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Microlights (including SSDRs) and the BHPA

The BHPA policy insures members flying microlights of all classes. Any legally operated microlight, single seat or two seated, can be flown by any properly licensed BHPA member. Any member wishing to take advantage of this facility needs to send a scan of their licence to the BHPA office along with a simple declaration stating that 'I intend to fly an Single Seat Deregulated (SSDR) microlight or a Permit to Fly microlight aircraft (that is not a tug aircraft) using BHPA insurance'. Registered tug pilots are already insured to operate tug aircraft under BHPA insurance, so do not need to take the above steps, unless wishing to extend their microlight activities beyond tug operations.
Existing BHPA members flying SSDR microlights need to update the Association if they also wish to fly Permit to Fly (2-seater) microlights.

The BHPA policy provides £5m liability cover for microlight operations. This also extends to passenger cover.

There is no BHPA qualification for microlight flying. The BHPA will note on its database that the member intends to fly Permit to Fly microlights (or SSDR microlights only) and claims to have the necessary CAA licences, medicals etc. Either you have the valid CAA qualification and the rest of the paperwork and are legal – or you don't and are not. Please note: 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 microlight pilots to hold a CAA PPL / NPPL etc. Therefore, microlight 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 microlights of any type.

- This insurance only applies to licensed microlight pilots. It does not cover microlight pilots under training towards their initial licence issue.
- Flying with passengers: as the CAA have already licensed the pilot to fly with a passenger, there is no requirement to hold a BHPA dual pilot qualification. All CAA requirements for flying with a passenger must be complied with.

All microlight aircraft 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 relevant copy of the BHPA Policy, as it relates to microlight coverage, so you will not need to resubmit this.

Further information for SSDR microlight pilots.

The 2014 SSDR definition requires that:

a) The microlight aeroplane is an aeroplane. This includes powered parachutes and self-launching motor gliders, but does not include gliders (including self-sustaining gliders), rotary-wing aircraft (helicopters and gyroplanes), or lighter-than-air machines (balloons and airships).
b) It only has a single-seat, and must only be flown with one person – the pilot – on board.
c) Does not take-off weighing more than the single-seat microlight weight limit. This is 300 kg for a landplane, 315 kg for a landplane with an airframe mounted total recovery parachute system, and 330 kg for a seaplane or amphibian.
d) Has a stalling speed, or minimum steady flight speed in the landing configuration, at the maximum total weight authorised not exceeding 35 knots calibrated airspeed.
e) The owner of the aeroplane has notified the CAA of their intention to use this exemption (See IN-2014/101 link below.)
f) The microlight aeroplane is flying on a private flight; and
g) The flight begins and ends in the United Kingdom without passing over any other country.

The partial deregulation of 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 apply:

- 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/ ORS4No1024.pdf General Exemption – E 3796 is valid until revoked.)
- The aircraft must have appropriate 3rd party insurance.
- 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 aircraft being used for instruction.

Further details and information regarding the BHPA Insurance policy and BHPA membership, including the responsibility to submit incident reports, and the scope of the cover can be found in a separate document:

BHPA Insurance Cover for Microlights which is available at: https://www.bhpa.co.uk/documents