

MANDATORY: CONDITIONS OF A PERMIT TO FLY

The Permit to Fly issued to LAA aircraft does not constitute an 'internationally recognised Certificate of Airworthiness'.

It is a national 'permission to fly' issued by the UK CAA for use within the UK only and is in recognition of the fact that amateur built aircraft, and some vintage types, which do not qualify for a C of A, would otherwise be grounded.

The Permit to Fly restricts the operation of the aircraft as follows:

1. The aircraft shall be used for recreational purposes only, i.e. not for public transport or for aerial work such as aerial photography or banner towing.

The one exception, however, is that LAA aircraft may be flown for public exhibition or demonstration, such as at airshows, even when this does constitute aerial work.

2. Except to the extent necessary in order to take-off or land from a government or licensed aerodrome, in accordance with normal aviation practice, LAA aircraft are not allowed to fly over any assembly of persons, **at any height**.
3. LAA aircraft are permitted to fly in daytime and under VFR flight conditions only, i.e. not at night and not IFR.
4. As noted above, a Permit to Fly permits flight in the UK only, and does not infer a right of flight in the airspace of any other country.

Every Permit to Fly carries an 'Exemption' allowing the aircraft to leave UK airspace (the Air Navigation Order would otherwise prohibit this). Note however that this still does not represent a permission to enter the airspace of another country.

See LAA website www.laa.uk.com for further details about flying abroad.

For clarification on any of the above points, please contact LAA Engineering.

Note that before July 2010, Permit aircraft were not allowed to fly over congested areas. A CAA exemption now exists (E3175, or as renewed) that allows certain permit aircraft (microlight aeroplanes, amateur-built aeroplanes up to 1500 kg, and factory-built aeroplanes up to 1500 kg that were previously on a Certificate of Airworthiness) to overfly congested areas, subject to the normal rules of the air. These rules include retaining the capability to glide clear and maintaining minimum clearances with obstacles. This exemption does not apply when test flying or check-flying the aircraft. The exemption overrides any statement to the contrary in existing Permit to Fly documents.