

Annex F
THIRD PARTY PASSENGER FLYING AT LAA MEMBER CLUB FLYING EVENTS

SUMMARY

1. The LAA has a duty of care to inform and protect those taking part in any LAA Event. Accordingly it has defined certain additional operational criteria over and above those contained within the Air Navigation Order which it judges are practical and proportionate to the flying of third party members of the public at such events. It is the responsibility of the Event Safety Officer, or his appointee(s), to ensure that prior to taking part in an LAA Member Club Flying Event these criteria are understood by each and every pilot and that the risks are understood and accepted by each third party passenger.

OPERATIONAL CONSIDERATIONS

3. Each pilot before taking part should be aware of both the aircraft criteria and airstrip. CAP 793 (Appendix B) provides guidance on the Minimum Runway Dimensions, Take-Off and Landing Safety Factors appropriate to safe operating practices at unlicensed aerodromes. Where any aircraft at an Event is operated in conflict with those operational criteria that aircraft shall be deemed not part of the Event.
4. The Event Safety Officer shall ensure that prior to the Event the LAA Member Club has in place a written Emergency Response and Serious Incident Control Response Plan linked to the higher level LAA corporate plan, and that this shall have been reviewed/desk-exercised in the preceding 12 months.

AIRCRAFT CRITERIA AND INSURANCE

5. Any UK-registered Simple Single Engine Aircraft (SSEA) or 3-axis microlight aircraft approved to carry passenger(s) and with a maximum of four seats including that of the pilot may take part in an Event. Weight-shift microlights are excluded as outside LAA jurisdiction. The following conditions must be applied:
 - a. A maximum of two third party passengers to be carried at any time in order to limit potential risk and liability.
 - b. All aircraft should have a VHF Comm plus a functioning intercom and headset for each occupant, as well as a valid Aircraft Radio Licence.
 - c. The Certificate of Airworthiness or the Permit to Fly (as appropriate) to be valid in order to meet EASA/CAA requirements.

- d. The aircraft logbook shall be up to date and contain the necessary Release to Service or Permit Maintenance Release signatures as appropriate in order to meet EASA/CAA requirements.

The aircraft Aviation Liability Insurance document to be valid and the Light Aircraft Association Ltd to be named in the list of the insured in order to limit potential litigation opportunities.

- e. Minimum insurance cover shall meet requirements of EC Regulation 785/2004 for non-commercial operations in order to meet EASA/CAA requirements, which is based on the aircraft's weight, and subject to variations depending on the current Special Drawing Rights (SDR); this information is readily available on G-INFO, and provides information specific to the aircraft (by registration); please note that the SDR is likely to change on a daily basis. The LAA will require pilots to carry a minimum of £1.75m Combined Single Limit (CSL) for a single passenger, and if carrying the maximum authorised by the LAA of two passengers this requirement rises to £3.0m CSL. There should be no inner limit for passenger liability.

These are minimum figures. As the primary liability lies with the pilot, it is strongly recommended that pilots take out additional passenger insurance for the duration of any Event, which may often be obtained at relatively low cost from insurance brokers.

PILOT QUALIFICATION & REGENCY¹

6. The pilot shall be a LAA Member, holding a valid ATPL, CPL, PPL, LAPL or NPPL, with the appropriate class rating for the aircraft to be flown. Pilots must also hold a current EASA Class 1, Class 2 LAPL medical certificate or CAA Pilot Medical Declaration appropriate to the type of pilot's licence held. There is no age limit for pilots holding an EASA medical certificate. Pilots up to their 70th birthday, holding a NPPL or National Licence (UK PPL(A)), may also demonstrate fitness to fly using a CAA Pilot Medical Declaration appropriate to 5700 kg MTOM aircraft
7. The pilot shall have logbook evidence of at least 200hrs PIC, 20hrs on type with 3 of those hours in the last 90 days and with 3 landings on type in the last 30 days (the word 'type' in this context shall refer to the specific aircraft make, model and configuration to be flown at the Event e.g. Vans, RV6/7, tri-gear).

DOCUMENTATION

8. A signed Check List must be provided by each pilot for each aircraft they intend to operate at the Event prior to their first Event flight using the form included within this document (Appendix 1). Additionally, an Indemnity Agreement must be signed relating to insurance (Appendix 2).

PASSENGER BRIEFING

9. Each Third Party Passenger (or their parent or guardian as appropriate) shall prior to an Air Experience Flight read and sign to confirm their understanding of the LAA Member Club ***Flying Event Safety Information*** document (see Appendix 3).

SEE APPENDICES:

1. **Pilot's Check List.**
2. **Insurance Indemnity Agreement.**
3. **Flying Event Safety Information.**