C.I.A.C.A-F.A.I REPORT FOR 2011

“AMATEUR BUILT AIRCRAFT ACTIVITY IN UNITED KINGDOM“

All costs are based on 1 Euro = £.90

1 National Associations

Light Aircraft Association, Turweston Aerodrome, Nr Brackley, Northamptonshire, NN13 5YD, UK
Tel:- 00 44 1280 846786 Fax:- 0044 1280 846780
Internet Website: www.laa.uk.com
Email: office@laa.uk.com or engineering@laa.uk.com

1.1 Membership currently stands at 8200 members

This is made up of flying and non-flying members. Approximately 20% of these members belong to sub groups or "struts". There are 48 struts.

The annual subscription to the LAA is £69 (72 Euros) for members requiring Engineering support. Otherwise it is £48 (53 Euros). This subscription includes twelve issues of the magazine "Light Aviation" and discounted admission to the annual rally.

British Microlight Aircraft Association, The Bullring, Deddington, Banbury, Oxfordshire, OX15 0TT, UK
Tel:- 0044 1869 338888 Fax:- 0044 1869 337116
Internet Website: www.bmaa.org
Email:- geoff.weighill@bmaa.org

1.2 Membership currently stands at 3906 members.

The annual subscription to the BMAA is £65 (72 Euros). This subscription includes 6 issues of the magazine "Microlight Flying" and discounted admission to the annual exhibition.

2 C.I.A.C.A. Delegate

Roger Hopkinson Chairman LAA.
Address as above. Email: roger.hopkinson@laa.uk.com

Alternate
David Bremner BMAA Contact details as above.

3 General Situation

Whilst the general amateur built situation in the UK relatively static – probably a success itself in the current economic environment.

Numbers of permit aircraft.
LAA

Aircraft with permits : 2067
Aircraft with permits expired or in rebuild: 1225 approx
Aircraft under construction : 1700 approx

BMAA

Aircraft with permits 3622

Comprising of: Manufactured flexwing 2385
Homebuilt flexwing 44
Manufactured 3 axis 808
Homebuilt 3 axis 385

4 Certification scheme.

For most amateur built aircraft, detailed certification work has been completely delegated by the CAA to the LAA and BMAA, but with the CAA retaining ultimate responsibility. Similar arrangements exist for the relevant national organisations to carry out the certification of gliders and balloons.

The limits on LAA certification are maximum 4 seats and 260hp. Imported old-timers are placed either on a full C of A or a permit to fly, at the discretion of the CAA. Most newly imported old-timers are put on a full C of A, even when several examples of the type have previously been on permits.

LAA also covers amateur built three axis microlights and gyroplanes, but amateur built helicopters are still handled directly by the CAA. The BMAA covers amateur and factory built microlights, and also oversees the microlight licence training regime, including instructor and examiner administration, in the UK.

The LAA has 12 full time staff at their Turweston headquarters including 3 qualified engineers, while supervision work is carried out by a nationwide volunteer team of over 400 inspectors. A large amount of work by other volunteers has continued, both on our own account and in co-operation with the other national airsport organisations. This includes public relations activities and representation on many official committees.

The BMAA has 6 full time staff at their Deddington headquarters, including 3 qualified engineers, and two part time staff. Supervision work is carried out by a nationwide volunteer network of 170 inspectors and some 195 Check Pilots.

Duration of airworthiness certificate.

The permit to fly is renewable annually.

5 Permit to fly/Renewal charges.

The charges for permits to fly issued through the LAA are:

<table>
<thead>
<tr>
<th>Description</th>
<th>Initial Fee</th>
<th>Renewal Fee</th>
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<tbody>
<tr>
<td>Amateur built project</td>
<td>£300</td>
<td>£105</td>
</tr>
<tr>
<td>Permit to fly up to 390kg</td>
<td>£320</td>
<td>£116</td>
</tr>
<tr>
<td>Permit to fly 391 to 499kg</td>
<td>£425</td>
<td>£156</td>
</tr>
<tr>
<td>Permit to fly 499kg and above</td>
<td>£565</td>
<td>£211</td>
</tr>
<tr>
<td>Permit to Fly 4 seat aircraft</td>
<td>£630</td>
<td>£233</td>
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</table>

The charges for permits to fly issued through the BMAA are the same for both initial issue and renewals. They remain as follows: for aircraft up to 390 Kg £122=136 Euros, for aircraft from 391 kg to 450 Kg £144 =131 Euros.
There are additional charges for the CAA registration fee, radio licence etc.

6 Border crossing restrictions situation update.

Under the 1980 ECAC recommendation, amateur built aircraft are allowed to cross International boundaries between ECAC countries. Amateur Built aircraft with restricted certification is allowed to visit for a maximum period of 28 days in any one calendar year. However prior to entering UK airspace application to CAA is required which may be done by e-mail.

British Microlight aircraft are allowed to visit France, Germany and Holland under “blanket” permissions without first having to obtain written permission. The Republic of Ireland used to accept British Microlights under a simple notification procedure but now insist on a JAR Class 2 Medical and a minimum of 25 hours dual instruction. This has effectively prevented many British microlight pilots from flying to the Irish Republic because they do not wish to obtain a medical certificate that they do not need in their own country or elsewhere in Europe. There has been a challenge to the IAA’s introduction of these new requirements by the National Microlight Association of Ireland and by an individual BMAA member who resides in Ireland. The BMAA has given advice to the NMAI and the individual and has supplied briefing papers for Irish Government Ministers.

7 Radio / Transponder Requirements

These are not mandatory although most aircraft certainly carry radios. Mandatory carriage of elementary surveillance Mode S transponders has been introduced in the UK for flights in controlled airspace.

8 Insurance requirements.

As per EU Regulation 785/2004

9 Operational/environmental/noise limitations.

Although in the UK there is no mandatory requirement for VLA aircraft to be silenced, LAA encourages members to fit silencers and consider noise implications. All Microlights must be silenced to BCAR Section S requirements.

10 Other remarks.

The BMAA is a founder member of the European Microlight Federation. Such pan-European bodies are essential to be able to represent our views to EASA and other EU bodies. LAA was a founder member of the European Federation of Light Experimental and Vintage Aircraft (EFLEVA) established in 2007. Our Chairman Roger Hopkinson is President of EFLEVA

11 Suggestions on CIACA Initiatives.

With EFLEVA representing EU Amateur Build (Experimental) and EMF Microlights the role of CIACA should be reviewed, and in particular how it can add significant value to those communities above what their own EU bodies now do. What is missing is interface with similar communities outside EU and CIACA could act to ensure our communities interact on an international basis.

Technical initiatives particularly with low energy power flight coordinated/initiated by CIACA might be considered.

12 Fly ins/dates and places.

LAA has an annual Rally which for 2011 will be at Sywell on 2-4 September.
Several local fly ins take place throughout the year. Information can also be found on our website.

The BMAA holds an annual Microlight Fly-In. Foreign ULM pilots are very welcome and can obtain more information from the BMAA Website list of events at: www.bmaa.org

13 National homebuilders magazine.

LAA’s national magazine is called “Light Aircraft”. The Editor is Brian Hope, 60, Queenborough Road, Halfway, Sheerness, Kent, ME12 3BZ. Tel 0044 1795 662508 Email BFJjodel@talktalk.net

The BMAA’s magazine “Microlight Flying” relates to all microlights, including homebuilt aircraft. The editor is David Bremner whose e-mail address is: dbremner@f2s.com