

## LEARNING TO FLY IN A LAA AIRCRAFT

Learning to fly in a LAA aircraft is quite legal, but the following conditions apply.

1. Training towards EASA and non-EASA licences, ratings, or certificates is permissible, and flight time conducted in LAA aircraft counts towards those required under EASA towards the issue, renewal, or revalidation of a licence, rating, or certificate.

### **Initial Issue of a Licence**

2. A sole-owner or joint-owner may receive remunerated (or un-remunerated) flight training towards an initial licence in his own LAA aircraft provided: he is registered as the sole owner of the aircraft; or is a joint owner of the aircraft or a registered shareholder of the company which owns the aircraft; or is the spouse or child of the sole-owner or joint-owner.
3. 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.
4. 'Simulated' instrument training as required by the PPL syllabus is permitted providing the aircraft is suitably equipped.
5. Examination, as required by the PPL syllabus, may be carried out in a LAA aircraft. The aircraft must be suitably equipped.

### **Initial Issue of a Rating or Certificate**

6. Remunerated training and testing may be carried out in sole-owned or joint-owned LAA aircraft towards initial issue of a rating or certificate.
7. Training and 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 experiences actual IMC conditions during training.

### **Revalidation and Renewal of Licence, Rating, or Certificate**

8. Remunerated training and testing in sole-owned or joint-owned 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.

### **General**

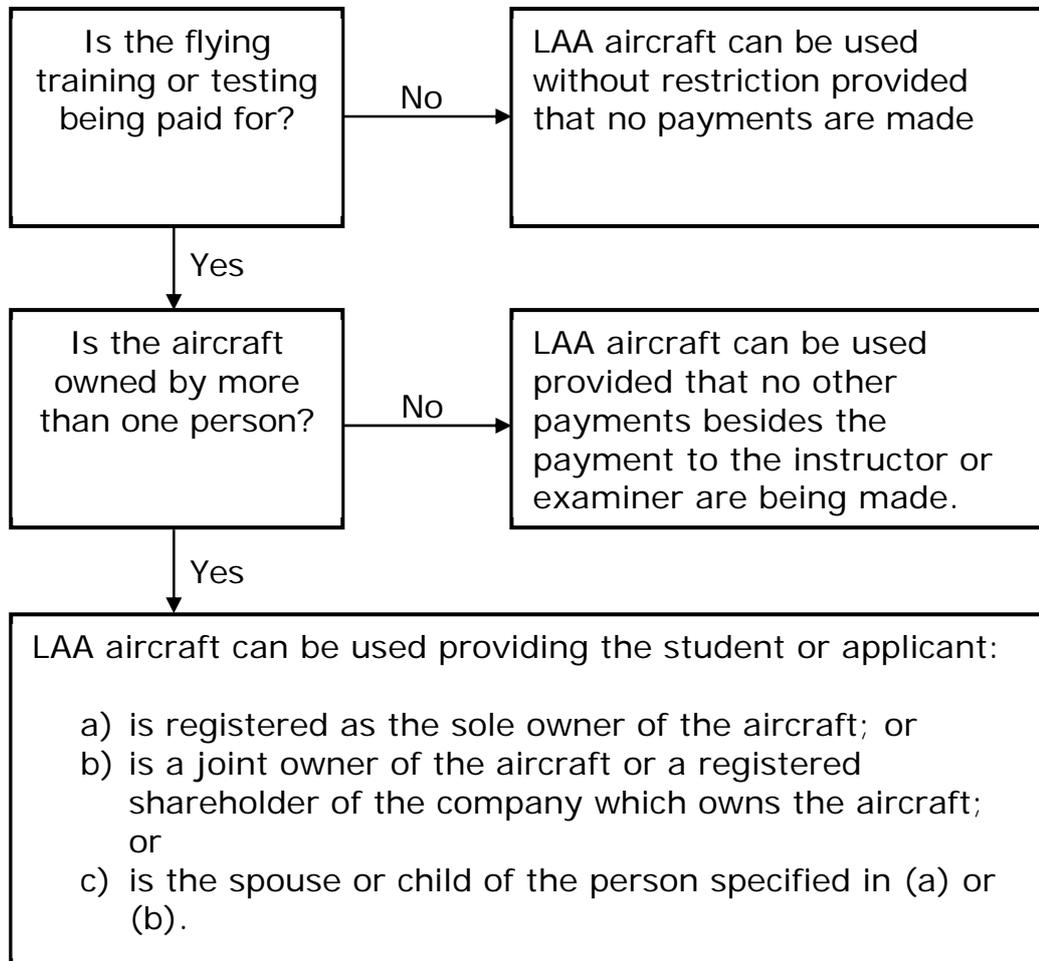
9. All flight training is at the discretion of, and under the control of, the Flight Instructor who is legally responsible for the student pilot when that student is flying.
10. The LAA Pilot Coaching Scheme has permission from the CAA to conduct remunerated training on sole-owned or joint-owned aircraft with a 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)

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Extract above from AIC W001/2011 applicable to LAA aircraft only  
as amended by ORS4 No. 1143

### **CAA Reference Material:**

- CAP 393: The Air Navigation Order
- AIC W001/2011: Remunerated Training and Flight Tests in Private Aircraft
- CAP 804: Mandatory Requirements, Policy and Guidance
- ORS4 No. 1143: Flying Training and Testing in Jointly-owned Aircraft with National Certificate of Airworthiness or National Permit to Fly