

Miscellaneous

No: 1644

**Air Navigation (Environmental Standards
For Non-Part 21 Aircraft) Order 2008**

Publication date: 20 January 2026

General Exemption E6519

Noise Exemption for Microlight Aeroplanes

Background

- 1) This exemption allows microlight aeroplanes to land or take off in the UK without being subject to the requirement to hold a valid noise certificate.

Interpretation

- 2) In this exemption, a microlight aeroplane has the same meaning as in Schedule 1 of the Air Navigation Order 2016 ('the ANO'), as amended (see explanatory note).

Exemption

- 3) The Civil Aviation Authority, in exercise of its powers under article 13 of the Air Navigation (Environmental Standards For Non-Part 21 Aircraft) Order 2008 ('the ESO'), and after consulting with the Secretary of State, exempts any microlight aeroplane from the requirement at article 4(1) of the ESO that a microlight aeroplane must not land or take off in the United Kingdom unless there is in force for the aeroplane a noise certificate.
- 4) This exemption supersedes Official Record Series 4 No 1502, which is revoked.

Date in Force

- 5) This exemption has effect from the date it is signed until 31 January 2031, both dates inclusive, unless previously revoked.

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for the Civil Aviation Authority

20 January 2026

Explanatory Note:

Due to the current differences in definitions between the ESO and the ANO, this exemption exempts microlight aeroplanes (including Single-seat deregulated aeroplanes) as defined within the Air Navigation Order 2016, as amended, taking off or landing within the United Kingdom, from the requirement to hold a noise certificate.

Schedule 1 of the Air Navigation Order 2016, as amended, defines a 'microlight aeroplane' as follows:

- (1) "Microlight aeroplane" means an aircraft described in sub-paragraph (2), (3), (4) or (5).
- (2) An aircraft is a microlight aeroplane if it is a non-Part 21 aircraft, other than an unmanned aircraft, that is designed to carry not more than two persons, which—
 - (a) has a stalling speed, or maximum steady flight speed in the landing configuration, at the maximum take-off mass not exceeding 35 knots calibrated airspeed; and
 - (b) has a maximum take-off mass not exceeding—
 - (i) 450kg for a two-seat landplane;
 - (ii) 495kg for a two-seat amphibian or floatplane; or
 - (iii) 475kg for a two-seat landplane equipped with an airframe mounted total recovery parachute system.
- (3) An aircraft is a microlight aeroplane if it is a non-Part 21 aircraft, other than an unmanned aircraft, that is designed to carry not more than two persons, which—
 - (a) is of an approved design;
 - (b) either has, or has been subsequently modified to have, a stalling speed, or minimum steady flight speed in the landing configuration, at the maximum take-off mass not exceeding 45 knots calibrated airspeed; and
 - (c) either has, or has been subsequently modified to have, a maximum take-off mass not exceeding—
 - (i) 600kg for a landplane; or
 - (ii) 650kg for an amphibian or floatplane.
- (4) An aircraft is a microlight aeroplane if it is a single-seat deregulated aeroplane.
- (5) An aircraft is a microlight aeroplane if it is being flown, or is intended to be flown, for the purpose of a flight test to establish that it complies with the requirements of sub-paragraph (2), (3) or (4).
- (6) For the purposes of sub-paragraph (3)(a), an "approved design" is a design which is approved by the CAA for the purposes of the issue of a permit to fly under article 40.

Schedule 1 of the Air Navigation Order 2016, as amended, defines a 'single-seat deregulated aeroplane' (SSDR) as follows:

"Single-seat deregulated aeroplane" means a non-Part 21 aircraft, other than an unmanned aircraft, which is designed to carry not more than one person, which has—

- (a) a maximum take-off mass not exceeding—
 - (i) 300kg for a landplane (or 390kg for a landplane of which at least 51% was built by an amateur, or non-profit making association of amateurs ("the association"), for the amateur or the association's own purposes and without any commercial objective, in respect of which a permit to fly issued by the CAA was in force prior to 1st January 2003);

- (ii) 330kg for an amphibian or floatplane; or
- (iii) 315kg for a landplane equipped with an airframe mounted total recovery parachute system; and

(b) a stalling speed, or minimum steady flight speed in the landing configuration, at the maximum take-off mass not exceeding 35 knots calibrated airspeed.