



Miscellaneous

No: 1253

Air Navigation Order 2016

Publication date: 8 March 2018

General Exemption E 4653

Launching of Self-Propelled Hang-Gliders with Wheels

- 1) The Civil Aviation Authority, in exercise of its powers under article 266 of the Air Navigation Order 2016 ('the Order'), hereby exempts a specified aircraft, subject to the specified condition, from all provisions of the Order, except for those that would apply to an aircraft meeting the definition at Schedule 1 to the Order of a 'self-propelled hang-glider'.
- 2) The specified aircraft is an aircraft comprising of an aerofoil wing and a mechanical propulsion device which:
 - a) has a stall speed or minimum steady flight speed in the landing configuration not exceeding 20 knots calibrated airspeed; and
 - b) has a maximum unladen mass, including full fuel, of 70 kg, or 75 kg if the aircraft is equipped with an emergency parachute recovery system.
- 3) The specified condition is that the aircraft must not fly with more than one person on board.
- 4) This exemption supersedes Official Record Series 4 No. 1224, which is revoked.
- 5) This exemption has effect from the date it is signed until 31 March 2020, both dates inclusive, unless previously revoked.

M D Shortman
for the Civil Aviation Authority

8 March 2018

Explanatory Note:

This exemption allows an aircraft, of the specified characteristics, to comply with the Air Navigation Order 2016 as if it met the definition of a 'self-propelled hang-glider' in Schedule 1 to the Order. Normally this would require the aircraft to be in a 'foot-launched' configuration. Wheels or other support devices may be fitted for takeoff, provided the conditions of the exemption are complied with. The minimum stall speed specified in the exemption is to ensure the performance of the aircraft remains equivalent to one that can be foot-launched.

Under the Order, self-propelled hang-gliders comply with the requirements applicable to 'non-EASA gliders'. Any such references to requirements for non-EASA gliders shall therefore be construed accordingly.

Aircraft flying in accordance with this exemption will fall within scope of the applicable European insurance regulations, Regulation (EC) No. 785/2004, since they will no longer be excluded by virtue of their foot-launched status. Pilots must ensure they have a policy in place for flying the aircraft that meets the relevant minimum requirements and carry proof of insurance. The CAA reserves the right to inspect documentation and verify insurance for the purpose of establishing compliance.