



Miscellaneous

No: 1125

Regulation (EU) No. 923/2012

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General Permissions and Authorisation

Standardised European Rules of the Air - Visual Flight Rules (VFR) and Special VFR Flight at Night

- 1) The Civil Aviation Authority permits, under SERA.5005(c) of the Annex to Commission Implementing Regulation (EU) No. 923/2012 of 26 September 2012 ('the Standardised European Rules of the Air' (SERA)), flight in accordance with the Visual Flight Rules at night in the United Kingdom.
- 2) The Civil Aviation Authority further authorises, under SERA.5005(c)(5)(ii), night VFR flights in the United Kingdom to be flown below a level which is at least 300 m (1,000 ft) above the highest obstacle located within 8 km of the estimated position of the aircraft subject to the conditions at paragraph 3.
- 3) The conditions specified in paragraph 2 are that the aircraft is flown:
 - a) at an altitude not exceeding 3,000 feet Above Mean Sea Level (AMSL);
 - b) clear of cloud and with the surface in sight;
 - c) at a height not less than 300 m (1,000 ft) above the highest obstacle within a radius of 600 m from the aircraft when over the congested areas of cities, towns or settlements or over an open-air assembly of persons: and
 - d) elsewhere than as specified in c), at a height of more than 150 m (500 ft) above the ground or water, or 150 m (500 ft) above the highest obstacle within a radius of 150 m (500 ft) from the aircraft.
- 4) The Civil Aviation Authority permits, under SERA.5010(b) (Special VFR in control zones), a special VFR flight within a control zone at night in the United Kingdom.
- 5) These permissions and authorisation supersede Official Record Series 4 No. 1066, which is revoked.
- 6) These permissions and authorisation have effect from the date they are signed until they are revoked.

M Swan

for the Civil Aviation Authority

6 August 2015

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Explanatory Note:

As defined in article 255 of the Air Navigation Order 2009, 'with the surface in sight' means with the flight crew being able to see sufficient surface features or surface illumination to enable the flight crew to maintain the aircraft in a desired attitude without reference to any flight instrument and 'when the surface is not in sight' is to be construed accordingly.