c) Time-pieces, referred to in Scale F.

(d) Torches, referred to in Scales G, H, K and Z.

(e) Whistles, referred to in Scale H.

(f) Sea anchors, referred to in Scales J and K.

(g) Rocket signals, referred to in Scale J.

(h) Equipment for mooring, anchoring or manoeuvring aircraft on the water, referred to in Scale J.

(i) Paddles, referred to in Scale K.

(j) Food and water, referred to in Scales K, U and V.

(k) First aid equipment, referred to in Scales K, U and V.

(l) Stoves, cooking utensils, snow shovels, ice saws, sleeping bags and Arctic suits, referred to in Scale V.

(m) Megaphones, referred to in Scale Y.

**4.**

**Table**

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| **1)** Gliders | (a) flying for purposes other than public transport | A (ii) |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| | or aerial work; and when flying by night | |
| | (b) flying for the purpose of public transport or aerial work; and | A, B (i) and (ii), D and F(i) |
| | (i) (i) when flying by night | C and G |
| | (ii) (ii) when carrying out aerobatic manoeuvres | B (iii) |
| **2)** Aeroplanes | (a) flying for purposes other than public transport; and | A (i) and (ii) and B (i) |
| | (i) (i) when flying by night | C and D |
| | (ii) (ii) when flying under Instrument Flight Rules | |
| | (aa) outside controlled airspace notified for the purposes of this sub-paragraph | D |
| | (bb) within controlled airspace notified for the purposes of this sub-paragraph | E with E (iv) duplicated and F |
| | (iii) (iii) when carrying out aerobatic manoeuvres | B (iii) |
| | (b) flying for the purpose of public transport; and | A, B (i) and (ii), D and F (i) |
| | (i) (i) when flying under Instrument Flight Rules except flights outside controlled airspace notified | E with E (iv) duplicated and F |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| | for the purposes of this sub-paragraph by aeroplanes having a maximum total weight authorised not exceeding 1150 kg | |
| | (ii) (ii) when flying by night; and in the case of aeroplanes of which the maximum total weight authorised exceeds 1150 kg | C and G E with E (iv) duplicated and F |
| | (iii) (iii) when flying over water beyond gliding distance from land | H |
| | (iv) (iv) on all flights on which in the event of any emergency occurring during the take-off or during the landing at the intended destination or any likely alternate destination it is reasonably possible that the aeroplane would be forced to land onto water | H |
| | (v) (v) when flying over water: | |
| | (aa) in the case of an aeroplane: | |
| | (aaa) classified in its certificate of | |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| | airworthiness as being of performance group A, C or X; or | |
| | (bbb) having no performance group classification in its certificate of airworthiness and of such a weight and performance that with any one of its power units inoperative and the remaining power unit or units operating within the maximum continuous power conditions specified in the certificate of airworthiness, performance schedule or flight manual relating to the aeroplane issued or rendered valid by the Authority it is capable of a gradient of climb of at least 1 in 200 at an altitude of 5000 ft in the international Standard Atmosphere specified in or ascertainable by reference to the certificate of airworthiness in force in respect of that aircraft; | |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| | when either more than 400 nautical miles or more than 90 minutes flying time* from the nearest aerodrome at which an emergency landing can be made | H and K |
| | (bb) in the case of all other aeroplanes, when more than 30 minutes flying time* from such an aerodrome | H and K |
| | (vi) (vi) on all flights which involve manoeuvres on water | H, J and K |
| | (vii) (vii) when flying at a height of 10,000 ft or more above mean sea level: | |
| | (aa) having a certificate of airworthiness first issued (whether in the United Kingdom or elsewhere) before 1st January 1989 | L1 or L2 |
| | (bb) having a certificate of airworthiness first issued (whether in the United Kingdom or elsewhere) on or after 1st January 1989 | L2 |
| | (viii) (viii) on flights when the weather reports or forecasts available at the aerodrome at the time of departure indicate | M |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| | that conditions favouring ice formation are likely to be met | |
| | (ix) (ix) when carrying out aerobatic manoeuvres | B (iii) |
| | (x) (x) on all flights on which the aircraft carries a flight crew of more than one person | N |
| | (xi) (xi) on all flights for the purpose of the public transport of passengers | Q and Y(i), (ii) and (iii) |
| | (xii) (xii) on all flights by a pressurised aircraft | R |
| | (xiii) (xiii) when flying over substantially uninhabited land areas where, in the event of an emergency landing, tropical conditions are likely to be met | U |
| | (xiv) (xiv) when flying over substantially uninhabited land or other areas where, in the event of any emergency landing, polar | V |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| | conditions are likely to be met | |
| | (xv) (xv) when flying at an altitude of more than 49,000 ft | W |
| **3)** Turbine-jet aeroplanes having a maximum total weight authorised exceeding 5700 kg or pressurised aircraft having a maximum total weight authorised exceeding 11,400 kg | when flying for the purpose of public transport | O |
| **4)** Turbine-engined aeroplanes having a maximum total weight authorised exceeding 5700 kg and piston-engined aeroplanes having a maximum total weight authorised exceeding 27,000 kg except for such aeroplanes falling within paragraphs (5) or (6): | | |
| (a) which are operated by an air transport undertaking under a certificate of air-worthiness in the Transport Category (Passenger) or the Transport Category (Cargo); or | when flying on any flight | P |
| (b) in respect of which application has been made and not withdrawn or refused for such a certificate, and which fly under the "A Conditions" or under a certificate of airworthiness in the Special Category | when flying on any flight | P |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| **5)** Aeroplanes in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger) or Transport Category (Cargo) and aeroplanes in respect of which application has been made, and not withdrawn or refused, for such a certificate of airworthiness and which fly under the "A Conditions" or in respect of which there is in force a certificate of airworthiness in the Special Category except for such aeroplanes falling within paragraph (6): | | |
| (a) which conform to a type first issued with a type certificate (whether in the United Kingdom or elsewhere) on or after 1st April 1971 and which have a maximum total weight authorised exceeding 5700 kg but not exceeding 11,400 kg; or | when flying on any flight | S(i) |
| (b) which conform to a type first issued with a type certificate (whether in the United Kingdom or elsewhere) on or after 1st April 1971 and which have a maximum total weight authorised exceeding 11,400 kg but not exceeding 27,000 kg; or | when flying on any flight | S(ii) |
| (c) which conform to a type first issued with a type certificate (whether in the United Kingdom or elsewhere) on or after | when flying on any flight | S(iii) |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| 1st April 1971 and which have a maximum total weight authorised exceeding 27,400 kg but not exceeding 230,000 kg; or | | |
| (d) which conform to a type first issued with a type certificate in the United Kingdom on or after 1st January 1970 and which have a maximum total weight authorised exceeding 230,000 kg; | when flying on any flight | S(iii) |
| **6)** Aeroplanes in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger) or Transport Category (Cargo) and aeroplanes in respect of which application has been made, and not withdrawn or refused, for such a certificate of airworthiness and which fly under "A Conditions" or in respect of which there is in force a certificate of airworthiness in the Special Category: | | |
| (a) for which an individual certificate of airworthiness was first issued (whether in the United Kingdom or elsewhere) on or after 1st June 1990 and which have a maximum total weight authorised not exceeding 5700 kg, are powered by two or more turbine engines and are certified to carry more than nine passengers; or | when flying on any flight | S(iv) |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| (b) for which an individual certificate of airworthiness was first issued (whether in the United Kingdom or elsewhere) on or after 1st June 1990 and which have a maximum total weight authorised exceeding 5700 kg but not exceeding 27,000 kg; or | when flying on any flight | S(v) |
| (c) for which an individual certificate of airworthiness was first issued (whether in the United Kingdom or elsewhere) on or after 1st June 1990 and which have a maximum total weight authorised exceeding 27,000 kg. | when flying on any flight | S(vi) |
| **7)** Aeroplanes in respect of which there is in force a certificate of airworthiness in the Aerial Work or Private Category and for which an individual certificate of airworthiness was first issued (whether in the United Kingdom or elsewhere) on or after 1st June 1990 and which have a maximum total weight authorised exceeding 27,000 kg. | when flying on any flight | S(vi) |
| **8)** Aeroplanes: | | |
| (a) which conform to a type first issued with a type certificate (whether in the United Kingdom or elsewhere) on or after 1st April 1971 and having a maximum total | when flying on any flight | T |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| weight authorised exceeding 27,000 kg and in respect of which there is in force a certificate of airworthiness in the Transport Category (Passenger) or the Transport Category (Cargo); or | | |
| (b) which comform to a type first issued with a type certificate in the United Kingdom on or after 1st January 1970 and which have a maximum total weight authorised exceeding 230,000 kg and in respect of which there is in force such a certificate of airworthiness; or | when flying on any flight | T |
| (c) having a maximum total weight authorised exceeding 27,000 kg which conform to a type first issued with a type certificate on or after 1 April 1971 (or 1 January 1970 in the case of an aeroplane having a maximum total weight authorised exceeding 230,000 kg) in respect of which an application has been made, and not withdrawn or refused for such a certificate of airworthiness and which fly under the "A Conditions" or in respect of which there is in force a certificate of airworthiness in the Special Category. | when flying on any flight | T |
| **9)** Aeroplanes which have a maximum total weight authorised exceeding 15,000 kg or which in accordance with the | on all flights for the purpose of public transport | X |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| certificate of airworthiness in force in respect thereof may carry more than 30 passengers. | | |
| **10)** Aeroplanes: | | |
| (a) which are a turbo-jet and which have a maximum total weight authorised exceeding 22,700 kg; or | when flying by night for the purpose of the public transport of passengers | Z(i) and (ii) |
| (b) having a maximum total weight authorised exceeding 5700 kg and which conform to a type for which a certificate or airworthiness was first applied for (whether in the United Kingdom or elsewhere) after 30th April 1972 but not including any aeroplane which in the opinion of the Authority is identical in all matters affecting the provision of emergency evacuation facilities to an aeroplane for which a certificate of airworthiness was first applied for before that date; or | when flying by night for the purpose of the public transport of passengers | Z(i) and (ii) |
| (c) which in accordance with the certificate of airworthiness in force in respect thereof may carry more than 19 passengers; or | when flying by night for the purpose of the public transport of passengers | Z(i) |
| (d) having a maximum total weight authorised exceeding 5700 kg and which conform to a type for which a certificate of airworthiness was first applied for (whether in the United Kingdom or elsewhere) after 30th April | when flying for the purpose of the public transport of passengers | Z(iii) |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| 1972 but not including any aeroplane which in the opinion of the Authority is identical in all matters affecting the provision of emergency evacuation facilities to an aeroplane for which a certificate of airworthiness was first applied for before that date; or | | |
| (e) which are a turbo-jet and which have a maximum total weight authorised exceeding 22,700 kg; or | when flying for the purpose of the public transport of passengers | Z(iii) |
| (f) first issued with a type certificate (whether in the United Kingdom or elsewhere) on or after 1st January 1958 and which in accordance with the certificate of airworthiness in force in respect thereof may carry more than 19 passengers. | when flying for the purpose of the public transport of passengers | Z(iii) |
| **11)** Aeroplanes: | | |
| (a) powered by one or more turbine jets | when flying on any flight | AA |
| (b) powered by one or more turbine propeller engines and having a maximum total weight authorised exceeding 5700 kg and first issued with a certificate of airworthiness in the United Kingdom on or after 1st April 1989. | when flying on any flight | AA |
| **12)** Aeroplanes in respect of which there is in force a certificate of airworthiness in | on all flights for the purpose of the public transport of passengers. | Y (iv) |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| the Transport Category (Passenger); | | |
| **13)** Helicopters and Gyroplanes | (a) flying for purposes other than public transport; and | A (i) and (ii) and B (i) |
| | (i) (i) when flying by day under Visual Flight Rules with visual ground reference | D |
| | (ii) (ii) when flying by day under Instrument Flight Rules or without visual ground reference | |
| | (aa) outside controlled airspace notified for the purposes of this sub-paragraph | E with E (ii) duplicated |
| | (bb) within controlled airspace notified for the purposes of this sub-paragraph | E with E (ii) and E (iv) duplicated and F with F (iv) for all weights |
| | (iii) (iii) when flying at night | |
| | (aa) with visual ground reference | C, E, G (iii) and G (v) |
| | (bb) without visual ground reference | |
| | (aaa) outside controlled airspace notified for the purposes of this sub-paragraph | C, E with E (ii) duplicated, G (iii) and G (v) |
| | (bbb) within controlled airspace notified for the purposes of this sub-paragraph | C, E with both E (ii) and E (iv) duplicated, F with F (iv) for all weights, G (iii) and G (v) |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| | (b) flying for the purpose of public transport; and | A, B (i) and (ii), F (i) and F (iv) for all weights |
| | (i) (i) when flying by day under Visual Flight Rules with visual ground reference | D |
| | (ii) (ii) when flying by day under Instrument Flight Rules or without visual ground reference | E with both E (ii) and E (iv) duplicated, F (ii), F (iii) and F (v) |
| | (iii) (iii) when flying by night with visual ground reference | |
| | (aa) in the case of a helicopter or gyroplane having a maximum total weight authorised not exceeding 2000 kg | C, E and G |
| | (bb) in the case of a helicopter or gyroplane having a maximum total weight authorised exceeding 2000 kg | C, E with E (ii) duplicated and either E (iv) duplicated or a radio altimeter, F (ii), F (iii), F (v) and G |
| | (iv) (iv) when flying by night without visual ground reference | C, E with both E (ii) and E (iv] duplicated, F (ii), F (iii), F (v) and G |
| | (v) (v) when flying over water | |
| | (aa) in the case of a helicopter or gyroplane classifed in its certificate of airworthiness as being of performance | E and H |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| | group A2 or B when beyond autorotation gliding distance from land suitable for an emergency landing | |
| | (bb) on all flights on which in the event of any emergency occurring during the take-off or during the landing at the intended destination or any likely alternate destination it is reasonably possible that the helicopter or gyroplane would be forced to land onto water | H |
| | (cc) in the case of a helicopter or gyroplane classified in its certificate of airworthiness as being of performance group A2 when beyond 10 minutes flying time** from land | E, H, K and T |
| | (dd) for more than a total of 3 minutes in any flight | EE |
| | (ee) in the case of a helicopter or a gyroplane classified in its certificate of airworthiness as being of performance group A2 which is intended to fly beyond 10 minutes flying time from land or which actually flies beyond 10 minutes flying | I |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| | time from land, on a flight which is either in support of or in connection with the offshore exploitation, or exploration of mineral resources (including gas) or is on a flight under and in accordance with the terms of a police air operator's certificate, when in either case the weather reports or forecasts available to the commander of the aircraft indicate that the sea temperature will be less than plus 10°C during the flight or when any part of the flight is at night | |
| | (vi) (vi) on all flights which involve manoeuvres on water | H, J and K |
| | (vii) (vii) when flying at a height of 10,000 ft or more above mean sea level: | |
| | (aa) having a certificate of airworthiness first issued (whether in the United Kingdom or elsewhere) before 1st January 1989 | L1 or L2 |
| | (bb) having a certificate of airworthiness first issued (whether in the United Kingdom or | L2 |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| | elsewhere) on or after 1st January 1989 | |
| | (viii) (viii) on flights when the weather reports or forecasts available at the aerodrome at the time of departure indicate that conditions favouring ice formation are likely to be met | M |
| | (ix) (ix) on all flights on which the aircraft carries a flight crew of more than one person | N |
| | (x) (x) on all flights for the purpose of the public transport of passengers | Y(i), (ii) and (iii) |
| | (xi) (xi) when flying over substantially uninhabited land areas where, in the event of an emergency landing, tropical conditions are likely to be met | U |
| | (xii) (xii) when flying over substantially uninhabited land or other areas where, in the event of an emergency | V |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| | landing, polar conditions are likely to be met | |
| **14)** Helicopters and Gyroplanes: | | |
| (a) having a maximum total weight authorised exceeding 5700 kg and which conform to a type for which a certificate of airworthiness was first applied for (whether in the United Kingdom or elsewhere) after 30th April 1972 but not including any helicopter or gyroplane which in the opinion of the Authority is identical in all matters affecting the provision of emergency evacuation facilities to a helicopter or gyroplane for which a certificate of airworthiness was first applied for before that date; or | when flying by night for the purpose of the public transport of passengers | Z (i) and (ii) |
| (b) which, in accordance wih the the certificate of airworthiness in force in respect thereof may carry more than 19 passengers; or | when flying by night for the purpose of the public transport of passengers | Z (i) |
| (c) which have a certificate of airworthiness issued in the Transport Category (Passenger or Cargo) and helicopters and gyroplanes in respect of which application has been made and not withdrawn or refused for such a certificate of airworthiness and which fly under the "A Conditions" or which have a certificate of | | |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

| *Description of Aircraft* | *Circumstances of Flight* | *Scale of Equipment Required* |
|---|---|---|
| airworthiness in the Special Category and | | |
| (i) (i) which have a maximum total weight authorised exceeding 2730 kg but not exceeding 7000 kg or which in accordance with the certificate of airworthiness in force in respect thereof may carry more than nine passengers, or both | when flying on any flight | SS(i) or (iii) |
| (ii) (ii) which have a maximum total weight authorised exceeding 7000 kg | when flying on any flight | SS(ii) or (iii) |

* For the purpose of this Table, flying time shall be calculated on the assumption that the aircraft is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

* *For the purposes of this Table, flying time shall be calculated on the assumption that the helicopter or gyroplane is flying in still air at the speed specified in the relevant certificate of airworthiness as the speed for compliance with regulations governing flights over water.

**5.** The scales of equipment indicated in the foregoing Table shall be as follows:

**Scale A**

(i) Spare fuses for all electrical circuits the fuses of which can be replaced in flight, consisting of 10 per cent of the number of each rating or three of each rating, whichever is the greater.

(ii) Maps, charts, codes and other documents and navigational equipment necessary, in addition to any other equipment required under this Order, for the intended flight of the aircraft including any diversion which may reasonably be expected.

(iii) First aid equipment of good quality, sufficient in quantity, having regard to the number of persons on board the aircraft, and including the following:

Roller bandages, triangular bandages, adhesive plaster, absorbent gauze, cotton wool (or wound dressings in place of the absorbent gauze and cotton wool), burn dressings, safety pins;

Haemostatic bandages or tourniquets, scissors;

Antispetic, analgesic and stimulant drugs;

Splints, in the case of aeroplanes the maximum total weight authorised of which exceeds 5,700 kg;

A handbook on first aid.

(iv) in the case of a flying machine used for the public transport of passengers in which, while the flying machine is at rest on the ground, the sill of any external door intended for the disembarkation of passengers, whether normally or in an emergency:

(a) is more than 1.82 metres from the ground when the undercarriage of the machine is in the normal position for taxiing; or

(b) would be more than 1.82 metres from the ground if the undercarriage or any part thereof should collapse, break or fail to function;

apparatus readily available for use at each such door consisting of a device or devices which will enable passengers to reach the ground safely in an emergency while the flying machine is on the ground, and can be readily fixed in position for use.

**Scale AA**

(i) Subject to sub-paragraph (ii), an altitude alerting system capable of alerting the pilot upon approaching a preselected altitude in either ascent or descent, by a sequence of visual and aural signals in sufficent time to establish level flight at that preselected altitude and when deviating above or below that preselected altitude, by a visual and an aural signal.

(ii) If the system becomes unserviceable, the aircraft may fly or continue to fly, until it first lands at a place which it is reasonably practicable for the system to be repaired or replaced.

**Scale B**

(a) (i) (a) If the maximum total weight authorised of the aircraft is 2730 kg or less, for every pilot's seat and for any seat situated alongside a pilot's seat, either a safety belt with one diagonal shoulder strap or a safety harness, or with the permission of the Authority, a safety belt without a diagonal shoulder strap which permission may be granted if the Authority is satisfied that it is not reasonably practicable to fit a safety belt with one diagonal shoulder strap or a safety harness.

(b) If the maximum total weight authorised of the aircraft exceeds 2730 kg, either a safety harness for every pilot's seat and for any seat situated alongside a pilot's seat, or with the permission of the Authority, a safety belt with one diagonal shoulder strap which permission may be granted if the Authority is satisfied that it is not reasonably practicable to fit a safety harness.

(c) For every seat in use (not being a seat referred to in sub-paragraph (a), (b), (e) and (f)) a safety belt with or without one diagonal shoulder strap or a safety harness.

(d) In addition and to be attached to or secured by the equipment required in sub-paragraph (c) above, a child restraint device for every child under the age of two years.

(e) On all flights for the public transport of passengers by aircraft, for each seat for use by cabin attendants who are required to be carried under this Order, a safety harness.

(f) On all flights in aeroplanes in respect of which a certificate of airworthiness was first issued (whether in the United Kingdom or elsewhere) on or after 1st February 1989 the maximum total weight authorised of which does not exceed 5700kg which in accordance with the certificate of airworthiness in force thereof is not capable of seating more than 9 passengers (otherwise than in seats referred to under sub-paragraphs (a) and (b)), a safety belt with one diagonal shoulder strap or a safety harness for each seat intended for use by a passenger.

(ii) If the commander cannot, from his own seat, see all the passengers' seats in the aircraft, a means of indicating to the passengers that seat belts should be fastened.

(a) (iii) (a) Subject to sub-paragraph (b), a safety harness for every seat in use.

(b) In the case of an aircraft carrying out aerobatic manoeuvres consisting only of erect spinning, the Authority may permit a safety belt with one diagonal shoulder strap to be fitted if it is satisfied that such restraint is sufficient for the carrying out of erect spinning in that aircraft and that it is not reasonably practicable to fit a safety harness in that aircraft.

**Scale C**

(i) Equipment for displaying the lights required by the Rules of the Air;

(ii) Electrical equipment, supplied from the main source of supply in the aircraft, to provide sufficient illumination to enable the flight crew properly to carry out their duties during flight;

(iii) Unless the aircraft is equipped with radio, devices for making visual signal specified in the Rules of the Air as indicating a request for permission to land.

**Scale D**

(a) (i) (a) In the case of a helicopter or gyroplane, a slip indicator;

(b) In the case of any other flying machine either:

(aa) a turn indicator and a slip indicator; or

(bb) a gyroscopic bank and pitch indicator and a gyroscopic direction indicator.

(ii) A sensitive pressure altimeter adjustable for any sea level barometric pressure which the weather report or forecasts available to the commander of the aircraft indicate is likely to be encountered during the intended flight.

**Scale E**

(a) (i) (a) In the case of a helicopter or gyroplane, a slip indicator.

(b) In the case of any other flying machine, a slip indicator and either a turn indicator or, at the option of the operator, an additional gyroscopic bank and pitch indicator.

(ii) a gyroscopic bank and pitch indicator;

(iii) a gyroscopic direction indicator;

(iv) a sensitive pressure altimeter adjustable for any sea level barometric pressure which the weather report or forecasts available to the commander of the aircraft indicate is likely to be encountered during the intended flight.

**Scale EE**

(i) Subject to sub-paragraph (ii), a radio altimeter with an audio voice warning operating below a preset height and a visual warning capable of operating at a height selectable by the pilot.

(ii) A helicopter flying under and in accordance with the terms of a police air operator's certificate may instead be equipped with a radio altimeter with an audio warning and a visual warning each capable of operating at a height selectable by the pilot.

**Scale F**

(i) A timepiece indicating the time in hours, minutes and seconds;

(ii) A means of indicating whether the power supply to the gyroscopic instrument is adequate;

(iii) A rate of climb and descent indicator;

(iv) If the maximum total weight authorised of the aircraft exceeds 5700 kg a means of indicating outside air temperature;

(v) If the maximum total weight authorised of the aircraft exceeds 5700 kg two air speed indicators.

**Scale G**

(i) In the case of an aircraft other than a helicopter or gyroplane landing lights consisting of 2 single filament lamps, or one dual filament lamp with separately energised filaments;

(ii) An electrical lighting system to provide illumination in every passenger compartment;

(a) (iii) (a) One electric torch for each member of the crew of the aircraft; or

(b) (aa) one electric torch for each member of the flight crew of the aircraft; and

(bb) at least one electric torch affixed adjacent to each floor level exit intended for the disembarkation of passengers whether normally or in an emergency, provided that such torches shall:

(aaa) be readily accessible for use by the crew of the aircraft at all times; and

(bbb) number in total not less than the minimum number of cabin attendants required to be carried with a full passenger complement;

(iv) In the case of an aircraft other than a helicopter or gyroplane of which the maximum total weight authorised exceeds 5700 kg, means of observing the existence and build up of ice on the aircraft;

(a) (v) (a) In the case of a helicopter or gyroplane in respect of which there is in force a certificate of airworthiness designating the helicopter or gyroplane as being of performance group A, either:

(aa) 2 landing light both of which are adjustable so as to illuminate the ground in front of and below the helicopter or gyroplane and one of which is adjustable so as to illuminate the ground on either side of the helicopter or gyroplane; or

(bb) one landing light or, if the maximum total weight authorised of the helicopter or gyroplane exceeds 5700 kg, one dual filament landing light with separately energised filaments, or 2 single filament lights, each of which is adjustable so as to illuminate the ground in front of and below the helicopter or gyroplane, and 2 parachute flares;

(b) In the case of a helicopter or gyroplane in respect of which there is in force a certificate of airworthiness designating the helicopter or gyroplane as being of performance group B, either:

(aa) one landing light and 2 parachute flares; or

(bb) if the maximum total weight authorised of the helicopter or gyroplane exceeds 5700 kg, either one dual filament landing light with separately energised filaments or 2 single filament landing lights, and 2 parachute flares.

**Scale H**

(i) Subject to sub-paragraph (ii), for each person on board, a lifejacket equipped with a whistle and waterproof torch.

(ii) Lifejackets constructed and carried solely for use by children under three years of age need not be equipped with a whistle.

**Scale I**

A survival suit for each member of the crew.

**Scale J**

(i) Additional flotation equipment, capable of supporting one-fifth of the number of persons on board, and provided in a place of stowage accessible from outside the flying machine;

(ii) Parachute distress rocket signals capable of making, from the surface of the water, the pyrotechnical signal of distress specified in the Rules of the Air and complying with Part III of Schedule 15 to the Merchant Shipping (Life-Saving Appliances) Regulations 1980(**1**);

(iii) A sea anchor and other equipment necessary to facilitate mooring, anchoring or manoeuvring the flying machine on water, appropriate to its size, weight and handling characteristics.

**Scale K**

(a) (i) (a) In the case of a flying machine, other than a helicopter or gyroplane carrying 20 or more persons, liferafts sufficient to accommodate all persons on board;

(b) In the case of a helicopter or gyroplane carrying 20 or more persons, a minimum of 2 liferafts sufficient together to accommodate all persons on board.

Each liferaft shall contain the following equipment:

(a) means for maintaining buoyancy;

(b) a sea anchor;

(c) life-lines, and means of attaching one liferaft to another;

(d) paddles or other means of propulsion;

(e) means of protecting the occupants from the elements;

(f) a waterproof torch;

(g) marine type pyrotechnical distress signals;

(h) means of making sea water drinkable, unless the full quantity of fresh water is carried as specified in sub-paragraph (i);

(i) for each 4 or proportion of 4 persons the liferaft is designated to carry;

100 grammes of glucose toffee tablets;

½ litre of fresh water in durable containers or in any case in which it is not reasonably practicable to carry the quantity of water above specified, as large a quantity of fresh water as is reasonably practicable in the circumstances. In no case however shall the quantity of water carried be less than is sufficient, when added to the amount of fresh water capable of being produced by means of the equipment specified in sub-paragraph (h) to provide ½ litre of water for each 4 or proportion of 4 persons the liferaft is designed to carry.

(j) first aid equipment;

Items (f) to (j) inclusive shall be contained in a pack.

(ii) The number of survival beacon radio apparatus carried when the aircraft is carrying the number of liferafts specified in column 1 of the following Table shall be not less than the number specified in, or calculated in accordance with, column 2.

(**1**) Cm 2073 and 2183.

| Column 1 | Column 2 |
|---|---|
| Not more than 8 liferafts | 2 survival beacon radio apparatus |
| For every additional 4 or proportion of 4 liferafts | 1 additional survival beacon radio apparatus |

(iii) In the case of a helicopter or gyroplane, an emergency beacon which is automatically deployed and activated in the event of a crash.

**Scale L1**

**Part I.**—(i) in every flying machine which is provided with means for maintaining a pressure greater than 700 millibars throughout the flight in the flight crew compartment and in the compartments in which the passengers are carried:

(a) a supply of oxygen sufficient, in the event of failure to maintain such pressure, occurring in the circumstances specified in columns 1 and 2 of the Table set out in Part II, for continuous use, during the periods specified in column 3 of the said Table, by the persons for whom oxygen is to be provided in accordance with column 4 of that Table; and

(b) in addition, in every case where the flying machines flies above flight level 350, a supply of oxygen in a portable container sufficient for the simultaneous first aid treatment of 2 passengers;

together with suitable and sufficient apparatus to enable such persons to use the oxygen.

(ii) In any other flying machine:

(a) a supply of oxygen sufficient for continuous use by all the crew other than flight crew, and if passengers are carried, by 10% of the number of passengers, for the any period exceeding 30 minutes during which the flying machine flies above flight level 100 but not above flight level 130 and the flight crew shall be supplied with oxygen sufficient for continuous use for any period during which the flying machine flies above flight level 100; and

(b) a supply of oxygen sufficient for continuous use by all persons on board for the whole time during which the flying machine flies above flight level 130;

together with suitable and sufficient apparatus to enable such persons to use the oxygen.

(iii) The quantity of oxygen required for the purpose of complying with paragraphs (i) and (ii) of this Part shall be computed in accordance with the information and instructions relating thereto specified in the operations manual relating to the aircraft pursuant to Item (vi) of Part A of Schedule 10 to this Order.

**Part II**

| Column 1<br>*Vertical displacement of the flying machine in relation to flight levels* | Column 2<br>*Capability of flying machine to descend (where relevant)* | Column 3<br>*Period of supply of oxygen* | Column 4<br>*Persons for whom oxygen is to be provided* |
|---|---|---|---|
| Above flight level 100 | — | 30 minutes or the period specified at A hereunder whichever is the greater | In addition to any passengers for whom oxygen is provided as specified below, all the crew |

| Column 1<br>*Vertical displacement of the flying machine in relation to flight levels* | Column 2<br>*Capability of flying machine to descend (where relevant)* | Column 3<br>*Period of supply of oxygen* | Column 4<br>*Persons for whom oxygen is to be provided* |
|---|---|---|---|
| Above flight level 100 but not above flight level 300 | { Flying machine is either flying at or below flight level 150 or is capable of descending and continuing to destination as specified at X hereunder | 30 minutes or the period specified at A hereunder whichever is the greater | 10% of number of passengers |
| | { Flying machine is flying above flight level 150 and is not so capable | { 10 minutes or the period specified at B hereunder whichever is the greater | All passengers |
| | | { *and in addition* | |
| | | { 30 minutes or the period specified at C hereunder whichever is the greater | 10% of number of passengers |
| Above flight level 300 but not above flight level 350 | { Flying machine is capable of descending and continuing to destination as specified at Y hereunder | 30 minutes or the period specified at A hereunder whichever is the greater | 15% of number of passengers |
| | { Flying machine is not so capable | {10 minutes or the period specified at B hereunder whichever is the greater | All passengers |
| | | { *and in addition* | |
| | | { 30 minutes or the period specified at C hereunder whichever is the greater | 15% of number of passengers |
| Above flight level 350 | — | { 10 minutes or the period specified at B hereunder whichever is the greater | All pasengers |
| | | { *and in addition* | |
| | | { 30 minutes or the period specified at C hereunder whichever is the greater | 15% of number of passengers |

| | | |
|---|---|---|
| **a** | A | The whole period during which, after a failure to maintain a pressure greater than 700 millibars in the control compartment and in the compartments in which passengers are carried has occurred, the flying machine flies above flight level 100. |
| | B | The whole period during which, after a failure to maintain such pressure has occurred, the flying machine flies above flight level 150. |
| | C | The whole period during which, after a failure to maintain such pressure has occurred, the flying machine flies above flight level 100, but not above flight level 150. |
| | X | The flying machine is capable, at the time when a failure to maintain such pressure occurs, of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aircraft, to flight level 150 within 6 minutes, and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made. |
| | Y | The flying machine is capable, at the time when a failure to maintain such pressure occurs, of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aircraft, to flight level 150 within 4 minutes, and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made. |

**Scale L2**

A supply of oxygen and the associated equipment to meet the requirements set out in Parts I and II. The duration for the purposes of this Scale shall be:

(i) that calculated in accordance with the operations manual prior to the commencement of the flight, being the period or periods which it is reasonably anticipated that the aircraft will be flown in the circumstances of the intended flight at a height where the said requirements apply and in calculating the said duration account shall be taken of:

(a) in the case of pressurised aircraft, the possibility of depressurisation when flying above flight level 100;

(b) the possibility of failure of one or more of the aircraft engines;

(c) restrictions due to required minimum safe altitude;

(d) fuel requirement; and

(e) the performance of the aircraft; or

(ii) the period or periods during which the aircraft is actually flown in the circumstances specified in the said Parts;

whichever is the greater.

**Part I**

**Unpressurised aircraft**

(i) When flying at or below flight level 100:

(ii) Nil.

(ii) When flying above flight level 100 but not exceeding flight level 120:

| *Supply for* | *Duration* |
|---|---|
| (a) Members of the flight crew | Any period during which the aircraft flies above flight level 100 |
| (b) Cabin attendants and 10% of passengers | For any continuous period exceeding 30 minutes during which the aircraft flies above flight level 100 but not exceeding flight level 120, the duration shall be the period by which 30 minutes is exceeded |

(iii) When flying above flight level 120:

| *Supply for* | *Duration* |
|---|---|
| (a) Members of the flight crew | Any period during which the aircraft flies above flight level 120 |
| (b) Cabin attendants and all passengers | Any period during which the aircraft flies above flight level 120 |

**Part II**

**Pressurised aircraft**

(i) When flying at or below flight level 100:

(ii) Nil.

(ii) When flying above flight level 100 but not exceeding flight level 250:

| | |
|---|---|
| (a) Members of the flight crew | 30 minutes or whenever the cabin pressure altitude exceeds 10,000 ft, whichever is the greater |
| (b) Cabin attendants and 10% of passengers | (aa) When the aircraft is capable of descending and continuing to its destination as specified at A() hereunder, 30 minutes or whenever the cabin pressure altitude exceeds 10,000 ft, whichever is the greater<br>(bb) When the aircraft is not so capable, whenever the cabin pressure altitute is greater than 10,000 ft, but does not exceed 12,000 ft |
| (c) Cabin attendants and passengers | (aa) When the aircraft is capable of descending and continuing to its destination as specified at A() hereunder, no requirement other than that at (ii)(b)(aa) of this part of this scale<br>(bb) When the aircraft is not so capable and the cabin pressure altitude exceeds 12,000 ft the duration shall be the period when the cabin pressure altitude exceeds 12,000 ft or 10 minutes, whichever is the greater |

(iii) When flying above flight level 250:

()
()

| *Supply for* | *Duration* |
|---|---|
| (a) Members of the flight crew | 2 hours or whenever the cabin pressure altitude exceeds 10,000 ft, whichever is the greater |
| (b) Cabin attendants | Whenever the cabin pressure altitude exceeds 10,000 ft, and a portable supply for 15 minutes |
| (c) 10% of passengers | Whenever the cabin pressure altitude exceeds 10,000 ft but does not exceed 12,000 ft |
| (d) 30% of passengers | Whenever the cabin pressure altitude exceeds 12,000 ft but does not exceed 15,000 ft |
| (e) All passengers | If the cabin pressure altitude exceeds 15,000 ft, the duration shall be the period when the cabin pressure altitude exceeds 15,000 ft or 10 minutes, whichever is the greater |
| (f) 2% of passengers or 2 passengers, whichever is the greater, being a supply of first aid oxygen which must be available for simultaneous first aid treatement of 2% or 2 passengers wherever they are seated in the aircraft | Whenever, after decompression, the cabin pressure altitude exceeds 8000 ft |

**a** A. The flying machine is capable, at the time when a failure to maintain cabin pressurisation occurs, of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aircraft, to flight level 120 within 5 minutes and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

**Scale M**

Equipment to prevent the impairment through ice formation of the functioning of the controls, means of propulsion, lifting surfaces, windows or equipment of the aircraft so as to endanger the safety of the aircraft.

**Scale N**

An intercommunications system for use by all members of the flight crew and including microphones, not of a hand-held type, for use by the pilot and flight engineer (if any).

**Scale O**

(i) Subject to sub-paragraph (ii), a radar set capable of giving warning to the pilot in command of the aircraft and to the co-pilot of the presence of cumulo-nimbus clouds and other potentially hazardous weather conditions.

(ii) A flight may commence if the set is unserviceable or continue if the set becomes unserviceable thereafter:

(a) so as to give the warning only to one pilot, so long as the aircraft is flying only to the place at which it first becomes reasonably practicable for the set to be repaired; or

(b) when the weather report or forecasts available to the commander of the aircraft indicate that cumulo-nimbus clouds or other potentially hazardous weather conditions, which can be detected by the set when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom or the commander has satisfied himself that any such weather conditions will be encountered in daylight and can be seen and

avoided, and the aircraft is in either case operated throughout the flight in accordance with any relevant instructions given in the operations manual.

**Scale P**

(i) Subject to sub-paragraphs (ii) and (v) a flight data recorder which is capable of recording, by reference to a time-scale, the following data:

(a) indicated airspeed;

(b) indicated altitude;

(c) vertical acceleration;

(d) magnetic heading;

(e) pitch attitude, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded;

(f) engine power, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded;

(g) flap position;

(h) roll attitude, if the equipment provided in the aeroplane is of such a nature as to enable this item to be recorded.

(ii) Subject to sub-paragraph (v), any aeroplane having a maximum total weight authorised not exceeding 11,400 kg may be provided with:

(a) a flight data recorder capable of recording the data described in sub-paragraph (i)(a) to (i)(h); or

(b) a 4 channel cockpit voice recorder.

(ii) Subject to sub-paragraph (v), in addition, on all flights by turbine-powered aeroplanes having a maximum total weight authorised exceeding 11,400 kg a 4 channel cockpit voice recorder.

(iv) The flight data recorder and cockpit voice recorder referred to above shall be so constructed that the record would be likely to be preserved in the event of an accident to the aeroplane.

(v) An aeroplane shall not be required to carry the said equipment, if before take-off the equipment is found to be unserviceable and the aircraft flies in accordance with arrangements approved by the Authority.

**Scale Q**

If the maximum total weight authorised of the acroplane exceeds 5700 kg and it was first registered, whether in the United Kingdom or elsewhere, on or after 1st June 1965, a door between the flight crew compartment and any adjacent compartment to which passengers have access, which door shall be fitted with a lock or bolt capable of being worked from the flight crew compartment.

**Scale R**

(a) (i) (a) In respect of aeroplanes having a maximum total weight authorised exceeding 5700 kg, equipment sufficient to protect the eyes, nose and mouth of all members of the flight crew required to be carried by virtue of article 19 of this Order for a period of not less than 15 minutes and, in addition, where the minimum flight crew required as aforesaid is more than one and a cabin attendant is not required to be carried by viture of article 19 of this Order, portable equipment sufficent to protect the eyes, nose and mouth of one member of the flight crew for a period of not less than 15 minutes.

(b) In respect of aeroplanes having a maximum total weight authorised not exceeding 5700 kg, either the equipment specified in paragraph (i)(a) or, in the case of such aeroplanes restricted by virtue of the operator's operations manual to flight at or below flight level 250 and capable of descending as specified at A hereunder such equipment sufficient to protect the eyes only.

(a) (ii) (a) In respect of aeroplanes having a maximum total weight authorised exceeding 5700 kg, portable equipment to protect the eyes, nose and mouth of all cabin attendants required to be carried by virtue of article 20 of this Order for a period of not less than 15 minutes.

(b) In respect of aeroplanes having a maximum total weight authorised not exceeding 5700 kg, subject to sub-paragraph (c), the equipment specified in paragraph (ii)(a).

(c) Sub-paragraph (b) shall not apply to such aeroplanes restricted by virtue of the operator's operations manual to flight at or below flight level 250 and capable of descending as specified at A hereunder.

(A) The aeroplane is capable of descending in accordance with the emergency descent procedure specified in the relevant flight manual and without flying below the minimum altitudes for safe flight specified in the operations manual relating to the aeroplane, to flight level 100 within 4 minutes and of continuing at or below that flight level to its place of intended destination or any other place at which a safe landing can be made.

**Scale S**

Subject to sub-paragraph (vii), a flight recording system comprising:

(i) either a 4 channel cockpit voice recorder or a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane: the flight path, attitude and the basic lift, thrust and drag forces acting upon it;

(ii) a 4 channel cockpit voice recorder and a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane: the information specified in paragraph (i) together with use of VHF transmitters;

(iii) a 4 channel cockpit voice recorder and a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane: the flight path, attitude, the basic lift, thrust and drag forces acting upon it, the selection of high lift devices (if any) and airbrakes (if any), the position of primary flying control and pitch trim surfaces, outside air temperature, instrument landing deviations, use of automatic flight control systems, use of VHF transmitters, radio altitude (if any), the level or availablity of essential AC electricity supply and cockpit warnings relating to engine fire and engine shut-down, cabin pressurisation, presence of smoke and hydraulic/pneumatic power supply;

(iv) either a cockpit voice recorder and a flight data recorder or a combined cockpit voice recorder/ flight data recorder cabable in either case of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane: the flight path, speed, attitude, engine power, outside air temperature, configuration of lift and drag devices, use of VHF transmitters and use of automatic flight control systems;

(v) a cockpit voice recorder and a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane: the flight path, speed, attitude, engine power, outside air temperature, configuration of lift and drag devices, use of VHF transmitters and use of automatic flight control systems;

(vi) a cockpit voice recorder and a flight data recorder capable of recording by reference to a time scale the data required to determine the following matters accurately in respect of the aeroplane: the flight path, speed, attitude, engine power, outside air temperature, instrument landing system deviations, marker beacon passage, radio altitude, configuration of the landing gear and lift and

drag devices, position of primary flying contols, pitch trim position, use of automatic flight control systems, use of VHF transmitters, ground speed/drift angle or latitude/longitude if the navigational equipment provided in the aeroplane is of such a nature as to enable this information to be recorded with reasonable practicability, cockpit warnings relating to ground proximity and the master warning system;

(vii) an aircraft shall not be required to carry the said equipment, if before take-off the equipment is found to be unservicable and the aircraft flies in accordance with arrangements approved by the Authority.

The cockpit voice recorder or flight data recorder or combined cockpit voice recorder/flight data recorder, as the case may be, shall be so constructed that the record would be likely to be preserved in the event of an accident.

**Scale SS**

Subject to sub-paragraph (iv), a 4 channel cockpit voice recorder capable of recording and retaining the data recorded during at least the last 30 minutes of its operation and a flight data recorder capable of recording and retaining the data recorded during at least the last 8 hours of its operation being the data required to determine by reference to a time scale the following matters accurately in respect of the helicopter or gyroplane:

(a) flight path;

(b) speed;

(c) attitude;

(d) engine power;

(e) main rotor speed;

(f) outside air temperature;

(g) position of pilot's primary flight controls;

(h) use of VHF transmitters;

(j) use of automatic flight controls (if any);

(k) use of stability augmentation system (if any);

(l) cockpit warnings relating to the master warning system; and

(m) selection of hydraulic system and cockpit warnings of failure of essential hydraulic systems.

(ii) Subject to sub-paragraph (iv), a 4 channel cockpit voice recorder capable of recording and retaining the data recorded during at least the last 30 minutes of its operation and a flight data recorder capable of recording and retaining the data recorded during at least the last 8 hours of its operation being the data required to determine by reference to a time scale the information specified in paragraph (i) together with the following matters accurately in respect of the helicopter or gyroplane:

(n) landing gear configuration;

(p) indicated sling load force if an indicator is provided in the helicopter or gyroplane of such a nature as to enable this information to be recorded with reasonable practicability;

(q) radio altitude;

(r) instrument landing system deviations;

(s) marker beacon passage;

(t) ground speed/drift angle or latitude/longitude if the navigational equipment provided in the helicopter or gyroplane is of such a nature as to enable this information to be recorded with reasonable practicability; and

(u) main gear box oil temperature and pressure.

(iii) Subject to sub-paragraph (iv):

(a) A combined cockpit voice recorder/flight data recorder which meets the following requirements:

(aa) in the case of a helicopter or gyroplane which is otherwise required to carry a flight data recorder specified at paragraph (i) the flight data recorder shall be capable of recording the data specified therein and retaining it for the duration therein specified;

(bb) in the case of a helicopter or gyroplane which is otherwise required to carry a flight data recorder specified at paragraph (ii), the flight data recorder shall be capable of recording the data specified therein and retaining it for the duration therein specified;

(cc) the cockpit voice recorder shall be capable of recording and retaining at least the last hour of cockpit voice recording information on not less than three separate channels.

(b) (aa) In any case when a combined cockpit voice recorder/flight data recorder specified at paragraph (iii)(a) is required to be carried by or under this Order, the flight data recorder shall be capable, subject to sub-paragraph (bb), of retaining as protected data the data recorded during at least the last 5 hours of its operation or the maximum duration of the flight, whichever is the greater. It shall also be capable of retaining additional data as unprotected data for a period which together with the period for which protected data is required to be retained amounts to a total of 8 hours.

(bb) The flight data recorder need not be capable of retaining the said additional data if additional data is retained which relates to the period immediately preceding the period to which the required protected data relates or for such other period or periods as the Authority may permit pursuant to article 45 of this Order and the additional data is retained in accordance with arrangements approved by the Authority.

(iv) A helicopter or gyroplane shall not be required to carry the said equipment if, before take-off, the equipment is found to be unserviceable and the aircraft flies in accordance with arrangements approved by the Authority.

With the exception of flight data which it is expressly stated above may be unprotected, the cockpit voice recorder, flight data recorder or combined cockpit voice recorder and flight data recorder, as the case may be, shall be so constructed and installed that the record (herein referred to as "protected data") would be likely to be preserved in the event of an accident and each cockpit voice recorder, flight data recorder or combined cockpit voice recorder/flight data recorder required to be carried on the helicopter or gyroplane shall have attached an automatically activated underwater sonar location device or an emergency locator radio transmitter.

**Scale T**

An underwater sonar location device except in respect of those helicopters or gyroplanes which are required to carry equipment in accordance with Scale SS.

**Scale U**

(a) 1 survival beacon radio apparatus;

(b) marine type pyrotechnical distress signals;

(c) for each 4 or proportion of 4 persons on board, 100 grammes of glucose toffee tablets;

(d) for each 4 or proportion of 4 persons on board, ½ litre of fresh water in durable containers;

(e) first aid eqiuipment.

**Scale V**

(a) 1 survival beacon radio apparatus;

(b) marine type pyrotechnical distress signals;

(c) for each 4 or proportion of 4 persons on board, 100 grammes of glucose toffee tablets;

(d) for each 4 or proportion of 4 persons on board, ½ litre of fresh water in durable containers;

(e) first aid equipment;

(f) for every 75 or proportion of 75 persons on board, 1 stove suitable for use with aircraft fuel;

(g) 1 cooking utensil, in which snow or ice can be melted;

(h) 2 snow shovels;

(i) 2 ice saws;

(j) single or multiple sleeping-bags, sufficient for the use of one-third of all persons on board;

(k) 1 Arctic suit for each member of the crew of the aircraft.

**Scale W**

(i) Subject to sub-paragraph (ii), cosmic radiation detection equipment calibrated in millirems per hour and capable of indicating the action and alert levels of radiation dose rate.

(ii) An aircraft shall not be required to carry the said equipment if before take-off the equipment is found to be unserviceable and it is not reasonably practicable to repair or replace it at the aerodrome of departure and the radiation forecast available to the commander of the aircraft indicates that hazardous radiation conditions are unlikely to be encountered by the aircraft on its intended route or any planned diversion therefrom.

**Scale X**

(i) Subject to paragraph (ii), equipment capable of giving warning to the pilot of the potentially hazardous proximity of ground or water.

(ii) If the equipment becomes unserviceable, the aircraft may fly or continue to fly until it first lands at a place at which it is reasonably practicable for the equipment to be repaired or replaced.

**Scale Y**

(i) If the aircraft may in accordance with its certificate of airworthiness carry more than 19 and less than 100 passengers, one portable battery-powered megaphone capable of conveying instructions to all persons in the passenger compartment and readily available for use by a member of the crew.

(ii) If the aircraft may in accordance with its certificate of airworthiness carry more than 99 and less than 200 passengers, 2 portable battery-powered megaphones together capable of conveying instructions to all persons in the passenger compartment and each readily available for use by a member of the crew.

(iii) If the aircraft may in accordance with its certificate of airworthiness carry more than 199 passengers, 3 portable battery-powered megaphones together capable of conveying instructions to all persons in the passenger compartment and each readily available for use by a member of the crew.

(iv) If the aircraft may in accordance with its certificate of airworthiness carry more than 19 passengers:

(a) a public address system; and

(b) an interphone system of communication between members of the flight crew and the cabin attendants.

**Scale Z**

(i) An emergency lighting system to provide illumination in the passenger compartment sufficient to facilitate the evacuation of the aircraft notwithstanding the failure of the lighting systems specified in paragraph (ii) of Scale G.

(ii) An emergency lighting system to provide illumination outside the aircraft sufficient to facilitate the evacuation of the aircraft.

(a) (iii) (a) Subject to sub-paragraph (b), an emergency floor path lighting system in the passenger compartment sufficient to facilitate the evacuation of the aircraft notwithstanding the failure of the lighting systems specified in paragraph (ii) of Scale G.

(b) If the equipment specified in sub-paragraph (a) becomes unserviceable the aircraft may fly or continue to fly in accordance with arrangements approved by the Authority.

## SCHEDULE 5

Article 15

## RADIO AND RADIO NAVIGATION EQUIPMENT TO BE CARRIED IN AIRCRAFT

**1.** Every aircraft shall be provided, when flying in the circumstances specified in the first column of the Table set forth in paragraph 2 of this Schedule, with the scales of equipment respectively indicated in that Table:

Provided that, if the aircraft is flying in a combination of such circumstances the scales of equipment shall not on that account be required to be duplicated.

**2.** Table

| *Aircraft and Circumstances of Flight* | *Scale of Equipment Required* | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | H |
| (1) All aircraft within the United Kingdom: | | | | | | | | |
| (a) when flying under Instrument Flight Rules | A(a)* | | | | E* | F* | | |

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

| *Aircraft and Circumstances of Flight* | *Scale of Equipment Required* | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | H |
| | within controlled airspace notified for the purposes of this sub-paragraph | | | | | | | |
| when (b) flying within controlled airspace notified for the purposes of this sub-paragraph | A(*) | | | | | | | |
| when (c) making an approach to landing at an aerodrome notified for the purpose of this sub-paragraph | | | | | | | G | |
| (2) All aircraft | | | | | | | | |

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

| *Aircraft and Circumstances of Flight* | *Scale of Equipment Required* | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | H |
| (other than gliders) within the United Kingdom | | | | | | | | |
| (a) when flying at or above flight level 245 | A* | | | | E* | F* | | |
| (b) when flying within airspace notified for the purposes of this sub-paragraph | A* | | | | E* | | | |
| (c) when flying at or above flight level 100 | | | | | E* | | | |
| (3) All aircraft registered in the United Kingdom, wherever | | | | | | | | |

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

| *Aircraft and Circumstances of Flight* | *Scale of Equipment Required* | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | H |
| they may be | | | | | | | | |
| when (a) flying for the purpose of public transport under Instrument Flight Rules: | | | | | | | | |
| (i) while making an approach to landing | A | | C | D | | | | H |
| (ii) on all other occasions | A | | C | | | | | H |
| subject (c) to sub-paragraph (d), | A(b) | | | | | | | H |
| (b) multi-engined aircraft when flying for the purpose of public transport under Visual | | | | | | | | |

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

| *Aircraft and Circumstances of Flight* | *Scale of Equipment Required* | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | H |
| | Flight Rules | | | | | | | |
| subject (c) to sub-paragraph (d), | (c) single-engined aircraft when flying for the purpose of public transport under Visual Flight Rules: | | | | | | | |
| (i) over a route on which navigation is effected solely by visual reference to landmarks | A | | | | | | | |
| (ii) on all other occasions | A | B | | | | | | |
| Aircraft which come within | (d) | | | | | | | |

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

| *Aircraft and Circumstances of Flight* | *Scale of Equipment Required* | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | H |
| | paragraphs 3(b) and 3(c) above solely by virtue of the provisions of article 118(2)(c) may carry instead of the requirements of the said paragraphs 3(b) and 3(c): | | | | | | | |
| (aa) over a route on which navigation is not effected solely by visual reference to landmarks | A | B | | | | | | |

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

| *Aircraft and Circumstances of Flight* | *Scale of Equipment Required* | | | | | | | |
|---|---|---|---|---|---|---|---|---|
| | A | B | C | D | E | F | G | H |
| (bb) over water, beyond gliding distance from any land | A | | | | | | | |
| (c) when flying under Instrument Flight Rules within controlled airspace and not required to comply with paragraph 3(a) above | A(*) | | | | | | | |

* Unless the appropriate air traffic control unit otherwise permits in relation to the particular flight and provided that the aircraft complies with any instructions which the air traffic control unit may give in the particular case.

**3.** The scales of radio and radio navigation equipment indicated in the foregoing Table shall be as follows:

**Scale A**

Radio equipment capable of maintaining direct two-way communication with the appropriate aeronautical radio stations.

**Scale B**

Radio navigation equipment capable of enabling the aircraft to be navigated on the intended route including such equipment as may be prescribed.

**Scale C**

Radio equipment capable of receiving from the appropriate aeronautical radio stations meteorological broadcasts relevant to the intended flight.

**Scale D**

Radio navigation equipment capable of receiving signals from one or more aeronautical radio stations on the surface to enable the aircraft to be guided to a point from which a visual landing can be made at the aerodrome at which the aircraft is to land.

**Scale E**

Secondary surveillance radar equipment.

**Scale F**

Radio and radio navigation equipment capable of enabling the aircraft to be navigated along the intended route including either:

(a) (i) automatic direction finding equipment;

(ii) distance measuring equipment; and

(iii) VHF omni-range equipment; or

(b) Equipment, including the Decca Flight Log, which will enable the aircraft to be navigated by means of signals received from radio navigation land stations forming part of the Decca radio navigation system and which provides the pilot with a visual indication of the aircraft's position relative to the intended route.

**Scale G**

Radio navigation equipment capable of enabling the aircraft to make an approach to landing using the Instrument Landing System.

**Scale H**

Radio navigation equipment capable of enabling the aircraft to be navigated on the intended route including:

(a) automatic direction finding equipment;

(b) distance measuring equipment;

(c) duplicated VHF omni-range equpment; and

(d) a 75 MHz marker beacon receiver.

Except that:

an aircraft may fly notwithstanding that it does not carry the equipment specified in this Scale if it carries alternative radio navigation equipment or navigational equipment approved by the Authority in writing in accordance with the provisions of article 14(7) of this Order;

where not more than one item of equipment specified in this Scale is unserviceable when the aircraft is about to begin a flight, the aircraft may nevertheless take off on that flight if:

(i) it is not reasonably practicable for the repair or replacement of that item to be carried out before the beginning of the flight:

(ii) the aircraft has not made more than one flight since the item was last serviceable; and

(iii) the commander of the aircraft has satisfied himself that, taking into account the latest information available as to the route and aerodrome to be used (including

any planned diversion) and the weather conditions likely to be encountered, the flight can be made safely and in accordance with any relevant requirements of the appropriate air traffic control unit.

**4.** In this Schedule:

(1) "automatic direction finding equipment" means radio navigation equipment which automatically indicates the bearing of any radio station transmitting the signals received by such equipment;

(2) "VHF omni-range equipment" means radio navigation equipment capable of giving visual indications of bearings of the aircraft by means of signals received from very high frequency omni-directional radio ranges;

(3) "distance measuring equipment" means radio equipment capable of providing a continuous indication of the aircraft's distance from the appropriate aeronautical radio stations; and

(4) "secondary surveillance radar equipment" means such type of radio equipment as may be notified as being capable of (a) replying to an interrogation from secondary surveillance radar units on the surface and (b) being operated in accordance with such instructions as may be given to the aircraft by the appropriate air traffic control unit.

## SCHEDULE 6

Article 17

## AIRCRAFT ENGINE AND PROPELLER LOG BOOKS

**1.** Aircraft Log Book

The following entries shall be included in the aircraft log book:

(a) the name of the constructor, the type of the aircraft, the number assigned to it by the constructor and the date of the construction of the aircraft;

(b) the nationality and registration marks of the aircraft;

(c) the name and address of the operator of the aircraft;

(d) the date of each flight and the duration of the period between take-off and landing, or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-offs and landings on that day;

(e) subject to sub-paragraph (h), particulars of all maintenance work carried out on the aircraft or its equipment;

(f) subject to sub-paragraph (h), particulars of any defects occurring in the aircraft or in any equipment required to be carried therein by or under this Order, and of the action taken to rectify such defects including a reference to the relevant entries in the technical log required by article 10(2) and (3) of this Order;

(g) subject to sub-paragraph (h), particulars of any overhauls, repairs, replacements and modifications relating to the aircraft or any such equipment as aforesaid;

(h) entries shall not be required to be made under sub-paragraphs (c), (f) and (g) in respect of any engine or variable pitch propeller.

**2.** Engine Log Book

The following entries shall be included in the engine log book:

(a) the name of the constructor, the type of engine, the number assigned to it by the constructor and the date of the construction of the engine;

(b) the nationality and registration marks of each aircraft in which the engine is fitted;

(c) the name and address of the operator of each such aircraft;

(d) either:

(i) the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-offs and landings on that day; or

(ii) the aggregate duration of periods between take-off and landing for all flights made by that aircraft since the immediately preceding occasion that any maintenance overhaul, repair, replacement, modification or inspection was undertaken on the engine;

(e) particulars of all maintenance work done on the engine;

(f) particulars of any defects occurring in the engine, and of the rectification of such defects, including a reference to the relevant entries in the technical log required by article 11(2) and (3) of this Order;

(g) particulars of all overhauls, repairs, replacements and modifications relating to the engine or any of its accessories.

**3.** Variable Pitch Propeller Log Book

The following entries shall be included in the variable pitch propeller log book:

(a) the name of the constructor, the type of propeller, the number assigned to it by the constructor and the date of the construction of the propeller;

(b) the nationality and registration marks of each aircraft, and the type and number of each engine, to which the propeller is fitted;

(c) the name and address of the operator of each such aircraft;

(d) either:

(i) the date of each flight and the duration of the period between take-off and landing or, if more than one flight was made on that day, the number of flights and the total duration of the periods between take-offs and landings on that day; or

(ii) the aggregate duration of periods between take-off and landing for all flights made by that aircraft since the immediately preceding occasion that any maintenance overhaul, repair, replacement, modification or inspection was undertaken on the propeller;

(e) particulars of all maintenance work done on the propeller;

(f) particulars of any defects occurring in the propeller, and of the rectification of such defects, including a reference to the relevant entries in the technical log required by article 11(2) and (3) of this Order;

(g) particulars of any overhauls, repairs, replacements and modifications relating to the propeller.

## SCHEDULE 7

Article 20(4)

**Areas specified in connection with the Carriage of Flight Navigators as members of the Flight Crews or Approved Navigational Equipment on Public Transport Aircraft**

The following areas are hereby specified for the purposes of article 20(4) of this Order:

Area A—Arctic

All that area north of latitude 68° north, but excluding any part thereof within the area enclosed by rhumb lines joining successively the following points:

68° north latitude 00° east/west longitude

73° north latitude 15° east longitude

73° north latitude 30° east longitude

68° north latitude 45° east longitude

68° north latitude 00° east/west longitude

Area B—Antarctic

All that area south of latitude 55° south.

Area C—Sahara

All that area enclosed by rhumb lines joining successively the following points:

30° north latitude 05° west longitude

24° north latitude 11° west longitude

14° north latitude 11° west longitude

14° north latitude 28° east longitude

24° north latitude 28° east longitude

28° north latitude 23° east longitude

30° north latitude 15° east longitude

30° north latitude 05° west longitude

Area D—South America

All that area enclosed by rhumb lines joining successively the following points:

04° north latitude 72° west longitude

04° north latitude 60° west longitude

08° south latitude 42° west longitude

18° south latitude 54° west longitude

18° south latitude 60° west longitude

14° south latitude 72° west longitude

05° south latitude 76° west longitude

04° north latitude 72° west longitude

Area E—Pacific Ocean

All that area enclosed by rhumb lines joining successively the following points:

60° north latitude 180° east/west longitude

20° north latitude 128° east longitude

04° north latitude 128° east longitude

04° north latitude 180° east/west longitude

55° south latitude 180° east/west longitude

55° south latitude 82° west longitude

25° south latitude 82° west longitude

60° north latitude 155° west longitude

60° north latitude 180° east/west longitude

Area F—Australia

All that area enclosed by rhumb lines joining successively the following points:

18° south latitude 123° east longitude

30° south latitude 118° east longitude

30° south latitude 135° east longitude

18° south latitude 123° east longitude

Area G—Indian Ocean

All that area enclosed by rhumb lines joining successively the following points:

35° south latitude 110° east longitude

55° south latitude 180° east/west longitude

55° south latitude 10° east longitude

40° south latitude 10° east longitude

25° south latitude 60° east longitude

20° south latitude 60° east longitude

05° south latitude 43° east longitude

10° north latitude 55° east longitude

10° north latitude 73° east longitude

04° north latitude 77° east longitude

04° north latitude 92° east longitude

10° south latitude 100° east longitude

10° south latitude 110° east longitude

35° south latitude 110° east longitude

Area H—North Atlantic Ocean

All that area enclosed by rhumb lines joining successively the following points:

55° north latitude 15° west longitude

68° north latitude 28° west longitude

68° north latitude 60° west longitude

45° north latitude 45° west longitude

40° north latitude 60° west longitude

40° north latitude 19° west longitude

55° north latitude 15° west longitude

Area I—South Atlantic Ocean

All that area enclosed by rhumb lines joining successively the following points:

40° north latitude 60° west longitude

18° north latitude 60° west longitude

05° south latitude 30° west longitude

55° south latitude 55° west longitude

55° south latitude 10° east longitude

40° south latitude 10° east longitude

02° north latitude 05° east longitude

02° north latitude 10° west longitude
15° north latitude 25° west longitude
40° north latitude 19° west longitude
40° north latitude 60° west longitude

Area J—Northern Canada

All that area enclosed by rhumb lines joining successively the following points:

68° north latitude 130° west longitude
55° north latitude 115° west longitude
55° north latitude 70° west longitude
68° north latitude 60° west longitude
68° north latitude 130° west longitude

Area K—Northern Asia

All that area enclosed by rhumb lines joining successively the following points:

68° north latitude 56° east longitude
68° north latitude 160° east longitude
50° north latitude 125° east longitude
50° north latitude 56° east longitude
68° north latitude 56° east longitude

Area L—Southern Asia

All that area enclosed by rhumb lines joining successively the following points:

50° north latitude 56° east longitude
50° north latitude 125° east longitude
40° north latitude 110° east longitude
30° north latitude 110° east longitude
30° north latitude 80° east longitude
35° north latitude 80° east longitude
35° north latitude 56° east longitude
50° north latitude 56° east longitude

## SCHEDULE 8

Article 22

## FLIGHT CREW OF AIRCRAFT—LICENCES AND RATINGS

# PART A—

# LICENCES

*MINIMUM AGE, PERIOD OF VALIDITY, PRIVILEGES*

**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 the licence shall be entitled to fly as pilot in command or co-pilot of an aeroplane of any of the types specified or otherwise falling within the aircraft rating included in the licence.

(a) (2) (a) He shall not fly such an aeroplane for the purpose of public transport or aerial work save as hereinafter provided:

(i) he may fly such an aeroplane for the purpose of aerial work which consists of:

(aa) the giving of instruction in flying, if his licence includes a flying instructor's rating or an assistant flying instructor's rating:

or

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

in either case in an aeroplane owned, or operated under arrangements entered into, by a flying club of which the person giving the instruction or conducting the test and the person receiving the instruction or undergoing the test are both members;

(ii) he may fly such an aeroplane for the purpose of aerial work which consists of:

(aa) towing a glider in flight; or

(bb) a flight for the purpose of dropping of persons by parachute;

in either case in an aeroplane owned, or operated under arrangments 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) He shall not receive any remuneration for his services as a pilot on a flight save that if his licence includes a flying instructor's 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) He shall not, unless his licence includes an instrument rating (aeroplanes) or an instrument meteorological conditions rating (aeroplanes), fly as a pilot in command of such an aeroplane:

(i) on a flight outside controlled airspace notified for the purposes of this Schedule:

(aa) when the flight visibility is less than 3 km; or

(bb) when any passenger is carried and the aeroplane is flying either above 3000 ft above mean sea level in conditions such that it cannot remain at least 1800 metres horizontally and 1000 ft vertically away from cloud and in a flight visibility of at least 10 km or at or below 3000 ft above mean sea level in a flight visibility of less than 5 km;

(ii) on a special VFR flight in a control zone in a flight visibility of less than 10 km except on a route or in an aerodrome traffic zone notified for the purpose of this sub-paragraph;

(iii) out of sight of the surface; and

(d) He shall not fly as pilot in command of such an aeroplane at night unless:

(i) his licence includes a night rating (aeroplanes); and

(ii) his licence includes an instrument rating (aeroplanes) or 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.

(e) He shall not unless his licence includes an instrument rating (aeroplanes) fly as pilot in command or co-pilot of such an aeroplane flying in airspace notified for the purposes of this Schedule:

(i) in conditions such that he cannot comply with the specified minimum weather provisions; or

(ii) in circumstances which require compliance with the Instrument Flight Rules.

Basic Commercial Pilot's Licence (Aeroplanes)

Minimum Age—18 years

Maximum Period of Validity—10 years

Privileges:

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

(a) (2) (a) Subject to sub-paragraph (b), he shall be entitled to fly as pilot in command of an aeroplane of a type specified in Part 1 of the aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever.

(b) (i) He shall not 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 aircraft.

(ii) He shall not fly such an aeroplane on a flight for the purpose of public transport if its maximum total weight authorised exceeds 2300 kg.

(iii) He shall not fly such an aeroplane on any scheduled journey.

(iv) He shall not 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.

(v) He shall not fly such an aeroplane on a flight for the purpose of public transport after he attains the age of 60 years unless the aeroplane is fitted with dual controls and carries a second pilot who has not attained the age of 60 years and who holds an appropriate licence under this Order entitling him to act as pilot in command or co-pilot of that aeroplane.

(vi) He shall not fly such an aeroplane at night, unless:

(aa) his licence includes a night rating (aeroplanes); and

(bb) his licence includes an instrument rating (aeroplanes) or he has within the immediately preceding 13 months carried out as pilot in command not less than 5 take-offs and landings at a time when the depression of the centre of the sun was not less than 12° below the horizon.

(vii) He shall not, unless his licence includes an instrument rating (aeroplanes) or an instrument meteorological conditions rating (aeroplanes), fly as pilot in command of such an aeroplane:

(aa) on a flight outside controlled airspace notified for the purposes of this Schedule:

(aaa) when the flight visibility is less than 3 km; or

(bbb) when any passenger is carried and the aeroplane is flying either above 3000 ft above mean sea level in conditions such that it cannot remain at least 1800 metres horizontally and 1000 ft vertically away from cloud and in a flight visibility of at least 10 km or at or below 3000 ft above mean sea level in a flight visibility of less that 5 km;

(bb) 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;

(cc) out of sight of the surface.

(viii) He shall not unless his licence includes an instrument rating (aeroplanes) fly as pilot in command or co-pilot of such an aeroplane flying in airspace notified for the purposes of this Schedule:

(i) in conditions such that he cannot comply with the specified minimum weather provisions; or

(ii) in circumstances which require compliance with the Instrument Flight Rules.

(a) (3) (a) Subject to sub-paragraph (b), he shall be entitled to fly as pilot in command of an aeroplane of a type specified in any flying instructor's rating or assistant flying instructor's rating included in the licence on a flight for the purpose of aerial work which consists of:

(i) the giving of instruction in flying; or

(ii) 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.

(b) He shall not be entitled to exercise the privileges contained in this paragraph 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.

(4) He shall be entitled to fly as co-pilot of any aeroplane of a type specified in the 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 aircraft and the aeroplane is certificated for single pilot operation.

(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 aeroplane on a flight for the purpose of public transport.

Commercial Pilot's Licence (Aeroplanes)

Minimum Age—18 years

Maximum Period of Validity—10 years

Privileges:

(1) The holder of the licence shall be entitled to exercise the privileges of a Private Pilot's Licence (Aeroplanes) which includes an instrument meteorological conditions rating (aeroplanes) and a night rating (aeroplanes) and shall be entitled to fly as pilot in command of an aeroplane:

(a) on a special VFR flight notwithstanding that the flight visibility is less than 3 km; and

(b) when the aeroplane is taking off or landing at any place notwithstanding that the flight visibility below cloud is less than 1800 metres.

(a) (2) (a) Subject to sub-paragraph (b), he shall be entitled to fly as pilot in command of an aeroplane of a type specified in Part 1 of the aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever.

(b) (i) He shall not, unless his licence includes an instrument rating (aeroplanes), fly such an aeroplane on any scheduled journey.

(ii) He shall not fly such an aeroplane at night unless his licence includes an instrument rating (aeroplanes) or 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.

(iii) He shall not, unless his licence includes an instrument rating (aeroplanes) 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.

(iv) He shall not fly such an aeroplane on a flight for the purpose of public transport unless it is certificated for single pilot operation.

(v) He shall not 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.

(vi) He shall not unless his licence includes an instrument rating (aeroplanes) fly as pilot in command or co-pilot of such an aeroplane flying in airspace notified for the purposes of this Schedule:

(aa) in conditions such that he cannot comply with the specified minimum weather provisions; or

(bb) in circumstances which require compliance with the Instrument Flight Rules.

(a) (3) (a) Subject to sub-paragraph (b), he shall be entitled to fly as pilot in command of an aeroplane of a type specified in any flying instructor's rating or assistant flying instructor's rating included in the licence on a flight for the purpose of aerial work which consists of:

(i) the giving of instruction in flying; or

(ii) 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.

(b) He shall not be entitled to execise privileges contained in this paragraph 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.

(a) (4) (a) Subject to sub-paragraph (b), he shall be entitled to fly as co-pilot of any aeroplane of a type specified in the aircraft rating included in the licence when the aeroplane is engaged on a flight for any purpose whatsoever.

(b) He shall not act as co-pilot of any aeroplane whose maximum total weight authorised exceeds 20,000 kg. on any flight for the purpose of public transport after he attains the age of 60 years.

(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 aeroplane on a flight for the purpose of public transport.

Senior Commercial Pilot's Licence (Aeroplanes)

Minimum Age—21 years

Maximum Period of Validity—10 years or until 3rd December 1994 (whichever is the earlier)

Privileges:

The holder of the licence shall be entitled to exercise the privileges of a Commercial Pilot's Licence (Aeroplanes) except that sub-paragraph (2)(b)(iv) of those privileges shall not apply and he shall not act as pilot in command of an aeroplane on a flight for the purpose of public transport if its maximum total weight authorised exceeds 20,000 kg.

Airline Transport Pilot's Licence (Aeroplanes)

Minimum Age—21 years

Maximum Period of Validity—10 years

Privileges:

The holder of the licence shall be entitled to exercise the privileges of a Commercial Pilot's Licence (Aeroplanes) except that sub-paragraph (2)(b)(iv) of those privileges shall not apply and the holder of the licence shall not at any time after he attains the age of 60 years act as pilot in command or co-pilot of any aeroplane for the purpose of public transport if its maximum total weight authorised exceeds 20,000 kg.

**2.** Helicopter and Gyroplane Pilots

Private Pilot's Licence (Helicopers and Gyroplanes)

Minimum Age—17 years.

No Maximum Period of Validity.

Privileges:

(1) Subject to paragraph (2), the holder of the licence shall be entitled to fly as pilot in command or co-pilot of a helicopter or a gyroplane of any of the types specified in the aircraft rating included in the licence.

(a) (2) (a) He shall not fly such a helicopter or gyroplane for the purpose of public transport or aerial work other than aerial work which consists of:

(i) the giving of instruction in flying if his licence includes a flying instructor's rating 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 or 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) He shall not 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) He shall not fly as pilot in command of such a gyroplane at night unless his licence includes a night rating (helicopters and gyroplanes) and 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.

(d) He shall not fly as pilot in command of such a helicopter at night unless:

(i) his licence includes a night rating (helicopters and gyroplanes); and

(ii) his licence includes an instrument rating (helicopters) or he has within the immediately preceding 13 months carried out as pilot in command not less than 5 flights, each consisting of a take-off, a transition from hover to forward flight, a climb to at least 500 feet and a landing, at a time when the depression of the centre of the sun was not less than 12° below the horizon.

(e) He shall not unless his licence includes an instrument rating (helicopters) fly as pilot in command or co-pilot of such a helicopter flying in airspace notified for the purposes of this Schedule:

(i) in conditions such that he cannot comply with the specified minimum weather provisions; or

(ii) in circumstances which require compliance with the Instrument Flight Rules.

Commercial Pilot's Licence (Helicopters and Gyroplanes)

Minimum Age—18 years.

Maximum Period of Validity—10 years.

Privileges:

(1) The holder of the licence shall be entitled to exercise the privileges of a Private Pilot's Licence (Helicopters and Gyroplanes) which includes a night rating (helicopters and gyroplanes).

(a) (2) (a) Subject to sub-paragraph (b), he shall be entitled to fly as pilot in command of any helicopter or gyroplane specified in Part I of the aircraft rating included in the licence when the helicopter or gyroplane is engaged on a flight for any purpose whatsoever.

(b) (i) He shall not, unless his licence includes an instrument rating (helicopters) fly such a helicopter on any scheduled journey or on any flight for the purpose of public transport in conditions such that the helicopter cannot comply with the specified minimum weather provisions.

(ii) He shall not fly such a helicopter or gyroplane on a flight for the purpose of public transport unless it is certificated for single pilot operation.

(iii) He shall not 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.

(iv) He shall not fly such a helicopter at night unless his licence includes an instrument rating (helicopters) or he has within the immediately preceding 13 months carried out as pilot in command not less than 5 flights, each consisting of a take-off, a transition from hover to forward flight, a climb to at least 500 feet and a landing, at a time when the depression of the centre of the sun was not less than 12° below the horizon.

(v) He shall not fly such a helicopter or gyroplane on any flight for the purpose of public transport after he attains the age of 60 years unless the helicopter or 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 helicopter or gyroplane.

(vi) He shall not unless his licence includes an instrument rating (helicopters) fly as pilot in command or co-pilot of such a helicopter flying in airspace notified for the purposes of this Schedule:

(aa) in conditions such that he cannot comply with the specified minimum weather provisions; or

(bb) in circumstances which require compliance with the Instrument Flight Rules.

(a) (3) (a) Subject to sub-paragraph (b), he shall be entitled to fly as co-pilot of any helicopter or gyroplane specified in the aircraft rating included in the licence when the helicopter or gyroplane is engaged on a flight for any purpose whatsoever.

(b) He shall not act as co-pilot of any helicopter or gyroplane whose maximum total weight authorised exceeds 20,000 kilogrammes on any flight for the purpose of public transport after he attains the age of 60 years.

(4) 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 (Helicopter and Gyroplanes)

Minimum Age—21 years

Maximum Period of Validity—10 years

Privileges:

The holder of the licence shall be entitled to exercise the privileges of a Commercial Pilot's Licence (Helicopters and Gyroplanes) except that sub-paragraph (2)(b)(ii) of those privileges shall not apply and the holder of the licence shall not at any time after he attains the age of 60 years act as pilot in command or co-pilot of any helicopter or gyroplane for the purpose of public transport if its maximum total weight authorised exceeds 20,000 kilogrammes.

**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 the licence shall be entitled to fly as pilot in command of any type of balloon or airship specified in Part 1 of the aircraft rating included in the licence and co-pilot of any type of balloon or airship specified in such aircraft rating.

(a) (2) (a) He shall not 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) He shall not 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) He shall not 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 the licence shall be entitled to exercise the privileges of a Private Pilot's Licence (Balloons and Airships).

(a) (2) (a) Subject to sub-paragraph (b), 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.

(b) 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.

In respect of the privileges of a Private Pilot's Licence the maximum period of validity shall be as given for that licence.

Commercial Pilot's Licence (Airships)

Minimum Age—18 years

Maximum Period of Validity—10 years

Privileges:

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

(2) He shall be entitled to fly, when the airship is flying for any purpose whatsover, as pilot in command of any type of airship specified in Part 1 of the aircraft rating included in the licence and as co-pilot of any type of airship specified in such aircraft rating.

**4.** Glider Pilots

Commercial Pilot's Licence (Gliders)

Minimum Age—18 years

Maximum Period of Validity—10 years

Privileges:

The holder of the licence 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.

**5.** Other Flight Crew

Flight Navigator's Licence

Minimum Age—21 years

Maximum Period of Validity—10 years

Privileges:

The holder of the 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 the licence shall be entitled to act as flight engineer in any type of aircraft specified in the aircraft rating included in the licence.

Flight Radiotelephony Operator's General Licence

Minimum Age—18 years

Maximum Period of Validity—10 years

Privileges:

The holder of the licence shall be entitled to operate radiotelephony apparatus in any aircraft.

Flight Radiotelphony Operator's Restricted Licence

Minimum Age—17 years

Maximum Period of Validity—10 years

Privileges:

The holder of the 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.

Flight Radiotelegraphy Operator's Licence

Minimum Age—20 years

Maximum Period of Validity—12 months

Privileges:

The holder of the licence shall be entitled to operate radiotelegraphy and radiotelephony appraratus in any aircraft.

Flight Radiotelegraphy Operator's Temporary Licence

Minimum Age—18 years

Maximum Period of Validity—12 months

Privileges:

The holder of the licence shall be entitled to operate radiotelegraphy and radiotelephony apparatus in any aircraft under the supervision of a person who is the holder of a flight radiotelegraphy operator's licence.

# PART B—

## RATINGS

**1.** The following ratings may be included in a pilot's licence granted under Part IV of this Order, 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 Ratings: The licence shall entitle the holder to act as pilot of aircraft of the types specified in the aircraft rating and different types of aircraft may be specified in respect of different privileges of a licence.

Instrument Meteorological Conditions Rating (Aeroplanes) shall entitle the holder of a private pilot's licence (aeroplanes) or a basic commercial pilot's licence (aeroplanes) to fly as pilot in command of an aeroplane without being subject to the restrictions contained respectively in paragraphs 2(c) or (2)(b)(vii) of the privileges of such licences set out in Part A of this Schedule provided that he shall not fly:

(a) on a special VFR flight in a control zone in a flight visibility of less than 3 km;

(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 (Aeroplanes) shall entitle the holder of the licence to act as pilot in command or co-pilot of an aeroplane flying in airspace notified for the purposes of this Schedule either

in conditions such that he cannot comply with the specified minimum weather provisions or in circumstances which require compliance with the Instrument Flight Rules.

Instrument Rating (Helicopters) shall entitle the holder of the licence to act as pilot in command or co-pilot of a helicopter flying in airspace notified for the purposes of this Schedule either in conditions such that he cannot comply with the specified minimum weather provisions or in circumstances which require compliance with the Instrument Flight Rules.

Night Rating (Aeroplanes) shall entitle the holder of a private pilot's licence (aeroplanes) or a basic commercial pilot's licence (aeroplanes) to act as pilot in command of an aeroplane at night.

Night Rating (Helicopters and Gyroplanes) shall entitle the holder of a private pilot's licence (helicopters and gyroplanes) to act as pilot in command of a helicopter or gyroplane at night.

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 as may be specified in the rating for that purpose.

Assistant Flying Instructor's Rating shall:

(a) subject to sub-paragraph (b), entitle the holder of the licence to give instruction in flying aircraft of such types as may be specified in the rating for that purpose;

(b) (i) 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;

(ii) an assistant flying instructor's 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:

(aa) his first solo flight;

(bb) his first solo flight by night;

(cc) his first solo cross-country flight otherwise than by night; or

(dd) his first solo cross-country flight by night.

**2.** 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.

**3.** For the purposes of this Schedule:

"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 three nautical miles from the aerodrome of departure.

# PART C—

## CERTIFICATE OF TEST OR EXPERIENCE

(a) (a) A certificate of test or a certificate of experience required by article 22(5) 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 Licence* | *Description of Flight* | *Certificate Required* |
|---|---|---|---|
| A | Private Pilot's Licence (Aeroplanes) Private Pilot's Licence (Helicopters and Gyroplanes) | Any flight within the privileges of the licence | Certificate of test or certificate of experience |
| B | Basic Commercial Pilot's Licence (Aeroplanes) Commercial Pilot's Licence (Aeroplanes) Commercial Pilot's Licence (Helicopters and Gyroplanes) Commercial Pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airships) Senior Commercial Pilot's Licence (Aeroplanes) Airline Transport Pilot's Licence (Aeroplanes) Airline Transport Pilot's Licence (Helicopters and Gyroplanes) | Carriage of passengers on a flight in respect of which the holder of the licence receives remuneration | Certificate of test |
| C | Basic Commercial Pilot's Licence (Aeroplanes) Commercial Pilot's Licence (Aeroplanes) Commercial Pilot's Licence (Helicopters and Gyroplanes) Commercial Pilot's Licence (Balloons) Commercial Pilot's Licence (Gliders) Commercial Pilot's Licence (Airships) | For public transport | Certificate of test |

| *Case* | *Class of Licence* | *Description of Flight* | *Certificate Required* |
|---|---|---|---|
| | Senior Commercial Pilot's Licence (Aeroplanes)<br>Airline Transport Pilot's Licence (Aeroplanes)<br>Airline Transport Pilot's Licence (Helicopters and Gyroplanes) | | |
| D | Basic Commercial Pilot's Licence (Aeroplanes)<br>Commercial Pilot's Licence (Aeroplanes)<br>Commercial Pilot's Licence (Helicopters and Gyroplanes)<br>Commercial Pilot's Licence (Balloons)<br>Commercial Pilot's Licence (Gliders)<br>Commercial Pilot's Licence (Airships)<br>Senior Commercial Pilot's Licence (Aeroplanes)<br>Airline Transport Pilot's Licence (Aeroplanes)<br>Airline Transport Pilot's Licence (Helicopters and Gyroplanes) | For aerial work | Certificate of test or certificate of experience |
| E | Basic Commercial Pilot's Licence (Aeroplanes)<br>Commercial Pilot's Licence (Aeroplanes)<br>Commercial Pilot's Licence (Helicopters and Gyroplanes)<br>Commercial Pilot's Licence (Balloons)<br>Commercial Pilot's Licence (Gliders) | Any flight within the privileges of a Private Pilot's Licence | Certificate of test or certificate of experience |

| *Case* | *Class of Licence* | *Description of Flight* | *Certificate Required* |
|---|---|---|---|
| | Commercial Pilot's Licence (Airships) Senior Commercial Pilot's Licence (Aeroplanes) Airline Transport Pilot's Licence (Aeroplanes) Airline Transport Pilot's Licence (Helicopters and Gyroplanes) | | |
| F | Flight Navigator's Licence | Flights to which article 20(4) of this Order applies | Certificate of experience |
| G | Flight Engineer's Licence | For public transport | Certificate of test |
| H | Flight Engineer's Licence | Any flight other than for public transport | Certificate of test or 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 22(5) or 22(6) of this Order shall be signed by a person authorised by the Authority 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 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 of this Part of this Schedule 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 and/or co-pilot of aircraft of the type specified in the certificate, a test of the pilot's competence to fly the aircraft as pilot in command and/or co-pilot and shall where the Authority 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 Authority;

(b) in the case of a test which entitles the holder of the licence of which the certicate forms part to act as flight engineer of aircraft of the type specified in the certificate, a test of the flight engineer's competence to perform the duties of a flight engineer in the type of

aircraft to be used on the flight and shall, where the Authority so specifies in respect of the whole or part of the test, be conducted in an aircraft in flight or by means of a flight simulator approved by the Authority;

(c) 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 an Instrument Rating relates a test of his ability to perform the functions to which the rating relates and shall, where the Authority so specifies in respect of the whole or part of the test, be conducted in an aircraft in flight or by means of a flight simulator approved by the Authority;

(d) 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, an assistant flying instructor's rating or an instrument meteorological conditions rating relates, a test of his ability to perform the functions to which the rating relates and shall where the Authority 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**

(a) (i) Subject to sub-paragraph (ii), a certificate of test required by article 22(5) of this Order 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 in respect of any other licence shall not be valid in relation to a flight made more than 13 months in Cases A, B, E and H, or more than 6 months in Cases C, D and G, after the date of the test which it certifies.

(ii) In the case of Cases C, D and G 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) A certificate of test required by article 22(6) of this Order shall not be valid in relation to a flight made more than 13 months in the case of an instrument rating (aeroplanes), an instrument rating (helicopters) and an assistant flying instructor's rating or more than 25 months in the case of an instrument meteorological conditions rating (aeroplanes) and a flying instructor's rating, after the date of the test which it certifies.

**Certificate of Experience**

**5.** A certificate of experience required by article 22(5) of this Order shall be signed by a person authorised by the Authority 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 or flight engineer, 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 obervations 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, F and H, 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 more than 13 months after it was signed and in respect of any other licence shall not be valid more than 6 months after it was signed for Case D nor more than 13 months after it was signed for any other Case.

## SCHEDULE 9

Article 81(3)

### AIR TRAFFIC CONTROLLERS—RATINGS

(a) (a) Subject to sub-paragraph (b), the holder of a licence which includes ratings of 2 or more of the classes specified in paragraph 2 of this Schedule shall not at any one time perform the functions specified in respect of more than one of those ratings.

(b) the functions of any one of the following groups of ratings may be exercised at the same time:

(i) the aerodrome control rating and the approach control rating;

(ii) the approach control rating, the approach radar control rating and the area radar control rating; except that the functions of the approach control rating shall not be exercised at the same time as the functions of the approach radar control rating if the service being provided under the latter is a surveillance radar approach terminating at a point less than 2 nautical miles from the point of intersection of the glide path with the runway.

**2.** Ratings of the following classes may be included in an air traffic controller's licence (other than a student air traffic controller's licence) granted under article 81 of the Order 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:

(1) An Aerodrome Control Rating shall, subject to article 81(4) of this Order, entitle the holder of the licence to act as an air traffic controller in the course of the provision of an aerodrome control service but not with any type of radar equipment for which a radar control rating is required under this paragraph.

(2) An Approach Control Rating shall, subject to article 81(4) of this Order, entitle the holder of the licence to act as an air traffic controller in the course of the provision of an approach control service but without the aid of any type of radar equipment.

(3) An Approach Radar Control Rating shall, subject to article 81(4) of this Order, entitle the holder of the licence to act as an air traffic controller in the course of the provision of an approach control service with the aid of any type of surveillance radar or precision approach radar equipment for any aircraft which is flying not more than 40 nautical miles from the aerodrome traffic zone of the aerodrome in respect of which the service is being provided.

(4) An Area Radar Control Rating shall, subject to article 81(4) of this Order, entitle the holder of the licence to act as an air traffic controller in the course of the provision of an area control service at a place other than an air traffic control centre with the aid of any type of surveillance radar equipment.

(5) An Air Traffic Control Centre Rating shall, subject to article 81(4) of this Order, entitle the holder of the licence to act as an air traffic controller at an air traffic control centre in the course of the provision of an area control service with or without the aid of any type of surveillance radar equipment.

## SCHEDULE 10

Article 27

## PUBLIC TRANSPORT—OPERATIONAL REQUIREMENTS

# PART A—

## OPERATIONS MANUAL

(a) Information and instructions relating to the following matters shall be included in the operations manual referred to in article 27(2) of this Order:

(i) the number of the crew to be carried in the aircraft, on each stage of any route to be flown, and the respective capacities in which they are to act, and instructions as to the order and circumstances in which command is to be assumed by members of the crew;

(ii) the respective duties of each member of the crew and the other members of the operating staff;

(iii) the scheme referred to in article 63(1)(c)(i) of this Order;

(iv) such technical particulars concerning the aircraft, its engines and equipment and concerning the performance of the aircraft as may be necessary to enable the flight crew of the aircraft to perform their respective duties;

(v) the manner in which the quantities of fuel and oil to be carried by the aircraft are to be computed and records of fuel and oil carried and consumed on each stage of the route to be flown are to be maintained; the instructions shall take account of all circumstances likely to be encountered on the flight including the possibility of failure of one or more of the aircraft engines;

(vi) the manner in which the quantity, if any, of oxygen and oxygen equipment to be carried in the aircraft for the purpose of complying with Scale L1 or L2 in Schedule 4 to this Order is to be computed;

(vii) the check system to be followed by the crew of the aircraft prior to and on take-off, on landing and in an emergency, so as to ensure that the operating procedures contained in the operations manual and in the flight manual or performance schedule forming part of the relevant certificate of airworthiness are complied with;

(viii) the circumstances in which a radio watch is to be maintained;

(ix) the circumstances in which oxygen is to be used by the crew of the aircraft, and by passengers;

(x) subject to sub-paragraph (b), communication, navigational aids, aerodromes, local regulations, in-flight procedures, approach and landing procedures and such other information as the operator may deem necessary for the proper conduct of flight

operations; the information referred to in this paragraph shall be contained in a route guide, which may be in the form of a separate volume;

(xi) the reporting in flight to the notified authorities of meteorological observations;

(xii) subject to sub-paragraph (b), the minimum altitudes for safe flight on each stage of the route to be flown and any planned diversion therefrom, such minimum altitudes being not lower than any which may be applicable under the law of the United Kingdom or of the countries whose territory is to be flown over;

(xiii) the particulars referred to in article 33 of this Order;

(xiv) emergency flight procedures, including procedures for the instruction of passengers in the position and use of emergency equipment and procedures to be adopted when the commander of the aircraft becomes aware that another aircraft or a vessel is in distress and needs assistance;

(xv) in the case of aircraft intended to fly at an altitude of more than 49 000 ft the procedures for the use of cosmic radiation detection equipment;

(xvi) the labelling and marking of dangerous goods, the manner in which they must be loaded on or suspended beneath an aircraft, the responsibilities of members of the crew in respect of the carriage of dangerous goods and the action to be taken in the event of emergencies arising involving dangerous goods;

(xvii) such particulars of any permission granted to the operator pursuant to article 16 of this Order as may be necessary to enable the commander of the aircraft to determine whether he can comply with article 38(b)(ii) of this Order.

(b) In relation to any flight which is not one of a series of flights between the same two places it shall be sufficient if, to the extent that it is not practicable to comply with paragraphs (x) and (xii), the manual contains such information and instructions as will enable the equivalent data to be ascertained before take-off.

Article 30

# PART B—

## CREW TRAINING AND TESTS

**1.** The training, experience, practice and periodical tests required under article 30(2) of this Order in the case of members of the crew of an aircraft engaged on a flight for the purpose of public transport shall be as follows:

(1) The Crew

Every member of the crew shall:

(a) have been tested within the relevant period by or on behalf of the operator as to his knowledge of the use of the emergency and life saving equipment required to be carried in the aircraft on the flight; and

(b) have practised within the relevant period under the supervision of the operator or of a person appointed by him for the purpose the carrying out of the duties required of him in case of an emergency occurring to the aircraft either in an aircraft of the type to be used on the flight or in apparatus approved by the Authority for the purpose and controlled by persons so approved.

(2) Pilots

(a) Every pilot included in the flight crew who is intended by the operator to fly as pilot in circumstances requiring compliance with the Instrument Flight Rules shall within the relevant period have been tested by or on behalf of the operator:

(i) as to his competence to perform his duties while executing normal manoeuvres and procedures in flight, in an aircraft of the type to be used on the flight, including the use of the instruments and equipment provided in the aircraft;

(ii) as to his competence to perform his duties in instrument flight conditions while executing emergency manoeuvres and procedures in flight, in an aircraft of the type to be used on the flight, including the use of the instruments and equipment provided in the aircraft.

A pilot's ability to carry out normal manoeuvres and procedures shall be tested in the aircraft in flight.

The other tests required by this sub-paragraph may be conducted either in the aircraft in flight, or under the supervision of a person approved by the Authority for the purpose by means of a flight simulator approved by the Authority under article 22(11) of this Order. The tests specified in sub-paragraph (2)(a)(ii) when conducted in the aircraft in flight shall be carried out either in actual instrument flight conditions or in instrument flight conditions simulated by means approved by the Authority.

(b) Every pilot included in the flight crew whose licence does not include an instrument rating or who, notwithstanding the inclusion of such a rating in his licence, is not intended by the operator to fly in circumstances requiring compliance with the Instrument Flight Rules, shall within the relevant period have been tested, by or on behalf of the operator in flight in an aircraft of the type to be used on the flight:

(i) as to his competence to act as pilot thereof, while executing normal manoeuvres and procedures; and

(ii) as to his competence to act as pilot thereof while executing emergency manoeuvres and procedures.

(c) Every pilot included in the flight crew who is seated at the flying controls during the take-off or landing and who is intended by the operator to fly as pilot in circumstances requiring compliance with the Instrument Flight Rules shall within the relevant period have been tested as to his proficiency in using instrument approach-to-land systems of the type in use at the aerodrome of intended landing and any alternate aerodromes, such test being carried out either in flight in instrument flight conditions or in instrument flight conditions simulated by means approved by the Authority or under the supervision of a person approved by the Authority for the purpose by means of a flight simulator approved by the Authority.

(d) Every pilot included in the flight crew and who is seated at the flying controls during take-off or landing shall within the relevant period have carried out, when seated at the flying controls not less than three take-offs and three landings in aircraft of the type to be used on the flight.

(3) Flight Engineers

Every flight engineer included in the flight crew shall within the relvant period have been tested by or on behalf of the operator:

(a) as to his competence to perform his duties while executing normal procedures in flight, in an aircraft of the type to be used on the flight;

(b) as to his competence to perform his duties while executing emergency procedures in flight, in an aircraft of the type to be used on the flight.

A flight engineer's ability to carry out normal procedures shall be tested in an aircraft in flight. The other tests required by this sub-paragraph may be conducted either in the aircraft in flight, or under the supervision of a person approved by the Authority for the purpose by means of a flight simulator approved by the Authority.

(4) Flight Navigators and Flight Radio Operators

Every flight navigator and flight radio operator whose inclusion in the flight crew is required under articles 20(4) and (5) respectively of this Order shall within the relevant period have been tested by or on behalf of the operator as to his competence to perform his duties in conditions corresponding to those likely to be encountered on the flight:

(a) in the case of a flight navigator, using equipment of the type to be used in the aircraft on the flight for purposes of navigation;

(b) in the case of a flight radio operator using radio equipment of the type installed in the aircraft to be used on the flight, and including a test of his ability to carry out emergency procedures.

(5) Aircraft Commanders

(a) The pilot designated as commander of the aircraft for the flight shall within the relevant period have demonstrated to the satisfaction of the operator that he has adequate knowledge of the route to be taken, the aerodromes of take-off and landing, and any alternate aerodromes, including in particular his knowledge of:

(i) the terrain;

(ii) the seasonal meteorological conditions;

(iii) the meteorological, communications and air traffic facilities, services and procedures;

(iv) the search and rescue procedures; and

(v) the navigational facilities;

relevant to the route.

(b) In determining whether a pilot's knowledge of the matters referred to in sub-paragraph (a) is sufficient to render him competent to perform the duties of aircraft commander on the flight, the operator shall take into account the pilot's flying experience in conjunction with the following:

(i) the experience of other members of the intended flight crew;

(ii) the influence of terrain and obstructions on departure and approach procedures at the aerodromes of take-off and intended landing and at alternate aerodromes;

(iii) the similarity of the instrument approach procedures and let-down aids to those with which the pilot is familiar;

(iv) the dimensions of runways which may be used in the course of the flight in relation to the performance limits of aircraft of the type to be used on the flight;

(v) the reliability of meterological forecasts and the probability of difficult meterological conditions in the areas to be traversed;

(vi) the adequacy of the information available regarding the aerodrome of intended landing and any alternate areodromes;

(vii) the nature of air traffic control procedures and the familiarity of the pilot with such procedures;

(viii) the influence of terrain on route conditions and the extent of the assistance obtainable en route from navigational aids and air-to-ground communication facilities; and

(ix) the extent to which it is possible for the pilot to become familiar with unusual aerodrome procedures and features of the route by means of ground instruction and training devices.

(6) For the purposes of this paragraph:

(a) "instrument flight conditions" and weather conditions such that the pilot is unable to fly by visual reference to objects outside the aircraft.

(b) "relevant period" means a period which immediately precedes the commencement of the flight, being, subject to sub-paragraph (c), a period:

(i) in the case of sub-paragraph (2)(c)(ii), of three months;

(ii) in the case of sub-paragraphs (2)(a)(ii), (2)(b)(ii), (2)(c)(i) and (3)(b), of six months;

(iii) in the case of sub-paragraphs (1), (2)(a)(i), (2)(b)(i), (3)(a), (4) and (5)(a), of 13 months.

(c) (i) Any pilot of the aircraft to whom the provisions of sub-paragraphs (2)(a)(ii), (2)(b)(ii) or (2)(c)(i) and any flight engineer of the aircraft to whom the provisions of sub-paragraph (3)(b) apply shall for the purposes of the flight be deemded to have complied with such requirements respectively within the relevant period if he has qualified to perform his duties in accordance therewith on two occasions within the period of 13 months immediately preceding the flight, such occasions being separated by an interval of not less than four months.

(ii) The requirement of sub-paragraph (5)(a) shall be deemed to have been complied with within the relevant period by a pilot designated as commander of the aircraft for the flight if, having become qualified so as to act on flights between the same places over the same route more than 13 months before commencement of the flight, he has within the period of 13 months immediately preceding the flight flown as pilot of an aircraft between those places over that route.

**2.**—(1) The records required to be maintained by an operator under article 30(2) of this Order shall be accurate and up-to-date records so kept as to show, on any date, in relation to each person who has during the period of two years immediately preceding that date flown as a member of the crew of any public transport aircraft operated by that operator:

(a) the date and particulars of each test required by this Schedule undergone by that person during the said period including the name and qualifications of the examiner;

(b) the date upon which that person last practised the carrying out of duties referred to in paragraph 1(1)(b) of this Schedule:

(c) the operator's conclusions based on each such test and practice as to that person's competence to perform his duties;

(d) the date and particulars of any decision taken by the operator during the said period in pursuance of paragraph 1(5)(a) of this Schedule including particulars of the evidence upon which that decision was based;

(2) The operator shall whenever called upon to do so by any authorised person produce for the inspection of any person authorised all records referred to on the preceding sub-paragraph and furnish to any such person all such information as he may require in connection with any such records and produce for his inspection all log books, certificates, papers and other documents, whatsoever which he may reasonably require to see for the purpose of determining whether such records are complete or of verifying the accuracy of their contents.

(3) The operator shall at the request of any person in respect of whom he is required to keep records as aforesaid furnish to that person, or to any operator of aircraft for the purposee of public transport by whom that person may subsequently be employed, particulars of any qualfications in accordance with this Schedule obtained by such person whilst in his service.

Article 29

# PART C—

## TRAINING MANUAL

The following information and instructions in relation to the training, experience, practice and periodical tests required under article 30(2) of this Order shall be included in the training manual referred to in article 29(2) of this Order:

(i) the manner in which the training, practice and periodical tests required under article 30(2) and specified in Part B of Schedule 10 to this Order are to be carried out;

(ii) (a) the minimum qualifications and experience which the operator requires of persons appointed by him to give or to supervise the said training, practice and periodical tests;

(b) the type of training, practice and periodical tests which each such person is appointed to give or to supervise; and

(c) the type of aircraft in respect of which each such person is appointed to give or to supervise the said training, practice and periodical tests;

(iii) the minimum qualifications and experience required for each member of the crew undergoing the said training, practice and periodical tests;

(iv) the syllabus for, and specimen forms for recording, the said training, practice and periodical tests;

(v) the manner in which instrument flight conditions and engine failure are to be simulated in the aircraft inflight;

(vi) the extent to which the said training and testing is permitted in the course of flights for the purpose of public transport;

(vii) the use to be made in the said training and testing of apparatus approved for the purpose by the Authority.

## SCHEDULE 11

Articles 66 and 68

## DOCUMENTS TO BE CARRIED BY AIRCRAFT REGISTERED IN THE UNITED KINGDOM

On a flight for the purpose of public transport:

Documents A, B, C, D, E, F, H and, if the flight is international air navigation, Documents G and I.

On a flight for the purpose of aerial work:

Documents A, B, C, E, F and, if the flight is international air navigation, Documents G and I.

On a private flight, being international air navigation:

Documents A, B, C, G and I.

On a flight made in accordance with the terms of a permission granted to the operator pursuant to article 15 of this Order:

Document J.

For the purposes of this Schedule:

"A" means the licence in force under the Wireless Telegraphy Act 1949(**2**) in respect of the aircraft radio station installed in the aircraft, and the current telecommunication log book required by this Order;

"B" means the certificate of airworthiness in force in respect of the aircraft;

Provided that, with the permission in writing of the Authority, which may be granted subject to such conditions as it thinks fit, an aircraft to which article 27 of this Order applies need not carry the flight manual as part of this document;

"C" means the licences of the members of the flight crew of the aircraft;

"D" means one copy of the load sheet, if any, required by article 31 of this Order in respect of the flight;

"E" means one copy of each certificate of maintenance review, if any, in force in respect of the aircraft;

"F" means the technical log, if any, in which entries are required to be made under article 10 of this Order;

"G" means the certificate of registration in force in respect of the aircraft;

"H" means the operations manual, if any, required by article 27(2)(a)(iii) of this Order to be carried on the flight;

"I" means a copy of the notified procedures to be followed by the pilot in command of an intercepted aircraft, and the notified visual signals for use by intercepting and intercepted aircraft;

"J" means the permission, if any, granted in respect of the aircraft pursuant to article 16 of this Order;

Provided that, with the permission in writing of the Authority, which may be granted subject to such conditions as it thinks fit, an aircraft to which article 27 of this Order applies need not carry such a permission if it carries an operations manual which includes the particulars specified at sub-paragraph (xvii) of Part A of Schedule 10 to this Order.

"International air navigation" means any flight which includes passage over the territory of any country other than the United Kingdom, except any of the Channel Islands, the Isle of Man, any country to which there is power to extend the Civil Aviation Act 1982 under section 108(1) thereof or any British Protected State.

## SCHEDULE 12

Article 111

## PENALTIES

# PART A—

## PROVISIONS REFERRED TO IN ARTICLE 111(5)

| *Article of Order* | *Subject Matter* |
|---|---|
| 3 | Aircraft flying unregistered |
| 5 | Aircraft flying with false or incorrect markings |

(**2**) Decision of the EEA Joint Committee No. 7/94 of 21st March 1994 amending Protocol 47 and certain Annexes to the EEA Agreement: OJ No. L 160, 28.6.94, p.1.

| *Article of Order* | *Subject Matter* |
|---|---|
| 10(1)(a) | Flight without appropriate maintenance |
| 10(1)(b) | Flight without a certificate of maintenance review |
| 11 | Failure to keep a technical log |
| 12 | Flight without a certificate of release to service |
| 13(7) and (8) | Exercise of privileges of aircraft maintenance engineer's licence whilst unfit |
| 14 | Flight without required equipment |
| 15 | Flight without required radio equipment |
| 16 | Minimum equipment requirements |
| 17 | Failure to keep log books |
| 18 | Requirement to weigh aircraft and keep weight schedule |
| 20 | Crew requirement |
| 22 | Requirement for appropriate licence |
| 23(5) and (6) | Requirement for appropriate certificates |
| 23(7) | Prohibition of flight after failure of test |
| 23(8)(a) | Flight without valid medical certificate |
| 23(9) | Flight in unfit condition |
| 25 | Instruction in flying without appropriate licence and rating |
| 27 | Operations manual requirement |
| 28 | Police Operator's manual requirements |
| 29 | Training manual requirement |
| 30 | Operator's responsibilities in connection with crew |
| 31 | Requirements for loading aircraft |
| 32 | Operational restrictions on aircraft |
| 33 | Aerodrome operating minima—UK registered aircraft |
| 34 | Aerodome operating minima—foreign registered public transport aircraft |
| 35 | Aerodrome operating minima—non-public transport aircraft |
| 36 | Requirement for pilot to remain at controls |
| 38 | Pre-flight action by commander of aircraft |
| 39 | Requirement for passenger briefing |

| *Article of Order* | *Subject Matter* |
|---|---|
| 40 | Additional duties of commander on flight for public transport of passengers |
| 41 | Requirements for radio station in aircraft to be licensed and for operation of same |
| 42 | Requirement for minimum navigation performance system |
| 45 | Use of flight recording systems and preservation of records |
| 46 | Towing of gliders |
| 47 | Towing, picking up and raising of persons and articles by aircraft |
| 48 | Dropping of articles and animals from aircraft |
| 49 | Dropping of persons |
| 50 | Requirement for aerial application certificate |
| 53 | Carriage of persons in or on any part of an aircraft not designed for that purpose |
| 54 | Requirement for exits and break-in markings |
| 58 | Prohibitions of smoking in aircraft |
| 59 | Requirement to obey lawful commands of aircraft commander |
| 60 | Prohibition of stowaways |
| 61 | Exhibitions of flying |
| 63(3) | Operator’s obligation to obtain flight time records of flight crew |
| 64(2) | Flight crew member’s obligation to inform operator of flight times |
| 65 | Flight time limitations |
| 74 | Breach of the Rules of the Air |
| 75 | Flight in contravention of restriction of flying regulations |
| 76 | Flight by balloons, kites, airships, gliders and parascending parachutes |
| 79 | Provision of air traffic services |
| 80 | Use of radio call signs at aerodromes |
| 83 | Requirement for licensing of air traffic controllers |
| 88 | Requirement for licensing of flight information service officers |

| *Article of Order* | *Subject Matter* |
|---|---|
| 89 | Requirement for aerodrome information service manual |
| 90 | Requirement for licensed aerodrome |
| 92(5) | Contravention of conditions of aerodrome licence |
| 93 | Use of aeronautical radio stations |
| 94 | Requirement to keep aeronautical radio station records |
| 98 | Use of aeronautical lights |
| 99(1) | Prohibition of dangerous lights |
| 99(2) | Failure to extinguish or screen dangerous lights |
| 101(1) and (3) | Management of aviation fuel at aerodromes |
| 106 (except(4)) | Requirement to report occurrences |
| 109 | Obstruction of persons performing duties under the Order |
| JAR 145 | |
| JAR 145.1(a) | |

# PART B—

## PROVISIONS REFERRED TO IN ARTICLE 111(6)

| *Article of Order* | *Subject Matter* |
|---|---|
| 6 | Flight for the purpose of public transport without an air operator's certificate |
| 7 | Flight without a certificate of airworthiness |
| 51 | Prohibition of carriage of weapons and munitions of war |
| 52 | Prohibition of carriage of dangerous goods |
| 55 | Endangering safety of aircraft |
| 56 | Endangering safety of persons or property |
| 57 | Prohibition of drunkenness in aircraft |
| 63(1) | Operator's obligation to regulate flight times of flight crew |
| 63(2) | Operator's obligation not to allow flight by crew in dangerous state of fatigue |
| 64(1) | Crew's obligation not to fly in dangerous state of fatigue |

| *Article of Order* | *Subject Matter* |
|---|---|
| 73 (except(3)) | Use of false or unauthorised documents and records |
| 77 | Provision of an air traffic control service without an approval |
| 85 | Prohibition of drunkeness etc. of controllers |
| 86 | Controller's obligation not to act in a dangerous state of fatigue |
| 101(4) | Use of aviation fuel which is unfit for use in aircraft |
| 102 | Restriction of flights for valuable consideration by non-UK registered aircraft |
| 104 | Restriction of flights for aerial photography, aerial survey and aerial work by non-UK registered aircraft |
| 105 | Operators' or commanders' obligations in respect of flights over any foreign country |
| 106(4) | Making false reports |
| 107 | Flight in contravention of direction not to fly |

## SCHEDULE 13

Article 113

### PARTS OF STRAITS SPECIFIED IN CONNECTION WITH THE FLIGHT OF AIRCRAFT IN TRANSIT OVER UNITED KINGDOM TERRITORIAL WATERS

(1) The following parts of the straits named hereafter are hereby specified for the purposes of Article 113(4) of this Order:

(a) In the Straits of Dover, the territorial waters adjacent to the United Kingdom which are:

(i) to the south of a rhumb line joining

position 51°08'23" north latitude: 1°23'00" east longitude and

position 51°22'41" north latitude: 1°50'06" east longitude: and

(ii) to the east of a rhumb line joining

position 50°54'33" north latitude: 0°58'05" east longitude and

position 50°43'15" north latitude: 0°51'39" east longitude:

(b) In the North Channel, the territorial waters adjacent to the United Kingdom which are:

(i) to the north of a rhumb line joining

position 54°13'30" north latitude: 5°39'28" west longitude and

position 54°09'02" north latitude: 5°18'07" west longitude:

(ii) to the west of a rhumb line joining

position 54°26'02" north latitude: 4°51'37" west longitude and

position 54°38'01" north latitude: 4°51'16" west longitude: and

(iii) to the east of a rhumb line joining

(a) position 55°40'24" north latitude: 6°30'59" west longitude and

position 55°29'24" north latitude: 6°40'31" west longitude:

(b) position 55°24'54" north latitude: 6°44'33" west longitude and

position 55°10'15" north latitude: 6°44'33" west longitude:

(c) In the Fair Isle Channel, the territorial waters adjacent to the United Kingdom which are:

(i) to the north of a rhumb line joining

position 59°10'54" north latitude: 2°01*'32" west longitude and

position 59°33'27" north latitude: 2°38'35" west longitude: and

(ii) to the south of a rhumb line joining

position 59°51'06" north latitude: 0°52'10" west longitude and

position 59°51'06" north latitude: 1°46'36" west longitude.

(2) The parts of each of the Straits specified in paragraph (1) are shown hatched on Charts A, B and C respectively.

CHART A
CHART A

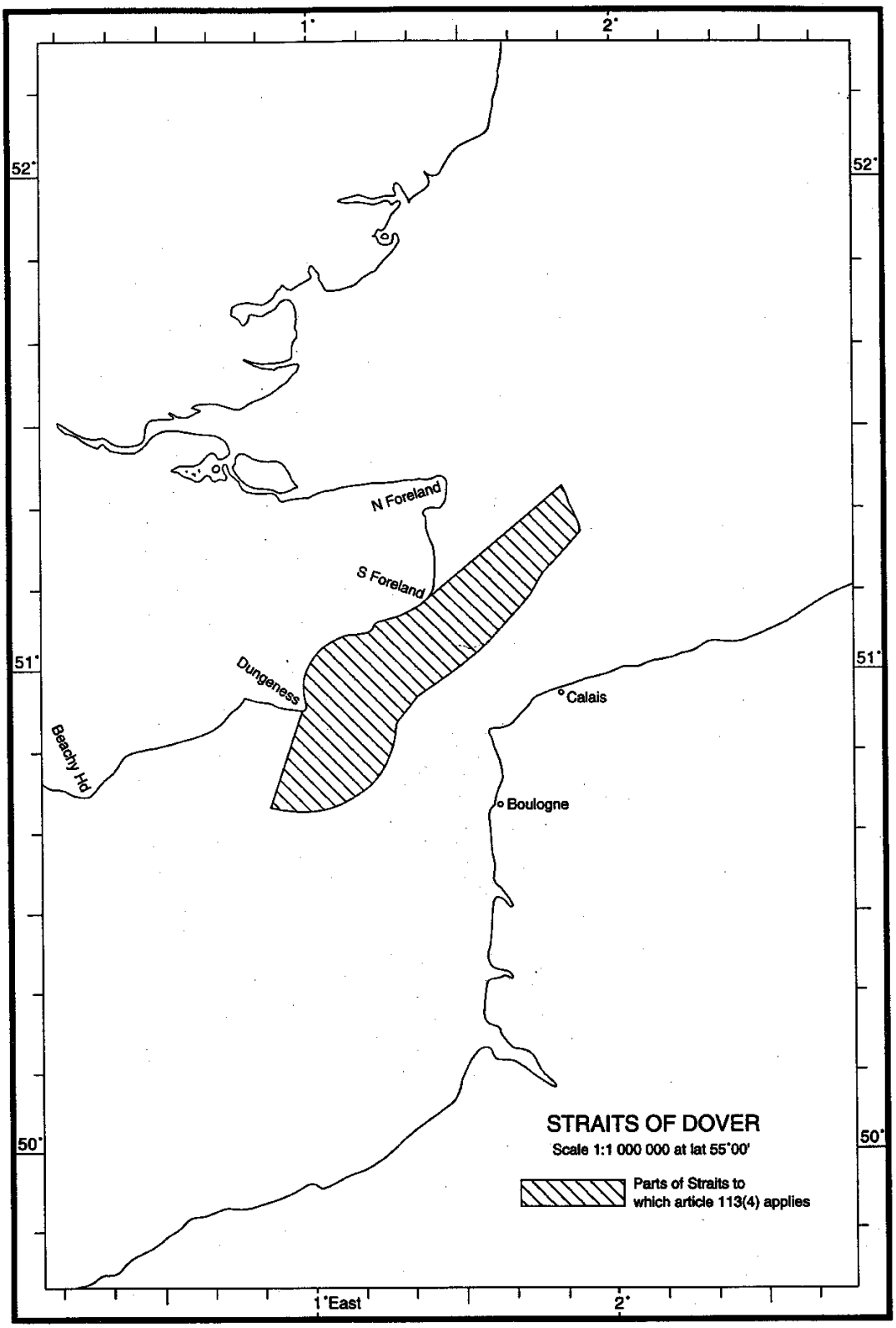

1°
2°
52°
51°
50°
N Foreland
S Foreland
Dungeness
Beachy Hd
Calais
Boulogne
STRAITS OF DOVER
Scale 1:1 000 000 at lat 55°00'
Parts of Straits to which article 113(4) applies
1°East
2°

CHART B
CHART B

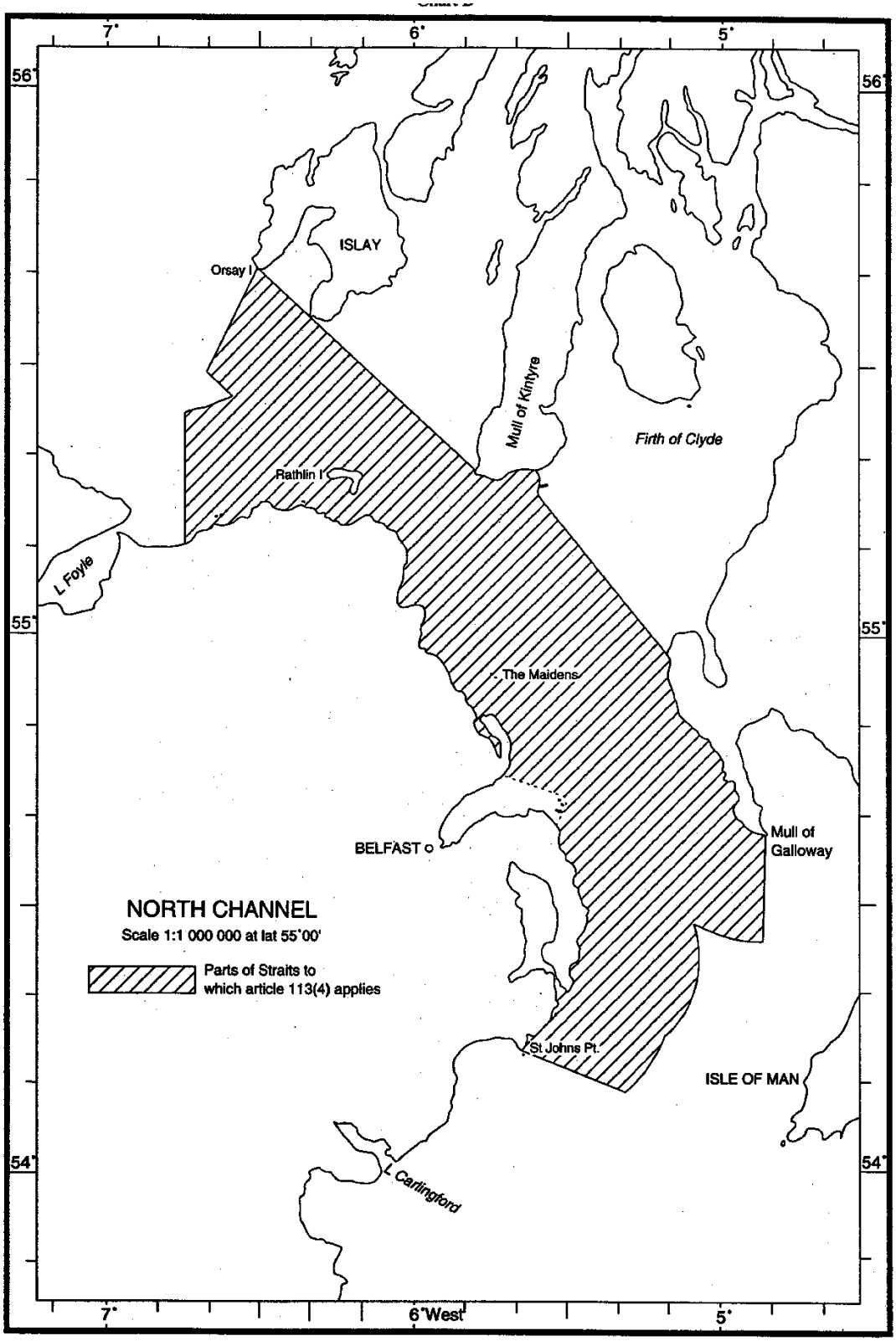
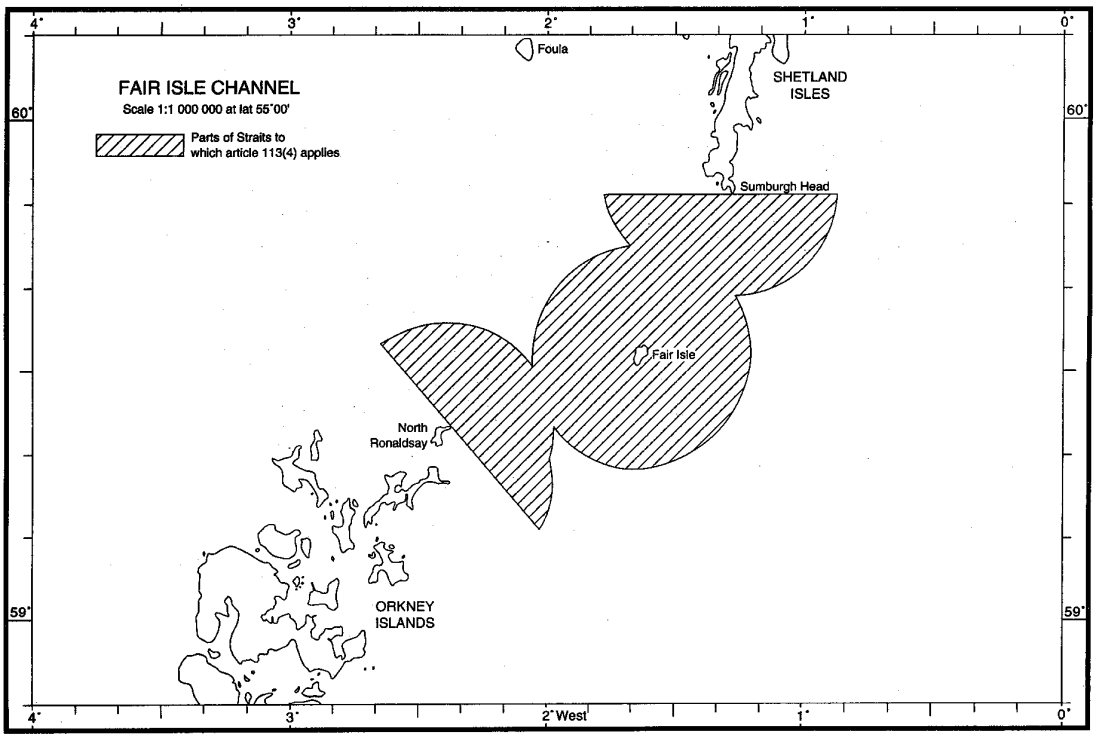


CHART C
CHART C




## SCHEDULE 14

Article 92

## AERODROME MANUAL

Information and instructions relating to the following matters shall be included in the aerodrome manual referred to in article 92 of this Order:

(i) the name and status of the official in charge of day to day operation of the aerodrome together with the names and status of other senior aerodrome operating staff and instructions as to the order and circumstances in which they may be required to act as the official in charge;

(ii) the system of aeronautical information service available;

(iii) procedures for promulgating information concerning the aerodrome's state;

(iv) procedures for the control of access, vehicles and work in relation to the aerodrome manoeuvring area and apron;

(v) procedures for complying with article 106 of this Order and for the removal of disabled aircraft;

(vi) in the case of an aerodrome which has facilities for fuel storage, procedures for complying with article 101 of this Order;

(vii) (aa) subject to paragraph (bb), plans to a scale of 1:2500 depicting the layout of runways, taxiways and aprons, aerodrome markings, aerodrome lighting if such lighting is provided, and the siting of any navigational aids within the runway strip;

(bb) in the case of copies of the manual or extracts thereof provided or made available to a member of the aerodrome operating staff, the plans shall be of a scale reasonably appropriate for the purposes of article 92(10) of this Order;

(viii) in respect of an aerodrome in relation to which there is a notified instrument approach procedure, survey information sufficient to provide data for the production of aeronautical charts relating to that aerodrome;

(ix) description, height and location of obstacles which infringe standard obstacle limitation surfaces, and whether they are lit;

(x) data for and method of calculation of declared distances and elevations at the beginning and end of each declared distance;

(xi) method of calculating reduced declared distances and the procedure for their promulgation;

(xii) details of surfaces and bearing strengths of runways, taxiways and aprons;

(xiii) the system of the management of air traffic in the airspace associated with the aerodrome, including procedures for the co-ordination of traffic with adjacent aerodromes, except any such information or procedures already published in any manual of air traffic services;

(xiv) operational procedures for the routine and special inspection of the aerodrome manoeuvring area and aprons;

(xv) if operations are permitted during periods of low visibility, procedures for the protection of the runways during such periods;

(xvi) procedures for the safe integration of all aviation activities undertaken at the aerodrome;

(xvii) procedures for the control of bird hazards;

(xviii) procedures for the use and inspection of the aerodrome lighting system, if such a system is provided; and

(xix) the scale of rescue, first aid and fire service facilities, the aerodrome emergency procedures and procedures to be adopted in the event of temporary depletion of the rescue and fire service facilities.

**TABLE OF COMPARISON**

The following Table shows, in relation to each article of and Schedule to the Air Navigation Order 1989, as amended, the article of or Schedule to the 1995 Order in which it is reproduced.

| *Articles*<br>*1989 Order as amended* | *1995 Order* |
|---|---|
| 1 | 1 |
| 2 | 2 |
| 3 | 3 |
| 4 | 4 |
| 5 | 5 |
| 6 | 6 |
| 6A | 7 |
| 7 | 8 |
| 8 | 9 |

| *Articles* | |
|---|---|
| *1989 Order as amended* | *1995 Order* |
| 9 | 10 |
| 10 | 11 |
| 11 | 12 |
| 12 | 13 |
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| 14 | 15 |
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| 26A | 28 |
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| 28 | 30 |
| 29 | 31 |
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| 31 | 33 |
| 32 | 34 |
| 32A | 35 |
| 33 | 36 |
| 34 | 37 |
| 35 | 38 |
| 36 | 39 |
| 37 | 40 |
| 38 | 41 |
| 39 | 42 |
| 39A | 43 |

| *Articles*<br>*1989 Order as amended* | *1995 Order* |
|---|---|
| 39B | 44 |
| 40 | 45 |
| 41 | 46 |
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| 66 | 71 |
| 67 | 72 |
| 68 | 73 |
| 69 | 74 |
| 69A | 77 and 79 |
| 69B | 80 |
| 70 | 71 and 87 |

| *Articles*<br>*1989 Order as amended* | *1995 Order* |
|---|---|
| 71 | 83 and 88 |
| 71A | 86 |
| 72 | 89 |
| 73 | 84 |
| 73A | 85 |
| 74 | 76 |
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| 104 | 116 |

| *Articles* | |
|---|---|
| *1989 Order as amended* | *1995 Order* |
| 105 | 117 |
| 106 | 118 |
| 107 | 119 |
| 108 | 120 |
| 109 | 121 |
| 110 | 122 |
| | 123 |