



**CHARITY FLIGHTS.**

**1** Article 266 of the Air Navigation Order 2009 makes provision for certain fund raising flights on behalf of registered charities to be flown as private flights. They are therefore excluded from the commercial air transport regulations in respect of the carriage of passengers and from the aerial work regulations in respect of sponsored flights without passengers. They may be conducted in accordance with the conditions of a Permission issued by the CAA, by:

- a. The holder of a Private Pilot's Licence or National Private Pilot's Licence;
- b. professionally licensed pilots; or
- c. pilots of gliders and hang gliders holding certificates issued by their respective associations.

**2** The types of flights which the provisions and the term 'Charity Flights' encompass are:

- a. The carriage of passengers, which includes children of all ages, on flights for which no payment is made to the operator or pilot of the aircraft but for which the passengers make a payment, all of which is contributed to a registered charity; or
- b. the carriage of passengers on a flight as a prize in a lottery, the total proceeds of which go to a registered charity; or
- c. a sponsored flight, either with or without passengers, for which the total proceeds go to a registered charity.

**3** For the purposes of this Circular and the General Permission, the term 'registered charity' includes exempt and excepted charities, all as defined by the Charity Commission. Further information can be found on the [www.charity-commission.gov.uk](http://www.charity-commission.gov.uk) web site.

**4** While Article 266 clarifies the legislation and also represents a considerable relaxation of the commercial air transport and aerial work regulations, the CAA has a responsibility for maintaining standards of safety, particularly where the carriage of passengers is concerned.

**5** Certain general conditions for various categories of aircraft, listed at the Annexes, have been set as criteria for a charity flight which should be regarded as normal guidelines. The Annexes also indicate those areas where applicants are required to submit their own proposals for consideration.

**6** A General Permission has been issued and is available at [www.caa.co.uk/ors4](http://www.caa.co.uk/ors4) under Charity Flights. This General Permission satisfies the Article 266 requirement for requirement for CAA permission in writing before conducting a charity flight provided that the criteria listed at the Annexes to this Circular are met. This Circular contains revised pilot experience and currency criteria to reflect JAR-FCL requirements.

**7** The Annexes do NOT provide for the carriage of passengers on charity flights in:

- a. Powered aircraft which do not hold a valid Certificate of Airworthiness (a Permit to Fly is not acceptable);
- b. powered aeroplanes from unlicensed aerodromes;
- c. gliders that do not hold a valid Certificate of Airworthiness unless the airworthiness of the glider has been established to the satisfaction of the BGA;
- d. hang gliders, paragliders and microlights, including powered parachutes.

Specific requests will be considered by the CAA before a decision is made, on a case by case basis.

**8** With regard to charity flights in special-shaped balloons, specific requests will be considered by the CAA before a decision is made.

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**9** Any person may carry out a charity flight, provided that the general conditions in respect of a particular category of aircraft can be met. For proposed flights which might not satisfy the conditions, the form at Annex 8 to this Circular, or photocopies of it, may be used.

9.1 Completed applications should be sent to: Civil Aviation Authority, Flight Operations Inspectorate (General Aviation) Aviation House (1W), London Gatwick Airport, West Sussex, RH6 0YR (Tel: 01293-573526, Fax: 01293-573973).

**10** Maximum possible advance notice should be given for applications (normally not less than 28 days).

**11** The organiser is to ensure that the necessary permission (either under the General Permission or by application) is in place prior to any flight tickets being sold, bid for, auctioned or drawn.

**12** Prospective passengers must be made aware that flights do not fully comply with commercial air transport regulations.

**13** The material in this Circular (at Appendices 1 to 4 of Annex 3) gives additional guidance for helicopter pilots operating from sites other than established aerodromes. The diagrams and performance figures are closely allied to those currently used for commercial air transport pleasure flying operations but should always be used in conjunction with the relevant Flight Manual figures.

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ANNEX 1

FLIGHT IN AEROPLANES (EXCLUDING MICROLIGHTS BUT INCLUDING SELF LAUNCHING MOTOR GLIDERS)

<b>With Passengers</b>	<b>Without Passengers</b>
<p><b>(a) Pilot</b></p> <p>Valid ATPL, CPL, PPL or NPPL with JAA Class 2 Medical; Valid aircraft type or class rating; Age under 65 years; 200 hours PIC; 25 hours on type; 3 hours PIC on type in the preceding 90 days and 3 take-offs and landings on type in the preceding 30 days.</p>	<p>Valid Licence; Valid aircraft type or class rating; 100 hours PIC; 10 hours on type.</p>
<p><b>(b) Aircraft</b></p> <p>Valid Certificate of Airworthiness The 50 hour check immediately prior to the charity flight must be certified by a LAE and any pilot maintenance carried out subsequent to the 50 hour check and prior to the charity flight must be certified by a LAE.</p>	<p>Valid Certificate of Airworthiness or Permit to Fly.</p>
<p><b>(c) Aerodrome</b></p> <p>Licensed or Government; Of sufficient size to meet recommended Public Transport Safety Factors.</p>	<p>No special restrictions.</p>
<p><b>(d) Weather Conditions</b></p> <p>In accordance with pilot's licence privileges; Minimum 2000 ft cloud ceiling; Minimum 8 km visibility; Surface wind and cross-wind to be no more than 75% of maximum values quoted in Pilot's Operating Handbook, Flight Manual or equivalent document.</p>	<p>In accordance with pilot's licence privileges.</p>
<p><b>(e) Operating Limitations</b></p> <p>VMC Only; No aerobatic manoeuvres; No formation flights; No wing riding or wing walking; Local flights only from and to departure aerodrome not extending beyond 25 nm from that aerodrome; Not more than pilot plus 3 passengers on any flight; No embarkation/disembarkation with engine(s) running; Not more than 3 flights, per pilot, per day.</p>	

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**ANNEX 2**

**FLIGHT IN AEROPLANES (MICROLIGHTS, INCLUDING POWERED PARACHUTES)**

**With Passengers**

Not Permitted.

**Without Passengers**

**(a) Pilot**

Valid licence;  
100 hours PIC;  
10 hours on type.

**(b) Aircraft**

Valid C of A or Permit.

**(c) Aerodrome**

No special restrictions.

**(d) Weather Conditions**

In accordance with licence privileges.

**(e) Operating Limitations**

In accordance with C of A or Permit.

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ANNEX 3

FLIGHT IN HELICOPTERS

	<b>With Passengers</b>	<b>Without Passengers</b>
<b>(a) Pilot</b>	Valid licence; JAA Class 2 Medical; Age under 65 years; 200 hours PIC; 25 hours on type; 3 hours PIC on type in the preceding 90 days and 3 take-offs and landings on type in the preceding 30 days.	Valid licence; 100 hours PIC; 10 hours on type.
<b>(b) Aircraft</b>	Valid C of A; Last 50 hour check by LAE; Any pilot maintenance must be LAE certified.	Valid C of A or Permit.
<b>(c) Aerodrome</b>	Licensed or Government <b>plus</b> Appendix 1; or as per Appendices 1 to 4; Ground personnel and RFF as Appendix 1.	No special restrictions.
<b>(d) Weather Conditions</b>	In accordance with licence privileges; Minimum 2000 ft ceiling; Minimum 8 km visibility; Maximum 75% of surface and cross-wind limits.	In accordance with licence privileges.
<b>(e) Operating Limitations</b>	VMC only; No aerobatics; A to A only; Within 25 nm; Maximum pilot plus 3 passengers; Rotors running passenger changes only if escorted; Maximum 3 flights, per pilot, per day.	In accordance with C of A or Permit.

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## APPENDIX 1 TO ANNEX 3

### GUIDANCE TO OPERATORS ON THE SELECTION AND MANAGEMENT OF SITES FOR HELICOPTER CHARITY FLIGHTS

#### 1 General

1.1 To assess the suitability of a site, the pilot should make a reconnaissance of the site well in advance of the event. This should include the required minimum dimensions of the intended heliport, physical characteristics of the site, likely distribution of crowds, car parks, permanent or temporary structures and any other significant fixed or temporary obstacles. It is essential that the pilot will be able to land the helicopter safely in the event of failure of a power unit throughout the anticipated flight without endangering persons or property on the ground.

#### 2 Pilot in Charge of Site Operations

2.1 The pilot in charge is responsible for carrying out the site inspection. This should include details of the layout of the heliport and the routes/circuits to be flown. The site should be organised so that the selected approach and take-off paths will remain clear and the aircraft will not overfly any assembly of persons on take-off or approach. In the event of failure of a power unit, the helicopter must be able to land safely in the clear without endangering persons or property on the surface. On the day of the event it is possible that the previously agreed site layout may have been compromised. It is the responsibility of the pilot in charge to ensure Flight Manual criteria are met. Alternatives may have to be considered which will satisfy these criteria and if necessary, the start of operations may have to be postponed or, in the event that safe criteria cannot be met, the organisers informed that the operation will have to be cancelled. Particular attention must be given to the hazard posed by wires, especially those under or near to the approach and departure paths to and from the site. Due regard to environmental sensitiveness should be observed and routes varied to minimise noise and nuisance to local residents. Consideration as to the need for a Permission under Rule 5(3)(e) and (f) of the Rules of the Air 2007, subject to anticipated crowd size, may need clarification by the CAA.

#### 3 Supplementary Rescue, Fire Fighting and Medical Services

3.1 The pilot should make known to the appropriate local fire and ambulance services details of the proposed operation, giving particulars of the site location and of access routes suitable for use by their appliances. Suitable means for calling local emergency services shall be available together with written instructions on action to be taken in an emergency and contact names and telephone numbers. The pilot will be responsible for the provision of primary rescue, fire fighting and medical services and persons competent to operate them. Such equipment and persons must be ready and available for immediate reaction to an incident or accident on the heliport.

#### 4 Air Traffic Control Considerations

4.1 Helicopters engaged in charity flying operations from temporary sites should not interfere with other air traffic. Before commencing operations pilots are to ensure, where applicable, that current NOTAM and Temporary Navigation Warnings have been checked for other activities at, or near to, the site in question. Nearby aerodromes should be advised of the scale and timing of the operation and the Civil Aviation Notification Procedure followed in accordance with current practice.

#### 5 Site Operation

5.1 After the heliport area has been designated and where necessary roped or fenced to prevent access by unauthorised persons, a control point is to be established adjacent to the touchdown and lift off area. The rescue and fire fighting vehicle will normally be co-located at this control point but in any case should be so positioned as to be capable of responding to any incident or accident within the confines of the heliport within 2 minutes.

**Note:** Response time is considered to be the time between the incident happening and the time when the vehicle is in position to apply foam.

#### 6 Site Criteria

##### 6.1 Heliport (Refer to Take-off/Approach Diagrams at Appendices 3 and 4)

6.1.1 A heliport should be established at the site of operations which it encompasses, for the intended direction of take-off and landing.

- (a) The following areas should be obstacle free: Final Approach and Take-off Area (FATO); Safety Area (SA); Touchdown and lift-off area (TLOF); Helicopter Acceleration Area (HAA) and the upwind 1/3 of the Inner Approach Area (IAA).
- (b) The following areas may contain insignificant or frangible obstacles only: the Take-off Area (TA) and the downwind 2/3 of the IAA.

6.1.2 The minimum Take-off Distance Available (TODAH) should be greater than the Take-off Distance to 100 ft, ie HAA and TA. The minimum width should be no less than 30 metres or 2 x overall length of the helicopter including rotors whichever is the greater. See diagram at Appendix 3.

6.1.3 The minimum landing distance available (LDAH) should exceed the landing distance from 100 ft.

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## APPENDIX 1 TO ANNEX 3 (Cont)

### 6.2 Final Approach and Take-off Area (FATO), Safety Area (SA) and Touchdown and Lift-off Area (TLOF) (Refer to Take-off/Approach Diagrams at Appendices 3 and 4).

6.2.1 The FATO is the defined area over which the final phase of the approach manoeuvre to hover or land is completed and from which the take-off manoeuvre is commenced. It may be square or circular in shape.

6.2.2 The SA is a defined area around the FATO free from obstacles and intended to reduce the risk of damage to helicopters accidentally diverging from the FATO. The combined size of the FATO and SA should be no less than twice the overall length, including rotors, of the helicopter (2D) and where it contains the TLOF the surface should be firm and not subject to harmful downwash effects. The TLOF is a load bearing area on which the helicopter may safely touchdown or lift-off. It will normally be contained within the FATO but may be located separately if necessary. The TLOF should be free from any appreciable slope, bearing in mind the danger of embarking/disembarking passengers, whilst the rotors are turning.

6.2.3 The surface of the heliport must be suitable for the type of rescue vehicle provided which must be able to respond, in the prevailing conditions, to any incident/accident within the defined heliport boundary within 2 minutes of the occurrence of the event.

### 6.3 Helicopter Acceleration Area (HAA)

6.3.1 An HAA should have a minimum width of 30 metres or twice the overall length of the helicopter, including rotors, whichever is the greater. This area should be entirely obstacle free and should be long enough to accommodate, for the type of helicopter to be used, 1/3 of the Take-off distance to 100 ft given in the Flight Manual, or other source of approved performance data.

### 6.4 Take-off Area (TA)

6.4.1 At the end of the HAA a take-off area with a minimum width of 30 metres or twice the overall length of the helicopter, including rotors whichever is the greater and not less than twice the length of the HAA should be designated, which is free from obstacles except for those which are insignificant because of size, position or frangibility.

### 6.5 Landing Distance Available (LDAH) = Inner Approach Area (IAA)

6.5.1 For each direction of landing, an IAA should be designated with a minimum width of 30 metres or twice the overall length of the helicopter, including rotors, whichever is the greater and long enough to accommodate the landing distance required from 100 ft as specified in the Flight Manual or other source of approved performance data. The upwind 1/3 of the IAA should be completely free from obstacles and the remaining 2/3 may contain only obstacles which are insignificant due to size, position or frangibility.

### 6.6 Taxiways

6.6.1 In those situations where the TLOF is remote from the FATO suitable taxiways should be designated with a minimum clearance one rotor diameter from obstructions either side of the helicopter rotor disc.

6.6.2 Take-off/Climb and Approach - Operation within the avoid part of the H/V curve should be avoided at all times.

### 6.7 Take-off and Approach Over Water

6.7.1 Normally overflights of large areas of water should be avoided unless special arrangements have been agreed with the CAA. These will include consideration of floats, wearing/carriage of life jackets, fitment of jettisonable emergency exits, provision of a radio-equipped safety boat and enhanced briefing of passengers. Flight within the avoid part of the H/V curve should be avoided.

### 6.8 Passenger/Spectator Safety on Site

6.8.1 Marshalls briefed by the pilot in charge of the site should ensure that measures to minimise the danger to spectators within the heliport area are rigorously followed. Passengers should be positively marshalled and are never to be allowed to approach the helicopter unless accompanied by authorised marshalls. Dogs should be kept well clear of the helicopter at all times. In the helicopter, small children should be seated away from door handles with an adult present to prevent inadvertent or deliberate interference with door handles. All passengers, including children, are to be carried in the passenger compartment and must be properly secured in seats.

### 6.9 Warning Notices

6.9.1 The organisers should display a warning notice, including diagrams/pictures, which will provide information on the hazards to be avoided. This notice must be in a position where it can be clearly seen by prospective passengers.

### 6.10 Passenger Handlers/Marshalls

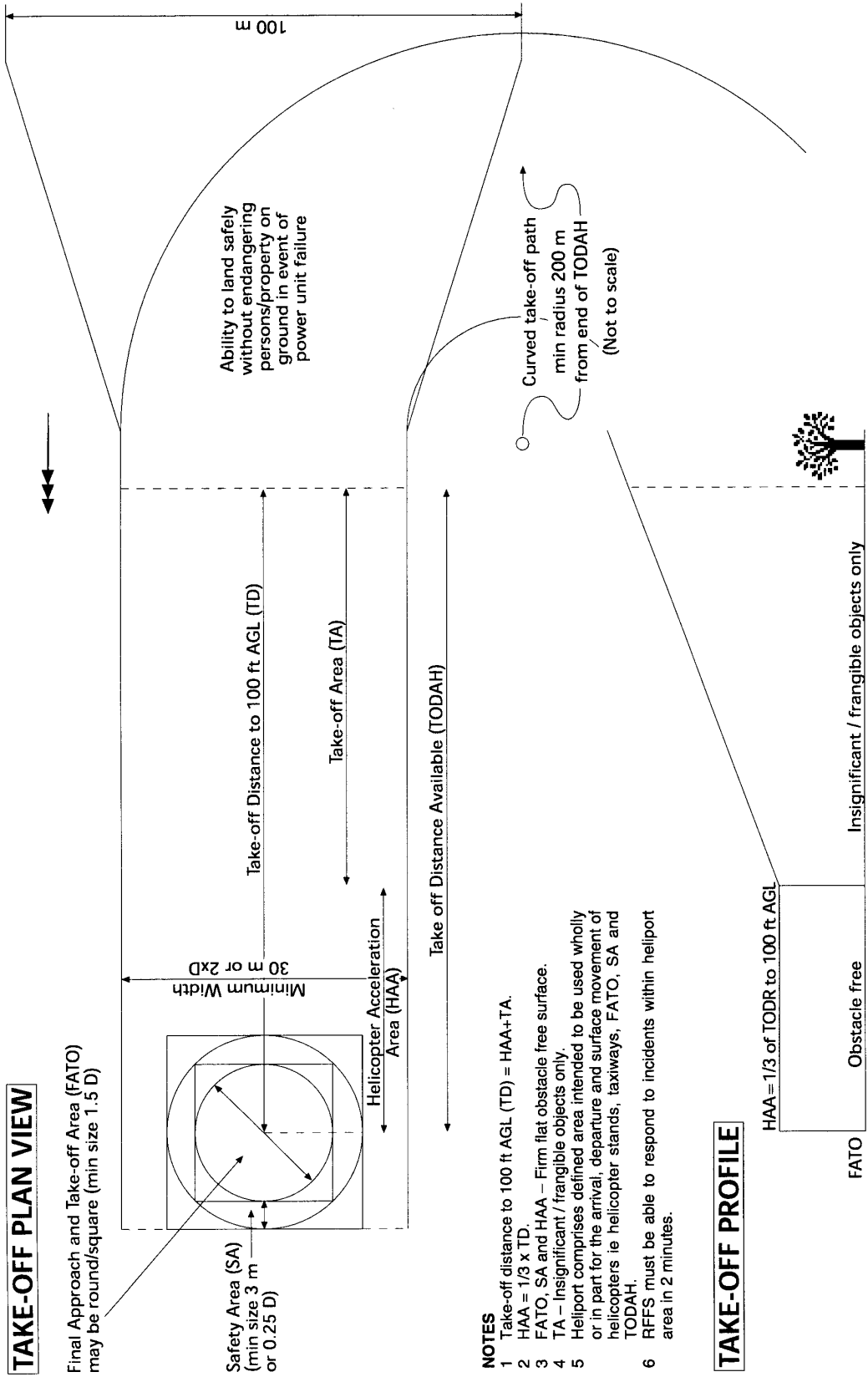
6.10.1 Any persons assisting with charity flying must ensure that they are fully briefed by the pilot in charge of the event. They are to be made aware of the dangers associated with rotors running helicopters on the ground and are to be particularly vigilant for potentially hazardous movements within the area of the main and tail rotor disc swept areas. They should be instructed in the use of rescue and fire fighting equipment. Training should include the practical use of all equipment provided. Passenger handlers are to check, before passengers leave the control point area to embark, that they have received a thorough briefing on the dangers of rotors, where they are to proceed and wait prior to embarking, how to embark and how to operate the seat belts and door handles. Embarkation/disembarkation must only be done in full sight of, and with the positive permission of the pilot of the aircraft.

APPENDIX 2 TO ANNEX 3

Type	Weight	Helicopter Acceleration Area (HAA)	Take-Off Distance to 100 ft (TD)	Emergency Landing Distance From 100 ft (LD=IAA)	Rotor Diameter	Overall Length of Helicopter Including Rotors (D Value)
	Kg	Metres	Metres	Metres	Metres	Metres
Schweizer 300	930	221	662	390	8.08	9.28
AS 350 Squirrel	1950	200	500	460	10.7	12.94
Bell 206L Long Ranger	1882	95	285	232	11.3	12.94
Bell 206B Jet Ranger	1452	95	263	229	10.1	11.92
Hiller 12E	1405	56	168	117	10.8	12.41
Hughes 500	1361	77	230	189	8.1	8.97
Bell 47G	1338	56	168	117	11.3	13.15
Ernstrom F280	1066	58	168	151	9.8	8.95
Gazelle SA341G	1800	102	305	140	10.5	11.97
Robinson R22	1300	122	366	110	8.18	8.74

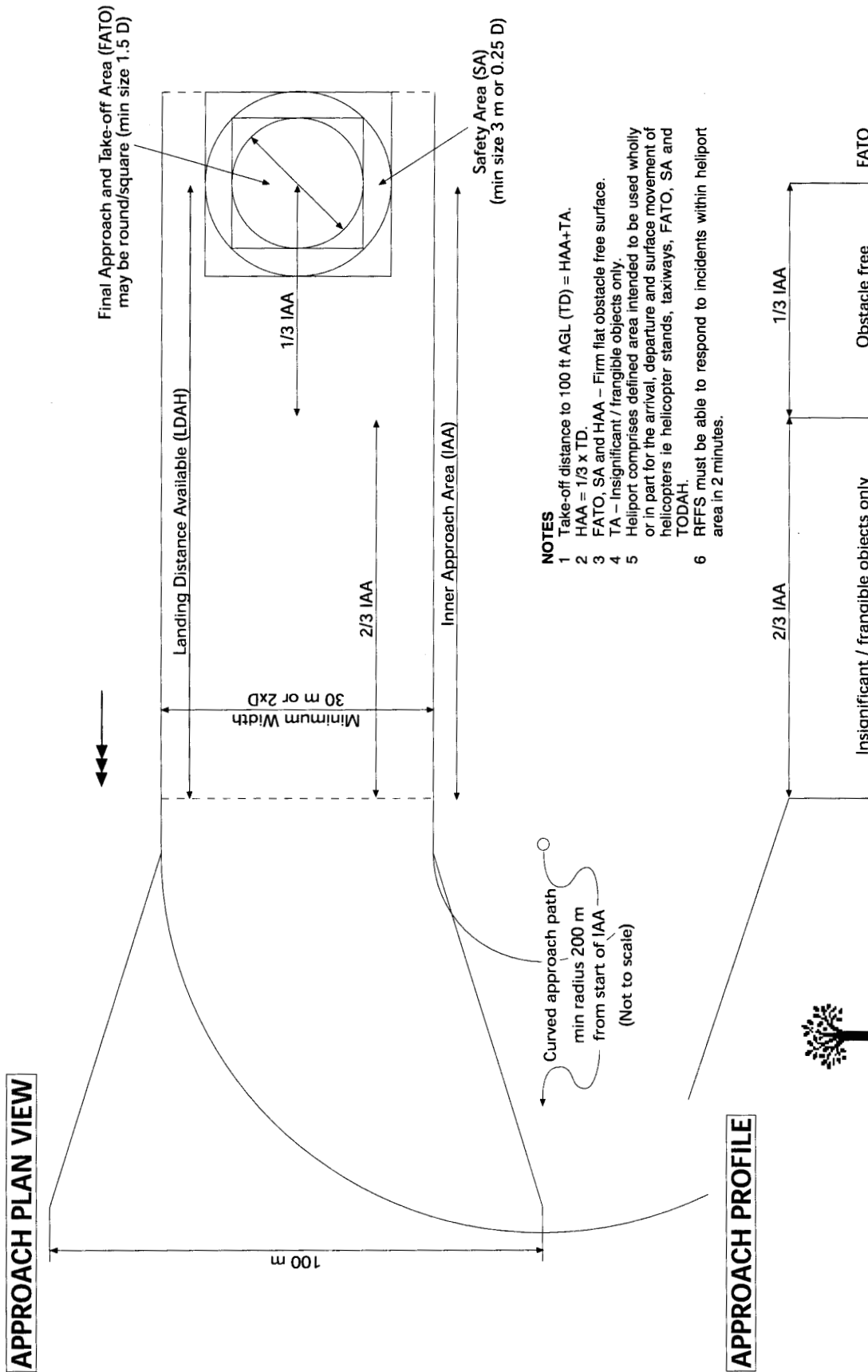
**Note:** Dimensions/Weights are representative figures for the types listed. More precise dimensions, if required should be extracted from individual aircraft type data.





**NOTES**

- 1 Take-off distance to 100 ft AGL (TD) = HAA+TA.
- 2 HAA = 1/3 x TD.
- 3 FATO, SA and HAA – Firm flat obstacle free surface.
- 4 TA – Insignificant / frangible objects only.
- 5 Heliport comprises defined area intended to be used wholly or in part for the arrival, departure and surface movement of helicopters ie helicopter stands, taxiways, FATO, SA and TODAH.
- 6 RFFS must be able to respond to incidents within heliport area in 2 minutes.



**NOTES**

- 1 Take-off distance to 100 ft AGL (TD) = HAA+TA.
- 2 HAA = 1/3 x TD.
- 3 FATO, SA and HAA – Firm flat obstacle free surface.
- 4 TA – insignificant / frangible objects only.
- 5 Helipoint comprises defined area intended to be used wholly or in part for the arrival, departure and surface movement of helicopters ie helicopter stands, taxiways, FATO, SA and TODAH.
- 6 RFFS must be able to respond to incidents within helipoint area in 2 minutes.

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ANNEX 4

FLIGHT IN GLIDERS (EXCLUDING HANG GLIDERS)

	<b>With Passengers</b>	<b>Without Passengers</b>
<b>(a) Pilot</b>	<p>BGA Silver C; Age under 70 years; 100 hours PIC; Current medical (National PPL Medical Declaration Form Countersigned by own GP to DVLA Group 2 Standard) 1 hour PIC <b>or</b> 5 flights as handling pilot in last 30 days.</p> <p><b>Note:</b> Age over 70 Years permitted provided current JAA Class 2 Medical.</p>	<p>BGA Bronze C; 50 hours PIC; Current medical.</p>
<b>(b) Aircraft</b>	<p>Valid Certificate of Airworthiness.</p>	<p>Valid Certificate of Airworthiness.</p>
<b>(c) Aerodrome/Site</b>	<p>BGA recognised.</p>	<p>No special restrictions.</p>
<b>(d) Weather Conditions</b>	<p>BGA minima <b>and not less than:</b> Minimum 2000 ft ceiling; Maximum cable launch to 500 ft below cloud; Maximum 75% of surface and cross-wind limits (BGA type limitations).</p>	<p>BGA minima.</p>
<b>(e) Operating Limitations</b>	<p>VMC only; No aerobatics; A to A only; Within 5 nm; Maximum 3 flights, per pilot, per day.</p>	<p>BGA minima.</p>

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ANNEX 5

FLIGHT IN HANG GLIDERS

**With Passengers**

Not Permitted

**Without Passengers**

- (a) **Pilot**  
BHPA Club Pilot's Certificate or Higher;  
Current Medical.
- (b) **Aircraft**  
No Special restrictions
- (c) **Aerodrome/Site**  
No Special restrictions
- (d) **Weather Conditions**  
BHPA minima
- (e) **Operating Limitations**  
BHPA minima.

**Note:** All proposals for flights in hang gliding requiring a permission under Article 266 should be submitted through the:

British Hang Gliding and Paragliding Association  
The Old School Room  
Loughborough Road  
Leicester  
LE4 5PJ

Tel: 01162-611323

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ANNEX 6

FLIGHT IN FREE BALLOONS

With Passengers	Without Passengers
<p><b>(a) Pilot</b></p> <p>Valid licence; Current medical (National PPL Medical Declaration Form countersigned by own GP to DVLA Group 2 standard); 20 hours PIC post licence; (See licence) 3 free flights PIC on <b>Class</b> in last <b>90</b> days, each not less than 5 minutes.</p>	<p>10 hours PIC post licence.</p>
<p><b>(b) Aircraft</b></p> <p>Valid C of A.</p>	<p>No special restrictions.</p>
<p><b>(c) Aerodrome/Site</b></p> <p>No hazardous obstructions within 500 m downwind; crowd free area of 30 m radius.</p>	<p>No special restrictions.</p>
<p><b>(d) Weather Conditions</b></p> <p>In accordance with licence privileges; Minimum 2000 ft ceiling; Minimum 3 km visibility; Maximum surface wind 10 kt (or Flight Manual limit if more restrictive).</p>	<p>In accordance with licence privileges.</p>
<p><b>(e) Operating Limitations</b></p> <p>VMC only; Maximum pilot plus <b>3</b> passengers; Maximum 3 flights, per pilot, per day.</p>	<p>In accordance with any C of A limitations.</p>

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ANNEX 7

FLIGHT IN TETHERED BALLOONS

<b>With Passengers</b>	<b>Without Passengers</b>
<p><b>(a) Pilot</b></p> <p>Valid licence; Current Medical (National PPL Medical Declaration Form countersigned by own GP to DVLA Group 2 Standard); 20 hours PIC post licence; (See licence) 3 flights PIC on <b>Class</b> in last <b>90</b> days, each not less than 5 minutes.</p>	<p>Valid licence; 10 hours PIC post licence;</p>
<p><b>(b) Aircraft</b></p> <p>Valid C of A.</p>	<p>No special restrictions.</p>
<p><b>(c) Aerodrome/Site</b></p> <p>No hazardous obstructions within tether height radius; crowd free area of 30 m radius.</p>	<p>No special restrictions.</p>
<p><b>(d) Weather Conditions</b></p> <p>In accordance with licence privileges; Minimum 1000 ft ceiling; Minimum 3 km visibility; Maximum surface wind 10 kt (or Flight Manual limit if more restrictive).</p>	<p>In accordance with licence privileges.</p>
<p><b>(e) Operating Limitations</b></p> <p>VMC only; Maximum pilot plus <b>3</b> passengers; Maximum 3 flights, per pilot, per day.</p>	<p>In accordance with any C of A limitations.</p>

**ANNEX 8**

**APPLICATION FOR A PERMISSION TO CONDUCT A CHARITY FLIGHT IN ACCORDANCE WITH ARTICLE 266 OF THE AIR NAVIGATION ORDER 2009 AS AMENDED.**

- **ONLY TO BE COMPLETED IF THE PROPOSED FLIGHT CANNOT COMPLY WITH THE RELEVANT ANNEXE CONDITIONS.**
- Please complete in BLOCK CAPITALS

<b>PILOT'S NAME</b>	
<b>LICENCE NO</b>	
<b>DETAILS OF THE RELEVANT ANNEXE CONDITION THAT CANNOT BE COMPLIED WITH</b>	

**Details of Charity:**

<b>CHARITY NAME</b>	
<b>CHARITY REGISTRATION NO</b>	

**Additional Information:**

<b>AIRCRAFT TYPE &amp; REGISTRATION*</b>	*Include BGA or BHPA registration if applicable
<b>NUMBER OF FLIGHTS</b>	
<b>NUMBER OF PASSENGERS ON EACH FLIGHT</b>	
<b>DATE OR PERIOD OF PROPOSED FLIGHT</b>	
<b>AERODROME FROM WHICH THE FLIGHT WILL BE MADE OR GRID REF*</b>	

\*OS GRID REFERENCE and section of 1:50,000 map with the site marked for off-airfield flights.

<b>ADDITIONAL INFORMATION IN SUPPORT OF APPLICATION</b>	

I request that a Permission be issued under the terms of Article 266 of the Air Navigation Order 2009, as amended, for a charity flight, details of which are as above. I confirm that the proposed flight will be carried out in accordance with the relevant conditions and guidance set out in the appropriate Annex to the Circular, **except as indicated above.**

<b>SIGNATURE</b>		<b>DATE</b>	
<b>ADDRESS</b>			
<b>TELEPHONE</b>		<b>FAX</b>	

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