

APPROVAL - Standardised European Rules of the Air – flight at speeds in excess of 250 knots Indicated Air Speed below 10,000 feet Above Mean Sea Level in Classes D, E and G airspace

1. The Civil Aviation Authority (“the CAA”), pursuant to AMC1 of UK SERA.6001(a)(3);(4);(5);(6);(7) Assimilated Regulation (EU) No. 923/2012, approves **Lilham Aviation Limited** (“the Operator”) operating **Spitfire MkIX G-BRRA** (“the aircraft”) and its pilot in command to conduct flight in excess of 250 Knots Indicated Air Speed (KIAS) when operated within Classes D, E and G airspace below 10,000 feet Above Mean Sea Level (AMSL) subject to the circumstances described in paragraph 2 and the conditions in paragraph 3.
2. The circumstances referred to in paragraph 1 are that flights by the aircraft may be operated in excess of 250 KIAS in Classes D, E or G airspace below 10,000 feet AMSL pursuant to this Approval (“the said flights”) in so far as is necessary to enable the aircraft to fly for the purposes of:
 - a) Flying Display¹ (practice and participation);
 - b) flight training, flight testing;
 - c) transit flying;
 - d) other (filming).
3. The conditions referred to in paragraph 1 are that:
 - a) the said flights must be planned and conducted in accordance with the safety assessment and procedures within the Operators Operational Control Manual (OCM) appendix submitted by the Operator and approved by the CAA;
 - b) the pilot in command of the aircraft **must** obtain ATC permission to exceed 250 KIAS for flights in Class D or E airspace. The said flights shall only be made in Class D, E or G airspace within the Scottish and London Flight Information Regions (FIR);
 - c) the pilot in command of the aircraft shall only depart from the specified requirements of UK SERA.6001(a)(4),(5) or (7) to the extent necessary to achieve the purpose of the flight;
 - d) the pilot in command of the aircraft on the said flights shall be any pilot briefed and authorised by the Operator;
 - e) Flying Display (practice and participation) flights shall only be made in weather conditions which enable the aircraft to comply with the weather limitations stipulated on the associated Permission;
 - f) flight training, flight testing and transit flights shall only be made in weather conditions which enable the aircraft to remain at least 3 kilometres horizontally and 1,000 feet vertically away from cloud and with an in-flight visibility of at least 10 kilometers;
 - g) during the said flights the aircraft should be in receipt of a radar surveillance-based air traffic service from an Air Traffic Services Unit, except when the aircraft is flying in a Flying Display or Private Flying Display¹;
 - h) if the aircraft is conducting aerobatics or Flying Display practice and a surveillance service is not available, the aircraft must be transponding a Secondary Surveillance Radar code of 7004;
 - i) if the aircraft is participating in a Private Flying Display, that event must be subject to a NOTAM;
 - j) the Operator shall keep a record all said flights for a period of two years from the date of the flight. Records must be made available for inspection by the CAA upon request; and
 - k) the aircraft must operate in accordance with the conditions set out in General Exemption ORS4 no.1570 “Carriage of Airborne Collision Avoidance System by Historic or ex-Military Aeroplanes” (and any exemption that replaces it”).
4. This Approval has effect from **22 January 2026** until **22 January 2027**, both dates inclusive, unless previously revoked.

Signed



For UK Civil Aviation Authority

Date: 22/01/2026

General Aviation: ga@caa.co.uk

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¹ As defined in CAP403