

# British Microlighting



An Overview of the U.K. system

EMF presentation September 2023

# 3 categories

## 1. Self Propelled Hang glider with wheels

- \* Single occupant only
- \* 70Kg max empty weight including full fuel, or 75kg with parachute
- \* 20 knots maximum stalling speed or minimum steady flight speed in the landing configuration.
- \* No License required, no registration and markings
- \* No initial Airworthiness or Continuing Airworthiness controls
- \* Insurance required
- \* Private recreational use only

**Result:** Light slow aircraft with relatively short range. Characteristics close to Hang glider. Training under associations schemes. No fatal accident since introduction 5 years ago



# 3 categories

## 2. Single Seat Microlight

- \* 300Kg max take-off weight, 315 with parachute, 330KG for water operation.
- \* 35 knots maximum stalling speed in the landing configuration.
- \* Pilot License required
- \* Registration and markings required
- \* No initial Airworthiness or Continuing Airworthiness controls
- \* Insurance required
- \* Private recreational use only (and Hang glider Towing under specific exemption)

Category running for over 10 years, accident rate not demonstrably increased from previously regulated environment



# 3 categories

## 3. Light Sport Microlight

### Introduced August 2021 and replaces old EU wide microlight definition

- \* 600Kg max take-off weight, 650KG for water operation.
- \* Two seat or single seat, Fixed wing or Flexwing
- \* 45 knots maximum stalling speed in the landing configuration.
- \* Pilot License required
- \* Registration and markings required
- \* Insurance required
- \* Initial Airworthiness required, Continuing Airworthiness required.
- \* Can be used for Private recreational use, Flying School use, Towing, Hiring.



# Category summary



Category	Self Propelled Hanglider with wheels	Single seat microlight	Light sport Microlight
Pilots licence	No	Yes	Yes
Aircraft registration markings	No	Yes	yes
Initial airworthiness	No	No	Yes
Continuing airworthiness	No	No	Yes

# The British Microlight Aircraft Association



**BMAA Holds a UK CAA BCAR A8-26 (Organisation Supporting Recreational Aviation Approval. This allows delegated authority to:**

- \* Process Microlight Pilots License Applications
- \* Issue technical approvals for initial airworthiness of new types and modifications.
- \* Run a Continuing Maintenance scheme and issue Inspector Approvals
- \* Issue certificates of validity for the Permit To Fly

# Pilot Licensing



- \* National UK CAA License – processed by BMAA
- \* BMAA produce an Approved Syllabus Of Training
- \* Full license: 25hours min flight training, incl. 10 hrs Solo, Qualifying Navigation flights. Flight Test with Examiner. Ground exams for Air Law, Technical, Navigation, Meteorology, Human Factors. VFR only. No Airspace restrictions.
- \* Restricted License – 15 hours minimum, including 7 solo. No Navigation training flights. Restricted to 8Nm radius, no passengers until 25 hours.
- \* Differences training required for additional complexities – tailwheel, variable pitch propeller etc.
- \* Microlight Instructor ratings issued by CAA
- \* Flight Examiner Authorities issued by CAA (so Exams can be administered locally at microlight flying schools.)

# Medical



- \* Pilot Medical declaration (PMD), through CAA website portal CELLMA.
- \* Standards based on driving medical standards.



# Initial Airworthiness Approval

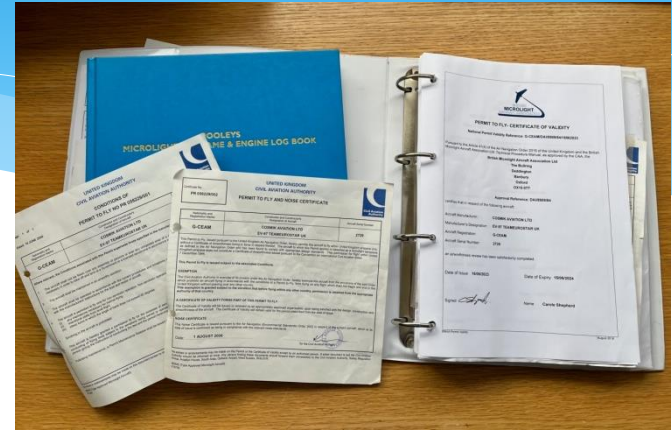
- \* Technical 'Opponency' – Compliance checklist produced by applicant and checked by BMAA / CAA
- \* Airworthiness Codes: BCAR Section S, CS-VLA, CS-LSA. Czech and German codes with bridging elements.
- \* Type Approval issued for factory built types. Type Acceptance for Amateur built

# Manufacturing Approval

- \* UK CAA A81 / A8-21 Manufacturing Approval required for factory built RTF types. Initial and ongoing periodical audit by UK CAA. Plus some Bilateral agreements with countries with equivalent standards..
- \* Amateur built – Kit/parts supplier assessment by BMAA
- \* Amateur built – 51% rule applied. Build overseen by BMAA inspectors. Individual approval note (MAAN) for each aircraft build raised by BMAA

# Continuing Airworthiness

Each (regulated) Aircraft issued a permit To Fly (PTF). That is then validated each year with issue of a Certificate of validity (CoV)



- \* Annual inspection by BMAA inspector
- \* Annual Check-flight – by owner or any suitably qualified Pilot
- \* Mandatory Permit Directive (MPD) for serious defects issued by CAA
- \* Service Bulletins issued by Manufacturer or CAA
- \* BMAA responsible for Continuing Airworthiness of Orphan types

# Maintenance

- \* Owner led maintenance – managed by owner.
- \* Aircraft and Engine log book required to be kept
- \* Any work that is safety critical has to be entered with two signatures – the worker and a ‘competent person’ (can be another pilot)
- \* Maintenance *should* be in accordance with manufacturers instructions – or alternative equivalent.
- \* Engine deemed ‘uncertified’ so can be run ‘on condition’ beyond advisory TBO – with suitable checks.



# Summary / Questions?

## BMAA Airworthiness System

This diagram provides a simplistic overview of the BMAA Airworthiness System.

