



Cologne, 22 February 2010  
YMO/ime/R(4) 2010(D) 50973

## TO WHOM IT MAY CONCERN

**Subject:** "Micro-lights Study to identify how micro-light aircraft are regulated today in Member States and evaluate possible options at Community level taking into account in particular safety, economic, environmental, social impacts."

Dear Sir/Madam,

The European Aviation Safety Agency has contracted Hawk Information Services Ltd. to perform a study called "Micro-lights Study to identify how micro-light aircraft are regulated today in Member States and evaluate possible options at Community level taking into account in particular safety, economic, environmental, social impacts." under contract n° EASA.2009.C53.

The study finds its origin in recital 5 of the Basic Regulation No 216/2008<sup>1</sup>:

*"It would not be appropriate to subject all aircraft to common rules, in particular aircraft that are of simple design or operate mainly on a local basis, and those that are home-built or particularly rare or only exist in a small number; such aircraft should therefore remain under the regulatory control of the Member States, without any obligation under this Regulation on other Member States to recognise such national arrangements. However, proportionate measures should be taken to increase generally the level of safety of recreational aviation. Consideration should in particular be given to aeroplanes and helicopters with a low maximum take-off mass and whose performance is increasing, which can circulate all over the Community and which are produced in an industrial manner. They therefore can be better regulated at Community level to provide for the necessary uniform level of safety and environmental protection."*

Aeroplanes and helicopters of low maximum take-off mass are described in Annex II (e) of the Basic Regulation. They are quite often named micro-lights and this term will now be used hereinafter.

The study is needed to comply with the above recital 5 (this explains the title of the study); however the Agency wishes to clarify that it has no intentions to modify the present Annex II in particular in relation to micro-lights.

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<sup>1</sup> Regulation (EC) No 216/2008 of the European Parliament and of the Council of 20 February 2008  
[http://www.easa.europa.eu/ws\\_prod/g/rg\\_regulations.php#BR](http://www.easa.europa.eu/ws_prod/g/rg_regulations.php#BR)

The recommendations are intended to support a rulemaking task that should start in the second quarter of 2010. This task (BR.010) will address the following points:

1. Propose the necessary modifications to the Basic Regulation and EASA Implementing Rules to achieve an adapted level of regulation for ELA1<sup>2</sup> for airworthiness, maintenance, operations and licensing.
2. Harmonize the above with other authorities.
3. Improve the approach to orphan aircraft.
4. Review the essential requirements for airworthiness to avoid any unwanted effects on small aircraft.
5. Propose that a Type Certificate for engine and propellers is not needed for some ELA aircraft.
6. Ensure that self-sustained powered sailplanes equipped with a turbojet are non-complex aircraft.

The results of the study will be used to support point 1 and the options mentioned in the title of the study have to be understood in that context.

To perform the study, Hawk Information Services needs to analyze regulations for micro-lights and obtain data relative to this activity. They may contact you for that purpose. The Project leader for Hawk Information Services is Mr Richard Thwaites at [richard.thwaites@dsl.pipex.com](mailto:richard.thwaites@dsl.pipex.com)

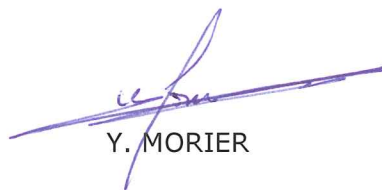
In that context, the Agency would highly appreciate if you could reply positively to their requests and thank you in advance for your cooperation.

This study will contribute to define a better regulation for ELA 1 aircraft.

As the study manager, I am at your disposal for further information and may be contacted at:

Yves Morier, EASA  
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Yours sincerely,



Y. MORIER

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<sup>2</sup> ELA [European Light Aircraft] 1 aircraft are included in the present remit of EASA and are intended to be:

1. An aeroplane, sailplane or powered sailplane with a Maximum Take-Off Mass (MTOM) less than 1200 kg that is not classified as complex motor-powered aircraft.
2. A balloon with a maximum design lifting gas or hot air volume of not more than:
  - o 3400 m<sup>3</sup> for hot-air balloons
  - o 1050 m<sup>3</sup> for gas balloons
  - o 300 m<sup>3</sup> for tethered gas balloons
3. A non-complex (according to Basic Regulation 216/ 2008) airship designed for not more than four occupants and a maximum design lifting gas or hot-air volume of not more than:
  - o 3400 m<sup>3</sup> for hot-air airships
  - o 1000 m<sup>3</sup> for gas airships
4. An engine installed in aircraft referred to in this paragraph
5. A propeller installed in aircraft referred to in this paragraph