

**Issued: 13 June 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).

<b>Applicability:</b>	
<b>Aerodromes:</b>	Not primarily affected
<b>Air Traffic:</b>	Not primarily affected
<b>Airspace:</b>	Not primarily affected
<b>Airworthiness:</b>	Organisations Involved in the Design, Construction and Maintenance of Single Seat Microlight Aeroplanes
<b>Flight Operations:</b>	Not primarily affected
<b>Licensed/Unlicensed Personnel:</b>	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.
- 1.2 This Information Notice supersedes IN-2014/091. The frequently asked questions have been removed from the IN and added to the CAA website (see paragraph 3).

### **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**

- 3.1 The **frequently asked questions** are available on the CAA website so that they can be kept up to date more easily.

### **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](mailto: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-2014/101

<b>Category</b>	<b>Enter details</b>
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 a single seat-deregulated microlight detailed below, and I confirm my intention to make use of the exemption as detailed in Information Notice IN-2014/101.**

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](mailto:aircraft.reg@caa.co.uk)

or fax to (020) 7453 6670

or mail to:

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