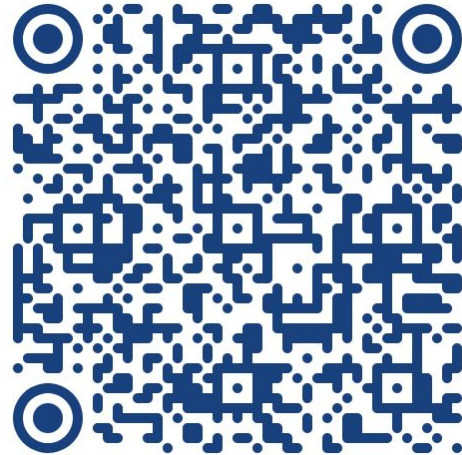


European ULM Regulation Framework

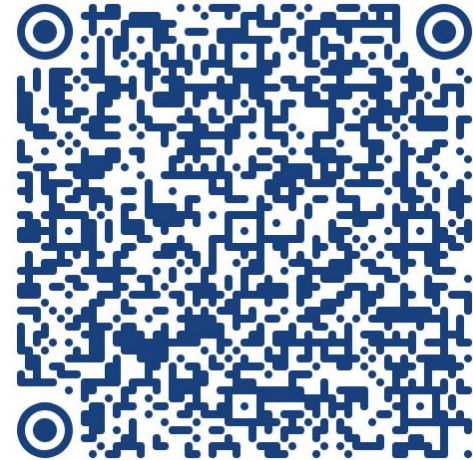
Comparison of different ULM regulations in Europe
September 2023



This presentation in .PDF



Raw Data in .xlsx format

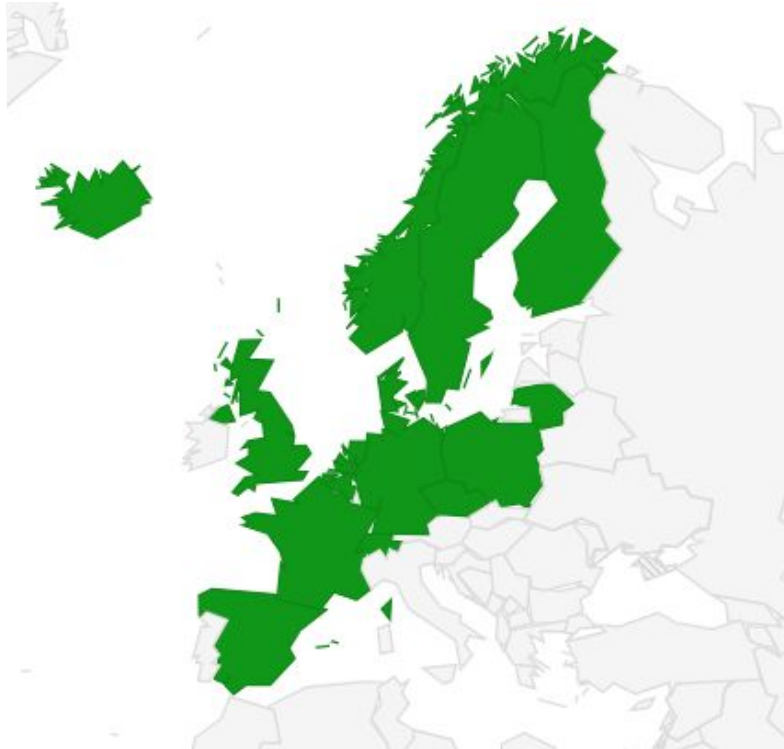


Download the raw data or this presentation from the specific QR code

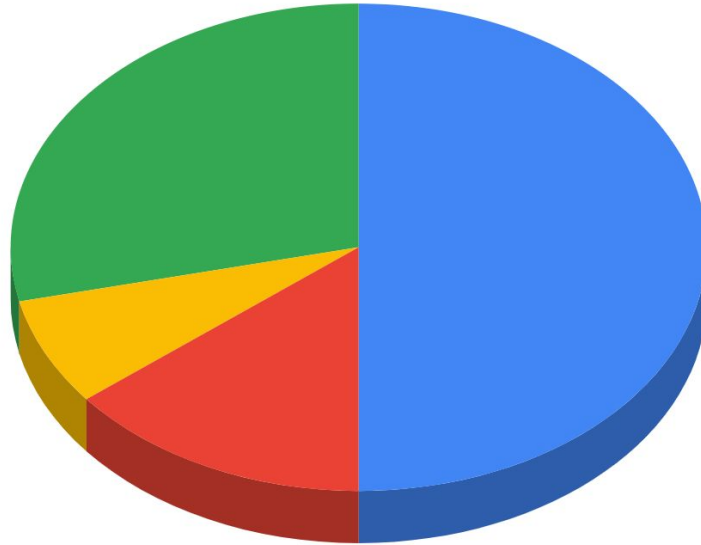
Study participants

15 states

- Belgium
- Czech Republic
- Denmark
- Finland
- France
- Germany
- Great Britain
- Iceland
- Lithuania
- Netherlands
- Norway
- Poland
- Spain
- Sweden
- Switzerland



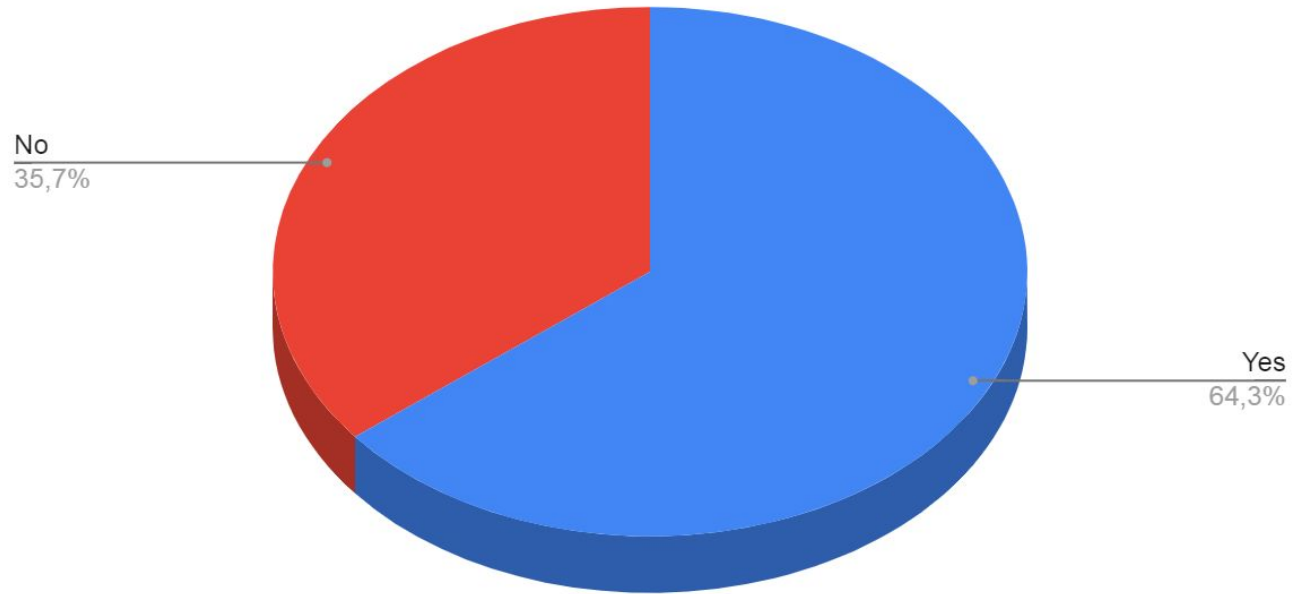
ULM definition



● 600kg y <45kt ● 600kg y <45kt Next year ● 500kg ● 450kg <65km/h

Delegated competences in national organisations

In all States where processes are delegated it is audited by their respective CAA or Ministry of Transport, except France



In which areas the competencies are delegated?

Lithuania	Licensing & Training (All)
Germany	Licensing & Training (All), Initial Airworthiness (All), Continuing Airworthiness (All)
Czech Rep.	Licensing & Training (All), Operations (All), Initial Airworthiness (All), Continuing Airworthiness (All)
Norway	Licensing & Training (All), Operations (All), Initial Airworthiness (All), Continuing Airworthiness (All)
Denmark	Licensing & Training (All), Operations (All), Initial Airworthiness (Partially - some issues), Continuing Airworthiness (All)
Iceland	Licensing & Training (Partially - some issues), Initial Airworthiness (Partially - some issues), Continuing Airworthiness (All)
France	Licensing & Training (Partially - some issues), Initial Airworthiness (Partially - some issues), Continuing Airworthiness (Partially - some issues)
Great Britain	Licensing & Training (Partially - some issues), Operations (Partially - some issues), Initial Airworthiness (Partially - some issues), Continuing Airworthiness (Partially - some issues)
Sweden	Licensing & Training (Partially - some issues), Operations (Partially - some issues), Initial Airworthiness (Partially - some issues), Continuing Airworthiness (Partially - some issues)
Belgium	No competence delegated
Finland	No competence delegated
Netherlands	No competence delegated
Poland	No competence delegated
Spain	No competence delegated
Switzerland	No competence delegated

Models with a self certification structure by owner

5/15
states

France

Italy

Iceland

Lithuania

UK (under 300kg MTOW)



Initial AirWorthiness

Cont. AirWorthiness

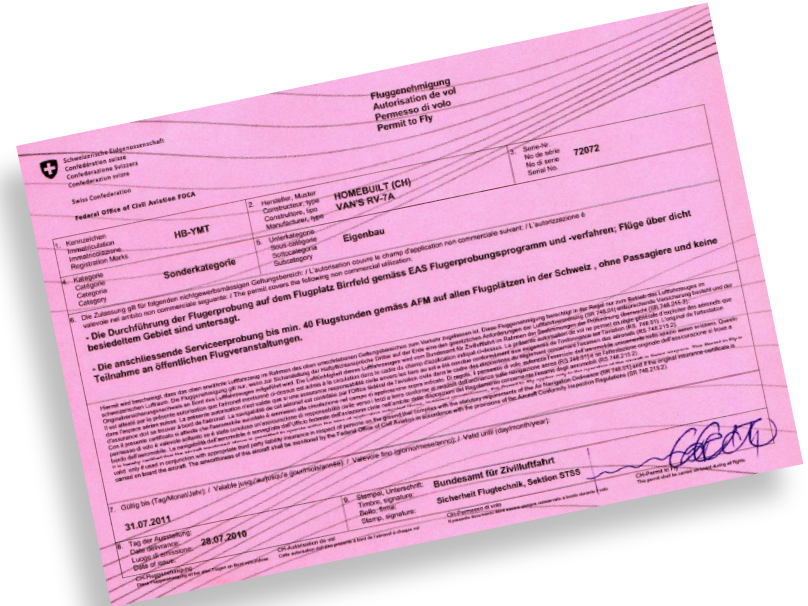
Licensing & Training

Operations

Type Certificate issuing

8/15
states

- Germany
- Czech Rep.
- Sweden
- Belgium
- Finland
- Netherlands
- Poland
- Spain



Certificate of Airworthiness required?

8/15
states

Lithuania
Germany
Czech Rep.
Sweden
Belgium
Netherlands
Spain
Switzerland

UNITED STATES OF AMERICA DEPARTMENT OF TRANSPORTATION - FEDERAL AVIATION ADMINISTRATION			
SPECIAL AIRWORTHINESS CERTIFICATE			
A	CATEGORY/DESIGNATION	Experimental	
B	PURPOSE	Operate Amateur-built Aircraft	
B	MANUFACTURER	NAME	N/A
		ADDRESS	N/A
C	FLIGHT	FROM	N/A
		TO	N/A
D	N-	8053R	SERIAL NO. 08061764
	BUILDER	Patten Harvey	MODEL Rans S-6ES
D	DATE OF ISSUANCE	10-Mar-2018	EXPIRY Unlimited
	OPERATING LIMITATIONS DATED	10 Mar 2018	ARE PART OF THIS CERTIFICATE DESIGNATION OR OFFICE NO. 287938657
E	SIGNATURE OF FAA REPRESENTATIVE Edmund J. DeSantis		

Any alteration, reproduction or misuse of this certificate may be punishable by a fine not exceeding \$1,000 or imprisonment not exceeding 3 years, or both. THIS CERTIFICATE MUST BE DISPLAYED IN THE AIRCRAFT IN ACCORDANCE WITH APPLICABLE TITLE 14, CODE OF FEDERAL REGULATIONS (CFR).
SEE REVERSE SIDE NSN: 0052-00-693-4000
FAA Form 8130-7 (04/2011) Previous Edition 07/04 May be Used until Depleted

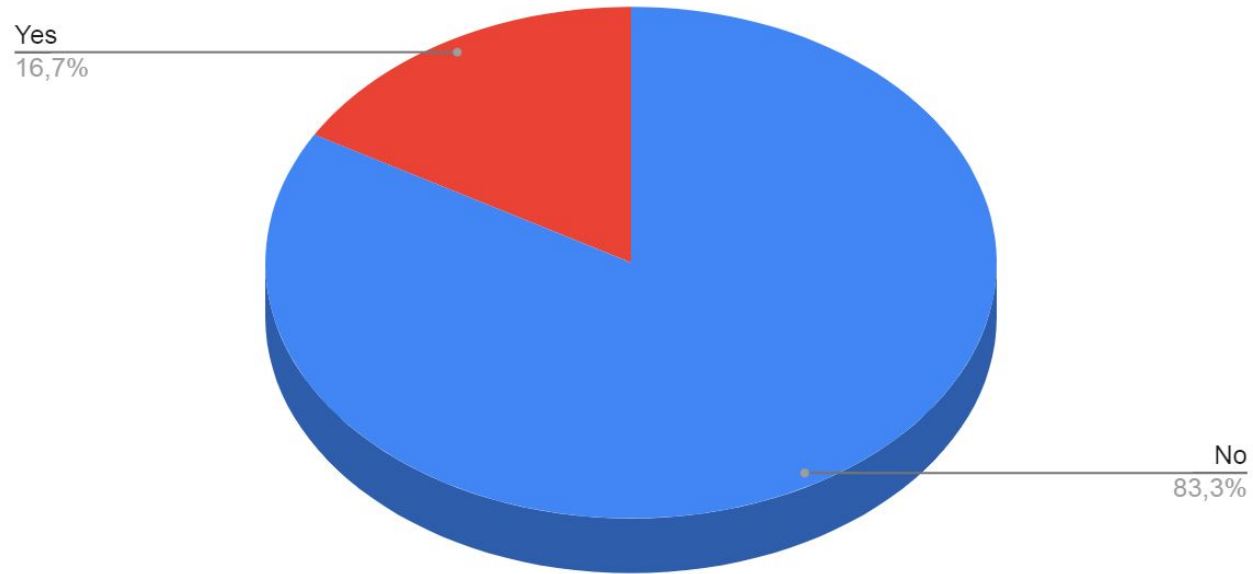
Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

DOA required



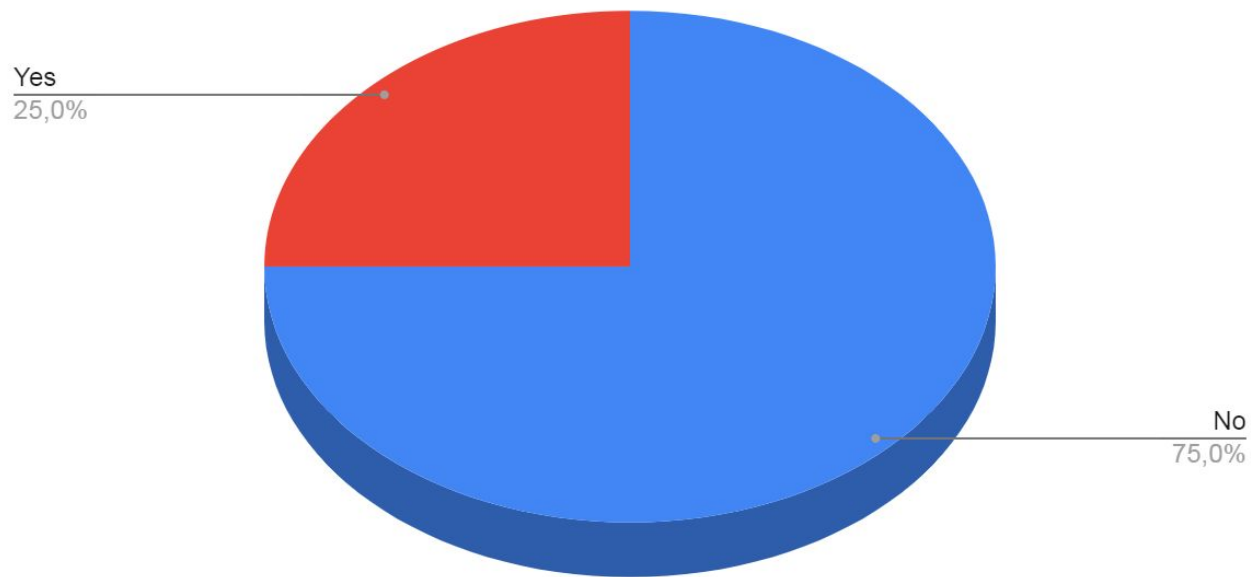
Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

POA required



Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

No Parts and Appliances certification

10/15
states

Lithuania
Norway
Iceland
France
Belgium
Finland
Netherlands
Poland
Switzerland



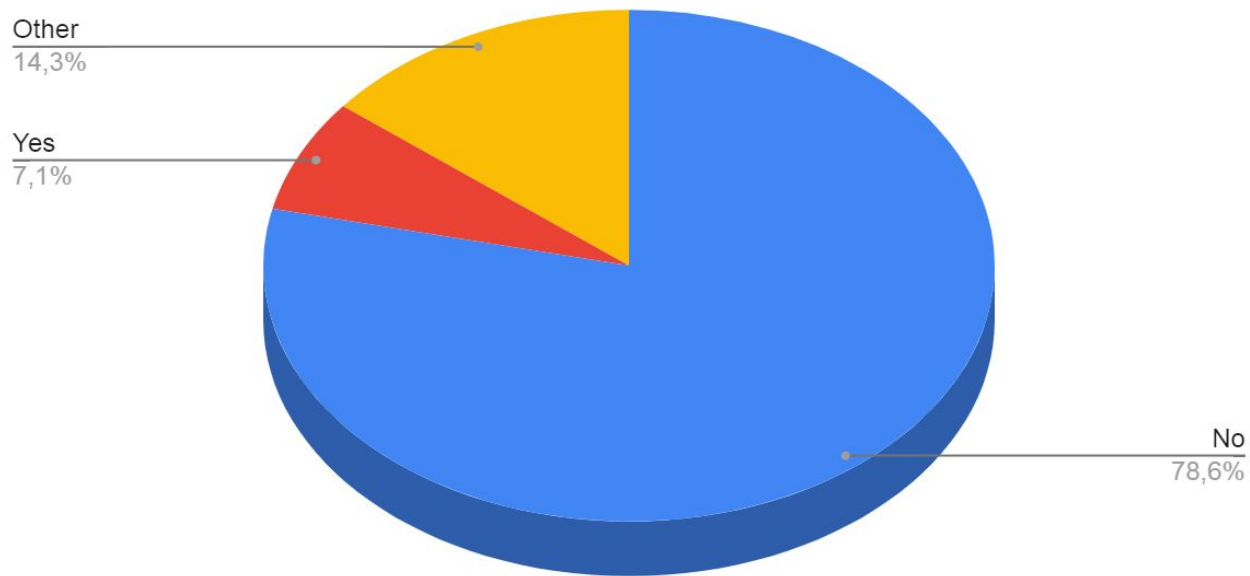
Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

Repair design standards



Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

Parts and Appliances “near” certification concept

4/15
states

Germany - within the Microlight Type Certification

Great Britain - Unique parts from approved sources - manufacturer, etc. commercial available parts not controlled

Sweden - Some instruments must be EASA/FAA-certified (VHF, XPDR) and others CoC. CS-STAN-like process exists

Spain - within the Microlight Type Certification



Initial AirWorthiness

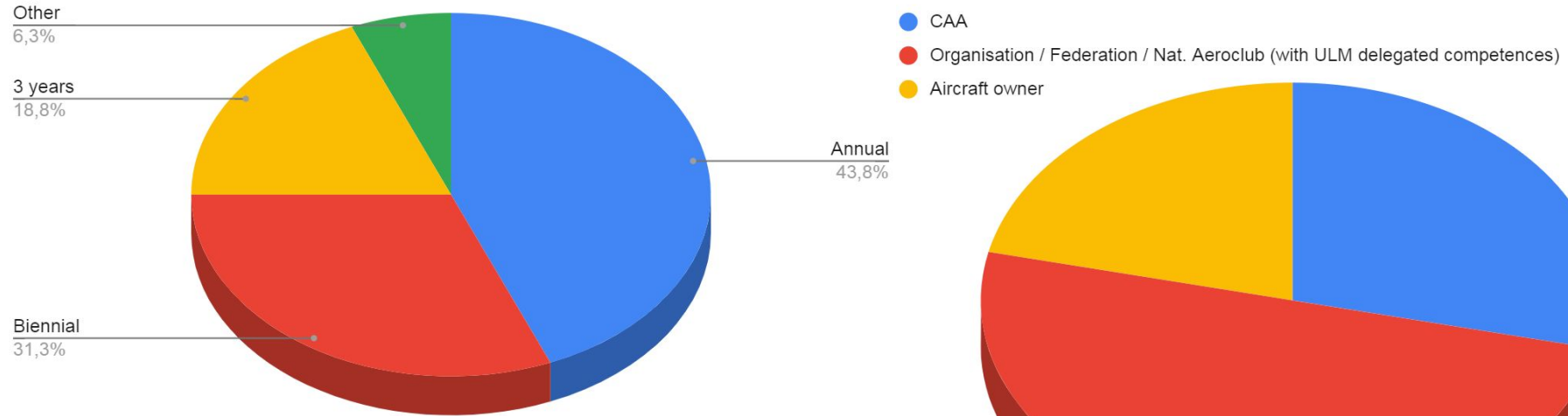
Cont. AirWorthiness

Licensing & Training

Operations

Revalidation of CoA or Permit

Who approves revalidation



Initial AirWorthiness

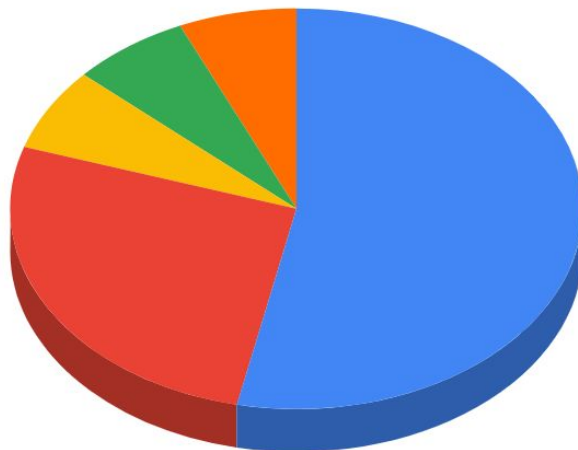
Cont. AirWorthiness

Licensing & Training

Operations

Who specifies maintenance schedule

- Manufacturer / Builder
- Manufacturer / Builder, Aircraft owner
- Organisation / Federation / Nat. Aeroclub (with ULM delegated competences)
- Organisation / Federation / Nat. Aeroclub (with ULM delegated competences), Manufacturer / Builder
- Organisation / Federation / Nat. Aeroclub (with ULM delegated competences), Manufacturer / Builder, CAA



Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

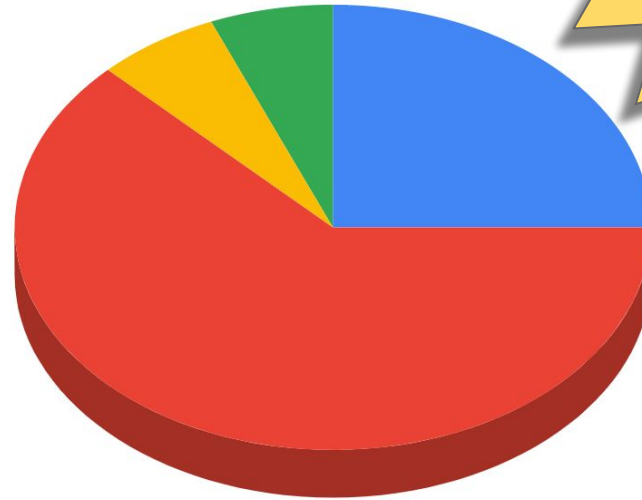
Operations

Who does maintenance?

Flying schools have NO higher maintenance than private use!!!!

Who does maintenance?

- Owner responsibility
- Not licensed mechanics optional delegated by owner
- Only licensed mechanics
- Only authorised maintenance organisations
- Different for flying schools or ULM aerial works
- Otra...



● Owner responsibility ● Owner responsibility, Not licensed mechanics optional delegated by owner
● Plus for major repairs licensed mechanic or maintenance organization required ● Only licensed mechanics, Only authorised maintenance organisations

Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations



Who issues Licenses?

Delegated to Organisation / Federation / Nat. Aeroclub	National CAA
Lithuania	Sweden
Germany	Belgium
Czech Republic	Finland
Norway	Netherlands
Denmark	Poland
Iceland	Spain
Great Britain	Switzerland
Italy	France

Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

License privileges

Lithuania	Full VFR Day, Limited VFR (i.e. altitude, zones or class airspaces limitations), VFR Night, Commercial activities NOT limited or prohibited (photography, fumigation, mapping/photogrammetry, advertising towing, etc...)
Germany	Full VFR Day, Commercial activities NOT limited or prohibited (photography, fumigation, mapping/photogrammetry, advertising towing, etc...)
Czech Rep.	Full VFR Day
Norway	Full VFR Day
Denmark	Full VFR Day
Iceland	Full VFR Day
France	Full VFR Day, Commercial activities NOT limited or prohibited (photography, fumigation, mapping/photogrammetry, advertising towing, etc...)
Great Britain	Full VFR Day
Sweden	Full VFR Day, VFR Night , Advanced flying
Belgium	Full VFR Day
Finland	Full VFR Day
Netherlands	Full VFR Day
Poland	Full VFR Day, VFR Night
Spain	Limited VFR (i.e. altitude, zones or class airspaces limitations)
Switzerland	Full VFR Day

Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

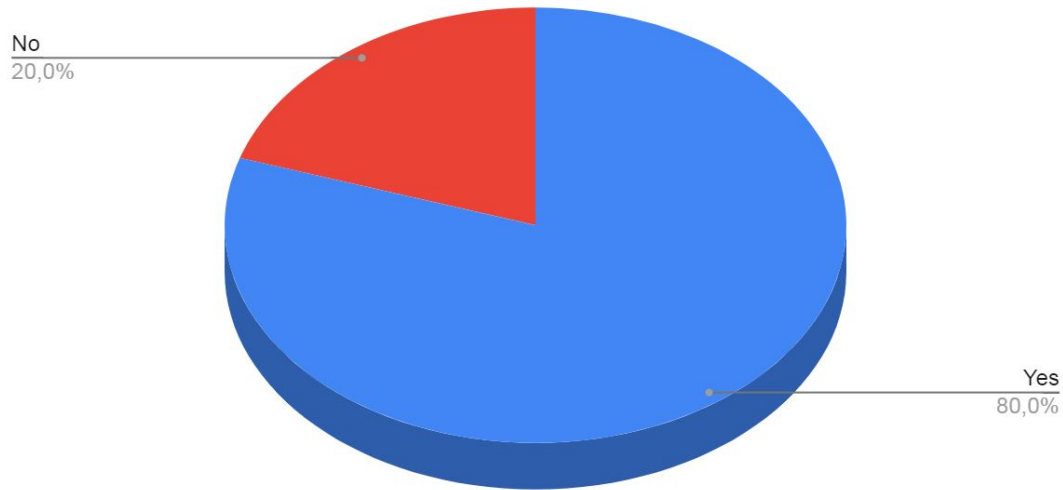
European Microlight Federation



Minimum flying hours required

No minimum specified	France and Belgium
15	Spain, UK, Iceland
20	Denmark and Czech Rep.
25	Lithuania, Sweden and Finland
30	Norway and Poland
35	Germany, Netherlands and Switzerland

National Training Syllabus



Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

Questions database

Lithuania	Made and maintain by our organisation
Germany	Made and maintain by our CAA
Czech Rep.	Made and maintain by our organisation
Norway	Made and maintain by our organisation, All questions must be written according and within the syllabus
Denmark	Made and maintain by our CAA
Iceland	Made and maintain by our organisation
France	Made and maintain by our CAA, Made and maintain by our organisation, Shared among flying schools, All questions must be written according and within the syllabus, Students can read their wrong answers after completing their theoretical test
Great Britain	Made and maintain by our organisation, Shared among flying schools, All questions must be written according and within the syllabus, Students can read their wrong answers after completing their theoretical test
Sweden	Made and maintain by our organisation
Belgium	Made and maintain by our CAA
Netherlands	Made and maintain by our CAA
Poland	Made and maintain by our CAA
Spain	Made and maintain by our CAA
Switzerland	Made and maintain by our CAA, Students can read their wrong answers after completing their theoretical test

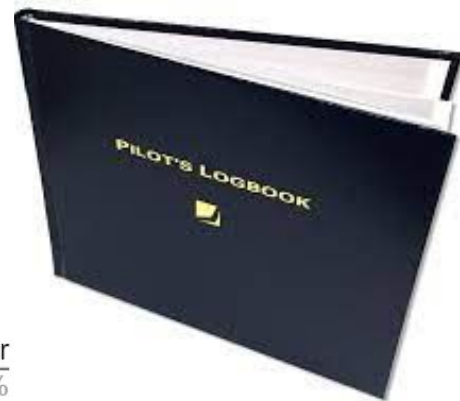
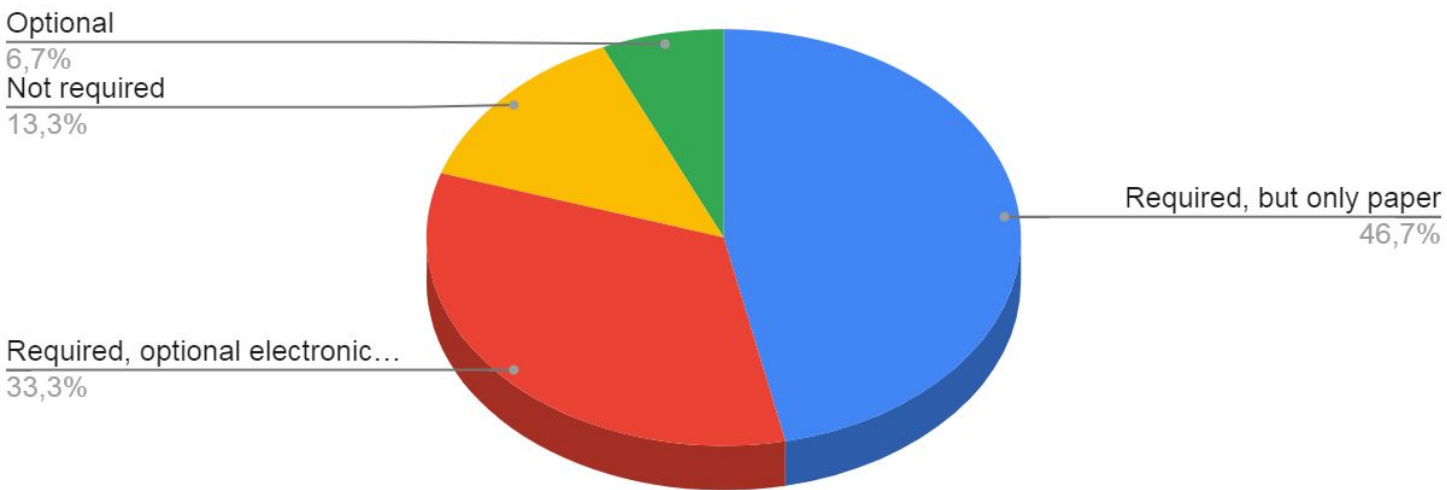
Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

Pilots Logbook



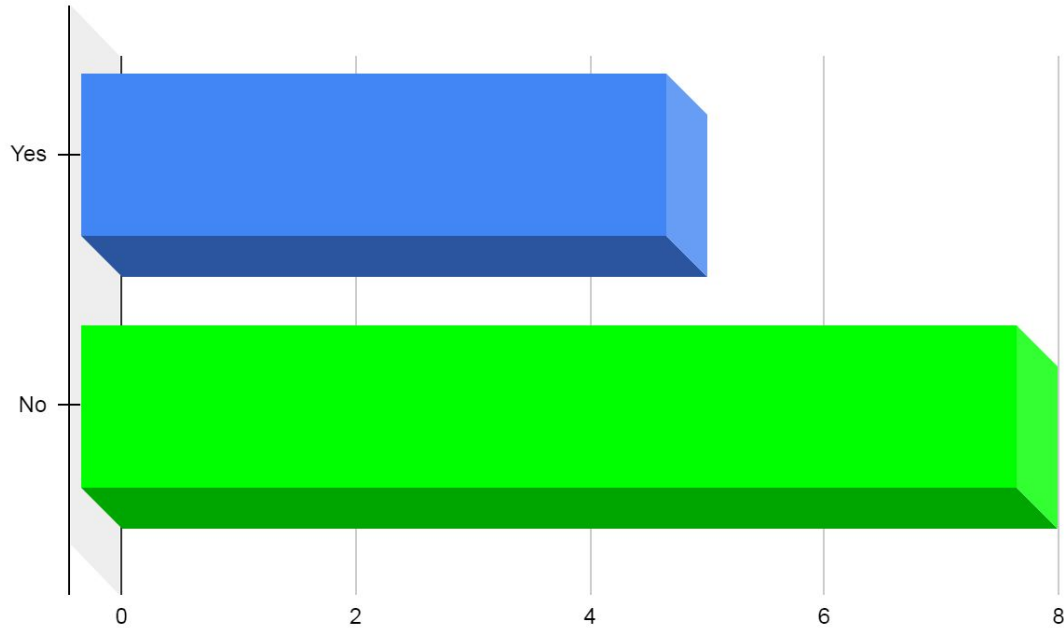
Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

License airfield required for training?



Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

Medical

Germany	Class LAPL	Approved Doctor
Czech Republic	Class 2	Approved Doctor
Norway	General practitioner certificate/declaration	AME, Any Doctor, Own Doctor
Denmark	Class LAPL	Approved Doctor, AME
Iceland	Class 2	AME
France	General practitioner certificate/declaration	Any Doctor, Own Doctor
Great Britain	Self Certification	None
Sweden	Class LAPL	
Belgium	Class LAPL	Approved Doctor
Finland	Class LAPL	AME
Netherlands	Class LAPL	Approved Doctor
Poland	Class LAPL	AME
Spain	Class LAPL, Class 2 for instructors	AME
Switzerland	Class LAPL	AME

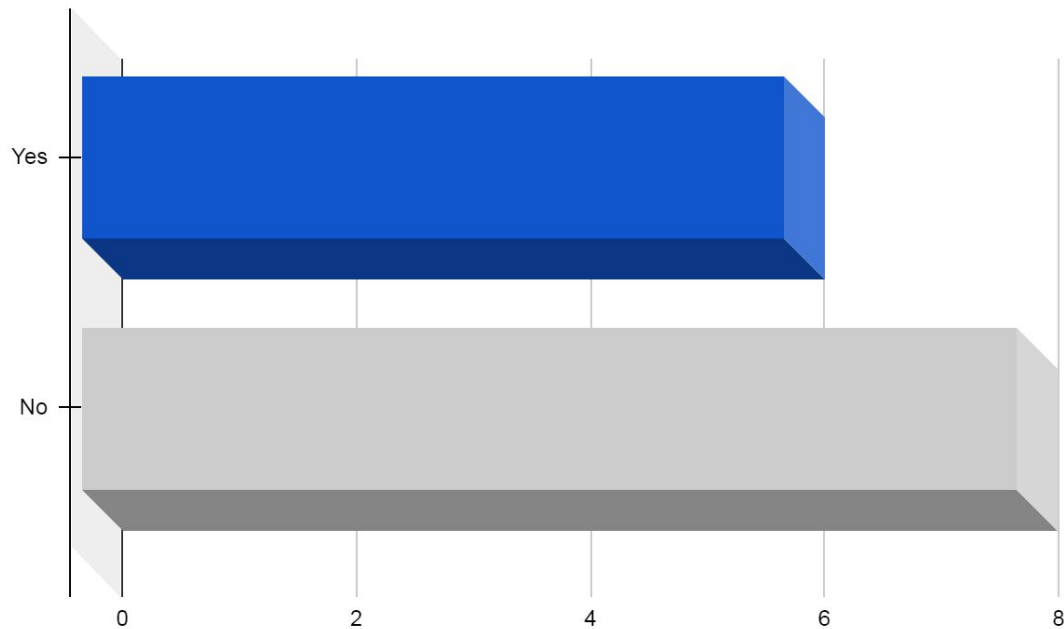
Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

VFR On Top allowed



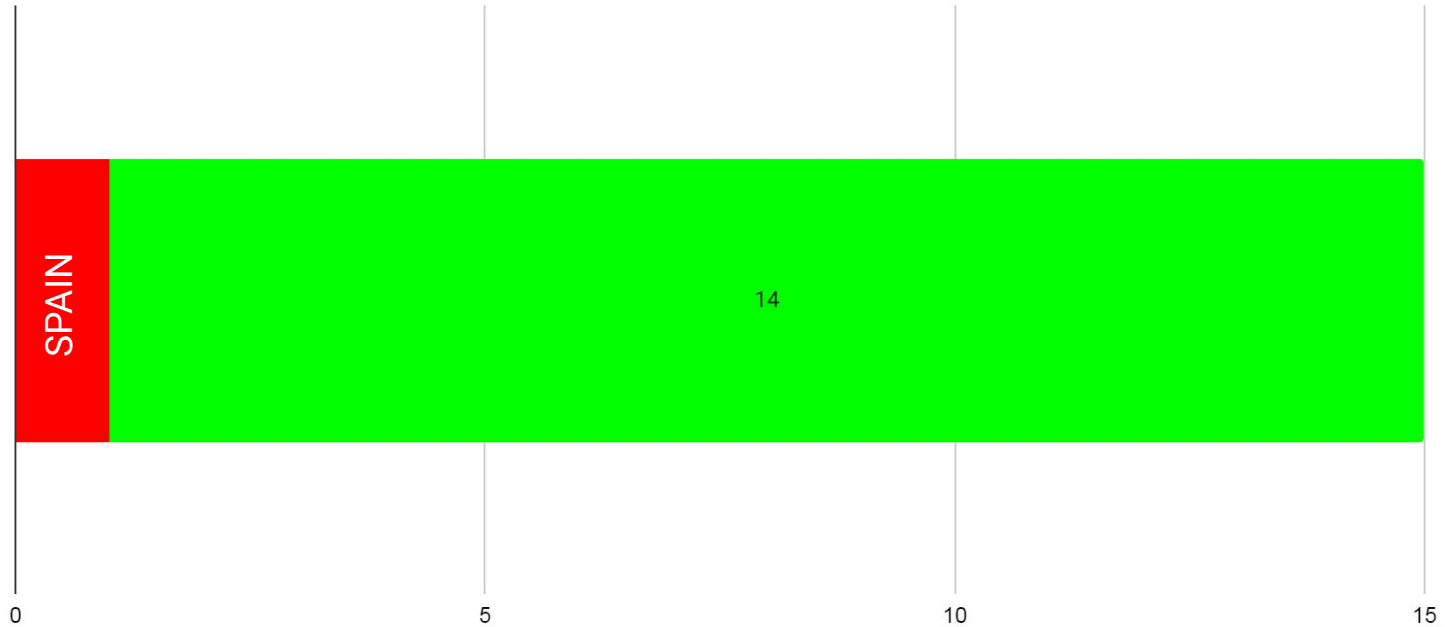
Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

Controlled AirSpace allowed?



Initial AirWorthiness

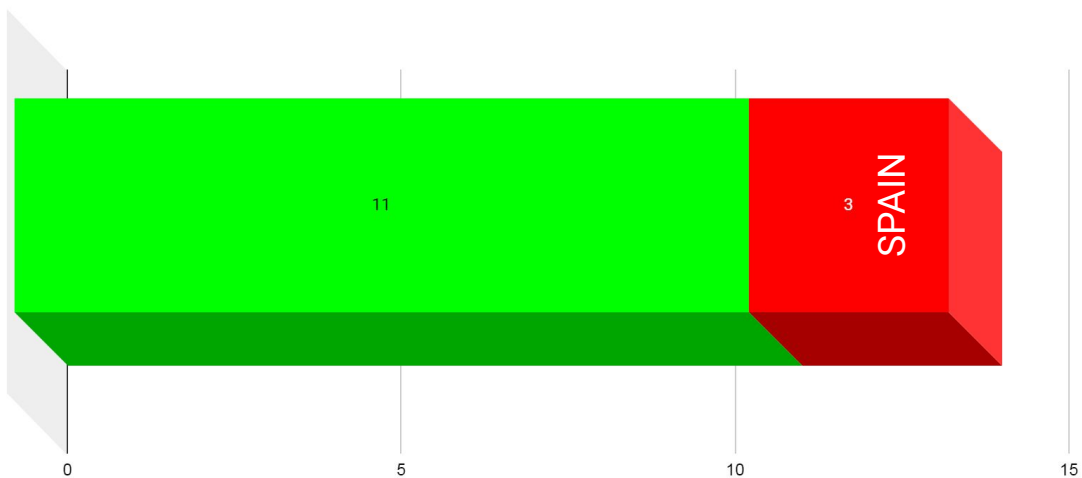
Cont. AirWorthiness

Licensing & Training

Operations

Are zones D and R limited to access with ULM?

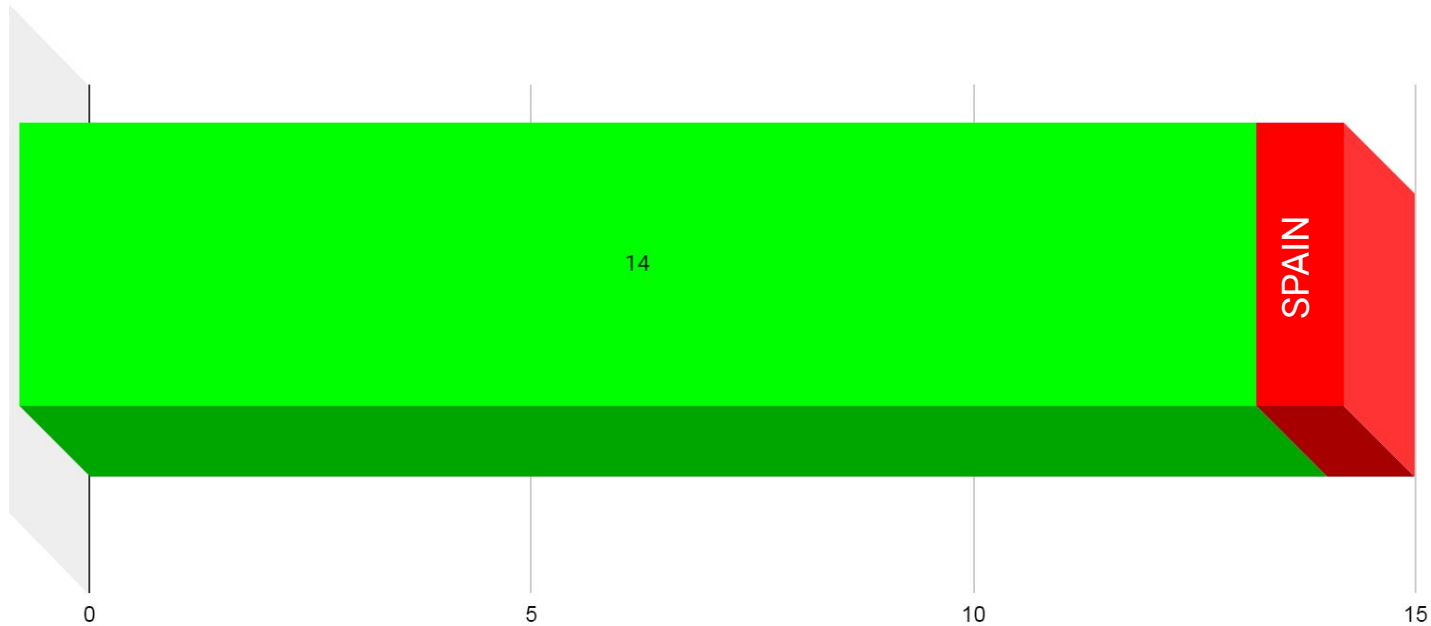
(More than SERA)



Airspace

FL195	Valencia TMA	VERTICAL 4000-FL145 IDENT LEVC	
	Valencia Approach		120,100
C	Valencia TMA	VERTICAL FL145-FL195 IDENT LEVC ACTIVE	
	Valencia Approach		120,100
	Danger Area LED171D		
FL145	Valencia VFR Sectors	VERTICAL SFC-4000 IDENT LEVC	
	Valencia Approach		120,100
	NOTAM		
E	RA(T) Activated	LIMITS SFC-394 AGL, 176 km EFFECTIVE 17 sep. 2023 06:05 Z UNTIL 29 sep. 2023 18:27 Z TIMES SR-SS Temporary restricted area for unmanned aircraft vehicle flying activated within 403415N 0003306E, 403156N 0003658E, 403255N 0005404E, 402741N 0005111E, 402807N 0004059E, 402558N 0003600E, 401847N 0003759E, 401939N 0004644E, 403255N 0005404E, 403326N 0014944E, 383918N 0005807E, 383040N 0003021E, 375221N 0000631E, 374156N 0000617E, 373333N 0003247W, 375116N 0002752W, 380025N 0003745W, 380750N 0003716W, 38... (truncated for display)	4,000
			2,261

Altitude restriction in class G or lower



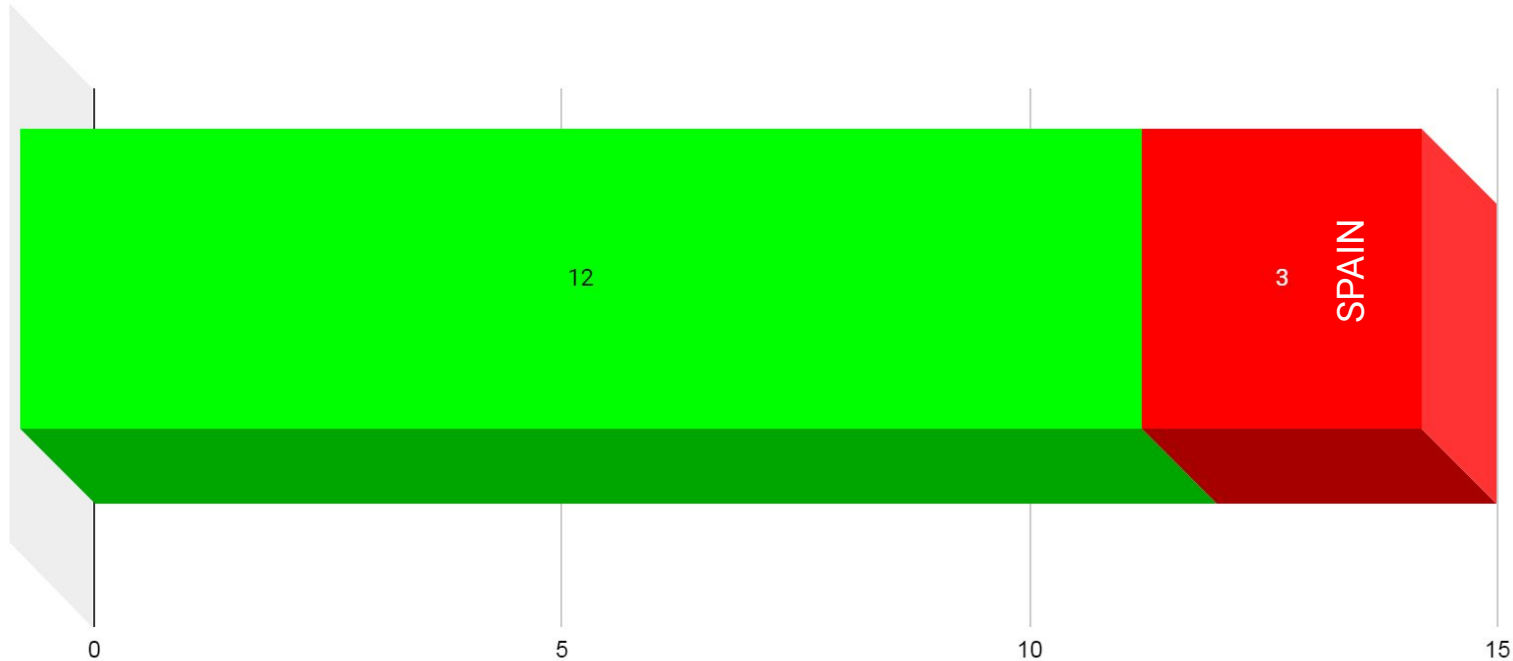
Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

Operations only allowed in approved airfields



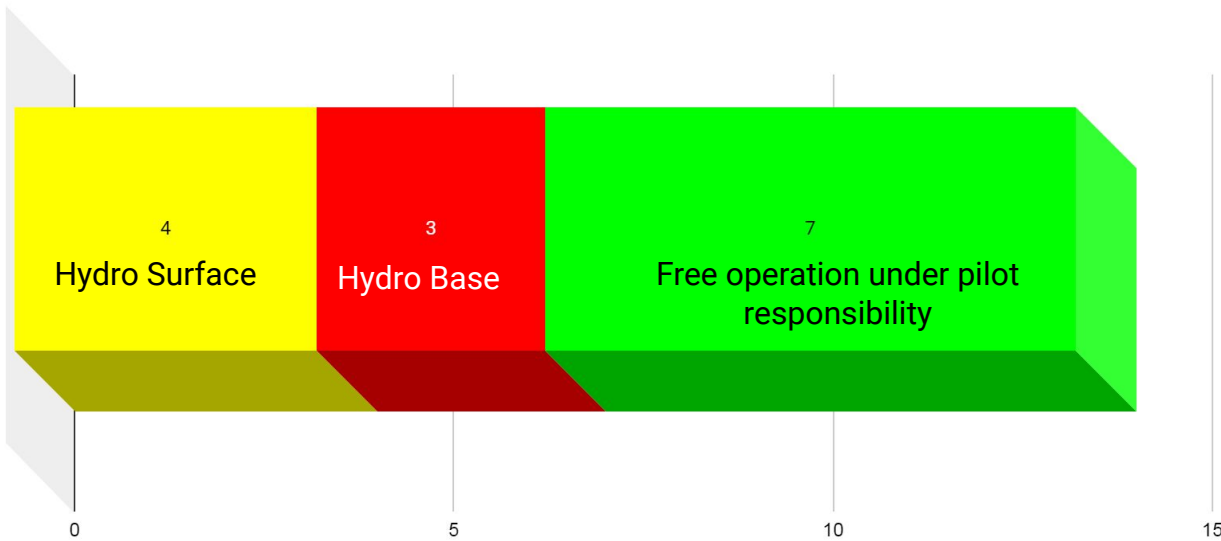
Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

Hydro operations on water



Spain is a mystery!



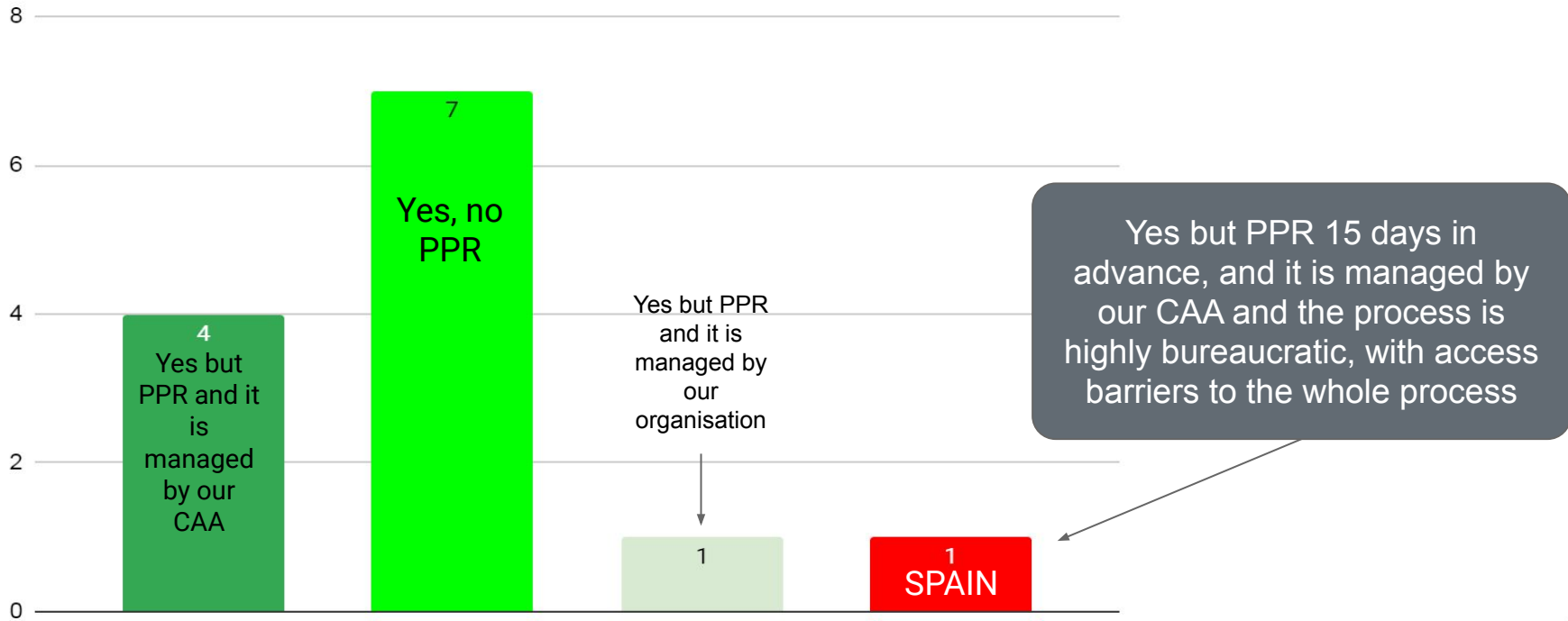
Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations

Authorisation for foreign ULM pilots and aircraft?



Initial AirWorthiness

Cont. AirWorthiness

Licensing & Training

Operations