



BMAA News 19/06/2020

Dear BMAA Member

Hello everyone. Once again on behalf of the Directors and Staff of the BMAA I hope that this newsletter continues to find you well and managing to cope with the difficult conditions that we all find ourselves in.

600 KG

The big news of the week is that the CAA has published its Comment Response Document following the consultation carried out on whether the UK should choose to opt-out of EASA regulation for factory built aircraft weighing up to 600 Kg, with no more than two seats and a stall speed not exceeding 45 Knots. The headline is, yes, we will opt-out and the opt-out will be used to redefine microlights within the UK.

The new microlight definition will apply to both amateur-built and factory-built aircraft. It will take some months for the working group, which includes the BMAA, to put in place the airworthiness and licence requirements for the heavier aircraft, so we expect that it will be early 2021 before we go live.

Obviously, lots of detailed questions result from the announcement so we have written a Q&A page on the BMAA website that covers all we have been asked so far. There is also a link to an interview that I did for the Flyer magazine and a form to send us any further questions. This is the link to the page: <https://www.bmaa.org/information-library/aircraft-technical-information/600-kg-questions-and-answers>

Getting back to flying Wales

I have been asking the Welsh Government for clarification on whether flying can take place yet, as it can in the rest of the UK. So far, the only response has been that individuals must interpret the rules themselves, there is no guidance specifically for flying, but it has been clearly stated that the five miles from home restriction still applies, even after today's First Minister's briefing.

Flying schools

We have a meeting with the Department for Transport and the CAA ahead of the next Government announcement regarding possible further relaxation of lockdown rules in early July. There is some chance that dual flying will be allowed as a result, but until we have it directly confirmed otherwise dual flight, other than with a member of your own household, is still not permitted in England. We have to see what the Scottish, Northern Ireland and Wales Governments decide to do too.

Expanding the use of amateur built microlights for training.

We had a meeting with the CAA on 11 June on expanding the use of amateur built microlights for training and next steps. The final decisions are not made yet, but it looks as if the use of amateur built microlights as school aircraft, used in the same way as factory aircraft, may go ahead. However, there are potential strings attached so it's certainly not all as simple as we had hoped. We will bring more news as it develops.

EASA and microlights

It seems that I was possibly misled by the recent EAS publication that suggested that three axis microlights could be used to maintain an EASA PPL. On closer review it seems to only apply to EASA LAPL licenses. My apologies for taking the EAS news without first checking it.

Meet the BMAA

The next members' ZOOM meeting is on Wednesday 24th June at 1900. I suspect that the focus will be on 600 Kg, so if you still have any questions please join in.

If you would like to take part please go to the page on the BMAA website linked below and complete the form. Please submit any questions so that I can prepare the answers. I will send out the Zoom invitation around midday on the 24th June.

<https://www.bmaa.org/information-library/member-s-q-a>

Finally

I hope that you find these newsletters useful. We will try to keep you up to date with any news as it happens. We also share it on:

Facebook [<https://www.facebook.com/groups/BMAA1/?ref=bookmarks>]

The BMAA website [www.bmaa.org]

The BMAA Forum [<https://forums.bmaa.org>]

Twitter[<https://twitter.com/BMAAUK>]

and of course, through both *Microlight Flying* magazine and the electronic newsletter *eMF*

Stay safe.

Geoff Weighell

CE BMAA