

**Transport Canada Safety and Security
Civil Aviation**

Ultra-light Aeroplane Transition Strategy

Dated

October 10, 1996

Approved by

**D. Spruston
Director General
Civil Aviation**

This document supersedes the *Transport Canada Aviation Ultra-light Aeroplane Policy* and *The Transport Canada Interim Policy Advanced Ultra-light Aeroplanes*, both dated 10 October 1991.

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1.0 General Information

1.1 Introduction

The implementation of the *Canadian Aviation Regulations* (CARs) has resulted in the regulatory references, authorizations and exemptions found in the *Ultra-light Aeroplane Policy* and *The Interim Policy for Advanced Ultra-light Aeroplanes* no longer being applicable. The evolving work of the Recreational Aviation Review Project precluded the inclusion of the contents of the Ultra-light Aeroplane Policy into the initial publication of the CARs.

This strategy will serve as a regulatory bridge to ensure that owners and operators of ultra-light and advanced ultra-light aeroplanes continue with the privileges afforded them under the original ultra-light aeroplane policy. The intention is to provide an invisible transition from the Air Regulations and Air Navigation Orders to the *Canadian Aviation Regulations*.

1.2 Interpretation

The terms and words used will be referenced in part 1.4 and 1.5 of this strategy and in subpart 101, Part I, Part II, Part IV and Part VI of the *Canadian Aviation Regulations*.

1.3 Application

The information contained herein applies in respect of Ultra-light Aeroplanes, Advanced Ultra-light Aeroplanes and the privileges for the Pilot Permit-Ultra-light Aeroplane. This strategy will be in effect on the date that the Director General, Civil Aviation approves and signs this strategy and will remain in effect until the CARs are amended to reflect these changes.

1.4 Definition

Under subpart 101 of the CARs, Advanced Ultra-light Aeroplane is included as a subset of the ultra-light aeroplane category. For the purpose of this strategy, Advanced Ultra-light Aeroplanes will be those as described in the CARs and “basic” ultra-light aeroplanes will refer to those aircraft that have the limited design criteria and are prohibited from carrying passengers.

1.5 Terminology

The following defines the terms that are used within this strategy. Where a term is not defined here, the definition found in the CARs will apply.

“Aerial work” means a commercial air service other than an air transport service or a flight training service;

“Aeroplane kit” means an aeroplane designed and manufactured, but not completely assembled, that is sold with instructions for assembly by a person other than the manufacturer

“Declaration of Compliance” (DOC) means a written submission to Transport Canada by the manufacturer of an advanced ultra-light aeroplane attesting that the *Type Definition* for a particular make and model of advanced ultra-light aeroplane complies with design standards published in *The Design Standards for Advanced Ultra-light Aeroplanes*;

“Design Standards for Advanced Ultra-light Aeroplanes” means standards for the design of Advanced Ultra-light Aeroplanes that have been accepted by the Minister;

“Fit For Flight Form” (FFFF) means a document that when signed by the old owner and the new owner provides acceptable evidence of the transfer of custody and control of an ultra-light aeroplane and on which the old owner declares and the new owner accepts that the aeroplane is fit for flight, there are no unapproved modifications on the aeroplane, all mandatory actions have been completed and there are no outstanding maintenance actions as required by the *Manufacturer Specified Maintenance Program*.

“Flight authority” means a certificate of airworthiness, special certificate of airworthiness, flight permit or validation of a foreign document attesting to an aircraft’s fitness for flight, issued under Part 507 of the *Canadian Aviation Regulations*, or a foreign certificate of airworthiness that meets the requirements of Article 31 of the ICAO Convention on Civil Aviation;

“Listing of Approved Advanced Ultra-light Aeroplanes” means a Transport Canada list of aeroplanes for which a DOC has been provided by an aircraft manufacturer that attests that the aeroplane *Type Definition* for a specific Advanced Ultra-light Aeroplane model meets the Design Standards for Advanced Ultra-light Aeroplanes and a *Manufacturer Specified Maintenance Program* has been provided.

“Maximum take-off weight” means the total weight, resting on the surface of the earth or water, at the moment the aeroplane moves for the purpose of take-off and includes, pilot, passenger, fuel, all installed equipment and appliances and, if installed, floats and a ballistic recovery system;

“Mandatory Action” means an action taken with respect to an Advanced Ultra-light Aeroplane, which, in the opinion of the manufacturer or Transport Canada, if not taken, would result in an unsafe or potentially unsafe condition.

“Manufacturer” means a person or company that designs, builds or supplies:

- (a) ultra-light Aeroplanes in the form of completed aircraft;
- (b) partially completed kits that require final assembly by someone other than the aircraft manufacturer; or
- (c) parts for installation on ultra-light aeroplanes.

“Modification” means any deviation from the original ultra-light aeroplane design specification that was submitted to Transport Canada.

“Statement of Conformity” (SOC) means a document upon which a Manufacturer attests that a specific aeroplane manufactured and test flown by the manufacturer, or a specific aeroplane kit manufactured, sold, and assembled by a person other than the manufacturer, conforms to the Manufacturer’s *Type Definition* as stated in the *Declaration of Compliance* for that aeroplane.

“Type Definition” means the Manufacturer’s technical specifications, drawings, calculations, assembly instructions and other documented material for a particular model of Advanced Ultra-light Aeroplane. This information must be kept by the manufacturer and be made available to Transport Canada upon request.

2.0 Basic Ultra-light Aeroplanes

2.1 Definition

A basic ultra-light aeroplane shall be defined as either:

- (a) a single-seat ultra-light aeroplane pursuant to Subpart 101, Part 1 of the *Canadian Aviation Regulations*;
- (b) A two seat instructional ultra-light aeroplanes pursuant to Subpart 101, Part 1 of the *Canadian Aviation Regulations*; or
- (c) 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_{so}) of 39 knots (45 mph) or less indicated airspeed at the maximum take-off weight .

Note 1 : For the purpose of calculation of wing area with respect of option (a) or (b), where an ultra-light aeroplane has a canard configuration, the canard surface may be credited as wing area provided that the center of gravity range lies between the mean quarter chords of the lifting surfaces. The maximum allowable contribution is the plan-area of the canard; i.e., the actual surface area multiplied by the cosine of the dihedral angle plus the fuselage area between the canard surfaces.

Note 2 : Some ultra-light aeroplane kits have a specified maximum take-off weight less than the ones specified above. Though not legally required, owners of these aircraft are strongly encouraged to adhere to the manufacturer's design, assembly and maintenance specifications.

Note 3 : If registering a basic ultra-light aeroplane under option (c) the following minimum useful load (Mu or Wu) calculation shall be carried out:

For a single place aeroplane

$$Mu = 80 + 0.3P, \text{ in kg; where } P \text{ is the rated engine power in kilowatts}$$

$$(Wu) = 175 + 0.5P, \text{ in lb.; where } P \text{ is the rated engine power in Brake Horse Power}$$

or

For a two place aeroplane

$$Mu = 160 + 0.3P, \text{ in kg; where } P \text{ is the rated engine power in kilowatts}$$

$$(Wu) = 350 + 0.5P, \text{ in lb. ; where } P \text{ is the rated engine power in Brake Horse Power}$$

2.2 Owner Registration

Basic 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*. Transport Canada application form number 26-0522 is used for the initial application for registration of an 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 aeroplane.

The registration marks that will be issued to a basic ultra-light aeroplane will begin with “C-I???”.

2.3 Basic Ultra-light Aeroplane Manufacturer/Owner Responsibility

Basic Ultra-light Aeroplanes may be built from an original design, purchased as a kit from an ultra-light aeroplane kit manufacturer or be a combination of these two possibilities. Regardless of how or where the aircraft is constructed or assembled, the responsibility to meet the design specifications and maintain the aircraft for continued safe flight rests solely with the owner of the aircraft. If the aircraft that is registered as an ultra-light aeroplane is modified so as to no longer be an ultra-light aeroplane the certificate of registration is cancelled.

Although the manufacturer of a Basic Ultra-light Aeroplane is not required to meet any criteria with respect to standards of materials, workmanship or the continuing “fit for flight” status of their product, it is strongly recommended that, in the interest of safety, Basic Ultra-light Aeroplane manufacturers use “aviation accepted” design criteria, materials and practices.

Prospective purchasers of Basic Ultra-light Aeroplane kits should be aware that kit manufacturers and part suppliers are bound by no legal requirements under the Aeronautics Act. It is strongly recommended that owners and prospective owners of Basic Ultra-light Aeroplanes avail themselves of the information and services provided by the recreational aviation industry, schools and the ultra-light aviation community.

2.4 Operating Limitations

Basic Ultra-light Aeroplanes may be operated in Canada in accordance with subsection 602.29 of the *Canadian Aviation Regulations*.. The carriage of a passenger is prohibited.

2.5 Basic Ultra-light Aeroplane Uses

In addition to private recreational use a Basic 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 *Canadian Aviation Regulations*.

A basic ultra-light aeroplane MAY NOT be used for any other commercial aviation operation or aerial work.

2.6 Transborder Operations

Contracting states of ICAO have agreed to honour each other's flight authorities so long as those flight authorities are based on internationally-accepted and recognized standards. When this happens, a document called a Certificate of Airworthiness is issued in accordance with Article 31 of the ICAO Convention on Civil Aviation. Ultra-light aeroplanes in Canada are not issued with such a Certificate of Airworthiness. In fact, ultra-light aeroplanes operate in Canada without any flight authority document.

Without this document approval for flight in countries other than Canada may be difficult. Contact the appropriate foreign regulatory authority to request approval for flight into another country. Contact your nearest regional office for assistance in contacting foreign regulatory authorities.

2.7 Importing a Basic Ultra-light Aeroplane

Other countries do not regulate ultra-light aeroplanes in the same manner as they are regulated in Canada. As such, if you plan to purchase a basic ultra-light aeroplane from a manufacturer or owner outside of Canada you are encouraged to contact the nearest Transport Canada Regional Office to ensure that you are aware of all the administrative requirements before you make a financial commitment.

3.0 Advanced Ultra-light Aeroplanes

3.1 Definition

An “advanced ultra-light aeroplane” means 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* (subsection 101.01, subpart 1 of Part I of the *Canadian Aviation Regulations*.)

3.2 Registration - Manufacturer

Transport Canada maintains a *Listing of Approved Advanced Ultra-light Aeroplanes*. Each model of advanced ultra-light aeroplane that a manufacturer markets must appear on this list before the owner can register the aircraft as an advanced ultra-light aeroplane.

For an Advanced Ultra-light Aeroplane to be added to this list the following information must be supplied to the Minister:

1. a *Declaration of Compliance (DOC)*; and
2. a copy of the *Manufacturer Specified Maintenance Program*.

This information should be submitted to:

Transport Canada
Recreational Aviation and Special Flight Operations
Canada Building, Place de Ville
Ottawa, Ontario K1A 0N8

A copy of the DOC document is found in Appendix “A” of this strategy.

It should be pointed out that the *Design Standards for Advanced Ultra-light Aeroplanes* is not an alternative program for building amateur-built aeroplanes and avoiding the 51% construction requirements found in Chapter 549 of the Airworthiness Manual. Individuals who choose to file a DOC for a “one of” design that will be used for recreational purposes should realize that they will be liable for ensuring that their design continues to be safe for the life of the aircraft, even after the aeroplane has been subsequently sold to a new owner.

The purchase of “plans only” to construct and assemble an advanced ultra-light aeroplane is not permitted. There is no means of assuring quality control on the parts or materials used for construction. Building an aircraft in this manner falls under the purview of Chapter 549 of the Airworthiness Manual.

3.3 Registration - Owner

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. Transport Canada application form number 26-0522 is used for the initial application for registration of an advanced ultra-light aeroplane. The application (Part 2) of the certificate of registration is used by the new owner to apply for registration of an advanced ultra-light aeroplane.

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

- (a) 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 CAR's;
- (b) A completed *Application for Registration of Ultra-light Aeroplane* (Transport Canada form number 26-0522); and
- (c) A *Statement of Conformity* (SOC).

A copy of an SOC is found in Appendix "B" of this strategy.

The registration marks that will be issued to an advanced ultra-light aeroplane will begin with "C-I???".

3.4 Re-registration - Owner Transfer

When an Advanced Ultra-light Aeroplane is sold, the new owner is required to submit the following information:

- (a) The application for continuing registration that is provided with the Certificate of Registration as part of the interim registration procedure;
- (b) The *Fit For Flight Form* (see Appendix "C" for a copy); and
- (c) Evidence that the manufacturer has been advised of a change of owner of the aeroplane and that the new owner has been added to the manufacturer's owner records.

3.5 Manufacturer Responsibility

Where a person manufactures an advanced ultra-light aeroplane, that manufacturer shall ensure that their final product conforms to the aeroplane *Type Definition* and continues to do so for the life of the aircraft.

Where an advanced ultra-light aeroplane is manufactured as a complete aeroplane and is test flown by the manufacturer, the manufacturer shall provide the purchaser with a *Statement of Conformity* (SOC) that certifies that the specific aeroplane conforms to the aeroplane *Type Definition*.

Where an advanced ultra-light aeroplane kit is sold and assembled by a person other than the manufacturer, the manufacturer shall provide the owner with a SOC.

The manufacturer of an advanced ultra-light aeroplane is responsible for the “after market” support for the continuing “fit for flight” condition of their aeroplanes. The manufacturer of an advanced ultra-light aeroplane shall prepare and provide to all owners of their aeroplanes the following information:

- (a) a specified maintenance program that includes the inspection schedule and the maintenance procedures to maintain the aeroplane in a “fit for flight” condition; and
- (b) *Mandatory Action* information issued by the manufacturer or Transport Canada and corrective procedures for potential unsafe flight conditions.

The manufacturer of an advanced ultra-light aeroplane shall maintain a current record of all *Mandatory Actions* affecting their aeroplanes.

The manufacturer of an advanced ultra-light aeroplane shall maintain a current record of owners of their aeroplanes. This record shall be made available to Transport Canada upon request.

3.6 Owner Responsibility

The owner of an advanced ultra-light aeroplane shall maintain the aeroplane in a “fit for flight” condition by adhering to the *Manufacturer Specified Maintenance Program*.

The owner of an advanced ultra-light aeroplane shall complete manufacturer’s *Mandatory Actions* in accordance with the manufacturer’s instructions and time frame.

The owner of an advanced ultra-light aeroplane shall maintain appropriate records for the aeroplane which must include scheduled maintenance, mandatory action, modifications, and accident repairs.

If you have assembled an advanced ultra-light aeroplane from a kit, it is strongly recommended that you fly the aircraft for a period of time without carrying any passengers. This is usually about five (5) hours and allows you to “de-bug” the aircraft and get familiar with its performance and handling characteristics.

3.7 Operating Limitations

Advanced Ultra-light Aeroplanes operate under the same regulations as basic ultra-light aeroplanes except that a passenger may be carried if the pilot holds a licence/permit providing passenger carrying privileges 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.

3.8 Advanced Ultra-light Aeroplane Uses

In addition to private recreational use an 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 *Canadian Aviation Regulations*.

An advanced ultra-light aeroplane MAY NOT be used for any other commercial aviation operation or aerial work

3.9 Transborder Operations

Contracting states of ICAO have agreed to honour each other's flight authorities so long as those flight authorities are based on internationally-accepted and recognized standards. When this happens, a document called a Certificate of Airworthiness is issued in accordance with Article 31 of the ICAO Convention on Civil Aviation. Ultra-light aeroplanes in Canada are not issued with such a Certificate of Airworthiness. In fact, ultra-light aeroplanes operate in Canada without any flight authority document.

Without this document approval for flight in countries other than Canada may be difficult. Contact the appropriate foreign regulatory authority to request approval for flight into another country. Contact your nearest regional office for assistance in contacting foreign regulatory authorities.

3.10 Importing an Advanced Ultra-light Aeroplane

The Advanced Ultra-light Aeroplane category does not exist anywhere else in the world. Other countries use the standards outlined in the *Design Standards for Advanced Ultra-light Aeroplanes* but the regulatory requirements are unique to each country. As such, if you plan to purchase an advanced ultra-light aeroplane from a manufacturer or owner outside of Canada you are encouraged to contact the nearest Transport Canada Regional Office to ensure that you are aware of all the administrative requirements before you make a financial commitment.

4.0 Pilot Privileges

4.1 Pilot Permit-Ultra-light Aeroplane

Under the new CARs this document replaces the Private Pilot Licence-Ultra-light Aeroplane. 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, attached to this strategy as Appendix “D”.

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 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.

4.2 Passenger Carrying by Ultra-light Aeroplane Pilots

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.

Therefore the minimum pilot qualification required to fly a passenger in any single engine aeroplane is a Pilot Permit-Recreational. The minimum aircraft category that may carry a passenger is an Advanced Ultra-light Aeroplane.

The Policy Letter found in Appendix “D” of this strategy appears to conflict with this philosophy by allowing two pilots to fly together in a basic or advanced ultra-light aeroplane. The risk in these two situations has been deemed to be acceptable and the rationale is explained in the following paragraphs.

Where the aircraft is an advanced ultra-light aeroplane, allowing two pilots to fly together is viewed as an acceptable risk given the aircraft is acceptable for passenger carriage and either individual is considered qualified to fly the aircraft. In the case of a basic ultra-light aeroplane, although the aircraft is not fully acceptable for passenger carriage, the second person, who is a pilot, is deemed to be aware of the risks associated with flying in this category of aircraft.

The Recreational Aviation Review Project has resulted in the agreement that ultra-light pilots may be able to carry a passenger by obtaining additional training equivalent to the Pilot Permit-Recreational. However, the requirements to obtain this privilege have yet to be determined.

4.3 Flight Instructor Rating - Ultra-light Aeroplane

The 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.

Appendix A

DECLARATION OF COMPLIANCE
ADVANCED ULTRA-LIGHT AEROPLANE

Aeroplane

Make: _____

Model: _____

Manufacturer

Name: _____

Address: _____

I hereby declare that the Type Definition for the advanced ultra-light aeroplane herein described is in compliance with Amendment No. _____ of the Design Standards for Advanced Ultra-light Aeroplanes.

The Type Definition is in my possession and is available for inspection or retention by the Minister.

I understand and agree that by signing this declaration I am responsible for ensuring that the Type Definition of this aeroplane model continues to comply with the Design Standards for Advanced Ultra-light Aeroplanes as long as it appears on the Transport Canada Listing of Approved Advanced Ultra-light Aeroplanes.

Signature of Manufacturer_____
Date

Appendix B

STATEMENT OF CONFORMITY
ADVANCED ULTRA-LIGHT AEROPLANE

Aeroplane

Make: _____ Manufacturer: _____

Model: _____ Address: _____

Serial No.: _____ _____

Manufacturer's Statement:

The assembled Advanced Ultra-light Aeroplane described herein conforms with the Type Definition as declared in the Declaration of Compliance for the aeroplane type and model and has been found to conform to the Design Standards for Advanced Ultra-light Aeroplanes and is fit for flight.

Signature of Manufacturer_____
Date

Appendix C

FIT FOR FLIGHT FORM
ADVANCED ULTRA-LIGHT AEROPLANE

Aeroplane

Registration: _____

Make: _____

Model: _____

Serial No.: _____

Manufacturer: _____

I certify that the custody and control of the advanced Ultra-light Aeroplane described herein has been transferred to _____ (name of new owner)

The aeroplane has been maintained in accordance with the Manufacturer Specified Maintenance Program, all mandatory actions have been completed, and no modifications have been made to the aeroplane without the written approval of the manufacturer.

Signature of Registered Owner_____
Date

I hereby accept the custody and control of the advanced Ultra-light Aeroplane described herein and have inspected the aeroplane and have found the aeroplane to be as described by the registered owner and is fit for flight.

Signature of New Owner_____
Date

Appendix D



Government
of Canada

Gouvernement
du Canada

MEMORANDUM

NOTE DE SERVICE

TO [MAR NAR PAR
A [TAR RAR SAR
FROM [AARR - J.H. Scott
DE [

Security Classification - Classification de sécurité
Our File - Notre référence AARR2204-193
Your File - Votre référence
Date 1996-11-01

Subject
Objet

**PILOT PERMIT-ULTRA-LIGHT
AEROPLANE PRIVILEGES**

**PERMIS DE PILOTE D'UN AVION
ULTRA-LÉGER - PRIVILÈGES**

General Aviation Policy Letter No. 576

Lettre de politique de l'Aviation générale n° 576

REFERENCES

*Canadian Aviation Regulations Part IV, Section 401.21 and Part VI, Section 602.29(5).
Pilot-Permit-Ultra-light Aeroplane - Privileges*

RÉFÉRENCES

*L'article 401.21 du Règlement de l'aviation canadien et partie VI, article 602.29(5).
Permis de pilote - Avion ultra-léger - Privilèges*

DISCUSSION

Due to the evolving work of the Recreational Aviation Review Project, the changes to the privileges for ultra-light pilots provided for by the Transport Canada Ultra-light Aeroplane Policy were not included under the new CARs.

DISCUSSION

Étant donné les progrès rapides du Projet de revue de l'aviation de loisir, le nouveau RAC n'a pas incorporé les modifications aux privilèges qu'accorde la politique sur les avions ultra-légers de Transports Canada aux pilotes d'ultra-légers.

This policy modifies the privileges of the

Cette politique modifie les privilèges pour les détenteurs d'un permis de pilote - avions

holder of a Pilot-Permit- Ultra-light Aeroplane to allow ultra-light pilots to continue to operate aeroplanes that are similar in design and performance to ultra-light aeroplanes. As well, this policy will allow for the carriage of another person if the other person is the holder of a pilot document that affords him or her the privilege to fly an ultra-light aeroplane in Canada.

ACTION

Effective on the date of the coming into force of the Canadian Aviation Regulations, the holder of a Pilot Permit-Ultra-light Aeroplane may:

- (a) operate any aeroplane that has a maximum take-off weight not Exceeding 544 kg (1200 lbs) and has a stall speed in the landing configuration (V_{so}) of not more than 39 kts(45 mph); and
- (b) operate an ultra-light aeroplane or an aeroplane as described in part (a) above with another person onboard provided this person is the holder of a valid pilot document that affords them the privilege to fly an ultra-light aeroplane in Canada.

ultra-légers pour permettre aux pilotes d'ultra-légers de continuer à piloter des avions dont la conception et la performance sont semblables à celles des avions ultra-légers. Cette politique permet également le transport d'une autre personne si cette dernière détient un document d'aviation qui lui accorde le privilège de piloter un avion ultra-léger au Canada.

MESURE À PRENDRE

À compter de la date d'entrée en vigueur du *Règlement de l'aviation canadien*, le détenteur d'un permis d'avion ultra-léger peut :

- (a) utiliser un avion dont la masse maximale homologuée pour le décollage ne dépasse pas 544 kg (1 200 lb) et dont la vitesse de décrochage dans la configuration d'atterrissage (V_{so}) n'est pas supérieure à 39 kt (45 MPH);
- (b) utilise un avion ultra-léger ou un avion tel que le décrit la partie a) ci-dessus avec une autre personne à bord si cette personne détient un document d'aviation valide qui lui accorde le privilège de piloter un avion ultra-léger au Canada.

EXPIRY

This policy will expire on the earliest of the date that the Canadian Aviation Regulations are amended to incorporate these changes or 1 October 1997.

ÉCHÉANCE

Cette politique expire à la première des éventualités suivantes : à la date d'incorporation des modifications au *Règlement de l'aviation canadien* ou le 1^{er} octobre 1997.

le Directeur intérimaire
Aviation générale

J.H. Scott
Acting Director
General Aviation