



Miscellaneous

No: 1313

Air Navigation (Environmental Standards for Non-EASA Aircraft) Order 2008

Publication date: 24 September 2019

General Exemption E 4930

Noise Exemption for Microlight Aeroplanes

- 1) The United Kingdom Civil Aviation Authority, in exercise of its powers under article 13 of the Air Navigation (Environmental Standards for Non-EASA Aircraft) Order 2008 ('the ESO'), and after consulting with the Secretary of State, exempts any microlight aeroplane from the requirement at article 4(1) of the ESO that a microlight aeroplane must not land or take off in the United Kingdom unless there is in force for the aeroplane a noise certificate.
- 2) In this exemption, a microlight aeroplane has the same meaning as in schedule 1 Air Navigation Order 2016 as amended (see explanatory note).
- 3) This exemption has effect from the date it is signed until 12 January 2021, both dates inclusive, unless previously revoked.

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for the Civil Aviation Authority

24 September 2019

Explanatory Note:

Due to the current differences in definitions between the ESO and the ANO, this exemption exempts microlight aeroplanes as defined within the Air Navigation Order 2016 flying within the United Kingdom from the requirement to hold a noise certificate.

"Microlight aeroplane" means an aeroplane designed to carry not more than two persons which has—

- (a) a maximum take-off mass not exceeding—
 - (i) 300kg for a single seat landplane, (or 390kg for a single seat landplane of which at least 51% was built by an amateur, or non-profit making association of amateurs, for their own purposes and without any commercial objective, in respect of which a permit to fly issued by the CAA was in force prior to 1st January 2003);
 - (ii) 450kg for a two-seat landplane; or

- (iii) 330kg for a single seat amphibian or floatplane; or
 - (iv) 495kg for a two-seat amphibian or floatplane; or
 - (v) 315kg for a single seat landplane equipped with an airframe mounted total recovery system parachute; or
 - (vi) 472.5kg for a two-seat landplane equipped with an airframe mounted total recovery parachute system; and
- (b) a stalling speed, or minimum steady flight speed in the landing configuration, at the maximum take-off mass not exceeding 35 knots calibrated airspeed;