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*The Ultimate High....*

### **Trikes and the Law**

One of the most popular questions we get asked is 'What do I need to do to fly a trike legally in the UK?' Many potential pilots are unsure as to the correct procedure, licensing and legality of trike flying, so Bailey Aviation with the help of the BMAA ([www.bmaa.org](http://www.bmaa.org)) and CAA ([www.caa.co.uk](http://www.caa.co.uk)) have compiled this single document to clarify the steps you will need to complete to legally fly a Bailey Quattro trike in the UK.



Please note that this is a simplified explanation of the requirements, should you require in-depth details, we have included useful web links for the involved parties at the end of each section.

### **Trike classification and overview**

The Bailey Aviation Quattro & Quattro Plus trikes are classified as a microlight, under SSSR (Single Seat De-Regulation), with their sub classification as paratrike (powered parachute). This de-regulation opens up a new world of powered flight to the aviation community and SSSR Microlights are now covered under the revised Air Navigation Order, January 2008 onwards.

SSSR microlights must meet the following criteria:-

- a) Be designed not to carry more than one person
- b) Have a maximum weight without its pilot and fuel of 115Kg
- c) Have a maximum wing loading without its pilot and fuel of 10Kg per m<sup>2</sup>

Microlights covered under the SSSR do not need to meet a particular design or maintenance standard and the aircraft does not require an annual inspection or check flight.

Although the SSSR de-regulation allows the aircraft to fly without a Permit to Fly, the rest of the Air Navigation Order (and other legislation) still must be followed. Full details of the Air Navigation Order can be found [here](http://www.caa.co.uk/docs/33/CAP393.pdf) (<http://www.caa.co.uk/docs/33/CAP393.pdf>)

### **What you need to fly**

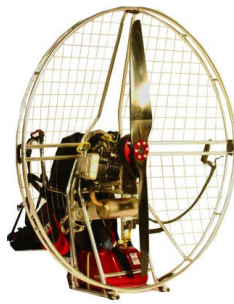
To legally fly a Bailey Quattro or Quattro Plus trike in the UK, please note the following:-

#### ***The pilot must be in possession of a valid NPPL M (Microlight) licence***

The National Private Pilots License (NPPL) has been available since July 2002. The responsibility for dealing with the NPPL M (Microlight) customer enquiries rests with the British Microlight Aircraft Association (BMAA). The NPPL is a sub-ICAO licence and therefore is restricted for use in G-registered aircraft within UK airspace in VFR conditions. The NPPL M is issued with lifetime validity and the minimum age for applicants is 17 years old. The licence cannot be used for any income-earning use, except instructing. The medical requirements for the NPPL will be similar to current microlight practice; sign-off by your own GP to a standard equivalent to the DVLA's Group 1 or 2 (private or professional driver) standards. For More information look at the NPPL website [here](http://www.nppl.uk.com/index.html) (<http://www.nppl.uk.com/index.html>) or you can look at the NPPL M syllabus [here](http://www.nppl.uk.com/Syllabus/NPPL%20%20Microlight%20%20Rating%20Syllabus%20Version%202.pdf) (<http://www.nppl.uk.com/Syllabus/NPPL%20%20Microlight%20%20Rating%20Syllabus%20Version%202.pdf>)



*Paramotor Design, Manufacture and Accessories*



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There are currently two paths to follow to obtain an NPPL-M licence:-

- 1) There are a number of training schools in the UK able to grant a stand-alone NPPL M licence from scratch, after completion of the training syllabus and gaining a pass in the written and practical exams. Details of suitable training schools can be found on the BMAA website [here](http://www.bmaa.org/) (<http://www.bmaa.org/>)
- 2) Pilots who hold a valid UK PPL (Powered Parachute) rating or British Hang Gliding and Paragliding Association 'Pilot' rating may be able to use their ratings towards a full NPPL M licence, these are known as cross credits, details available on the NPPL website [here](http://www.nppl.uk.com/) (<http://www.nppl.uk.com/>)

### **The aircraft must have a noise certificate**

Currently the Bailey Quattro trike has an exemption from this ruling from the CAA, but we expect the CAA to complete their noise tests during 2008.

### **The aircraft must have appropriate 3<sup>rd</sup> party insurance (min. £600,000 cover)**

This is the responsibility of the pilot.

### **The aircraft must be registered with the CAA**

Your trike will require registering with the CAA using form CA1 (download [here](http://www.caa.co.uk/docs/33/CA1.PDF) <http://www.caa.co.uk/docs/33/CA1.PDF> ), to obtain a UK registration (i.e. G-ABCD). The CAA will seek confirmation that the aircraft is suitably insured. This is the responsibility of the pilot.

### **The canopy/glider/wing used with the SSDR Microlight must display its registration marking (i.e. G-ABCD)**

Bailey Aviation can supply details of a company to 'add' your registration number to your existing wing or supply a new wing with registration. This is the responsibility of the pilot.

### **A fireproof metal plate shall be affixed to the aircraft showing the nationality and registration marking (i.e. G-ABCD)**

All Bailey Quattro's have a factory-fitted metal registration/serial number plate.

### **Radio equipment must be of a type approved by the CAA and appropriate licences held**

This is the responsibility of the pilot.

### **A CAA approved logbook must be kept for the airframe and engine**

This is the responsibility of the pilot.

### **The rules of the air must be obeyed**

This is the responsibility of the pilot.

### **Accident reporting continues as normal**

This is the responsibility of the pilot.



the national private pilots licence ■ ■ ■

[www.nppl.uk.com](http://www.nppl.uk.com)



[www.caa.co.uk](http://www.caa.co.uk)



[www.bmaa.org](http://www.bmaa.org)