



DISCLAIMER

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EXPLANATORY NOTE

Study “Regulatory Option for the European light Aircraft (ELA1)”

Reference: EASA.2009.C53

Publication date: November 2010

The aim of the study was to identify successful regulatory scenarios and practices that have been applied to the regulation of microlight aeroplanes under Annex II control in Member States. The intention behind the study is to look at those practices and learn lessons that can be applied for changes to the current rules for ELA1 aircraft and develop more proportionate rules.

This study has been carried out for the European Aviation Safety Agency by an external organisation and expresses the opinion of the organisation undertaking the study. It is provided for information purposes only and the views expressed in the study have not been adopted, endorsed or in any way approved by the European Aviation Safety Agency.

The study is however conducted in preparation of the anticipated rulemaking activity identified by rulemaking task No BR.010 aiming for an adapted level of regulations for ELA1 aircraft. (Refer to [EASA - Opinion 01/2011](#) for the proposed definition and scope of ELA1)

The study reviewed regulatory systems for ultra-light aircraft that are not regulated at Community level but are considered of interest to EASA. The reason for this interest lays in the fact the commercial business and operation of these aircraft outside of the remit of the Community legislation is very successful. This is in contrast with the stagnation of this industry and operation of very similar aircraft in Europe that are subject to the Community rules.

The information from this study will be an important reference and sounding board for the adaptation of the current rules for ELA1 aircraft.