

Ferry Flight for Light Aircraft with Unapproved Minor Modifications Installed

Aircraft owners, operators and maintenance organisations often encounter logistical problems when installing minor modifications, which need specialist attention for final adjustment, operational checking or release to service. Such issues often arise when the specialists concerned are remote from the aircraft that has been worked on.

For flights to be safely and legally made under a valid Certificate of Airworthiness, the aircraft, its engines and its equipment must be to an approved design standard and properly released to service following the completion of work. Flights with partly concluded modifications or unapproved modifications on board invalidate the Certificate of Airworthiness.

The situations under which aircraft can be flown with unapproved modifications are complex. Matters such as: what aspects of the modification have been approved before, by whom, when, and how vital the equipment's function is to safe operation must be considered. Often, operating limitations may need to be observed to ensure that the flight can be conducted safely. It is therefore not recommended that owners or operators assume that apparently simple changes to the aircraft are safe or legal for flight.

EASA regulated aircraft

EASA aircraft can operate a basic flight with unapproved modifications, subject to strict limitations as entered on a Permit to Fly. These are issued by the CAA and sometimes have to be based on an EASA approved "Flight Conditions" document.

- Further information is available on the [EASA Permit to Fly](#) webpage.

Ferrying EASA aircraft with unapproved modifications on a Permit to Fly and the process to obtain approved flight conditions from EASA (or from an EASA approved design organisation) can be costly, even for simple modifications.

The CAA, therefore, strongly recommends that the advice of the approving organisation be obtained prior to planning a ferry. In due course, EASA will enable Continuing Airworthiness Management Organisations to be approved to issue Permits themselves, but even then, if there is any doubt about the legality of ferry flying, it is better to bring specialist services to the aircraft rather than fly the aircraft to the specialist.

Non-EASA regulated aircraft

Non-EASA aircraft can also operate a basic ferry flight under national rules called "A Conditions". This entails obtaining a Certificate of Fitness for Flight issued by an appropriately qualified licensed aircraft engineer or approved organisation. The pre-conditions for flight under these rules are just as stringent as for EASA aircraft.

- Further information is available in Schedule 2 of the [Air Navigation Order 2009](#) and British Civil Airworthiness Requirements ([BCAR](#)) [Section A](#).

Adhering to these procedures ensure that the flight is made within the regulations and is safe.