

Issued: 19 August 2014

Pilot Licences for Flying Single-Seat Powered Sailplanes that are within the Microlight Mass Limit

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:	Not primarily affected
Flight Operations:	Not primarily affected
Licensed/Unlicensed Personnel:	All UK licensed pilots

1 Introduction

- 1.1 There are now single-seat, powered sailplanes available to fly that are within the UK Air Navigation Order 2009 (ANO) article 255 definition of a Self Launching Motor Glider (SLMG) and that are also within the definition of a single seat microlight aeroplane - because they do not exceed 300 kg maximum weight (315 kg if equipped with a recovery parachute) and have a stalling speed not exceeding 35 knots.
- 1.2 These aircraft are registered in the UK as aeroplanes and are treated as microlight aeroplanes for airworthiness purposes. These aircraft are not subject to EU regulations made under Regulation (EC) No. 216/2008 as they are within paragraph (e) of Annex II to that regulation. In accordance with General Exemption E3795 as published in the Official Record Series 4 ([No. 1023](#)), these aircraft do not require a Certificate of Airworthiness or a Permit to Fly in the UK. The purpose of this Information Notice is to clarify the pilot licences that are valid for such aircraft.

2 Scope

- 2.1 In accordance with the UK ANO, the valid licences for aircraft that are within both the SLMG definition and the microlight aeroplane definition are:
 1. any licence that is valid for a microlight aeroplane that is registered in the UK;
 2. any UK national licence with a valid SLMG rating; and

3. any Part-FCL Light Aircraft Pilot Licence (Sailplanes) (LAPL(S)) or Sailplane Pilot Licence (SPL) that includes 'self' as a launching method*.

***Note:** All Part-FCL LAPL(S)s and SPLs with a valid 'sailplane/powered sailplane' class endorsement and self-launching privileges are valid for SLMGs with retractable engines/propellers. To be valid for SLMGs with engines/propellers that do not retract the privileges of the LAPL(S) or SPL must be extended to include Touring Motor Glider (TMG) privileges in accordance with the requirements of Part-FCL.

- 2.2 The definition of an SLMG in article 255 of the ANO is:

"Self-launching motor glider' means an aircraft with the characteristics of a non-power driven glider, which is fitted with one or more power units and which is designed or intended to take off under its own power;'

A UK SLMG class rating is equivalent to both the powered sailplane and Touring Motor Glider endorsements established under EU regulations. Therefore the LAPL(S) and SPL, as rendered valid under the ANO, are valid licences for UK-registered SLMGs according to the Part-FCL endorsements held. The LAPL(S) and SPL are **NOT** valid licences for microlight aeroplanes that are not SLMGs. This is because the Part-FCL privileges of those licences are to fly sailplanes and powered sailplanes (and TMGs when the privilege is included), but the LAPL(S) and SPL are not valid under Part-FCL to fly other powered aircraft.

- 2.3 For the purposes of the interpretation of the article 255 definition of an SLMG, the CAA considers that an 'aircraft with the characteristics of a non-power driven glider' is a fixed-wing aircraft that:

1. has 3-axis primary flying controls; and
2. has a wingspan of at least 11 metres; and
3. has wing-mounted airbrakes or spoilers.

These characteristics distinguish single-seat SLMGs not exceeding 300 kg (or 315 kg when equipped with a recovery parachute) from other single-seat aeroplanes that are not designed for soaring flights but may be capable of soaring under certain conditions.

- 2.4 The ANO article 255 text that defines a single seat microlight aeroplane is:

"Microlight aeroplane' means an aeroplane designed to carry not more than two persons which has:

- (a) a maximum total weight authorised not exceeding:
 - (i) 300 kg for a single seat landplane, (or 390 kg for a single seat landplane of which at least 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 1st January 2003); or
 - ...
 - (iii) 330 kg for a single seat amphibian or floatplane; or
 - ...
 - (v) 315 kg for a single seat landplane equipped with an airframe mounted total recovery parachute system; or
 - ...

and

- (b) a stalling speed, or minimum steady flight speed in the landing configuration, at the maximum total weight authorised not exceeding 35 knots calibrated airspeed.'

2.5 It is emphasised that this Information Notice applies only to the pilots of aircraft that are within **both** the ANO definition of an SLMG **and** the ANO definition of a single-seat microlight aeroplane.

3 Further Information

3.1 Flying undertaken in an aircraft that is within the definition of a microlight aeroplane and within the definition of an SLMG may be credited for the revalidation/renewal of microlight privileges on a UK national licence. Such flying may also be credited for the revalidation/renewal of a UK SLMG rating. However, flying undertaken in these aircraft cannot be used to maintain the recency/privileges of a Part-FCL LAPL(S) or SPL. The matter of whether any flying carried out in any aircraft that is within the scope of paragraph (e) of Annex II to Regulation (EC) No. 216/2008 can be credited for any Part-FCL licence has been referred to a European Aviation Safety Agency (EASA) rulemaking group. Their recommendation and EASA's decision on this matter is awaited.

4 Queries

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

Licensing
Shared Services Hub
Civil Aviation Authority
GE, Aviation House
Gatwick Airport South
RH6 0YR

Or e-mail: FCLWEB@caa.co.uk

5 Cancellation

5.1 This Information Notice will remain in force until 1 August 2015.