

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