

# Ultralight Aeroplane Definitions

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A **basic ultra-light aeroplane** is defined as either:

- a single-seat aeroplane that has a launch weight of kg (363.8 pounds) or less, and a wing area, expressed in square metres, of not less than the launch weight minus 15, divided by 10, and in no case less than 10 m<sup>2</sup>,
- a two-seat instructional aeroplane that has a launch weight of 195 kg (429.9 pounds) or less, and a wing area, expressed in square metres, of not less than 10 m<sup>2</sup> and a wing loading of not more than 25 kg/m<sup>2</sup> (5.12 pounds/ft.<sup>2</sup>), the wing loading being calculated using the launch weight plus the occupant weight of 80 kg (176.4 pounds) per person, or
- an aeroplane having no more than two seats, designed and manufactured to have a maximum take-off weight of 544 kilograms and a stall speed in the landing configuration (V<sub>so</sub>) of 39 knots (45 mph) or less indicated airspeed at the maximum take-off weight.

An **advanced ultra-light aeroplane** is defined as an aeroplane that has a type design that is in compliance with the standards specified in the manual entitled *Design Standards for Advanced Ultra-light Aeroplanes*. An advanced ultra-light aeroplane does not include powered parachute aircraft, trikes or powered gliders.

## Owner Registration - Basic and Advanced

Basic ultra-light and advanced ultra-light aeroplanes must be registered in Canada but are not issued with a flight authority document.

To become the registered owner, the applicant must meet the registration requirements found in subparts 200 - 202 of Part II of the *Canadian Aviation Regulations* (CARs). Transport Canada application form number 26-0522 is used for the initial application for registration of an ultra-light or advanced ultra-light aeroplane. The application (Part 2) of the certificate of registration is used by the new owner to apply for registration of a basic ultra-light or advanced ultra-light aeroplane.

The initial registration of an advanced ultra-light aeroplane requires the applicant to submit the following documents:

1. Evidence of custody and control of the aeroplane such as a bill of sale, lease agreement or other acceptable document in accordance with Part II of the CARs;
2. A completed Application for Registration of Ultra-light Aeroplane (Transport Canada form number 26-0522);
3. A Statement of Conformity (SOC).

The registration marks that are issued to a basic or advanced ultra-light aeroplane will begin with "C-IXXX".

## **Pilot Permit - Ultra-light Aeroplane**

Section 421.21 of the CARs outlines the standards with regard to age, medical fitness and validity, knowledge, experience and skill relating to the acquisition a Pilot Permit - Ultra-light Aeroplane. Section 401.05 deals with recency Requirements which apply once a permit has been issued.

## **Powered Parachutes**

When the experience requirements for a Pilot Permit - Ultra-light Aeroplane have been met, in whole or in part, on powered parachutes, the permit will be issued restricted to powered parachutes.

## **Flight Instructor Rating - Ultra-light Aeroplane**

The previous Commercial Pilot Licence - Ultra-light Aeroplane has been replaced by a Flight Instructor Rating endorsed on the Pilot Permit - Ultra-light Aeroplane. There is no change to the privileges. Ultra-light instructors can provide flight training on ultra-light aeroplanes (basic and advanced) towards the Pilot Permit - Ultra-light Aeroplane.

## **Operating Limitations**

Basic and advanced ultra-light aeroplanes must be operated in Canada in accordance with section 602.29 of the CARs. This section outlines general operating conditions as well as under what conditions an ultra-light aeroplane may be operated in controlled airspace. Ultra-light aeroplanes may not be operated at night or in IFR flight.

## **Ultra-light Aeroplane Uses**

In addition to private recreational use a basic ultra-light and advanced ultra-light aeroplane may be used for hire and reward for the purpose of pilot flight training in accordance with section 406 of Part IV of the CARs. A basic ultra-light or an advanced ultra-light aeroplane MAY NOT be used for any other commercial aviation operation or aerial work.

## **Passenger Carrying in Ultra-light Aeroplanes**

The CARs have not changed the privileges of the ultra-light pilot to incorporate the broader privileges allowed for by the Ultra-light Aeroplane Policy issued in 1991.

To address this, revised privileges for the ultra-light aeroplane pilot permit are set out in a General Aviation Policy Letter Number GA-97-15. The Policy Letter allows for the operation of aeroplanes that are similar in design and performance to ultra-light aeroplanes and allows for the carriage of another person ONLY if that person holds a pilot document that affords them the privilege to fly an ultra-light aeroplane in Canada. i.e. an ultra-light pilot can carry another ultra-light pilot as a passenger. The carriage of passengers is otherwise prohibited.

## **Passenger Carrying in Ultra-light Aeroplanes (Continued)**

Passenger carrying in any aspect of aviation is a two-part equation. The first is that the aircraft must meet a recognized standard of design, construction and maintenance. The second is that the pilot must be appropriately trained and have the privilege to carry a passenger. In an **advanced ultra-light aeroplane** a passenger may be carried if the pilot holds a licence/permit providing passenger carrying privileges i.e. a Pilot Permit - Recreational AND the advanced ultra-light aeroplane meets the following conditions:

1. The aircraft is registered as an advanced ultra-light aeroplane;
2. The advanced ultra-light aeroplane is maintained in accordance with the Manufacturer Specified Maintenance Program;
3. The owner of the advanced ultra-light aeroplane has complied with any Mandatory Actions specified by the manufacturer;
4. The advanced ultra-light aeroplane has not been modified without written approval from the manufacturer; and
5. A placard is installed in a location highly visible to the both occupants of the aircraft containing the following information:

THIS AIRCRAFT IS AN ADVANCED ULTRA-LIGHT AEROPLANE AND IS OPERATING WITHOUT A CERTIFICATE OF AIRWORTHINESS.

Failure to comply with these conditions will cause the aeroplane, where it meets basic ultra-light requirements, to revert to the basic ultra-light aeroplane category prohibiting the carriage of a passenger. Where the aeroplane does not meet the requirements of the basic ultra-light category, the certificate of registration is cancelled in accordance with CAR 202.59.