



**Miscellaneous**

**No:** 1502

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

**Publication date:** 19 August 2021

**General Exemption E 5510**

---

## **Noise Exemption for Microlight Aeroplanes**

### **Background**

- 1) This exemption allows microlight aeroplanes to land or take off in the UK without being subject to the requirement to hold a valid noise certificate.

### **Interpretation**

- 2) In this exemption, a microlight aeroplane has the same meaning as in Schedule 1 of the Air Navigation Order 2016 ('the ANO'), as amended (see explanatory note).

### **Exemption**

- 3) The 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.
- 4) This exemption supersedes Official Record Series 4 No. 1461 and No. 1462, which are revoked.

### **Date in Force**

- 5) This exemption has effect from the date it is signed until 31 January 2026, both dates inclusive, unless previously revoked.

Michael Macdonald  
for the Civil Aviation Authority

19 August 2021

**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, and amended by the Air Navigation (Amendment) Order 2021, flying within the United Kingdom, from the requirement to hold a noise certificate. Air Navigation (Amendment) Order 2021 expands the microlight category by updating the 'microlight aeroplane' definition to include aeroplanes with a maximum take-off mass up to 600kg (650kg for amphibians or floatplanes). The ANO amendment also introduces a 'single-seat deregulated aeroplane' (SSDR) definition.

Schedule 1 of the Air Navigation Order 2016, as amended by the Air Navigation (Amendment) Order 2021, defines a 'microlight aeroplane' as follows:

- (1) "Microlight aeroplane" means an aircraft described in sub-paragraph (2), (3), (4) or (5).
- (2) An aircraft is a microlight aeroplane if it is a non-Part 21 aircraft, other than an unmanned aircraft, that is designed to carry not more than two persons, which—
  - (a) has a stalling speed, or maximum steady flight speed in the landing configuration, at the maximum take-off mass not exceeding 35 knots calibrated airspeed; and
  - (b) has a maximum take-off mass not exceeding—
    - (i) 450kg for a two-seat landplane;
    - (ii) 495kg for a two-seat amphibian or floatplane; or
    - (iii) 475kg for a two-seat landplane equipped with an airframe mounted total recovery parachute system.
- (3) An aircraft is a microlight aeroplane if it is a non-Part 21 aircraft, other than an unmanned aircraft, that is designed to carry not more than two persons, which—
  - (a) is of an approved design;
  - (b) either has, or has been subsequently modified to have, a stalling speed, or minimum steady flight speed in the landing configuration, at the maximum take-off mass not exceeding 45 knots calibrated airspeed; and
  - (c) either has, or has been subsequently modified to have, a maximum take-off mass not exceeding—
    - (i) 600kg for a landplane; or
    - (ii) 650kg for an amphibian or floatplane.
- (4) An aircraft is a microlight aeroplane if it is a single-seat deregulated aeroplane.
- (5) An aircraft is a microlight aeroplane if it is being flown, or is intended to be flown, for the purpose of a flight test to establish that it complies with the requirements of sub-paragraph (2), (3) or (4).
- (6) For the purposes of sub-paragraph (3)(a), an "approved design" is a design which is approved by the CAA for the purposes of the issue of a permit to fly under article 40.

Schedule 1 of the Air Navigation Order 2016, as amended by the Air Navigation (Amendment) Order 2021, defines a 'single-seat deregulated aeroplane' (SSDR) as follows:

"Single-seat deregulated aeroplane" means a non-Part 21 aircraft, other than an unmanned aircraft, which is designed to carry not more than one person, which has—

- (a) a maximum take-off mass not exceeding—
  - (i) 300kg for a landplane (or 390kg for a landplane of which at least 51% was built by an amateur, or non-profit making association of amateurs ("the association"),

for the amateur or the association's 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) 330kg for an amphibian or floatplane; or

(iii) 315kg for a 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.