



Folder



2019) FRENCH MICROLIGHT NEW REGULATION

2019 NEW FRENCH MICROLIGHT REGULATION

This folder primarily focuses on the release of the new Microlight regulation. The main principles that have conducted to its elaboration are fidelity to the declaration system, simplicity, pragmatism and unity of the Microlight movement. This is the result of a joint effort which started on March 2016 when we were re-elected to the steering committee before presenting in March 2017 the « Microlight generation » team from the current term.

Beyond polemics, intense lobbying, “experts” of any kind both at national and European level, it has been necessary to build a framework that started by going back to technical fundamentals. We would like to particularly thank Philippe Tisserant (former editor of Vol Moteur) whose experience as a pilot and engineering culture are valuable in our Microlight environment. We worked right from the start with a young and talented DGAC (French Civil Aviation Authority) engineer, Antoine Toulemon, who made it possible to articulate the technical and legal issues of the regulatory framework.

In July 2018, it is under the initiative of the experts of the European agency (EASA) that the EU member states through the European Parliament, the European Commission and the Council of the European Union developed and adopted the reference framework of the annex 1, leaving each member country the responsibility to define their Microlight regulations given the differences in the regulations and unique practices, ranging from certification to deregulation, by proposing to opt-out the aircrafts of a maximum take-off mass between 450 and 600 kg from the agency regulation.

DGAC (French CAA) support in European arbitrations has been decisive and we would like to once again commend the continued support of the French CAA general Director Patrick Gandil and CAA safety Director Patrick Cipriani to our ultralight aviation.

The whole year 2018 consisted in working on the details of the decree which is in fact an amendment of the 1998 decree due to technical reasons of legal simplicity and will later give rise to a new order. The technical fundamentals will remain the same but some regulatory devices deserve to be amended. Doing it now would have delayed the publication of the new regulation that is expected by manufacturers, importers, pilots in France and Europe.

This regulatory work was done with the CAA (DGAC) and more especially with the teams of Nathalie Domblides and Benoit Pinon. It was necessary to collectively conduct the aspects of a cross-cutting subject.

Long meetings, all of them being rich and informative, have resulted in the arbitrations about which we have widely communicated since Blois 2018, followed by adjustments during the final drafting of the decree.

This is also MALGH’s (light and general aviation and helicopter mission) role which is in permanent contact with the Federation that has allowed to ensure the link in a certified universe which doesn’t know well the specificities and dynamism of our practice.

What is the conclusion of this long joint effort?

First of all, we are lucky to have a national regulation! This allows to build a sustainable and coherent model through a shared experience. In fact, this national regulation does not prevent from flying in Europe!

Wanting to homogenize at 28 is being sure to drown our current regulation by getting into the scope of the Agency (EASA). Regulation is like the ship of Theseus, a yard that never really ends made by compromises and precarious equilibriums.

But this regulatory work does not make sense if it is not related to other essential aspects that are flight safety and training. This triptych balances federal politics in link with the DGAC and the Ministry of Sports. At this point of the year, we have never had so many licence-holders and so few fatal accidents. We do not judge a policy in a few months, but it has been two years that we have been working to promote this trend.



Let’s work together to maintain this innovative, accessible and varied light aviation: a free, responsible and safe microlight.

Enjoy your flights.



Sébastien Perrot
French Microlight
Federation President



Louis Collardeau
French Microlight
Federation VP

1985 > first regulation

1998 (september) > 1st major revision of the regulation

2019 (june) > 2nd major revision of the regulation

THE PRINCIPLES THAT GUIDED OUR WORK WITH OUR CAA (DGAC)

- Do not touch the fundamentals of our declarative, simple and responsible system
 - Operation under the responsibility of the pilot/owner
 - Take into account the reality of the current Microlight fleet and evolution trends
 - Stay in the “ true ” Microlight outside EASA > Annex 1 and choose a “ reasonable ” Opt-Out
 - Collaborative work with the DGAC
 - Do not turn microlights into planes (nor planes into microlights!)
 - Kinetic energy less than 100 MJ
 - Allow technological innovation
 - Remain pragmatic, without suffering pressure and lobbying
-

FOR SIMPLICITY, A MICROLIGHT CAN BE DEFINED BY

- Its maximum take-off mass (MTOM)
- Its maximum empty mass (MEM)
- Its minimum stall speed
- Its crew carrying capacity
- Its maximum power
- Its autonomy
- Its simplicity
- Its lightweight

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CLASS 1

PARAMOTOR

Characteristics

A paramotor microlight is a single-engine propeller aircraft supported by a parachute or paraglider type flexible wing. It meets the following technical conditions:

- The maximum power is less than or equal to 60 kW for a single-seater and 75 kW for a two-seater.
- The maximum mass is less than or equal to 300 kg for a single-seater and 450 kg for a two-seater; these masses can be increased by 15 kg if a single-seater paramotor is equipped with a rescue parachute or by 25 kg if a two-seater paramotor is equipped with a rescue parachute.

Table of masses and powers - Class 1

In red: developments made under the new regulation

1 Class	Configuration	Mass max. (in kg)	Empty mass max with new max masses (in kg)	Fixed lump sum (in kg)			Total cumulation mass para + fuel + pil / pax	Power (in kW and (in CV)) Powers max.	VSO (CS)
				Credit mass inclusive parachute	Mass inclusive pilot / passenger	Mass inclusive fuel (Petrol)			
Paramotor Single-seater	Basic	300	-	-	86	-	-	60 (82)	-
	+ parachute	315	-	15	86	-	-	60 (82)	-
	+ floats + parachute + floats	- -	- -	- -	- -	- -	- -	- -	- -
Paramotor Two-seater	Basic	450	-	-	156	-	-	75 (102)	-
	+ parachute	475	-	25	156	-	-	75 (102)	-
	+ floats + parachute + floats	- -	- -	- -	- -	- -	- -	- -	- -

Remarks

- No change compared to the September 1998 regulation
- Only change is on the tandem parachute package
- There is no floats option... nor stall speed definition

CLASS 2



TRIKE

Characteristics

A microlight trike is an aircraft supported by a hang-gliding type rigid wing under which is usually hung a motorized carriage. It meets the following technical conditions:

- The maximum power is less than or equal to 60 kW for a single-seater and 75 kW for a two-seater.
- The maximum mass (MTOM) is less than or equal to 300 kg for a single-seater and 450 kg for a two-seater; these masses can be increased by 15 kg if a single-seater trike is equipped with a rescue parachute, by 25 kg if a two-seater trike is equipped with a rescue parachute, by 30 kg in the case where a single-seater microlight trike is equipped with floats or by 45 kg in the case where a two-seater microlight trike is equipped with floats.
- The stall speed (VSO) does not exceed 35 knots (65 km/h) in conventional speed (CS).

Table of masses and powers - Class 2

In red: developments made under the new regulation

Class	Configuration	Masses max. (in kg)	Empty mass max with new max masses (in kg)	Fixed lump sum (in kg)				Total cumulation mass para + floats + fuel + pil/pax	Power (in kW and (in CV)) Powers max.	VSO (CS)
				Credit mass inclusive parachute	Credit mass inclusive floats	Mass inclusive pilot/passenger	Mass inclusive fuel (Petrol)			
Trike Single-seater	Basic	300	-	-	-	86	1h	60 (82)	35Kts (65km/h)	
	+ parachute	315	-	15	-	86	1h	60 (82)	35Kts (65km/h)	
	+ floats	330	-	-	30	86	1h	60 (82)	35Kts (65km/h)	
	+ parachute + floats	345	-	15	30	86	1h	60 (82)	35Kts (65km/h)	
Trike Two-seater	Basic	450	-	-	-	156	1h	75 (102)	35Kts (65km/h)	
	+ parachute	475	-	25	-	156	1h	75 (102)	35Kts (65km/h)	
	+ floats	495	-	-	45	156	1h	75 (102)	35Kts (65km/h)	
	+ parachute + floats	520	-	25	45	156	1h	75 (102)	35Kts (65km/h)	

Remarks

- A very few changes compared to the September 1998 regulation; in agreement with the manufacturers of commuters
- The empty weight is calculated with the pilot/passenger lump sum and one hour of declarative autonomy
- Change on the tandem parachute package and parachute + floats cumulation

CLASS 3



MULTIAXIS

Characteristics

A multiaxis microlight is a single-engine propeller aircraft supported by a fixed wing.
A class 3 multiaxis microlight meets the following technical conditions:

- The maximum power is less than or equal to 65 kW for a single-seater and 80 kW for a two-seater.
- The maximum mass is less than or equal to 330 kg for a single-seater and 500 kg for a two-seater; these masses can be increased by 15 kg if a single-seater multiaxis is equipped with a rescue parachute, by 25 kg if a two-seater multiaxis is equipped with a rescue parachute, by 30 kg in the case where a single-seater microlight multiaxis is equipped with floats or by 45 kg in the case where a two-seater microlight multiaxis is equipped with floats.
- The stall speed (VSO) does not exceed 38 knots (70 km/h) in conventional speed (CS).

Table of masses and powers - Class 3

In red: developments made under the new regulation

3 Class	Configuration	Mass max. (in kg)	Empty mass max with new max masses (in kg)	Fixed lump sum (in kg)				Total cumulation mass para + floats + fuel + pil/pax	Power (in kW and (in CV)) Powers max.	VSO (CS)
				Credit mass inclusive parachute	Credit mass inclusive floats	Mass inclusive pilot/passenger	Mass inclusive fuel (Petrol)**			
Multiaxis Single-seater	Basic	330	223	-	-	86	21	107	65 (88)	38Kts (70km/h)
	+ parachute	345	238	15	-	86	21	122	65 (88)	38Kts (70km/h)
	+ floats	360	253	-	30	86	21	137	65 (88)	38Kts (70km/h)
	+ parachute + floats	375	268	15	30	86	21	152	65 (88)	38Kts (70km/h)
Multiaxis Two-seater	Basic	500	312,5	-	-	156	31,5	187,5	80 (109)	38Kts (70km/h)
	+ parachute	525	337,5	25	-	156	31,5	212,5	80 (109)	38Kts (70km/h)
	+ floats	545	357,5	-	45	156	31,5	232,5	80 (109)	38Kts (70km/h)
	+ parachute + floats	570	382,5	25	45	156	31,5	257,5	80 (109)	38Kts (70km/h)

** 30 liters x 0,7 (single-seater)

** 45 liters x 0,7 (two-seater)

Remarks | Many developments compared to the September 1998 regulation.

- Change on the maximum mass
- Change on a slight power increase
- Change related to the previous line on the VSO (CS) linked to the MTOM increase
- Change on the empty mass which is done by deducting the maximum mass (MTOM), the pilot/passenger package mass and the fuel package mass

CLASS 4



GYROCOPTER

Characteristics

An ultralight gyrocopter meets the following technical conditions:

- Single-engine propeller whose maximum power is less than or equal to 85 kW for a single-seater and 105 kW for a two-seater.
- The maximum mass is less than or equal to 330 kg for a single-seater and 500 kg for a two-seater; these masses can be increased by 15 kg if a single-seater gyrocopter is equipped with a rescue parachute, by 25 kg if a two-seater gyrocopter is equipped with a rescue parachute, by 30 kg in the case where a single-seater microlight gyrocopter is equipped with floats or by 45 kg in the case where a two-seater microlight gyrocopter is equipped with floats.
- The rotor load at the maximum mass is between 4,5 and 12 kg per m².

Table of masses and powers - Class 4

In red: developments made under the new regulation

4 Class	Configuration	Masses max. (in kg)	Empty mass max with new max masses (in kg)	Masses d'emport forfaitaires (en kg)				Total cumulation massive para + floats + fuel + pil/pax	Power (in kW and (in CV)) powers max.	VSO (CS)
				Credit mass inclusive parachute	Credit mass inclusive floats	Mass inclusive pilot/passenger	Mass inclusive fuel (Petrol)**			
Gyrocopter Single-seater	Basic	330	223	-	-	86	21	107	85 (116)	
	+ parachute	345	238	15	-	86	21	122	85 (116)	
	+ floats	360	253	-	30	86	21	137	85 (116)	
	+ parachute + floats	375	268	15	30	86	21	152	85 (116)	
Gyrocopter Two-seater	Basic	500	312,5	-	-	156	31,5	187,5	105 (143)	
	+ parachute	525	337,5	25	-	156	31,5	212,5	105 (143)	
	+ floats	545	357,5	-	45	156	31,5	232,5	105 (143)	
	+ parachute + floats	570	382,5	25	45	156	31,5	257,5	105 (143)	

** 30 liters x 0,7 (single-seater)

** 45 liters x 0,7 (two-seater)

Remarks

Many developments compared to the September 1998 regulation.

- Change on the maximum mass
- Change on a slight power increase
- Change on the empty mass which is done by deducting the maximum mass (MTOM), the pilot/passenger package mass and the fuel package mass

CLASS 5



ULTRALIGHT AEROSTAT

Characteristics

An ultralight aerostat meets the following technical conditions:

- The maximum continuous power is less than 75 kW for a single-seater and 90 kW for a two-seater.
- For a multi-engine, these values are the cumulative powers.
- The volume of the helium envelope is less than or equal to 400 m³ or, for ultralight airships outside of the scope of the regulation (EU) 2018/1139 from the European Parliament and the Council of July 4th 2018 for another reason than the one stated in h) of this regulation's Annex 1, less than or equal to 900 m³.
- The volume of the hot air envelope is less than or equal to 1200 m³ or, for ultralight airships outside of the scope of the regulation (EU) 2018/1139 from the European Parliament and the Council of July 4th 2018 for another reason than the one stated in h) of this regulation's Annex 1, less than or equal to 2000 m³.

Table of masses and powers - Class 5

In red: developments made under the new regulation

5 Class	Configuration	Masses max. (in m ³)	Empty mass max with new max masses. (in kg)	Masses d'emport forfaitaires (en kg)				Total cumulation massive para + floats + fuel + pil/pax	Power (in kW and (in CV)) powers max.	VSO (CS)
				Credit mass inclusive parachute	Credit mass inclusive floats	Mass inclusive pilot/passenger	Mass inclusive fuel (Petrol)			
Aerostat Single-seater		1200 m ³ air or 400 m ³ gas If Annexe I (reason h excluded) :	-	-	-	86	1h	-	75 (102)	-
Aerostat Two-seater		2000 m ³ air or 900 m ³ gas	-	-	-	156	1h	-	90 (122)	-

Remarks

- Although reading this is not fatigue-free, there is no change compared to the September 1998 regulation on amateur-built machines
- Regarding the series-produced machines (which were not taken into account in the September 1998 regulation), a strange and unrealistic European compromise has limited the volumes; this makes now possible the series-produced class 5 as it exists and its new dynamic resulting from the declarative world!

CLASS 6



ULTRALIGHT HELICOPTER

Characteristics

An ultralight helicopter meets the following technical conditions:

- Single engine whose maximum power is less than or equal to 85 kW for a single-seater and 105 kW for a two-seater.
- The maximum mass is less than or equal to 330 kg for a single-seater and 500 kg for a two-seater; these masses can be increased by 15 kg if a single-seater ultralight helicopter is equipped with a rescue parachute, by 25 kg if a two-seater ultralight helicopter is equipped with a rescue parachute, by 30 kg in the case where a single-seater ultralight helicopter is equipped with floats or by 45 kg in the case where a two-seater ultralight helicopter is equipped with floats.
- The rotor load at the maximum mass is between 8 and 20 kg per m².

Table of masses and powers - Class 6

In red: developments made under the new regulation

Class	Configuration	Masses max. (in kg)	Empty mass max with new max masses (in kg)	Fixed lump sum (in kg)				Total cumulation massive para+floats + fuel + pil/pax	Power (in kW and (in CV)) Powers max.	VSO (CS)
				Credit mass inclusive parachute	Credit mass inclusive floats	Mass inclusive pilot/passenger	Mass inclusive fuel (Petrol)**			
Helicopter Single-seater	Basic	330	223	-	-	86	21	107	85 (116)	
	+ parachute	345	238	15	-	86	21	122	85 (116)	
	+ floats	360	253	-	30	86	21	137	85 (116)	
	+ parachute + floats	375	268	15	30	86	21	152	85 (116)	
Helicopter Two-seater	Basic	500	312,5	-	-	156	31,5	187,5	105 (143)	
	+ parachute	525	337,5	25	-	156	31,5	212,5	105 (143)	
	+ floats	545	357,5	-	45	156	31,5	232,5	105 (143)	
	+ parachute + floats	570	382,5	25	45	156	31,5	257,5	105 (143)	

** 30 liters x 0,7 (single-seater)

** 45 liters x 0,7 (two-seater)

Remarks | Some evolutions compared to the September 1998 regulation.

- Change on the maximum mass
- Change on a slight power increase
- Change on the empty mass which is done by deducting the maximum mass (MTOM), the pilot/passenger package mass and the fuel package mass

For the futur

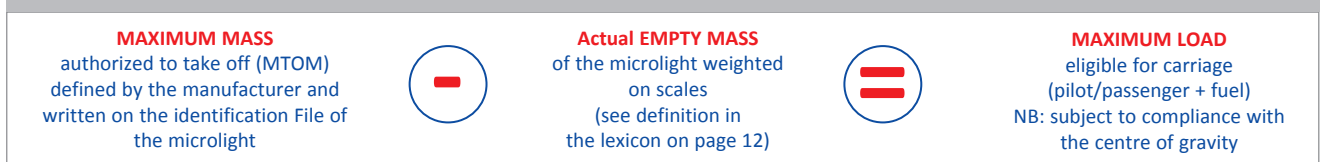
CONDITIONS FOR A SERIES-PRODUCED MICROLIGHT'S MTOM TO EVOLVE FROM 450 (475) KG > 500 (525) KG.

- **The machine must be able to fly at 500 kg (525 kg)**
The manufacturer will have to valid this ability by modifying his "technical reference file" submitted to the DGAC (CAA) and obtain a new identification sheet (or a revision) covering the increased mass.
- **The owner will have to follow the instructions of the manufacturer** before benefiting from the increased mass (update the user manual is a minimum).
- **The owner will have to ask for a modification of his identification card (ex-yellow card) from his regional CAA (DSAC)** to add the increased mass obtained by the manufacturer.
- **Nothing will be done automatically.** In any case, to be in good standing, you must modify your documents if you want to fly with a MTOM greater than 450 (472,5) kg. Even the adoption from 472,5 to 475 kg is not automatic.

RELATION between the EMPTY MASS and the PAYLOAD CAPACITY of the aircraft

- In practice, what is essential is not so much the maximum empty mass (theoretical) of the microlight calculated with a pilot/passenger and fuel package but rather the actual crew (pilot + passenger) and fuel (autonomy) payload capacity equalling the maximum permissible load, without exceeding the maximum permissible mass (MTOM) nor the maximum empty mass.
- It is essential, if a modification of the microlight occurs, that the modified empty mass does not exceed the maximum empty mass (even if the residual payload may be considered adequate by the owner).
- Before undertaking a flight (or the acquisition of a microlight), one should verify this essential point by knowing precisely the actual empty weight (by weighing) of his aircraft.

HERE IS A SMALL DIAGRAM TO FACILITATE THIS CALCULATION:



SOME CALCULATIONS GIVEN AS EXAMPLES:

MICROLIGHT TWO-SEATER MULTIAXIS with parachute with a MTOM of 525 kg, comparison of 3 empty masses

- ▶ MTOM : 525 kg - actual empty mass (weighing): 293 kg = 232 kg payload capacity (pilot/passenger + fuel) considering the fuel carriage of 45L (31,5 kg), **200 kg of crew carriage (2 x 100 kg)** remain
- ▶ MTOM : 525 kg - actual empty mass (weighing): 313 kg = 212 kg payload capacity (pilot/passenger + fuel) considering the fuel carriage of 45L (31,5 kg), **180 kg of crew carriage (2 x 90 kg)** remain
- ▶ MTOM : 525 kg - actual empty mass (weighing): 333 kg = 192 kg payload capacity (pilot/passenger + fuel) considering the fuel carriage of 45L (31,5 kg), **160 kg of crew carriage (2 x 80 kg)** remain

MICROLIGHT TWO-SEATER GYROPLANE without parachute with a MTOM of 500 kg

- ▶ MTOM : 500kg - actual empty mass (weighing): 292 kg = 208 kg payload capacity (pilot/passenger + fuel) considering the fuel carriage of 45L (31,5 kg) **176 kg of crew carriage (2 x 88 kg)** remain

For the record, the "regulatory" maximum empty mass calculation =
Maximum mass (MTOM) – pilot/passenger carriage(*) – fuel carriage()**

The minimum standard masses defined by the new regulation are respectively:

- (*) Pilot/passenger: 86 kg single-seater / 156 kg two-seater for all classes
- (**) Fuel: 30 liters single-seater / 45 liters two-seater x 0,7 kg/liter (petrol)
for classes 3, 4 and 6 or 1 hour of autonomy for classes 2 and 5.

IN OTHER WORDS :

for a given MTOM,
the lower the empty mass is,
the better will be the payload capacity!

DO YOUR MATH...

The evolution) of the regulation for other European countries?

On present time only two countries (Germany and Czech Republic) have adopted a new microlight regulation at a national level so far with a MTOM of 600 kg, but a certification system by delegated control bodies and regulatory constraints much more important than the ones we know as a counterpart: tests and periodic checks, traceability of flights and controlled maintenance, limited access outside of airfields... for both aircrafts and pilots.

All this brings them closer to what we already know for the LSA and LAPL categories, already under the supervision of the EASA. From here to say that in a few years, a merger of the regulations could happen under the supervision of the EASA, there is only one step... the other European countries are in discussion with their civil aviation organizations to attempt, not without difficulties, to establish new national bases but still with a lot of uncertainties about adding new regulatory requirements close to the EASA standards.

That said, before applying for the exemption 450 (475) kg > 500 (525) kg of your microlight, be sure to assess the consequences of this decision; no one knows what the future of the EASA will be made of.

Let's enjoy what we have! Be convinced that the originality of our national declarative system makes people envious and that we must strive to preserve it by the reasonable limitations we have set.

We won't have our cake, eat it too and get somebody else to pay for it! This is the French Microlight Federation's choice.

Fly abroad) or from abroad?

The European texts are precise on this point (§ 10 of Article 1 of the regulation (EU) 2018/1139): the law of the country where the aircraft is operated applies for exempted microlights. That said, it was already the case before. Only the exempted microlights meeting the definition of the French Microlight, with a max MTOM of 500/525 kg, will be then recognized and allowed on the French soil. Other aircrafts exempted to 600 kg (which won't be microlights in France) will have to request a temporary permit to fly to the French CAA (DGAC) prior to their entry on the French territory.

Reciprocally, French aircrafts which have been exempted and wanting to fly abroad will have to comply with the applicable microlight regulation of the EU state visited, and therefore request information to each country's civil aviation services. From this point of view, it will always be easier to evolve from or abroad with a microlight that is meeting the historical definition of 450 (475) kg and not exempted. Nevertheless, each country sets its own rules. For example: to travel to Spain, a microlight pilot must hold a class 2 medical certificate, or, to fly to Belgium must apply for a permission.

Contact

FOR ANY ENQUIRIES
THE FEDERATION IS AT YOUR DISPOSAL.

If you reach the federal headquarters by e-mail or phone, **Michel Hirmke** (project manager) will be your main interlocutor in close contact with **Louis Collardeau** (vice-president in charge of the regulation).



French Microlight Federation

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6 classes, 1200 facilities, 800 microlight bases
700 instructors, 16 000 pilots, 1 federation...

It's simple, it's **Microlight**

Lexicon

Series-produced microlight

Microlight produced in series or assembled from a kit and built in series. Regarding microlights of class 1, 2 and 5, the serial construction criteria are the sail, the wing or the envelope.

Reference microlight

Microlight specially designated as a relative reference to the other numbers of the series by its manufacturer.

Empty mass

Mass of the whole airworthy aircraft, without any pilot / passenger and loading. The empty mass of each microlight is determined by:

- 1) The permanent ballast
- 2) Unusable fuel
- 3) When applicable the maximum quantity of oil, the coolant and the hydraulic fluid

Maximum empty mass

Maximum permissible value for the empty mass of the microlight.

Maximum mass (MTOM/MTOW)

Maximum mass allowed for the microlight to take off.

Wing loading: total weight of an aircraft divided by the wing area.

Wing area

Flat projection of the wing of the aircraft in flight line, in landing or cruising flight configuration, including when appropriate the fuselage surface between the line connecting the two leading edges and the line connecting the two edges of flight at the root of the wing.

In the case of multi-axis aircrafts, by convention for the application of this order, the wing area of the aircraft will be the sum of the wing area of each wing.

Rotor load

Mass of the machine divided by the surface of the rotor. The rotor surface is equal to the product of the square of the rotor diameter multiplied by $\pi / 4$.

VS0

Stall speed, if it can be reached during the flight, or minimum speed in steady flight, depth in abutment, for which we can keep control of the microlight in the following configuration: idle or cut engine, minimum power control, propeller in standard take off configuration, gear out, flaps in landing position, worst-case centre of gravity, maximum mass.

VC: (conventional speed)

Indicated airspeed corrected from the errors linked to the anemometric installation.

Maximum power

Maximum power on the motor shaft in standard conditions above sea level that the engine can deliver when it is used within its declared operating limitations.

The power determined is the highest declared by the engine manufacturer, whatever the possible limitations of use of this power are. It includes the take-off regime if defined and any possible emergency plan.

No instruction limiting the rotation speed, the maximum inlet pressure or any other parameter used to control the power below the operating limitations declared by the engine manufacturer can be accepted as an acceptable way of compliance.

Home base or point

It is the usual place of parking of the microlight where the authorities may ask to the microlight's identification card holder to show his aircraft in order to perform the necessary checks and surveillance provided for in article 14-1 of this actual order or have them carried out.

However, in the case of a class 1 microlight, the home base or point may be the personal address of the identification card holder. In this case, the authorities may ask the microlight's identification card holder to present his aircraft on a suitable land for the purpose of the checks provided for in article 14-1 of this actual order.