

## **POLICY STATEMENT 3 | REGULATION OF MICROLIGHT ACTIVITIES WITHIN THE OVERSEAS TERRITORIES**

**UNCONTROLLED DOCUMENT WHEN PRINTED**

**Effective date of Implementation:** 13 November 2019

### **Definition of Terms:**

“Microlight aeroplane” means an aeroplane designed to carry not more than two persons which has:

- (a) a maximum take-off mass not exceeding:
  - (i) 300 kg for a single seat landplane; or
  - (ii) 450 kg for a two seat landplane; or
  - (iii) 330 kg for a single seat amphibian or floatplane; or
  - (iv) 495 kg for a two seat amphibian or floatplane; or
  - (v) 315 kg for a single seat landplane equipped with an airframe mounted total recovery parachute system; or
  - (vi) 472.5 kg for a two-seat landplane equipped with an airframe mounted total recovery parachute system; and
- (b) a stalling speed at the maximum take-off mass not exceeding 35 knots calibrated airspeed.

### **Policy:**

1. The Governor may decide that it is inexpedient in the public interest to register microlight aircraft within an Overseas Territory.
2. If microlight activity is permitted within a Territory it shall be conducted, where practicable, in accordance with the best practice adopted in the UK or elsewhere.
3. Unless this part of the industry in any OT achieves the magnitude to support an industry body to regulate the activity, regulation will be undertaken by the OTAA or ASSI, according to designation.

### **Interpretation:**

This policy encourages safe operations at the same time as minimising the regulatory burden and still makes clear to the public that microlight aviation may have higher risks than normal commercial services. Any regulation required by this policy must reflect the level and type of activity likely to take place in the Territories.

Microlight aviation is already carried out successfully in the UK and other countries.

Paragraph 2 above means, in effect:

- pilots must be suitably licenced and trained, by qualified flying instructors, in accordance with best practice adopted in the UK or elsewhere. operators/owners must apply for and receive, before commencing operations, a Permit to Fly for their aircraft. Conditions regarding the airworthiness, operations and maintenance will be specified in the Permit to Fly in accordance with the AN(OT)O.
- only ‘series built’ (professionally constructed) microlights may be used in this type of activity

- if the aircraft qualifies for a Certificate of Airworthiness, then it is acceptable for the operator to apply for an Air Operator's Certificate, in which case appropriate requirements apply.