

Issued: 28 May 2014

Deregulation of Single Seat Microlight Aeroplanes

This Information Notice contains information that is for guidance and/or awareness.

Recipients are asked to ensure that this Information Notice is copied to all members of their staff who may have an interest in the information (including any 'in-house' or contracted maintenance organisations and relevant outside contractors).

Applicability:	
Aerodromes:	Not primarily affected
Air Traffic:	Not primarily affected
Airspace:	Not primarily affected
Airworthiness:	Organisations Involved in the Design, Construction, Maintenance of Single Seat Microlight Aeroplanes
Flight Operations:	Not primarily affected
Licensed/Unlicensed Personnel:	Aircraft Owners and Maintainers of Single Seat Microlight Aeroplanes

1 Introduction

- 1.1 In September 2013 the CAA launched a public consultation on a proposal to amend the Air Navigation Order (ANO) to deregulate all single seat microlight aeroplanes for airworthiness purposes. Reactions received from the public indicated that there was strong support to move ahead with the proposal. The CAA has now reached the point where it is able to issue an exemption to the ANO that will enable the proposed change to be implemented in advance of the ANO being revised. This Information Notice explains how aircraft owners may make use of the exemption.

2 Scope

- 2.1 The CAA has published Exemption No. E 3795 in the Official Records Series of its website ([ORS4 No. 1023](#)). The exemption allows the owner(s) of any aeroplane that meets the criteria for a single seat microlight aeroplane to fly within the United Kingdom, without the need for the aircraft to hold a valid Permit to Fly. Aircraft owners who wish to make use of the exemption, in advance of the ANO being amended, may do so by responding to the declaration form that will be sent to owners or by completing and returning the declaration in the [Appendix](#) of this IN to the Aircraft Registration Section.

3 Frequently Asked Questions

Q1: Which aeroplanes may make use of the exemption?

A: Any microlight aeroplane that:

- a) is designed to carry one person;
- b) has a maximum take-off mass of no more than:
 - i) 300 kg for a single seat landplane (or 390 kg for a single seat landplane of which 51% was built by an amateur, or non-profit making association of amateurs, for their own purposes and without any commercial objective, in respect of which a Permit to Fly issued by the CAA was in force prior to 1 January 2003); or
 - ii) 315 kg for a single seat landplane equipped with an airframe mounted total recovery parachute system; or
 - iii) 330 kg for a single seat amphibian or floatplane; and
- c) has a stall speed or minimum steady flight speed in the landing configuration not exceeding 35 knots calibrated airspeed.

Q2: How can I determine the stall speed of an aircraft in terms of calibrated airspeed?

A: The calibrated stall speed is likely to be several knots faster than the indicated airspeed at the stall, due to the way a conventional pitot-static system works. If the aircraft has previously been operating as a UK microlight then it can be assumed that it has already been assessed as meeting the minimum stall speed requirement. If it is a new design, or has been significantly modified, there are various ways that the airspeed indicator system calibration can be carried out, to determine the calibrated stall speed. Both the British Microlight Aircraft Association (BMAA) and Light Aircraft Association (LAA) routinely provide guidance on this via their technical leaflets.

Q3: Can a lightweight aircraft that is not presently a microlight be classified as a Single Seat Deregulated Microlight Aeroplane (SSDR) if it meets the exemption criteria?

A: If it meets the SSDR criteria then it can transfer to the deregulated category; however, the fact that it hasn't previously been classed as a microlight probably means that it doesn't meet the SSDR criteria. It's important not to be misled by the fact that many aircraft with indicated stall speeds below 35 knots have calibrated stall speeds well above that figure.

Q4: Does this mean that I can design and build a single seat microlight aeroplane without prior approval by the CAA?

A: Yes, providing the design of the aircraft meets the criteria set out in the exemption.

Q5: Do I still need to register and insure my microlight?

A: Yes, the requirements to register and insure your aircraft remain unchanged as the exemption only refers to deregulation for airworthiness purposes. If you make use of the exemption you will need to inform your insurance company.

Q6: I own a single seat microlight which meets the new SSDR requirements but has not held a Permit to Fly for many years, what do I need to do to fly it again?

A: Respond to the declaration form that will be sent to all eligible owners or inform the Aircraft Registration Section that you intend to use the exemption using the declaration in the Appendix, insure your aircraft and make sure that it is in a condition for safe operation. There is no requirement for you to have your aircraft independently

inspected; however, if you are not sure about its condition it is advisable to seek assistance from a knowledgeable person.

Q7: Can I modify my aircraft without obtaining approval from the CAA, BMAA or LAA?

A: Yes, providing the aircraft remains compliant with the SSTR criteria, but please use good quality materials and make good use of available design standards as they contain valuable information that will help to keep you flying safely.

Q8: Who determines if the aircraft is eligible to fly under the exemption?

A: The aircraft owner makes the declaration that their aircraft meets the requirements, i.e. the microlight aeroplane falls within the maximum take-off mass and maximum stall speed criteria defined in the exemption. If it is suspected that a particular aircraft does not meet the criteria we will ask the owner to provide further evidence to support the declaration provided.

Q9: Do I have to observe the same operating limitations as previously specified on the Permit to Fly or Type Approval Data Sheet (TADS) etc?

A: Providing your aircraft when loaded for flight remains within the definition in the exemption the flight limitations are no longer mandatory. For an existing design, safety margins will be eroded if the designer's recommended limitations are not observed. Owners should comply with these limitations unless they have first determined that alternative limitations do not compromise safe flight.

Q10: Do I still have to comply with mandatory airworthiness requirements, such as Mandatory Permit Directives?

A: No, there is no specific requirement for owners to continue to apply these requirements; however, it would be unwise to ignore this type of information as it was originally published to ensure the aeroplane remains safe throughout its life.

Q11: Can I modify a two seat machine to become a single seat microlight aeroplane?

A: Yes; however, the modification must make the second seat unusable. The modified aircraft must also conform to the criteria set out in the exemption. The declaration made to the CAA must include details of what has been done to render the second seat unusable. Be careful not to remove the seat if it is designed to form part of the aircraft's structure or if it is designed to prevent loose objects getting jammed in or restricting the control system.

Q12: Does my single seat microlight aeroplane still have to be inspected annually by a BMAA or LAA inspector?

A: There is no requirement for you to have your aircraft independently inspected if you choose to make use of the exemption; however, if you are not sure about its condition it is advisable to seek assistance from a knowledgeable person.

Q13: Does the exemption include self-launching motorgliders?

A: Yes, providing the aeroplane conforms with the criteria set out within the exemption and it is not already covered by European Regulations that govern its design and construction.

Q14: Does the exemption apply to gliders and rotorcraft?

A: No, the exemption is only applicable to fixed-wing single seat microlight aeroplanes, i.e. fixed-wing, flex-wing and powered parachutes. Most gliders are subject to

European regulations that govern their design and construction and use and so can't benefit from the exemption.

Q15: Do I still need a valid pilot's licence to fly a deregulated microlight?

A: Yes, the applicable pilot licensing and medical requirement remains unchanged.

Q16: Can I use my deregulated single seat microlight for commercial hire or remunerated training purposes?

A: No, the exemption is only applicable when the microlight aeroplane is used for private purposes. Further information can be found in Aeronautical Information Circular W 001/2011 (Flying Training and Flying Tests in Private Aircraft) which is available from the AIS website at: www.ais.org.uk.

Q17: I want to continue to fly using my valid Permit to Fly during the period prior to the ANO change, is this possible?

A: Yes, during the period the exemption is in force you do not have to relinquish the Permit to Fly for your aircraft. The exemption only applies when the owner has notified the CAA of his/her intention to use the exemption.

Q18: Can I still fly overseas without prior permission in countries where the long-standing European Civil Aviation Conference (ECAC) arrangements apply?

A: If you make use of the exemption you will not be able to continue to fly under the ECAC arrangements. If you plan to fly overseas you should check with the airspace authority in any country where you plan to fly.

Q19: Do I still need to keep my aeroplane's Noise Certificate?

A: The CAA has produced a new exemption that applies to all single seat microlights that are deregulated for airworthiness purposes ([ORS4 No. 1024](#)). If you make use of the exemption you will not need a noise certificate.

4 Queries

4.1 Any queries or requests for further guidance as a result of this communication should be addressed to:

The General Aviation Unit
Aviation House
Gatwick Airport South
West Sussex
RH6 0YR
Tel: 01293 573988
E-mail: ga@caa.co.uk

5 Cancellation

5.1 This Information Notice will remain in force until further notice.

Appendix Declaration of Intention to Make Use of the Exemption Detailed in Information Notice IN-2014/091

Category	Enter details
Registration Mark	G-
Name and address details	
Daytime telephone number	
E-mail address	
Maximum take-off mass in kg	
Calibrated stall speed in knots (see definition paragraph (c) below)	

Declaration

I confirm that I am the registered owner of the above aircraft and that the aircraft conforms to the definition of single seat-deregulated microlight detailed below, and I confirm my intention to make use of the exemption as detailed in Information Notice IN-2014/091.

Any microlight aeroplane that:

- a) is designed to carry one person;
- b) has a maximum take-off mass of no more than:
 - i) 300 kg for a single seat landplane (or 390 kg for a single seat landplane of which 51% was built by an amateur, or non-profit making association of amateurs, for their own purposes and without any commercial objective, in respect of which a Permit to Fly issued by the CAA was in force prior to 1 January 2003); or
 - ii) 315 kg for a single seat landplane equipped with an airframe mounted total recovery parachute system; or
 - iii) 330 kg for a single seat amphibian or floatplane; and
- c) has a stall speed or minimum steady flight speed in the landing configuration not exceeding 35 knots calibrated airspeed.

Name (block capitals):

Signature: **Date:**

Position Held: (if the aircraft is owned by a limited company)

Please scan and e-mail this declaration to aircraft.reg@caa.co.uk

or fax to (020) 7453 6670

or mail to:

Aircraft Registration
CAA House
45-59 Kingsway
London
WC2B 6TE