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1. Introduction

The UK CAA has taken 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 UK Microlight definition was brought into UK law via the UK Air Navigation Order on the 19th of August 2021.



1.1. 19th August 2021 - 600kg Air Navigation Update – LIGHT SPORT MICROLIGHTS!

A UK Microlight Aeroplane is one designed to carry not more than two persons which has a Maximum Total Weight Authorised (MTWA) not exceeding:

- 600 kg for a single seat and two seat landplane (Permit to Fly).
- 650 kg for a single seat and two seat amphibian or floatplane (Permit to Fly).
- Stalling speed at the maximum weight authorised not exceeding 45 knots (Calibrated Airspeed).

Designs certified or started certification/build prior to 19th August 2021:

- 300 kg for a single seat landplane (Single Seat DeRegulated - SDDR).
- 315 kg for a single seat landplane equipped with an airframe mounted total recovery parachute system
- 330 kg for a single seat amphibian or floatplane
- 390 kg for an amateur built single seat landplane for which a UK Permit to Fly or Certificate of Airworthiness was in force prior to 1 January 2003
- 450 kg for a two seat landplane
- 472.5 kg for a two-seat landplane equipped with an airframe mounted total recovery parachute system
- 495 kg for a two-seat amphibian or floatplane
- Stalling speed at the maximum weight authorised not exceeding 35 knots (Calibrated Airspeed).

1.2. [CAA CAP 2163 - Reforming the microlight aeroplane category Implementation and key decisions](#)

The Civil Aviation Authority has produced a detailed document outlining the whole 600kg Light Sport Microlight project.

Full details can be found here: [CAP 2163](#)

1.3. BMAA Technical Office – 600kg Q&A

BMAA has created a handy FAQ section on our website.

Full details can be found here:

[BMAA Technical Office – 600kg Q&A](#)



1.4. Differences Training

BMAA has produced a dedicated guide on this subject [TIL078 Microlight Differences Training](#)

The ANO changes have also introduced new legal requirements to undertake specific differences training.

An instructor sign-off is required for the following:

- A. Three axis controls and the holder's previous training and experience has only been in an aeroplane with flexwing or weightshift controls;
- B. flexwing or weightshift controls and the holder's previous training and experience has only been in an aeroplane with three axis controls;
- C. where a maximum take-off mass of more than 475kg (or more than 495kg if the aeroplane is an amphibian or floatplane) and the holder's previous training and experience has only been in a microlight aeroplane with a maximum take-off mass of 475kg or less (or 495kg or less if the aeroplane is an amphibian or floatplane);
- D. has a maximum take-off mass of 600kg or less (or 650kg or less if the aeroplane is an amphibian or floatplane) and the holder's previous training and experience has only been in aeroplanes with a maximum take-off mass of more than 600kg (or more than 650kg if the aeroplane is an amphibian or floatplane);
- E. where the pilot does not have training or experience in aeroplanes with fitted features/characteristics as listed below:
 - (i) tricycle undercarriage*;
 - (ii) a tailwheel*;
 - (iii) a supercharger or turbo-charger;
 - (iv) a variable pitch propeller;
 - (v) one or more Electronic Flight Information Systems;
 - (vi) an autopilot system;
 - (vii) more than one engine; or
 - (viii) an electric engine,
 - (ix) has a maximum continuous cruising speed in excess of 140 knots indicated airspeed and the holder does not have experience in aeroplanes capable of that speed

*Retractable undercarriage will also require additional training.

Full details of the ANO amendments are available here:

<https://publicapps.caa.co.uk/modalapplication.aspx?appid=11&mode=detail&id=10029>



2. New BMAA Microlight Certifications (since 19/08/2021)

Since the implementation date of the new UK Microlight definition, new Microlight certifications are in the process of being introduced by the BMAA Technical Office. If you wish to convert your own aircraft, please follow the relevant points below and make an application:

Note this is a living document, please check back regularly for updates.

2.1. SkyRanger (Amateur-built) 472.5kg without BPRS

IMPORTER	Flylight Airsports
TYPE/S	Classic / Swift / Nynja
MTOW	472.5kg (without BPRS)
TADS/HADS REF.	HM4 Issue 19
APPROVAL REF.	MAAN 2239 Issue 5
APPROVAL DATE	28/09/2021

APPLICATION PROCESS

PART 1

- Submit an [AW/002a](#) (modification application) technical.office@bmaa.org
 - Please ignore sections; 4 NTO, 5 Proposed mod, 6 Technical Justification, 8 Checklist & 9 BMAA.
- Make payment (Weight Increase Fee):
 - <https://www.bmaa.org/catalogue/bmaa-airworthiness-fees/bmaa-weight-upgrade-series-modification>
- BMAA send applicant a copy of the approval paperwork (MAAN 2239)

PART 2

- Applicant and their inspector complete MAAN 2239 checklist:
 - Obtain latest POH (www.skyranger.co.uk)
 - Change/update placards
 - Update weight report (reweigh might be required) IAW with MAAN 2239 (must be signed by BMAA inspector).
 - Complete AW/030 Change of Data form (must be signed by BMAA inspector).
 - Notify insurer of the increase in MTOW.
- Applicant returns a copy of the above forms to BMAA Tech Office.
- BMAA completes the final approval.



2.2. SkyRanger (Amateur-built) 500kg & 600kg with or without BPRS

IMPORTER	Flylight Airsports
TYPE/S	Swift 3 & Nynja only
MTOW	600kg (with or without BPRS)
TADS/HADS REF.	HM4 Issue 20
APPROVAL REF.	MAAN 2932 Issue 1 (Swift 3 & Nynja only)
APPROVAL DATE	28/02/2024

APPLICATION PROCESS

PART 1

- Submit an [AW/002a](#) (modification application) technical.office@bmaa.org
 - Please ignore sections; 4 NTO, 5 Proposed mod, 6 Technical Justification, 8 Checklist & 9 BMAA.
- BMAA will advise payment.
- BMAA send applicant a copy of the approval paperwork (MAAN 2932).

PART 2

- Applicant and their inspector complete MAAN 2932 checklist:
 - Obtain latest POH (www.skyranger.co.uk)
 - Make physical changes to the aircraft
 - Change/update weight and airspeed placards
 - Update weight report (reweigh might be required) IAW with MAAN 2239 (must be signed by BMAA inspector).
 - Complete AW/030 Change of Data form (must be signed by BMAA inspector).
- Applicant returns a copy of the above forms to BMAA Tech Office.
- BMAA completes the final approval.

NOTES

- **THIS IS FOR RETROSPECTIVE UPGRADES (I.E. EXISTING AIRCRAFT), NOT NEW AIRCRAFT IN BUILD.**
- Currently this is only available to Swift 3 & Nynja owners. BMAA/Flylight are working on Swift 1 & 2 options.
- Notify insurer of the increase in MTOW & third-party liability.
- Do you need to undertake Light Sport Microlight (>475kg) differences training before flying at the new MTOW?
- BMAA has produced a dedicated guide on this subject [TIL078 Microlight Differences Training](#)



2.3. SkyRanger (Factory-built) 600kg with or without BPRS

MANUFACTURER	Flylight Airsports
TYPE/S	Swift 3 & Nynja only
MTOW	600kg (with or without BPRS)
TADS/HADS REF.	BM91 Issue 3
APPROVAL REF.	BMAA AAN 1096 Issue 1 (Flylight Airsports Ltd modification MRF026 Skyranger Nynja 600kg AUW)
APPROVAL DATE	18/02/2022

APPLICATION PROCESS

Contact [Flylight Airsports](#) for full details.

NOTES

- Currently this modification is only available to factory-built aircraft produced by Flylight Airsports Ltd.
- Notify insurer of the increase in MTOW & third-party liability.
- Do you need to undertake Light Sport Microlight (600kg) differences training before flying at the new MTOW?
- BMAA has produced a dedicated guide on this subject [TIL078 Microlight Differences Training](#)



3.1. EuroFOX (Factory-built) 499 / 525 / 560kg with or without BPRS

MANUFACTURER	Ascent Industries Ltd
TYPE/S	EuroFOX
MTOW	560kg (with or without BPRS)
TADS/HADS REF.	BM85 Issue 7
APPROVAL REF.	BMAA AAN 1102 Issues 1 & 2 (912UL, 912ULS & 912iS) BMAA AAN 1102 Issues 3 (912UL, 912ULS & 912iS) 499/525kg BMAA AAN 1103 Issue 1 (915iS) TAILWHEEL BMAA AAN 1103 Issue 2 (915iS) NOSEWHEEL
APPROVAL DATE	BMAA AAN 1102 Issue 1 – 18/11/2021, Issue 2 – 17/03/2022, Issue 3 – 11/01/2024 BMAA AAN 1103 Issue 1 (915iS) – 26/05/2022 BMAA AAN 1103 Issue 2 (915iS) – 25/04/2023

APPLICATION PROCESS

Contact [Ascent Industries Ltd](#) for full details.

NOTES

- 499 / 525 / 560kg versions:

Please note that upgrading from 450/472.5kg is not automatic for existing aircraft. You MUST contact Ascent for full details and apply to BMAA to complete the mod.

NOTES

- Available for all engine types Rotax 912UL, 912ULS, 912iS & 915iS.
- Currently this modification is only available to factory-built aircraft produced by Ascent Industries Ltd.
- Notify insurer of the increase in MTOW & third-party liability.
- Do you need to undertake Light Sport Microlight (600kg) differences training before flying at the new MTOW?
- BMAA has produced a dedicated guide on this subject [TIL078 Microlight Differences Training](#)



3.2. EuroFOX (Amateur-built) 560kg with or without BPRS

MANUFACTURER / IMPORTER	Ascent Industries Ltd
TYPE/S	EuroFOX
MTOW	560kg (with or without BPRS)
TADS/HADS REF.	HM18 Issue 6
APPROVAL REF.	BMAA MAAN 2911 Issue 1
APPROVAL DATE	23/03/2022

APPLICATION PROCESS

PART 1

- Submit an [AW/002a](#) (modification application) technical.office@bmaa.org
 - Please ignore sections; 4 NTO, 5 Proposed mod, 6 Technical Justification, 8 Checklist & 9 BMAA.
- Make payment (Weight Increase Fee):
 - <https://www.bmaa.org/catalogue/bmaa-airworthiness-fees/bmaa-weight-upgrade-series-modification>
- BMAA send applicant a copy of the approval paperwork (MAAN 2911)

PART 2

- Applicant and their inspector complete MAAN 2911 checklist:
 - Obtain latest POH (<http://www.eurofoxaviation.co.uk/>)
 - Change/update placards
 - Update weight report (reweigh might be required) IAW with MAAN 2911 (must be signed by BMAA inspector).
 - Complete AW/030 Change of Data form (must be signed by BMAA inspector).
- Applicant returns a copy of the above forms to BMAA Tech Office.
- BMAA completes the final approval.

[Ascent Industries Ltd](#) can perform this work on your behalf if you wish.

NOTES

- Available for all engine types Rotax 912UL, 912ULS & 912iS.
- Notify insurer of the increase in MTOW & third-party liability.
- Do you need to undertake Light Sport Microlight (600kg) differences training before flying at the new MTOW?
- BMAA has produced a dedicated guide on this subject [TIL078 Microlight Differences Training](#)



4.1. Ikarus C42 ALPHA & BRAVO (Factory-built) 472.5kg without BPRS

MANUFACTURER / IMPORTER	The Light Aircraft Company
TYPE/S	C42 Alpha / Bravo
MTOW	472.5kg (without BPRS)
TADS/HADS REF.	BM68 Issue 11 (Alpha & Bravo)
APPROVAL REF.	BMAA AAN 1109 & MAAN 2906 Issue 1
APPROVAL DATE	29/11/2021

APPLICATION PROCESS

- Submit an [AW/002a](#) (modification application) technical.office@bmaa.org
 - Please ignore sections; 4 NTO, 5 Proposed mod, 6 Technical Justification, 8 Checklist & 9 BMAA.
- Make payment (Weight Increase Fee):
 - <https://www.bmaa.org/catalogue/bmaa-airworthiness-fees/bmaa-weight-upgrade-series-modification>
- BMAA send applicant a copy of the approval paperwork (MAAN 2906)
- Applicant and their inspector complete MAAN 2906 checklist:
 - Install upgraded undercarriage bolts (if required)
 - These must be obtained from TLAC (<https://www.g-tlac.com/>)
 - Obtain latest POH (<https://www.g-tlac.com/>)
 - Change/update placards
 - Note change in forward CG limit
 - Update weight report (reweigh might be required) IAW with MAAN 2906 (must be signed by BMAA inspector)
 - Complete AW/030 Change of Data form (must be signed by BMAA inspector)
 - Notify insurer of the change
- Applicant returns a copy of the above forms to BMAA Tech Office.
- BMAA completes the final approval.



4.2. Ikarus C42 BRAVO (Factory-built) 499/525/540kg with or without BPRS

MANUFACTURER / IMPORTER	The Light Aircraft Company
TYPE/S	C42 Bravo
MTOW	499/525/540kg (with or without BPRS)
TADS/HADS REF.	BM68 Issue 12
APPROVAL REF.	BMAA AAN 1128
APPROVAL DATE	31/07/2023

APPLICATION PROCESS

Contact [The Light Aircraft Company Ltd](#) for full details.

NOTES

- 499 / 525 / 540kg versions:

Please note that upgrading from 450/472.5kg is not automatic for existing aircraft. You MUST contact TLAC for details and to book your aircraft in for the structural modifications to be implemented.

- Post modification:
 - Notify insurer of the increase in MTOW & third-party liability.
 - Do you need to undertake Light Sport Microlight (600kg) differences training before flying at the new MTOW?
 - BMAA has produced a dedicated guide on this subject [TIL078 Microlight Differences Training](#)



4.3. Ikarus C42 CHARLIE (Factory-built) 472.5kg & 560kg with or without BPRS

MANUFACTURER / IMPORTER	The Light Aircraft Company
TYPE/S	C42 Charlie
MTOW	472.5kg & 560kg (with or without BPRS)
TADS/HADS REF.	472.5kg BM91 Issue 2 (Charlie) 560kg BM91 Issue 3 (Charlie)
APPROVAL REF.	BMAA AAN 1117
APPROVAL DATE	20/10/2022

APPLICATION PROCESS

Contact [The Light Aircraft Company Ltd](#) for full details.

NOTES

- 472.5kg version use [BM91 Issue 2](#) for inspection.
- 560kg version use [BM91 Issue 3](#) for inspection.
 - ***Please note that upgrading from 450/472.5kg to 560kg is not automatic for existing CHARLIES, contact BMAA Tech Office or TLAC for details and instructions.***
- Available for all engine types Rotax 912UL & 912ULS.
- Notify insurer of the increase in MTOW & third-party liability.
- Do you need to undertake Light Sport Microlight (600kg) differences training before flying at the new MTOW?
- BMAA has produced a dedicated guide on this subject [TIL078 Microlight Differences Training](#)



5.1. SportSTAR (Factory-built) 600kg with or without BPRS

MANUFACTURER / IMPORTER	Ascent Industries Ltd
TYPE/S	SportSTAR
MTOW	600kg (with or without BPRS)
TADS/HADS REF.	BM93 Issue 3
APPROVAL REF.	BMAA AAN 1106 Issue 1 (912iS) BMAA AAN 1110 Issue 1 (914UL) BMAA AAN 1118 Issue 1 (Dynon Autopilot)
APPROVAL DATE	BMAA AAN 1106 Issue 1 - 28/02/2022 BMAA AAN 1110 Issue 1 - 05/09/2022

APPLICATION PROCESS – N/A

Not applicable, this is a new aircraft type contact [Ascent Industries Ltd](#) for full details or visit their website:

<http://www.sportstaraviation.co.uk/>

NOTES

- Available for all engine types Rotax 912iS & 914UL.
- Remember to notify insurer of the increased MTOW & third-party liability cover required.
- Do you need to undertake Light Sport Microlight (600kg) differences training before flying at the new MTOW?
- BMAA has produced a dedicated guide on this subject [TIL078 Microlight Differences Training](#)



6.1. Exodus DeltaJet 500 StingRay (Factory-built) 499kg without BPRS

MANUFACTURER / IMPORTER	Flylight Airsports
TYPE/S	Exodus DeltaJet 500 StingRay
MTOW	499kg (with or without BPRS)
TADS/HADS REF.	BM94 Issue 2
APPROVAL REF.	BMAA AAN 1101 Issue 2
APPROVAL DATE	04/03/2022 – Rotax 30/11/2022 – BMW

APPLICATION PROCESS – N/A

Contact [Flylight Airsports](#) or Exodus Aircraft for full details.

NOTES

- Rotax & BMW engine options approved.
- Remember to notify insurer of the increased MTOW & third-party liability cover required.
- Do you need to undertake Light Sport Microlight (600kg) differences training before flying at the new MTOW?
- BMAA has produced a dedicated guide on this subject [TIL078 Microlight Differences Training](#)



7.1. TL-3000 Sirius 600 (Factory-built) 600kg with BPRS

MANUFACTURER / IMPORTER	TL-Ultralights
TYPE/S	TL-3000 Sirius 600
MTOW	600kg (with BPRS)
TADS/HADS REF.	BM95 Issue 1
APPROVAL REF.	BMAA AAN 1116 Issue 1
APPROVAL DATE	06/10/2022

APPLICATION PROCESS – N/A

Contact the Czech manufacturer [TL-Ultralights](#) or UK Importer [TL-Sting UK](#) for full details.

NOTES

- Remember to notify insurer of the increased MTOW & third-party liability cover required.
- Do you need to undertake Light Sport Microlight (600kg) differences training before flying at the new MTOW?
- BMAA has produced a dedicated guide on this subject [TIL078 Microlight Differences Training](#)



8.1. Virus SW 127 BCAR-S (Factory-built) 600kg with BPRS

MANUFACTURER / IMPORTER	Pipistrel
TYPE/S	Virus SW 127 BCAR-S
MTOW	600kg (with BPRS)
TADS/HADS REF.	BM97 Issue 1
APPROVAL REF.	BMAA AAN 1125 Issue 1
APPROVAL DATE	19/04/2023

APPLICATION PROCESS – N/A

Contact the Slovenian manufacturer [Pipistrel](#) or UK Importer [Fly About Aviation](#) for full details.

NOTES

- Remember to notify insurer of the increased MTOW & third-party liability cover required.
- Do you need to undertake Light Sport Microlight (600kg) differences training before flying at the new MTOW?
- BMAA has produced a dedicated guide on this subject [TIL078 Microlight Differences Training](#)



9.1. FLIGHT DESIGN CTLS 600 UK (Factory-built) 600kg with BPRS

MANUFACTURER / IMPORTER	Airmasters Ltd
TYPE/S	FLIGHT DESIGN CTLS 600 UK
MTOW	600kg (with BPRS)
TADS/HADS REF.	BMAA MAAN 2960
APPROVAL REF.	BMAA MAAN 2960 (8 specific airframes only)
APPROVAL DATE	30/05/2023

APPLICATION PROCESS

Contact the BMAA Technical Office technical.office@bmaa.org for full details.

Alternatively, contact the UK Importer [Airmasters Ltd](#) for general enquiries.

NOTES

- Remember to notify insurer of the increased MTOW & third-party liability cover required.
- Do you need to undertake Light Sport Microlight (600kg) differences training before flying at the new MTOW?
- BMAA has produced a dedicated guide on this subject [TIL078 Microlight Differences Training](#)



10.1. WT9 DYNAMIC LSM (Factory-built) 600kg with BPRS

MANUFACTURER / IMPORTER	LX Aviation Ltd
TYPE/S	WT9 DYNAMIC LSM
MTOW	600kg (with BPRS)
TADS/HADS REF.	BM99 Issue 1
APPROVAL REF.	BMAA AAN 1126 Issue 1
APPROVAL DATE	30/06/2023

APPLICATION PROCESS – N/A

Contact the Slovakian manufacturer [Aerospool](#) or UK Importer [LX Aviation Ltd](#) for full details.

NOTES

- Remember to notify insurer of the increased MTOW & third-party liability cover required.
- Do you need to undertake Light Sport Microlight (600kg) differences training before flying at the new MTOW?
- BMAA has produced a dedicated guide on this subject [TIL078 Microlight Differences Training](#)



10.2. DYNAMIC WT9 UK (Factory-built) 472.5kg without BPRS

IMPORTER	CAA are responsible for continued airworthiness (LX Aviation Ltd are happy to assist where they can)
TYPE/S	DYNAMIC WT9 UK
MTOW	472.5kg (without BPRS)
TADS/HADS REF.	BM75 Issue (yet to be issued)
APPROVAL REF.	MAAN 2926 Issue 1
APPROVAL DATE	28/06/2023

APPLICATION PROCESS

PART 1

- Submit an [AW/002a](#) (modification application) technical.office@bmaa.org
 - Please ignore sections; 4 NTO, 5 Proposed mod, 6 Technical Justification, 8 Checklist & 9 BMAA.
- Make payment (Weight Increase Fee):
 - <https://www.bmaa.org/catalogue/bmaa-airworthiness-fees/bmaa-weight-upgrade-series-modification>
- BMAA send applicant a copy of the approval paperwork (MAAN 2926).

PART 2

- Applicant and their inspector complete MAAN 2926 checklist:
 - Check undercarriage status and carry out modification if required
 - Parts obtainable from [Aerospool](#) or UK Importer [LX Aviation Ltd](#)
 - Amend current POH.
 - Change/update placards.
 - Update weight report (reweigh might be required) IAW with MAAN 2926 (must be signed by BMAA inspector).
 - Complete AW/030 Change of Data form (must be signed by BMAA inspector).
 - Notify insurer of the increase in MTOW.
- Applicant returns a copy of the above forms to BMAA Tech Office.
- BMAA completes the final approval.



11.1. QUIK GTR (Factory-built) 472.5kg without BPRS

MANUFACTURER	Pegasus Sport Aviation Ltd
TYPE/S	QUIK GTR
MTOW	472.5kg (without BPRS)
TADS/HADS REF.	BM80 Issue 3
APPROVAL REF.	AAN 1131 Issue 1
APPROVAL DATE	15/08/2023

APPLICATION PROCESS

PART 1

- Email BMAA Technical Office requesting special application form
 - technical.office@bmaa.org
- BMAA send applicant a copy of the form.

PART 2

- Applicant and their inspector complete the checklist:
 - Amend current POH.
 - Change/update placards.
 - Update weight report (reweigh might be required) IAW with MAAN 2926 (must be signed by BMAA inspector).
 - Complete AW/030 Change of Data form (must be signed by BMAA inspector).
 - Notify insurer of the increase in MTOW.
- Applicant returns a copy of the above forms to BMAA Tech Office.
- BMAA completes the final approval.



12.1. TL-2000 Sting S4 (Factory-built) 600kg with BPRS

MANUFACTURER / IMPORTER	TL-Ultralights
TYPE/S	TL-2000 Sting S4
MTOW	600kg (with BPRS)
TADS/HADS REF.	BM101 Issue 1
APPROVAL REF.	BMAA AAN 1115 Issue 1
APPROVAL DATE	20/10/2023

APPLICATION PROCESS – N/A

Contact the Czech manufacturer [TL-Ultralights](#) or UK Importer [TL-Sting UK](#) for full details.

NOTES

- Remember to notify insurer of the increased MTOW & third-party liability cover required.
- Do you need to undertake Light Sport Microlight (600kg) differences training before flying at the new MTOW?
- BMAA has produced a dedicated guide on this subject [TIL078 Microlight Differences Training](#)



13.1 Alpha BCAR-S 164A (Factory-built) 525kg with BPRS

MANUFACTURER / IMPORTER	Pipistrel
TYPE/S	Alpha BCAR-S 164A
MTOW	525kg (with BPRS)
TADS/HADS REF.	BM89 Issue 3
APPROVAL REF.	BMAA AAN 1122 Issue 1
APPROVAL DATE	24/01/2024

APPLICATION PROCESS – N/A

Contact the Slovenian manufacturer [Pipistrel](#) or UK Importer [Fly About Aviation](#) for full details.

NOTES

- Remember to notify insurer of the increased MTOW & third-party liability cover required.
- Do you need to undertake Light Sport Microlight (600kg) differences training before flying at the new MTOW?
- BMAA has produced a dedicated guide on this subject [TIL078 Microlight Differences Training](#)

