



Differences: 600kg Light Sport Microlights

FLIGHT SKILLS MODULE

POINTS

Completion of 600kg LSM differences training is a **FLIGHT SKILLS** module for

BRONZE

SILVER

GOLD

DIAMOND

Providing that both ground school and practical flight training have taken place

HOW TO BOOK

You'll need to find a school which offers the training.

Training must be given by an instructor who has experience of >475kg aeroplanes in order for them to be entitled to instruct on the aeroplane on which the training is being given.

Please contact BMAA HQ if you need help finding a suitably qualified instructor.

COSTS

OBJECTIVE

To complete differences training to allow the holder of an NPPL (M) licence to fly aircraft in the weight range beyond the previous 450kg (472.5 kg BRS).

BACKGROUND

In 2021 the UK CAA took the option of opting out of EASA regulation, creating a new opportunity for manufacturers to build aircraft under national rules for a Permit to Fly that would otherwise have been under EASA regulation and required to hold a Certificate of Airworthiness. Subsequently a new Microlight definition was brought into UK law via the UK air Navigation Order (ANO).

The ANO specifies a **legal requirement** for differences training to fly the heavier Microlights in the following circumstances.

'The aircraft has a maximum take-off mass of more than 475kg (or 495kg if the airplane is an amphibian or floatplane)' and the holder's previous experience or training has only been in a microlight aeroplane with a maximum take-off mass of 475kg or less 495kg or less if the aeroplane is an amphibian or floatplane'
The differences training mentioned above must be given by a flight instructor entitled to instruct on the aeroplane on which the training is being given, recorded in the holder's personal flying logbook and endorsed and signed by the instructor conducting the training.

SYLLABUS

The simplest sign-off regarding difference training **must** cover:

Costs will depend upon the number of hours required to complete to the necessary skill level.

- ✈ Performance differences
- ✈ Take-off and landing considerations
- ✈ Centre of gravity considerations

Please speak to your provider for guidance.

The actual training time required is determined on a case-by-case basis by the instructor.

Some consideration of higher stalling speeds and less benign handling characteristics should also be made.

It is important to note that an aircraft which is flown under the legal maximum take-off weight can now be out of Centre of Gravity limits and details of how to complete these calculations are made as well as how to address the landing and take-off requirements for higher stall speed/greater weight combinations are crucial elements to cover on the ground prior to flight. Requirements for practical flight time will vary depending on the previous experience of the pilot. For those with experience only on very light, slower aircraft more flight time will be required than for those with a wider range of experience.

For all other mandated differences training please consult [BMAA TIL078 DIFFERENCES TRAINING – A BMAA Guide for Microlight Pilots and Instructors:](#)

- ✈ Control types (fixed wing/flexwing/Powered Parachute)
- ✈ Multi-engine
- ✈ Nose wheel & tailwheel
- ✈ Supercharger or Turbo-charger
- ✈ Variable Pitch Propeller (VPP)
- ✈ Electronic Flight Information Systems (EFIS)
- ✈ Autopilot
- ✈ Electric Powerplant
- ✈ Faster than 140kts cruise
- ✈ Retractable Undercarriage

COMPLETION

Completion of the difference training must be recorded in the pilot's personal flying logbook and endorsed & signed by the instructor conducting the training.

Please send a copy of your signed logbook to the BMAA at wings@bmaa.org for credit for your Wings record.