



LAA/MOD 15  
**INITIAL REQUEST FOR  
 NIGHT/IFR CLEARANCE**  
 Issue 2

Mod No. (Office use only)

This form is used to make an initial application for an LAA aircraft to be not limited to day/VFR use only, and should be read in conjunction with LAA Technical Leaflets TL 2.27 and 2.28.

**1. AIRCRAFT DETAILS**

Registration	Type
<b>G-</b>	

**2. APPLICANT DETAILS**

Owners Name	Membership No.		
Name and address of person to be contacted regarding this application:			
Daytime Telephone No.:		e-mail:	

**3. ADDITIONAL CLEARANCES SOUGHT (tick one)**

DAY IFR <input type="checkbox"/>	NIGHT <input type="checkbox"/>	NIGHT AND IFR <input type="checkbox"/>
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**4. BACKGROUND**

Aircraft origin (tick one)	Amateur-built <input type="checkbox"/>
	Factory-built ex-type certified <input type="checkbox"/>
Status (tick one)	New-build project <input type="checkbox"/>
	Under restoration <input type="checkbox"/>
	Currently in permit <input type="checkbox"/>
	Lapsed permit <input type="checkbox"/>
For factory-built ex-TC aircraft, state whether previously cleared for night and/or IFR use, and if so, when that clearance was last in force	
For amateur-built aircraft, state number of hours flown since new	
For all aircraft, state whether there have been any changes to systems, powerplant or instrumentation in the last year/50 hours	



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**5. ENGINE**

Engine make and model	
Engine modifications	
Ignition systems	
Carb ice prevention provided by	

**5. PROPELLER**

Propeller make and model	
Leading edge protection by	

**6. MODIFICATIONS**

Modifications embodied	
If flap position is not visible from cockpit, is a flap position indicator fitted?	

**7. FLIGHT INSTRUMENTS (state make and type)**

	Primary	Secondary (if applicable)
ASI ALT COMPASS AH T+S DI TC		
Power supply for AH		
Power supply for T+S		



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Power supply for DI		
Power supply for TC		

If vacuum driven instruments are fitted, is there a vacuum gauge or low vacuum warning fitted?	
If electrically driven AH or T+S or TC or DI are fitted, is there an ammeter, voltmeter, low volts warning fitted?	
* Is a heated pitot fitted?	
* Is either a heated static or a shielded alternative static fitted?	
Is an outside air temperature gauge fitted?	

\* These items may not be required on ex-Type Certified aircraft

**8. NAVIGATION EQUIPMENT**

Describe navigation equipment fitted:

**9. COMMS AND TRANSPONDER**

Describe comms radio and transponder fitted:

**10. WING LEVELLER/AUTOPILOT**

Describe wing leveller/autopilot if fitted, if applicable:

**11. LIGHTING**

Is the aircraft fitted with:	
Cockpit lighting	
Instrument lighting	



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Navigation lights	
Landing/taxi light	
Flap position indicator visible at night	

**12. DOCUMENTATION**

State whether the aircraft already has the associated documentation:	
Pilots operating handbook	
Maintenance schedule	
Wiring diagram	

**13. OWNER'S DECLARATION**

<b>I declare that the foregoing information is correct and I request that my aircraft is considered for the removal of day/VFR limitations, as appropriate.</b>	
<b>Name (owner): (on behalf of all the owners)</b>	
<b>Signature:</b>	
<b>Date:</b>	

Note: a signature is not required if the *owner* is submitting this form by email; however, by submitting the application, you signify that you agree with the Owner's Declaration.

*Applicants please note:*

*Flying single-engined aircraft in IMC or at night is a higher risk activity than flying those same aircraft during the day in VMC, as the consequences of any failure, especially engine failure, are less predictable. Each individual owner seeking night or IMC/IFR clearance should understand the risks and ensure the aircraft is equipped to as far as possible mitigate these additional risks, and that the pilot is qualified and appropriately experienced. Whatever equipment is installed, flight in known or forecast icing conditions or areas of thunderstorm activity will be forbidden.*

Data privacy: personal data submitted on this application form may be stored electronically but will only be used in relation to the application and to support the safety of any aircraft to which it relates. Statutory obligations excepting, personal data will not be passed on to third parties without your permission. The full LAA data protection policy can be found on our website at [www.laa.uk.com](http://www.laa.uk.com)