

# **New Ultralight Rules on December 1, 2005**

The October 31, 2005 Transport Canada General Aviation Advisory Circular announced that December 1, 2005 will be the implementation date for the revised ultralight regulations and for the introduction of the passenger carrying rating.

The new rating fulfills Transport's promise to allow ultralight pilots to obtain the necessary qualifications to carry a passenger while completing all of the training and testing at ultralight schools in ultralight aeroplanes with ultralight instructors and examiners.

## **Two Parts to Passenger Carrying**

As passenger carrying by ultralight pilots becomes a reality, I want to remind you that there are two parts to passenger carrying - the pilot and the plane.

First, the pilot must have a permit, license, or rating that allows him to carry a passenger. For this discussion, that would be the Ultralight Passenger Carrying Rating.

Ultralight pilots without the passenger carrying rating cannot carry a passenger. He can fly with another pilot or with an instructor, but he cannot carry a passenger.

Second, the plane must be in a category that allows passengers to be carried in it. Basic ultralights are never allowed to have passengers in them, regardless of the pilot's license. Aircraft registered as advanced ultralight, amateur-built, owner maintained, or certified are allowed to have passengers on board.

## **Same Aeroplane - Different Category; Different Privileges**

Some makes and models of aeroplanes can fit in more than one category. For example, some kits can be built and registered as a basic ultralight, as an advanced ultralight, or as an amateur-built.

The fact of the matter is that even though these planes might look identical, in Transport's eyes they are different! Each aircraft category has different design, building, construction, maintenance, and/or operational requirements. The various requirements are documented for the plane's entire life history in logbooks and in paperwork on file with Transport Canada.

With very exceptions, an aeroplane cannot be moved to a different category. The required logbooks and paperwork files from the old category would not match those required for the new category.

There is a saying, you can't get something for nothing. Transport Canada's mandate is protect the public - from unsafe planes and pilots. For each aircraft category, extra regulatory oversight means more privileges, one of which is putting a passenger on board.

Identical looking planes operating in different categories are different! A review of the requirements for the different categories of aircraft is included in this issue.

If you want to fly a plane with an ultralight permit, check the documentation to see if it meets the ultralight definition (1200 lb. gross weight with a 45 mph or less stall speed).

If you have your passenger carrying rating, check the documentation to make sure it is OK to put a passenger in it.

All of these changes are confusing. We'll help you make sense of the new rules as they are implemented. Send us your questions.

### **The Details**

The amended Canadian Aviation Regulations (CARs) will include new pilot licensing regulations and standards for the holders of Pilot Permit Ultralight Aeroplanes. There are revisions to: the subject areas for the knowledge requirements for the student pilot permit; the subject areas to be covered in ultralight ground school; the number of hours required for ground school; and the ULTRA examination.

There will be new regulations introducing a Passenger Carrying Rating which can be applied to a Pilot Permit – Ultralight Aeroplane.

### **Revised Pre-solo Exam**

Ultralight Student Pilots will be required to pass a written pre-solo exam administered by his ultralight instructor with a 90% pass mark before obtaining their Student Pilot Permit.

The exam must contain questions on the following:

- the Canadian Aviation Regulations;
- air traffic control clearances and instructions including air traffic rules and procedures;
- air traffic control procedures as they apply to VFR traffic including Information Circulars and NOTAMS;
- air traffic control procedures at uncontrolled airports and aerodromes;
- Special VFR regulations, including meteorological phenomena as applicable;
- Information Circulars and A.I.P. Canada Supplements;
- basic aerodynamics applicable to the type of ultralight aeroplane being used for training;
- emergency procedures including stall recognition and recovery procedures; and
- and human factors, including pilot decision making.

The examination must be corrected to 100% by the instructor who will ensure that the applicant reviews all weak knowledge areas.

Instructors should review their pre-solo exams to ensure that they meet the new requirements. They are invited to contact their local Transport Canada office for guidance. The requirement for Transport Canada to approve the pre-solo exam no longer exists.

*The major change from the current student pilot requirements is the marking schedule - the 90% pass mark correctable to 100%. Most of the subjects are the same. However, the knowledge required of air traffic control rules and procedures has been expanded and is more specific.*

## **Revised UL Ground School Requirement**

The applicant for the pilot permit ultralight aeroplane must complete a minimum of 20 hours of ultralight ground school on the following:

- Air Law - regulations, rules and orders, air traffic services, practices and procedures; and licensing requirements relevant to the permit;
- Navigation – navigation, radio aids and electronic theory;
- Meteorology;
- Aeronautics – general knowledge of airframes, engines and systems, theory of flight, flight instruments, flight operations and human factors including pilot decision making; and
- Emergency procedures including stall recognition and recovery procedures.

There is a new Study and Reference Guide (TP 14453) which identifies specific topics that are considered to be important. Essential knowledge items are emphasized and will be tested on the new expanded Transport Canada written exam ULTRA. The new Study and Reference Guide is available from Transport's website

[www.tc.gc.ca/civilaviation/general/exams/guides/menu.htm](http://www.tc.gc.ca/civilaviation/general/exams/guides/menu.htm)

*The major change to the rules is the requirement for 20 hours of ground school. Currently there is no such requirement.*

## **New Written Exam**

Transport Canada has developed a new ULTRA exam based on the expanded ground school subjects areas as covered in the new Study Guide. There will not be a published question bank.

There is a sample exam available on Transport's website. Look for Sample Exam - Pilot Permit - UL Aeroplane (TP 14454) at [www.tc.gc.ca/civilaviation/general/exams/guides/menu.htm](http://www.tc.gc.ca/civilaviation/general/exams/guides/menu.htm)

The exam is divided into 4 sections and is multiple choice. The overall pass mark is 60%, which is lower than the current 90% pass mark. Transport Canada written exams are now computerized.

Transport Canada's current ULTRA is mainly a test of the student's knowledge of the rules and regulations plus some weight and balance and a few operational questions. Much of the expanded subjects such as aerodynamics, meteorology and navigation, are already covered in most ultralight ground school courses and are currently tested on the instructor's pre-solo exam. The big difference with the new exam is that Transport will now test those subject areas in their ULTRA.

## **New Instructor Flight Test**

Information about the changes to the Ultralight Instructor Rating is conspicuously absent in the Advisory Circular. The only clue that there will be changes for the instructor are references to CAR 401.88 and CAR Standard 421.88. The details listed below are from the Notices of Proposed Amendments (NPAs).

There is a new skill requirement being introduced for ultralight instructors; they will have to pass a flight test before they can get their rating. (This flight test is the same one that those ultralight pilots who want to carry passengers will have to take.) The test must be conducted by a Pilot Examiner.

There will be a grand fathering period (tentatively until December 2006) for those instructor candidates who have started on their training to allow them to finish training under the current rules. This means if you have already started training, you won't have to take the flight test. Your instructor can send in a skill letter for you until the end of the grand fathering period.

Current instructors can be grandfathered with passenger carrying rating for the period of one year. However, this will not be automatic. Each instructor will have to request it (and pay \$30). Transport will send out a sample letter for that request.

*The major change for Ultralight Instructors is that they will no longer be allowed to certify the skill of new instructors (those who start training after December 1, 2005). Instead, they get the privilege of recommending an instructor candidate for the flight test. This is the same flight test that is being introduced for the Passenger Carrying Rating. See below.*

### **New Passenger Carrying Rating**

The rules published on December 1, 2005 will introduce a new rating that will allow ultralight pilots to carry a passenger in an aeroplane that is allowed to have a passenger carried in it.

The medical requirements for the new rating are identical to that required for the Recreational Pilot Permit, which is a Category 4 Declaration counter-signed by a physician licensed to practice in Canada.

The knowledge requirements are met by holding an ultralight pilot permit.

The experience requirement is a total of at least 25 hours flight time in ultralight aeroplanes under the direction and supervision of an instructor. The 25 hours must include a minimum of 15 hours of dual flight time including 2 hours of cross-country flight time and 5 hours of solo flight time.

Skill is demonstrated by passing a Flight Test conducted by a Pilot Examiner. The instructor sends in a letter of recommendation stating the student is ready to take the flight test.

Transport Canada has published a Flight Test Guide which will assist candidates with the procedures used and the performance expected on the Flight Test for the Passenger Carrying Rating. That Flight Test Guide is available at [www.tc.gc.ca/civilaviation/general/recavi/ultralight/test/menu.htm](http://www.tc.gc.ca/civilaviation/general/recavi/ultralight/test/menu.htm)

### **New Ultralight Pilot Examiner**

With the introduction of flight tests in the ultralight world, there is the new requirement for Pilot Examiners to conduct those flight tests.

A Pilot Examiner program has been developed a program for those instructors who will become designated by Transport to conduct the flight tests for the rating. Appointment and training of Pilot Examiners is underway in each region. The procedures to follow to become an examiner can be found on Transport Canada's website [www.tc.gc.ca/civilaviation/general/recavi/ultralight/test/menu.htm](http://www.tc.gc.ca/civilaviation/general/recavi/ultralight/test/menu.htm)

Some regions already have appointed Pilot Examiners; others are going through the selection process at this time.

As the revised and new rules are implemented, there will be a transition time which may be confusing for both Transport staff and the ultralight community. We'll keep you posted.