

## INTRODUCTION

Remunerated continuation training, introductory flights and post-PPL self-fly hire are possible in Permit to Fly aircraft administered by the LAA, subject to meeting the requirements below. Remunerated ab initio training in an LAA aircraft is also possible for owners, joint owners and their immediate relatives.

## SELF-FLY HIRE

1. Certain LAA aircraft may be hired out to third parties, provided the following conditions and processes are followed.
2. Aircraft put forward for hiring out must be accompanied by suitable pilot notes. In particular, descriptions of how the engine, fuel and electrical systems operate are important, as well as any feature unique to the aircraft. The pilot notes must be given an issue number and date.
3. It is a requirement that aircraft accepted for hiring will be maintained in accordance with a schedule which will be reviewed at the time of application by LAA Engineering and subsequently by an LAA inspector as part of the aircraft's annual Permit revalidation process. The maintenance schedule must be given an issue number and date.
4. The owner of the aircraft remains responsible for the airworthiness of the aircraft.
5. An owner wishing to hire out their aircraft must submit form [LAA/ARU 01](#) for consideration.
6. LAA will assess the type and individual aircraft, its proposed maintenance regime and documentation. If these are deemed appropriate, LAA will issue a Permission authorising use for self-fly hire and (if applicable) introductory flights, valid until the expiry of the aircraft's current Certificate of Validity. A fee is chargeable for the issue of the Permission: see the website for the [current fees](#).
7. At each annual Permit revalidation, the Inspector is required to sign a submission in the Permit Renewal Form confirming that the approved pilots notes and aircraft maintenance schedule remain available for inspection. The owner must also confirm that the agreed utilisation of the aircraft is unchanged.
8. Aircraft may be owned by an individual, a group or an organisation (e.g. a flying club). Accepted aircraft may be hired out to other individuals, a group or an organisation.
9. Where the aircraft is being hired out to an organisation for ongoing self-fly hire or, if appropriate, flying instruction, that organisation is required to become an LAA Corporate Member.
10. The owner must supply the following documents to the hirer (copies or originals, as required):
  - a. Permit to Fly (including Conditions and Operating Limitations)
  - b. Current Certificate of Validity
  - c. LAA Permission authorising hire
  - d. Registration document
  - e. Radio approval certificate & licence
  - f. Engine and airframe logbooks (and propeller logbook if a variable pitch propeller is fitted)
  - g. Accepted pilot notes
  - h. Accepted maintenance schedule
  - i. Current weight and balance report

- j. Insurance certificate
  - k. Noise certificate (microlights only)
11. It is strongly recommended that an agreement is drawn up for acceptance between the owner and the hirer which addresses at least the following points:
- a. Who is responsible for managing the maintenance of the aircraft.
  - b. Who is responsible for updating the flying records (e.g. aircraft's logbooks).
  - c. Who may perform maintenance (the owner may allow the pilot to perform maintenance, but this may not exceed the limits prescribed in [TL 2.05](#)).
  - d. The details of the insurer, including confirmation that the insurance covers the aircraft for hiring/instruction/introductory flights, as required.
  - e. Who is responsible for any insurance excesses in the event of an incident.
  - f. Whether there are any geographical limits on operation (e.g. UK only or specified airfields).
  - g. The equipment supplied with the aircraft (e.g. headsets).
  - h. Whether any equipment is unserviceable.
  - i. The basis for charging
12. Any changes to the circumstances of the aircraft (e.g. the operating regime, changes that affect maintenance, etc) must be advised to LAA Engineering in writing (preferably by email to [engineering@laa.uk.com](mailto:engineering@laa.uk.com)).
13. It is imperative that an owner's insurer is informed of the change of use and that appropriate arrangements are made with the hirer to ensure full and proper cover. Note: it is a legal requirement for an aircraft to be insured to cover passengers and third parties for the intended operations.
14. If the aircraft changes ownership, the permission granted by the LAA in paragraph 6 above becomes invalid and the new owner must make a new application using form [LAA/ARU 01](#).

### INTRODUCTORY FLIGHTS

15. Introductory flights are those where the operator of an aircraft can charge members of the public for a short introductory flight in an aircraft, to give that person an experience of that aircraft type or flying in general. These flights must start and end at the same airfield and be operated by day and under Visual Flight Rules. The operations must be overseen by a person nominated by an EASA-approved training organisation, in accordance with the rules as published by CAA and/or EASA.
16. LAA aircraft may be used for these flights provided that the aircraft is either 'Type Approved' (i.e. a factory-built microlight or factory-built gyroplane) or a type formerly holding a UK Certificate of Airworthiness, in respect of which, there is a 'Type Responsibility Agreement' (TRA) with the CAA and the operator of the aircraft has an arrangement with the TRA holder for these operations.
17. Aircraft operating introductory flights must be managed in the same way as self-fly hire aircraft, as detailed in paragraphs 1 to 13 above, including an application on form [LAA/ARU 01](#).

## PILOT TRAINING

### General

18. Remunerated ab initio training towards EASA and non-EASA licences or ratings is permissible for owners, joint owners and their immediate relatives only.
19. If a pilot is training towards an EASA licence or rating, this will likely have to be done under arrangements entered into with an Approved Training Organisation (ATO) or Registered Training Facility (RTF). This is a requirement under the EASA Aircrew Regulation for most licences or ratings. Provided the ATO or RTF is willing to provide instruction in the aircraft, and operate it in accordance with their operational procedures, this is permitted. The ATO or RTF should be able to advise whether the aircraft is suitable for training towards the licence or rating being sought.
20. Prospective aircraft owners thinking of building or buying an aircraft with a view to learning to fly in it should take account of the suitability of the type's construction and its handling characteristics, the availability of instructors who are knowledgeable of the type, and appropriate maintenance and continuing airworthiness arrangements.
21. Flight time conducted in LAA aircraft counts towards those required under EASA for the issue, renewal, or revalidation of a licence, rating, or certificate.

### Initial issue of a licence

22. An owner may receive remunerated (or un-remunerated) flight training towards an initial licence in his or her own LAA aircraft, whether he or she is a 'sole' owner or a 'group' owner. (Spouses and the children of 'sole' or 'group' owners are also acceptable).
23. The solo part of the PPL syllabus can be carried out in a single seat LAA aircraft as long as the aircraft is similar to that being used for dual instruction, is suitably equipped, and the instructor is satisfied that it is compatible with accepted flight training practices.
24. 'Simulated' instrument training as required by the PPL syllabus is permitted providing the aircraft is suitably equipped.
25. Examination, as required by the PPL syllabus, may be carried out in an LAA aircraft. The aircraft must be suitably equipped.

### Initial issue of a rating or certificate

26. Remunerated training and skills testing may be carried out in 'sole owned' or 'group owned' LAA aircraft towards initial issue of a rating or certificate. It may also be carried out in aircraft that have been hired from individuals, groups or organisations (see section on Hire - above).
27. Training and skills testing towards the IMC or IR(R) rating is acceptable in LAA aircraft provided it is suitably equipped. However, it is recommended that some training is conducted in an aircraft which is certified for flight in IMC conditions so that a student can experience actual IMC conditions during training.

### Revalidation and renewal of a licence, rating or certificate

28. Remunerated training and skills testing in solely owned, jointly owned or hired aircraft is permissible towards renewal and revalidation of existing licences, ratings, or certificates, including any other training such as type conversion, differences, familiarisation and refresher training.



## SELF-FLY HIRE, INTRODUCTORY FLIGHTS AND PILOT TRAINING

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### Notes

29. All flight training is at the discretion of, and under the control of, the Flight Instructor who is legally responsible for the student pilot when that student is flying.
30. The LAA Pilot Coaching Scheme has permission from the CAA to conduct remunerated training on sole or jointly owned aircraft with an LAA Permit to Fly or CAA/EASA C of A.

Further information is available from the CAA's Licensing and Training Department at Gatwick, Telephone 01293 573700.

Additionally, LAA Members may contact the LAA Pilot Coaching Scheme for advice at: [coaching@laa.uk.com](mailto:coaching@laa.uk.com)

### CAA REFERENCE MATERIAL

- [CAP 393](#): The Air Navigation Order
- [ORS4 No. 1240](#): Use of Type Approved Microlights and Gyroplanes for Flight Training or Self-Fly Hire
- [ORS4 No. 1271](#): Use of National Permit to Fly aircraft for flight instruction and self-fly hire