STATUTORY INSTRUMENTS

2025 No. 850

CIVIL AVIATION

The Air Navigation (Amendment) Order 2025

Made - - - -	*9th July 2025*
Laid before Parliament	*16th July 2025*
Coming into force - -	*1st October 2025*

At the Court at Buckingham Palace, the 9th day of July 2025

Present,

The King's Most Excellent Majesty in Council

His Majesty, in exercise of the powers conferred on Him by sections 60(1), (2), (3)(d), (f), (h) and (n) and (4), 61(1)(a) and 101(1)(a) of, and Schedule 13 to, the Civil Aviation Act 1982(**a**) is pleased, by and with the advice of His Privy Council, to order as follows:

Citation, commencement and extent

1.—(1) This Order may be cited as the Air Navigation (Amendment) Order 2025.

(2) This Order comes into force on 1st October 2025.

(3) This Order extends to England and Wales, Scotland and Northern Ireland.

Amendment of the Air Navigation Order 2016

2. The Air Navigation Order 2016(**b**) is amended as follows.

Amendment of article 13 (public transport and commercial operations – exceptions – cost sharing)

3.—(1) Article 13 is amended as follows.

(2) In paragraph (1)(a), after "promised for the flight" insert "to the pilot by the passengers".

(3) For paragraph (2) substitute—

"(2) The criteria of this paragraph are satisfied if—

(a) no more than six persons (including the pilot) are carried on the flight;

(b) all costs other than direct costs are paid by the pilot with no contribution from the passengers;

(**a**) 1982 c.16. There are amendments but none are relevant.

(**b**) S.I. 2016/765, amended by S.I. 2017/1112, 2018/1160, 2019/1098 and 2021/879. There are other amendments not relevant to this Order.

(c) the contribution referred to in paragraph (1)(a) is an amount not more than the total direct costs divided equally by the number of persons carried (including the pilot);

(d) the flight is operated by a private individual;

(e) no person acting as a pilot is employed as a pilot or acting under a contract for the provision of services as a pilot for the flight;

(f) passengers undertaking the flight are clearly advised that the flight does not meet the same safety standards as a Commercial Air Transport (CAT) or Public Transport (PT) flight;

(g) for each passenger, a record is made attesting to—

(i) their having been clearly advised that the flight does not meet the same safety standards as a CAT or PT flight; and

(ii) their acceptance of this fact as indicated by their signed declaration to this effect;

(h) the records referred to in paragraph (g) are—

(i) completed prior to the flight;

(ii) retained by the operator of the flight for a period of 6 months from the date of the flight; and

(iii) produced by the operator of the flight when requested by an Authorised Person; and

(i) where advertisement or promotion of the flight occurs, the advertisement or promotion satisfies the criteria in paragraph (3).".

(4) After paragraph (2) insert—

"(3) The criteria of this paragraph are satisfied if an advertisement or promotion of a flight—

(a) is placed by the pilot or operator of the flight;

(b) makes it clear that the flight is a private arrangement not conducted in accordance with CAT or PT safety standards; and

(c) includes—

(i) the start and end locations of the flight;

(ii) the date when the pilot is available to conduct the flight;

(iii) the licence type held by the pilot;

(iv) the class of medical certificate or medical declaration held by the pilot;

(v) the total number of hours flown by the pilot; and

(vi) the total number of hours flown by the pilot in the advertised aircraft type in the three months prior to the advertisement being placed.".

Amendment of article 136 (requirement for appropriate licence to act as member of flight crew of Part-21 aircraft registered in the United Kingdom)

4.—(1) Article 136 is amended as follows.

(2) For paragraph (1) substitute—

"(1) Subject to paragraph (2), a person must not act as a pilot of a Part-21 aircraft that is registered in the United Kingdom without holding an appropriate licence granted, converted or rendered valid under—

(a) the Aircrew Regulation;

(b) the Sailplane Regulation; or

(c) the Balloon Regulation.".

(3) In paragraph (2), after "the Aircrew Regulation" insert ", Sailplane Regulation or Balloon Regulation".

Revocation of article 142 (flight crew licence requirement – exception for balloons)

5. Omit article 142.

Amendment of article 150 (deeming a non-United Kingdom flight crew licence and any Part-FCL licence valid for non-Part-21 aircraft registered in the United Kingdom and deeming a non-United Kingdom radiotelephony licence valid for any aircraft)

6.—(1) Article 150 is amended as follows.

(2) In the heading, after "any Part-FCL" insert "or Part-BFCL".

(3) In paragraph (1)—

(a) in sub-paragraph (b), omit "or";

(b) at the end of sub-paragraph (c), insert—

"; or

(d) in the case of a balloon, a Part-BFCL licence.".

(4) In paragraph (5), after "a Part-FCL licence", insert "or a Part-BFCL licence".

Additional provision relating to aerobatic ratings

7. After article 153 (ratings and certificates), insert—

"Aerobatic rating

153A. The holder of a United Kingdom licence or National Private Pilot's Licence (aeroplane) first issued after 30th September 2025 is not entitled to act as pilot in command of an aeroplane whilst aerobatic manoeuvres are conducted unless the licence includes an aerobatic rating in accordance with Chapter 2 of Part 2 of Schedule 8.".

Amendment of article 154 (maintenance of privileges of aircraft ratings specified in Chapter 1 of Part 2 of Schedule 8 in United Kingdom pilot licences for balloons, airships and gyroplanes)

8.—(1) Article 154 is amended as follows.

(2) In paragraph (2), for "paragraphs (3)" substitute "paragraph (3)".

(3) At the end of paragraph (3), insert ", provided that on the day of the flight the holder complies with the relevant requirements of BFCL.160 of the Balloon Regulation".

(4) After paragraph (3), insert—

"(4) The relevant requirements of BFCL.160 referred to in paragraph (3) are—

(a) before 1st October 2029, all of BFCL.160 except paragraph (a)(1)(ii);

(b) on or after 1st October 2029, all of BFCL.160.".

Amendment of article 155 (maintenance or privileges of aircraft ratings specified in Chapter 1 of Part 2 of Schedule 8 in United Kingdom aeroplane and helicopter licences)

9.—(1) Article 155 is amended as follows.

(2) For the heading substitute—

"**Maintenance of privileges of aircraft ratings for United Kingdom aeroplane and helicopter licences specified in Chapter 2 of Part 1 of Schedule 8**".

(3) At the end of paragraph (1), insert "specified in Chapter 2 of Part 1 of Schedule 8".

(4) In paragraph (2)—

(a) after sub-paragraph (b), insert "and";

(b) for sub-paragraph (c) substitute—

"(c) the holder has undertaken the differences training specified in paragraph FCL 710 of Part-FCL and detailed information about that differences training has been entered in the holder's personal flying log by the instructor who provided the training.";

(c) omit sub-paragraph (d).

Amendment of article 156 (maintenance of privileges of other certificates and ratings specified in Chapter 1 of Part 2 of Schedule 8)

10. In the heading for article 156, after "Chapter 1" insert "or Chapter 2".

Amendment of article 157 (maintenance or privileges of certificates and ratings specified in Chapters 2 and 3 of Part 2 of Schedule 8)

11. For article 157 substitute—

"Maintenance of privileges of certificates and ratings included in a National Private Pilot's Licence or Light Aircraft Pilot's Licence

157.—(1) Except as provided for by paragraph (2), the holder of a National Private Pilot's Licence or Light Aircraft Pilot's Licence is not entitled to exercise the privileges of any certificate or rating specified in Chapter 2 or 3 of Part 2 of Schedule 8 which is included in the licence unless—

(a) the licence includes a certificate of revalidation for the certificate or rating; and

(b) the certificate of revalidation is appropriate, issued and valid in accordance with the relevant entry for the rating in Chapters 1 or 2 of Part 3 of Schedule 8.

(2) The holder of a Light Aircraft Pilot's Licence (Helicopters) may exercise the privileges of an aircraft rating included in the licence without a certificate referred to in paragraph (1)(a) provided that at the time of the intended flight they have complied with FCL.135.H and FCL.140.H of the Aircrew Regulation as appropriate to the aircraft flown.".

Amendment of article 162 (requirement for a Part MED medical certificate for a Part-FCL licence)

12. In article 162, including the heading, after "a Part-FCL" insert ", Part-SFCL or Part-BFCL".

Additional provision relating to declared training organisations

13. After article 168, insert—

"Declared training organisation

168A.—(1) A person may provide a course of training as required under articles 152 and 153 for the grant of a licence or rating where they have completed a declaration as required by this article and that declaration has been accepted by the CAA.

(2) A declaration must contain at least the following information—

(a) the name of the declarant;

(b) the declarant's principal place of business in the United Kingdom;

(c) the contact details of the aerodromes and the operating sites of the declarant;

(d) the names and contact details of the following—

(i) the representative of the declarant;

(ii) the head of training of the declarant; and

(iii) any deputy head of training of the declarant;

(e) a list of all aircraft to be used for the training if any;

(f) the date of intended commencement of the training;

(g) a safety policy;

(h) a statement confirming the declarant will apply that safety policy during all training activities covered by the declaration;

(i) the type of training the declarant intends to provide;

(j) a statement confirming the declarant will, during all training activities covered by the declaration, provide and continue to provide the training in accordance with the declaration.

(3) The CAA must—

(a) accept a declaration where it is in the form specified by the CAA and contains at least the information referred to in paragraph (2); and

(b) the CAA consider that the declarant is able to provide the declared training.

(4) The CAA must inform the declarant in writing of its acceptance of the declaration or inform the declarant in writing of the reasons why the declaration is not accepted.

(5) The CAA must publish the required form of declaration, including the information to be included in the declaration in paragraph (2).

(6) A declaration no longer entitles the provision of training specified within it where—

(a) the declarant has notified the CAA of the cessation of the training activities covered by the declaration;

(b) the declarant has not provided the training for more than 36 consecutive months; or

(c) the CAA notifies the declarant that it is not satisfied that the training is being provided in accordance with the declaration.

(7) Any notice given under paragraph (6)(c) must give written reasons and—

(a) the declaration must be treated as if it was suspended under article 253(2); and

(b) the suspension remains in effect until the CAA informs the declarant that the CAA is satisfied that the declarant is able to provide the training in accordance with the declaration.".

Amendment of article 172 (licences and ratings no longer to be granted)

14. For article 172 substitute—

"Licences and ratings no longer to be granted

172.—(1) The CAA must not grant—

(a) a United Kingdom Commercial Pilot's Licence (Helicopters and Gyroplanes); or

(b) a United Kingdom Airline Transport Pilot's Licence (Helicopters and Gyroplanes),

to any person who was not on 31st December 2002 the holder of such a licence.

(2) The CAA must not grant—

(a) a United Kingdom Private Pilot's Licence (Balloons and Airships); or

(b) a United Kingdom Commercial Pilot's Licence (Balloons),

to any person who was not on 30th September 2025 the holder of such a licence.".

Amendment of Schedule 1 (interpretation)

15. In Schedule 1, paragraph 1—

(a) after the definition of "B Conditions", insert—

""Balloon Regulation" means Commission Regulation (EU) 2018/395 of 13 March 2018 laying down detailed rules for the operation of balloons as well as for the flight crew licensing for balloons pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council(**a**);";

(b) in the definition of "Certificate of revalidation", omit "Chapter 2 of";

(c) for the definition of "direct cost" substitute—

""direct costs" means the costs only directly incurred for a flight and include only—

(a) fuel;

(b) oil;

(c) airfield charges; and

(d) aircraft rental fees at current market rate;"

(d) after the definition of "Part-ARO", insert—

""Part-BFCL licence" means a flight crew licence which complies with the requirements of Annex III (Part-BFCL) to the Balloon Regulation;";

(e) after the definition of "Part-ORO", insert—

""Part-SFCL licence" has the same meaning as provided by article 2(12) of the Sailplane Regulation;";

(f) after the definition of "Safety management system", insert—

""Sailplane Regulation" means Commission Implementing Regulation (EU) 2018/1976 of 14 December 2018 laying down detailed rules for the operation of sailplanes as well as for the flight crew licensing for sailplanes pursuant to Regulation (EU) 2018/1139 of the European Parliament and of the Council(**b**), as amended from time to time;"; and

(g) in the definition of "United Kingdom licence", for "Chapter 1" substitute "Chapter 2".

Amendment of Schedule 8 (flight crew of aircraft—licences, ratings, qualifications and maintenance of licence privileges)

16.—(1) Schedule 8 is amended as follows.

(2) In Part 1 (flight crew licences)—

(a) in Chapter 2, Section 3, in the entry for "Private Pilot's Licence (Balloons and Airships)"—

(i) in paragraph (1), for sub-paragraphs (b) to (d) substitute—

"(b) to fly as pilot in command of such a balloon or airship at night if the licence includes a night rating (balloons and airships).";

(ii) for paragraph (2) substitute—

"(2) The holder of a Private Pilot's Licence (Balloons and Airships) may not fly a balloon or airship mentioned in paragraph (1)(a)—

(a) for the purpose of public transport or commercial operation;

(b) for remuneration or other valuable consideration;

(**a**) EUR 2018/395, amended by S.I. 2019/645, S.I. 2020/1116 and S.I. 2021/10. There are other amendments not relevant to this Order.

(**b**) EUR 2018/1976, amended by S.I. 2019/1098 and S.I. 2020/1116. There are other amendments not relevant to this Order.

(c) in a hot-air balloon with an envelope capacity of more than 3,400 m^3 (120,069 ft^3); or

(d) other than as authorised by paragraph (1),

unless authorised to do so by the CAA.";

(b) in Chapter 3—

(i) in the entry for "National Private Pilot's Licence (Aeroplanes)", for paragraphs (1) and (2) substitute—

"(1) The holder of a National Private Pilot's Licence (Aeroplanes) is entitled—

(a) in accordance with the remainder of this paragraph, to fly for the purposes of non-commercial operations as pilot in command of any aeroplane for which a class rating is included in the licence provided that the total number of persons carried (including the pilot) does not exceed four, and the maximum certified take-off mass of the aeroplane does not exceed 2,000 kg;

(b) with the permission of the competent authority for the airspace in which the aircraft is being flown, to fly such an aeroplane outside the United Kingdom;

(c) to fly such a microlight aeroplane or TMG for the purpose of commercial operation—

(i) which consists of instruction or flying examinations, provided that—

(aa) in the case of instruction, the licence includes an appropriate instructor certificate; and

(bb) in the case of flying examinations, the holder is authorised to conduct such examinations by the CAA; or

(ii) where the excepted flights condition is met;

(d) otherwise than as provided by sub-paragraph (c), to fly such an aeroplane for the purpose of commercial operation where the excepted flights condition is met;

(e) to fly as pilot in command when carrying passengers if—

(i) the recent experience condition is met; or

(ii) the recent experience exception is met;

(f) to fly as pilot in command of any such aeroplane at night where the licence includes a night rating (aeroplanes);

(g) to fly as pilot in command of any such aeroplane under Instrument Flight Rules where the licence includes an instrument meteorological conditions rating; and

(h) to receive remuneration or other valuable consideration for services as a pilot on a flight if the remuneration condition is met.

(2) The holder of a National Private Pilot's Licence (Aeroplanes) may not fly—

(a) for the purpose of public transport or commercial operation (other than commercial operation permitted by sub-paragraphs (1)(c) or (1)(d));

(b) for remuneration or other valuable consideration (other than remuneration or other valuable consideration permitted by sub-paragraph (1)(h)); or

(c) other than as authorised by paragraph (1),

unless authorised to do so by the CAA.";

(ii) in the entry for "National Private Pilot's Licence (Helicopters)"—

(aa) for "National Private" wherever it appears, including the heading, substitute "Light Aircraft";

(bb) in paragraph (1)(a), after "class" insert "or type";

(cc) after paragraph (2) insert—

"(3) A National Private Pilot's Licence (Helicopters) granted before 1st October 2025 is deemed to be a Light Aircraft Pilot's Licence (Helicopters).".

(3) In Part 2 (ratings, certificates and qualifications)—

(a) in Chapter 1—

(i) at the end of Section 1, insert—

"**Single Engine (Gyroplanes)**

A Single Engine (Gyroplanes) rating entitles the holder to fly as pilot in command of the type of gyroplane for which the holder passed the licence skill test for the rating, except where the holder has—

(a) completed the applicable differences training with a Flight Instructor (Gyroplanes), as specified in CAA Standards Document 44 Revision 6, dated October 2025; and

(b) entered the details of the training in sub-paragraph (a) in the holder's personal flying logbook.";

(ii) in Section 2, omit the entry, including the heading, for "Instrument meteorological conditions rating (aeroplanes)";

(iii) in Section 3—

(aa) in the entry for "Flight instructor certificate (helicopter)", in the entry for "Restrictions – restricted privileges", in sub-paragraph (1)(a)(i), for "National Private Pilot's Licence (Helicopters)" substitute "Light Aircraft Pilot's Licence (Helicopters)"; and

(bb) in the entry for "Flight instructor certificate (restricted) (gyroplanes)", for sub-paragraph (a) substitute—

"(a) such instruction must only be given under the supervision of a person who—

(i) is present—

(aa) during the take-off and landing at the aerodrome at which instruction is to begin and end;

(bb) in flight within the circuit pattern of the same aerodrome; or

(cc) in flight within the local flying area specified by the flight training organisation; and

(ii) is the holder of a flight instructor certificate (gyroplanes) entitled to instruct on an aircraft of the same type or class as the aircraft on which the instruction is being given;";

(b) in Chapter 2—

(i) after the entry for "Night rating (aeroplanes)", insert—

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

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

(a) in Class A airspace; or

(b) when the aeroplane is taking off or landing at any place where the flight visibility below cloud is less than 1,500 metres.

Aerobatic rating (aeroplanes)

An aerobatic rating (aeroplanes) entitles the holder of the licence to act as pilot in command of an aeroplane whilst conducting aerobatic manoeuvres.";

(ii) for the entry for "SSEA class rating", including the heading, substitute—

"**Single Engine Piston (SEP) class rating**

(1) Subject to paragraphs (3) to (6), a Single Engine Piston (SEP) class rating entitles the holder to act as pilot in command of any single engine piston aeroplane.

(2) A single engine piston rating shall be issued as being valid for either—

(a) aeroplanes designed to operate from land; or

(b) aeroplanes designed to operate from water.

(3) Where the rating is included in an NPPL(A), the maximum take-off mass of the aircraft must not exceed 2,000 kilograms.

(4) The SEP rating includes the microlight class rating but before exercising privileges as pilot in command of a microlight aeroplane, the holder of an SEP rating must—

(a) receive appropriate differences training in microlight aeroplanes; and

(b) comply with the differences training requirements specified for the holder of a microlight aeroplane class rating as appropriate to the aircraft flown.

(5) Where the rating is endorsed "single seat only" in the current certificate of revalidation, the holder is only entitled to act as pilot in command of a single seat aeroplane.

(6) Before exercising the privileges of the SEP rating, the holder must complete appropriate differences training where—

(a) the aeroplane is fitted with—

(i) a tricycle undercarriage;

(ii) a tailwheel;

(iii) a supercharger or turbo-charger;

(iv) a variable pitch propeller;

(v) retractable landing gear;

(vi) a cabin pressurisation system; or

(b) in respect of an NPPL(A) licence endorsed with an SEP rating, the aeroplane has a maximum continuous cruising speed in excess of 140 knots indicated airspeed.

(7) The differences training mentioned in paragraphs (4) and (6) must be given by a flight instructor entitled to instruct on the aeroplane used for the training, recorded in the licence holder's personal flying logbook and endorsed and signed by the instructor conducting the training.

(8) An aircraft rating endorsed on a licence as 'SSEA' prior to 1st October 2025 is deemed to be an SEP rating except that the SEP rating is deemed limited to aeroplanes designed to operate from land unless the holder—

(a) had, prior to 1st October 2025, completed appropriate differences training relating to take off and landing on water; and

(b) has passed the Private or Professional Seamanship examination.";

(iii) in the entry for "SLMG class rating", including the heading—

(aa) in each place it occurs, including in the heading, for "SLMG" substitute "TMG";

(bb) after paragraph (2), insert—

"(3) An aircraft rating endorsed on a licence as "SLMG" prior to 1st October 2025 is deemed to be a TMG class rating.";

(iv) for the entry for "Flight instructor's certificate (SLMG)", including the heading, substitute—

"**Flight instructor's certificate (TMG)**

(1) A flight instructor's certificate (TMG) entitles the holder of the licence to give instruction in flying TMGs.

(2) A flight instructor's certificate endorsed on a licence as "FI (SLMG)" prior to 1st October 2025 is deemed to be a flight instructor's certificate (TMG).";

(c) in Chapter 3, for both instances where it occurs, including in the heading of the chapter, for "National Private Pilot's" substitute "Light Aircraft Pilot's".

(4) In Part 3 (maintenance of licence privileges)—

(a) in Chapter 1, in paragraph 1(3), omit Table 4;

(b) in Chapter 2—

(i) in paragraph 4(1)—

(aa) for "a SSEA class rating" substitute "an SEP class rating";

(bb) for "SLMG class rating" substitute "TMG class rating";

(cc) in Table A, paragraph 2(b), for "Table B" substitute "paragraph (2)";

(dd) omit Table B;

(ii) for paragraph 4(2) substitute—

"(2) The experience requirements for the issue of a certificate of revalidation for a class rating in accordance with paragraph 2(b) of Table A are that the holder has, as a pilot in aeroplanes for which there is a class rating included in the licence and within the period of validity of the current certificate of revalidation for the rating—

(a) flown at least 12 hours which includes at least 6 hours as pilot in command;

(b) completed at least 12 take-offs and at least 12 landings;

(c) flown at least six hours in the 12 months preceding the expiry date of the rating;

(d) undertaken at least one hour of flying training in an aeroplane with an instructor entitled to give instructions on aeroplanes of that class.

(2A) Where all the experience requirements of paragraph (2) are met except those in paragraph (2)(d), a certificate of revalidation may be issued but must be endorsed 'single seat only'.";

(iii) omit paragraph 6.

Richard Tilbrook
Clerk of the Privy Council

EXPLANATORY NOTE

(This note is not part of the Order)

This Order amends the Air Navigation Order 2016 (S.I. 2016/765) ("ANO").

Article 3 amends article 13 of the ANO to align cost-shared flight requirements with Commission Regulation (EU) No 965/2012 (laying down technical requirements and administrative procedures related to air operations) (EUR 2012/965).

Article 4 amends article 136 of the ANO to provide that pilots of Part-21 sailplanes and balloons are required to hold licences issued under the Sailplane Regulation (EUR 2018/1976) and Balloon Regulation (EUR 2019/395) respectively.

Article 5 revokes article 142 of the ANO to align UK Private Pilot Licence for Balloons and Airships (PPL(BA)) requirements with recency requirements of Annex 3 of the Balloon Regulation.

Article 6 amends article 150 of the ANO to include Balloon flight crew licences (Part-BFCL) in the list of licences deemed valid for non-Part 21 aircraft registered in the United Kingdom.

Article 7 inserts a new article 153A into the ANO requiring holders of licences granted under the ANO after 30th September 2025 to possess an aerobatic rating prior to conducting aerobatic manoeuvres.

Article 8 amends article 154 of the ANO to require PPL(BA) holders to comply with the Balloon Regulation when exercising the privileges of any rating included in their licence, with a transitional provision deferring compliance with refresher training requirements for four years after the amendment comes into force.

Article 9 amends article 155 of the ANO to restrict the article to requirements to maintain privileges of aircraft ratings attached to aeroplanes and helicopter licences other than the National Private Pilot's Licence ("NPPL") which is addressed under article 157. The reference to differences training to fly microlights is also removed as this is now addressed in Schedule 8 to the ANO.

Article 10 amends article 156 to correct the reference to include Chapter 2 of Part 2 of Schedule 8 to the ANO.

Article 11 amends article 157 of the ANO to align with the amendments made by article 9. Article 157 of the ANO is also amended in relation to revalidation of ratings.

Article 12 amends article 162 of the ANO to include references to the Balloon Regulation and Sailplane Regulation to require licence holders under those Regulations to hold valid medical certificates.

Article 13 inserts new article 168A to the ANO detailing the requirements for a person wishing to declare themselves qualified to provide a course of training.

Article 14 amends article 172 of the ANO to remove unnecessary administrative burdens for the CAA in respect of the Private Pilot's Licence (Balloons and Airships) which is currently validated as a Balloon Pilot Licence under Part-BFCL for Part-21 balloons.

Article 15 amends Schedule 1 to the ANO to include new, and amend existing, definitions as required.

Article 16 amends Schedule 8 to the ANO to amend and more precisely define the privileges of United Kingdom licences in relation to both pilots and instructors**.** Article 16 also amends existing terminology in class ratings, including the renaming of "National Private Pilot's Licence (Helicopters)" as "Light Aircraft Pilot's Licence (Helicopters)", and increases the types of flight instructor certificates.

A full impact assessment has not been produced for this instrument as no, or no significant, impact on the private, voluntary or business sectors is foreseen. An Explanatory Memorandum has been published alongside this Order and is available at www.legislation.gov.uk.

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