



Miscellaneous

No: 1133

Air Navigation Order 2009

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General Exemption E4095

Flying Training and Testing in Jointly-owned Aircraft with National Certificate of Airworthiness or National Permit to Fly

Exemption for aircraft with a national certificate of airworthiness:

- 1) The United Kingdom Civil Aviation Authority (the CAA), in exercise of its powers under article 242 of the Air Navigation Order 2009 (the Order), exempts any aircraft registered in the United Kingdom with a national certificate of airworthiness from the provisions specified in paragraph 2, subject to the conditions in paragraph 6.
- 2) The provisions from which the specified aircraft is exempt are any continuing airworthiness or equipment requirements contained in or arising under Parts 3, 3A or 4 of the Order which apply to aircraft flying for the purposes of aerial work or public transport.

Exemption for aircraft with a national permit to fly:

- 3) The CAA, in exercise of its powers under article 242 of the Order, exempts any aircraft specified in paragraph 4 from the provision specified in paragraph 5, subject to the conditions in paragraph 6.
- 4) A specified aircraft is any aircraft which:
 - 1) is registered in the United Kingdom;
 - 2) has a national permit to fly; and
 - 3) is not required to be operated in accordance with CAP 632¹.
- 5) The provisions from which the specified aircraft is exempt are:
 - 1) article 23(1)(b) which prohibits such an aircraft from flying for the purpose of public transport;
 - 2) article 23(1)(c) of the Order, which prohibits such an aircraft from flying for the purpose of aerial work, other than aerial work which consists of flights for the purpose of flying displays,

¹ UK registered ex-military aircraft or replicas with any one or more of (1) a Maximum Take-off Weight Authorised in excess of 2730 kg; (2) a piston engine with a rating of 800 hp or more; or (3) a turbine or turbojet engine (excluding helicopters under 2730 kg) will normally be required to be operated in accordance with CAP 632.

associated practice, test and positioning flights or the exhibition or demonstration of the aircraft; and

- 3) any continuing airworthiness or equipment requirements contained in or arising under Parts 3, 3A or 4 of the Order which apply to aircraft flying for the purposes of aerial work or public transport.
- 6) The conditions are:
 - 1) the aircraft complies with any continuing airworthiness or equipment requirements contained in or arising under Parts 3, 3A or 4 of the Order which apply to aircraft flying on a private flight;
 - 2) the aircraft is sole owned or is owned in accordance with article 269(2) of the Order either jointly or by a company;
 - 3) the aircraft flies for the purpose of aerial work which consists solely of flying training or testing; and
 - 4) the person receiving the flying training or testing:
 - a) holds a licence which authorises the holder to act as a pilot of an aircraft and is granted under the law of a Contracting State; and
 - b) i) is registered as the sole owner of the aircraft; or
ii) is a joint owner of the aircraft or a registered shareholder of the company which owns the aircraft; or
iii) is the spouse or child of a person specified in subparagraphs i) or ii).
- 7) This exemption supersedes Official Record Series 4 Nos. 1093, 1103, 1106, 1112 and 1113 which are revoked.
- 8) This exemption comes into force on the date it is signed and remains in force, unless revoked, until 31 December 2016.

T Rapson

for the Civil Aviation Authority

05 October 2015

Explanatory Note

In advance of a revised ANO in 2016, this exemption is a rationalisation of several previous ones. It allows joint-owners of non-EASA aircraft, who wish to pay for flying training in their aircraft, to comply with the airworthiness requirements applicable to private flight. This includes aircraft flying in accordance with a national permit to fly.