

A UK Permit to Fly is granted on the basis that it is a UK National certificate with 'domestic' privileges only and in legal terms it does not equate to a fully compliant ICAO recognised Certificate of Airworthiness. As such it confers no 'right of flight' anywhere outside the UK under the terms of the ICAO Convention, requiring the additional permission of the Country concerned. Under the terms of the ECAC, European Civil Aviation Conference, recommendation INT.S/11-1, an LAA aircraft may operate temporarily (for the purposes of visiting or overflight) in countries that are party to that agreement, as defined in LAA Technical Leaflet TL.2.08. In exceptional circumstances, such as when an LAA aircraft can be based outside the UK with the agreement of a particular country, an LAA Permit to Fly may remain valid but the Permit to Fly can only be renewed providing the owner can demonstrate to the satisfaction of the LAA Chief Inspector that the LAA airworthiness system is understood and being followed, appropriate maintenance oversight provision and inspection procedures are in place and can be maintained throughout the period of validity of the requested Certificate of Validity. Should these procedures fail to meet LAA requirements (as specified in Technical Leaflets TL 2.02, 2.03, 2.04, 2.05 and 2.10), the Certificate of Validity will be rendered invalid and the LAA further reserves the right to request that the CAA suspend the Permit to Fly with immediate effect until the situation regarding support is regularised.

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. Provisions are in place however to allow an LAA Permit aircraft to be hired out, or in some cases to be used for introductory flights, following a process involving an application to LAA HQ – see TL 2.09.

LAA aircraft may be flown for public exhibition or demonstration, such as at airshows, even when this does constitute aerial work.

2. In some cases, LAA aircraft are not allowed to fly over any assembly of persons, **at any height** except to the extent necessary in order to take-off or land from a government or licensed aerodrome, in accordance with normal aviation practice, However following successful negotiation with the CAA, in the majority of cases the Permit to Fly either does not include this restriction or owners can apply to have the restriction removed. Of course, the normal rules of the air must still be observed, including retaining the capability to glide clear and maintaining minimum clearances from obstacles. See your Permit to Fly document for the details applicable to the individual aircraft concerned, and historical note below.
3. LAA aircraft are generally only permitted to fly in daytime and under VFR flight conditions only, i.e. not at night and not IFR. However following successful negotiation with the CAA, an application process is now in place which allows suitably equipped LAA aircraft to have this restriction removed, see TL 2.28 and 2.29. See the operating limitations document of the aircraft concerned for clarification of the special provisions and alternative limitations applicable to affected aircraft.
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](http://www.laa.uk.com) for further details about flying abroad.

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

Historical note: Before July 2010, Permit aircraft were not allowed to fly over congested areas. A CAA exemption was then issued (E3175, or as renewed) that allowed 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 being observed. These rules include retaining the capability to glide clear and maintaining minimum clearances with obstacles. This exemption did not apply when test flying or check-flying the aircraft. The exemption overrode any statement to the contrary in existing Permit to Fly documents. The exemption overrode any statement to the contrary in existing Permit to Fly documents. In February 2012 the exemption was superseded by Information Notice IN-2012/003, which made the arrangement permanent.