



Sub-115kg (Single-Seat Deregulated (SSDR)) microlights and the BHPA

A "Sub-115 kg microlight" means a microlight aeroplane that:

- (i) is designed to carry one person only;
- (ii) has a maximum weight without its pilot and fuel of 115kg;
- (iii) has a maximum wing loading without its pilot and fuel of 10 kg per square metre;
- (iv) is flying on a private flight.

In May 2007, after several years of pressure from the sport and industry, the CAA partially de-regulated single-seat sub-115kg Microlights. This partial de-regulation absolves these machines from the need to have a Certificate of Airworthiness / Permit to Fly or comply with BCAR Section-S engineering standard.

As a considerable number of BHPA members are keen to fly such machines the BHPA has arranged to have normal BHPA insurance cover extended to those members involved in this activity.

There is no BHPA qualification for SSDR microlight flying. The BHPA will note on the database that member XX is intending to fly SSDR and claims to have the necessary CAA licences, etc. Either you have the valid CAA qualification and the rest of the paperwork and are legal – or you don't and are not. (Nb. The BHPA 'Power' environment is for BHPA qualified pilots who have added the power environment to their BHPA HG or PG rating. It is in no way related to the need for SSDR microlight pilots to hold a CAA PPL / NPPL etc. So SSDR pilots will not be issued with BHPA Power environments and holders of BHPA 'Power' environments should be under no illusion that this qualifies them to fly SSDR.)

A SSDR sub-115kg microlight must be registered with the CAA using form CA1. As part of completing this form you will be required to provide documentary proof of 3rd party insurance. You should submit a copy of your BHPA membership card (scan or digital photo). The CAA holds a copy of the BHPA Master Policy so you should not need to resubmit this.

If the wing is uncertified it will, as always, need to be entered onto the BHPA 'Register of Uncertified Aircraft'. http://www.bhpa.co.uk/pdf/Wing_Registration_form.pdf

(Nb. This system is completely separate and unrelated to the need to register the aircraft with the CAA.)

The partial deregulation of Sub-115kg (Single-Seat Microlights) does not absolve the pilots/owners of such machines from all the other regulations that apply to Microlights. Please see attached sheet for a list of regulations that apply. (CAP 393 and related CAA documents should be used for a definitive list.)

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The partial deregulation of Sub-115kg (Single-Seat Microlights) does not absolve the pilots/owners of such machines from all the other regulations that apply to Microlights. All SSDR aircraft fall into the ANO's definition of a "Microlight" as the over-arching category. Therefore the following conditions still apply:

- The stall speed must not exceed 35kts and the wing loading at Maximum Take-Off Weight (MTOW) must not exceed 25kg/m² and also that the MTOW must not exceed 300kg for a landplane and 330kg for a seaplane / amphibian.
- The pilot must be in possession of a valid and appropriate UK PPL / NPPL Licence (plus all that goes with it such as a current 'Certificate of Experience' (CofE) and medical certificate (or self-declaration) – and must operate within the privileges and limitations of that licence.
- The pilot must undergo the legally required 'differences training' if converting from a weightshift-type aircraft to a three-axis type and vice versa. NB: There is no legal requirement for differences training on 'two toggle' paraglider-type aircraft.
- The aircraft must have a valid CAA Noise Test Certificate in accordance with BCAR Section-N - although to date, the CAA have no noise certification process in force for SSDR aircraft and are content to issue an annual General Exemption from this requirement. http://www.caa.co.uk/docs/33/ORS4_843.pdf General Exemption – E 3210 is valid until 31st December 2011.)
- The aircraft must have appropriate 3rd party insurance (to a minimum of 750,000 Special Drawing Rights (SDRs) - which is approximately £600,000).
- The aircraft must be registered with the CAA.
- The aircraft must display its registration letters in the CAA stipulated way.
- A fire-proof metal plate must be affixed to the aircraft (usually on the chassis or engine) showing the nationality and registration marking (Eg. G-ABCD)
- A CAA approved logbook must be kept for the airframe and engine.
- Rules of the Air, Anti-Collision Rules, Priority Rules and other Air Law applicable to microlights must still be obeyed.
- Anyone giving instruction (paid or unpaid) must have a CAA-issued Microlight Instructor Rating and be current and conversant on the type of SSDR being used for instruction.
