

Change to the Permit to Fly conditions for Microlight Aircraft

An exemption was issued by CAA on 9th July 2008 that exempts microlight aircraft from the condition previously applied to all aircraft operating on a Permit to Fly that it shall not overfly the "congested area of a city, town or settlement except to the extent necessary in order to take off and land at a Government or a licensed aerodrome in accordance with normal aviation practice."

In the fullness of time the individual Permits will be re-issued without the condition applied and the exemption will no longer be required.

I have copied the exemption below.

Please treat the new less restricted regulation with respect. Your microlight aircraft is still subject to the other low flying regulations meaning that when crossing a congested area you always have to be able to glide clear in the event of an engine failure and land without danger to people or property on the surface and that you must also be no lower than 1000 feet above the highest fixed object within a radius of 600 metres.

Remember also the effect of your aircraft noise on people below you. The lifting of the condition of the Permit is to help enable you to fly direct routes and operate as do aircraft with Certificates of Airworthiness. Consider carefully what the affect of your flight may be on people on the ground before you fly over congested areas and do not abuse the new privilege. It would be easier to have it re-imposed than it was to get it taken off.

A handwritten signature in black ink, appearing to read "Geoff Weighell". The signature is fluid and cursive, with a long horizontal stroke at the end.

Geoff Weighell

BMAA 14/07/2008

Official Record Series 4

Miscellaneous

No:

Air Navigation Order 2005

Publication Date:

General Exemption

Exemption Number - E2576
Reference E2576/9/33/03/05/02

**EXEMPTION FROM THE PROHIBITION OF THE OVERFLIGHT OF
CONGESTED AREAS FOR THE SPECIFIED AIRCRAFT.**

1. Subject to paragraphs 2 and 3, the Civil Aviation Authority, in exercise of its powers under Article 153 of the Air Navigation Order 2005, exempts any aircraft which has a valid national permit to fly and comes within a category set out in Schedule 1, from the provision at article 11(6)(b) which provides that the permit will cease to be valid if any condition subject to which the permit is issued is not complied with.
2. This exemption will only apply where the only condition which is not complied with is a condition that the aircraft must not be flown over the congested area of a city, town or settlement.
3. This exemption does not apply when an aircraft is flying for the purpose of:
 - a) experimenting with or testing the aircraft (including any engines installed thereon) or any equipment installed or carried in the aircraft; or
 - b) enabling the aircraft to qualify for the approval of a modification of the aircraft or the issue of a permit to fly.
4. This exemption has effect from 9 July 2008 until 8 July 2009, unless revoked.

N.Williams
for the Civil Aviation Authority and the United Kingdom
9 July 2008

Schedule 1 to Exemption Reference: E2576/9/33/03/05/02
The categories of aircraft to which the exemption may apply

- (1) A microlight aeroplane;
- (2) An amateur-built aeroplane with an approved maximum take-off mass not exceeding 1500 kg;
- (3) A factory-built aeroplane, with an approved maximum take-off mass not exceeding 1500 kg, that has previously been eligible for the grant of a certificate of airworthiness issued pursuant to the Chicago Convention 1944.

NOTE

The commander of an aircraft relying on this exemption should take care to comply with any relevant noise abatement procedures and to generally minimise any noise impact.