



A I C
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GENERAL INFORMATION REGARDING BASIC ULTRALIGHT AIRCRAFT (BUA)
AND ADVANCED LIGHT SPORT AIRCRAFT (ALSA)

Section I

1. Introduction

It has been noted that recently there has been a surge of BUA and ALSA activities in Belize. These vehicles are now operating all over the country. It is therefore the intention of the Belize Department of Civil Aviation to inform the aviation public on issues relevant to these activities.

1.1 Application

The information contained herein applies to issues related to BUA, ALSA, and pilot privileges to fly these aircraft.

1.2 Categories of aircraft

BUA and ALSA are 2 new categories of aircraft, currently not regulated in the Belize Civil Aviation Regulations (BCARs).

1.3 Definitions

The following defines the terms that are used for the purpose of this AIC.

<i>Aircraft Kit</i>	an aircraft designed and manufactured, but not completely assembled, that is sold with instructions for assembly by a person other than the manufacturer
<i>Amateur-Built</i>	an aircraft in which the major portion has been fabricated and assembled by a person(s) who undertook the construction process solely for his or her own education or recreation
<i>BDCA</i>	Belize Department of Civil Aviation
<i>BLSAA</i>	Belize Light Sport Aircraft Association - the organization, delegated by BDCA and which works under the authority of the BDCA, that governs BUA and ALSA activity in Belize
<i>Fit For Flight</i>	a document that when signed by BLSAA and the owner accepts that the

Form	aircraft is fit for flight, there are no unapproved modifications on the aircraft, all mandatory actions have been completed and there are no outstanding maintenance actions as required.
Listing of Approved and ALSA BUA	a list kept by BLSAA and forwarded to BDCA, of all BUA and ALSA that have arrived in Belize and been approved by BLSAA
Maximum Take-Off Weight	the total weight, resting on the surface of the earth or water, at the moment the aircraft 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	Any action recommended by the manufacturer or BLSAA that is considered necessary for safe operation of the aircraft.
Manufacturer	a person or company that designs, builds or supplies parts and/or a BUA or ALSA as: (a) a completed aircraft (b) a partially completed kit that requires final assembly
Modification	any deviation from the original BUA or ALSA Type Definition that was submitted to BLSAA
Modification Form	a document which is submitted to the BLSAA that defines any deviation from the original BUA or ALSA Type Definition.
Transfer of Ownership Form	a document which when signed by the old owner, the new owner, and BLSAA, transfers ownership of the BUA or ALSA to the new owner. A <i>Fit for Flight Form</i> must be attached to the <i>Transfer of Ownership Form</i> .
Type Definition	the Type Definition can be defined as either Basic Ultralight Aircraft (BUA) or Advanced Light Sport Aircraft (ALSA) as defined in sections 2.1 and 2.3 of this circular.

SECTION 2:

BASIC ULTRALIGHT AIRCRAFT AND ADVANCED LIGHT SPORT AIRCRAFT

2.1 Definition of BUA

A BUA shall be defined as any of the following vehicles:

- a) A powered or unpowered paraglider;
- b) A powered or unpowered hang-glider;
- c) Any aircraft which:
 - (1) has a maximum gross weight of no more than 1,000 pounds, excluding safety devices which are intended for deployment in a potentially catastrophic situation, weighing no more than 60 pounds;
 - (2) has a fuel capacity not exceeding 17 US gallons;
 - (3) is not capable of more than 65 knots calibrated airspeed at full power in level flight; and
 - (4) has a power-off stall speed which does not exceed 35 knots calibrated airspeed;
 - (5) has a maximum take-off weight as outlined in the manufacturer's specifications.

2.2 Applicability of BUA

A BUA:

- a) is used, for recreation and /or ultralight flight training purposes;
- b) does not have any Belizean airworthiness certificate. Any foreign airworthiness certificate it may have, is not recognized in Belize by BLSAA or BDCA.
- c) Has a registration issued by the BLSAA

2.3 Definition of ALSA

An ALSA shall be defined as any aircraft which:

- a) has a maximum fuel capacity of 28 US gallons
- b) has a maximum calibrated airspeed at full power in level flight of no more than 110 knots
- c) has a power-off stall speed that does not exceed 45 knots calibrated airspeed
- d) has a maximum take-off weight as outlined in the manufacturer's specifications
- e) has a maximum empty weight (excluding floats and safety devices which are intended for deployment in a potentially catastrophic situation) of no more than 1,250 pounds
- f) has authorized weight exclusions of up to:
 - (1) 60 pounds for safety devices that are intended for deployment in a potentially
 - (2) catastrophic situation;
 - (3) 120 pounds for each float;
 - (4) 150 pounds for each amphibious float.

2.4 Applicability of ALSA

An ALSA:

- a) is used for recreation and flight training purposes only;
- b) does not have any Belizean airworthiness certificate.
- c) has a BLSAA registration

2.5 Aircraft Registration

The BLSAA will maintain a *Listing of Approved Basic Ultralight Aircraft and Advanced Light Sport Aircraft* that exist in Belize. A person desiring to register a BUA or ALSA in Belize must approach the BLSAA for incorporation into the Listing.

The applicant is to submit the *Application Form for Registration of Basic Ultralight Aircraft and/or Advanced Light Sport Aircraft in Belize* to BLSAA. BLSAA will then inspect the aircraft and its paperwork. The applicant should have the following documents available for inspection:

- a) Proof of ownership – lease, bill of sale, conditional sale agreement, or other document as approved by BLSAA as sufficient proof;
- b) Maintenance Logbooks;
- c) Manufacturer's Operating Manual;
- d) Program letter requesting a Basic Ultralight or an Advanced Light Sport aircraft Type Definition and any operating limitations being sought.

Once the registration requirements have been met, the aircraft will be designated either BUA or ALSA, and the owner will be issued with a Certificate of Registration and Operating Limitations for the aircraft as stated in 2.10.

2.5.1 Deregistration

Any person desirous of deregistering a BUA or ALSA shall notify the BLSAA and return all certificates issued to them.

2.6 Registration Markings

Each operator of an ultralight aircraft shall display on that aircraft marks consisting of the Roman letters and numerals as follows: Prefix V3-UAA ... UAB...UAC ..etc.

2.7 Re-registration: Owner's Transfer

When a BUA or ALSA is sold, the new owner is required to submit the following information to BLSAA:

- a) The *Application Form for Registration of BUA and/or ALSA in Belize*;
- b) The *Transfer of Ownership Form*;

2.8 Owner's Responsibility

The owner of a BUA or ALSA:

- a) must be responsible for meeting the Type Definition of the aircraft
- b) must maintain the aircraft in condition for safe operation.
- c) must maintain appropriate records for the aircraft as defined by the BLSAA.

2.8.1 Airworthiness

The following applies to BUA and ALSA aircraft operating in Belize:

- a) No person may operate a civil aircraft, unless it is in an airworthy condition;
- b) The pilot in command of a civil aircraft is responsible for determining whether that aircraft is in condition for a safe flight. The pilot in command shall not commence the flight when an unairworthy condition occurs, be it structural, mechanical or electrical.

2.8.2 Kit-Built Aircraft

- a) BUA or ALSA may be purchased as a complete parts kit for assembly;
- b) If the BUA or ALSA has been assembled from a kit, the owner must complete a five (5) hour test flight to confirm its performance and handling characteristics. This flight must be conducted in a solo configuration

2.9 Operating Uses

- a) A BUA or an ALSA may be used for recreational and/or flight training only and in accordance with BLSAA requirements and **MUST NOT be used for the carriage of a passenger for commercial use, or any other commercial operation or aerial work**

2.10 Operating Limitations

2.10.1 Basic Ultralight Aircraft and Advanced Light Sport Aircraft:

- a) shall be operated in Belize in accordance with BCAR-02
- b) **MAY NOT be used for carriage of a passenger for commercial use, or any other commercial operation or aerial work**
- c) must have instruments, avionics, and emergency equipment as required in the aircraft operating limitations.
- d) may not operate in controlled airspace without required equipment, training, and endorsements.
- e) BUA will have an altitude ceiling of no more than 3,000 feet **MLS** and for the ALSA will have an altitude ceiling of no more than 10,000 feet MSL.

2.9.3 Hazardous Operations

- a) No person may operate any BUA or ALSA in a manner that creates a hazard to other persons or property;
- b) No person may allow an object to be dropped from a BUA or ALSA if such action creates a hazard to other persons or property.

2.9.1 Daylight Operations

- a) No person may operate a BUA or ALSA except between the hours of sunrise and sunset;
- b) A BUA or ALSA may be operated during the twilight periods 30 minutes before official sunrise, and 30 minutes after official sunset if equipped with an operating anti-collision strobe light visible for at least 3 statute miles.

2.9.5 Operation near Aircraft; Right of Way Rules

- a) Each person operating a BUA or ALSA shall maintain vigilance so as to see and avoid aircraft and shall yield the right of way to all aircraft;
- b) No person may operate a BUA or ALSA in a manner that creates a collision hazard with respect to any aircraft;
- c) ALSA shall yield the right of way to powered and/or unpowered BUA; powered BUA shall yield the right of way to unpowered BUA.

2.9.6 Operations over Congested Areas

BUA and ALSA aircraft are prohibited from operating in congested airspace or over densely populated areas below a height of less than 1,000 feet above the highest obstacle within a distance of 5 nautical miles

2.9.7 Operations in Certain Airspace

No person may operate a BUA or ALSA within controlled airspace, or within the lateral boundaries of the service area of Class E airspace designated for an airport, unless that person has received the approval of air traffic control.

2.9.8 Operations in Prohibited or Restricted Areas

No person may operate a BUA or ALSA in prohibited or restricted areas.

2.9.9 Flight Restrictions in the Proximity of Certain Areas Designated by Notice to Airmen

No person may operate a BUA or ALSA in areas designated in a notice to airmen.

2.9.2 Visual Reference with the Surface

No person may operate a BUA or an ALSA except in Visual Meteorological Conditions.

2.9.10 International Operations

- a) No person shall operate a BUA or an ALSA registered with the BLSAA across any international borders.

2.9.11 Flight Visibility and Cloud Clearance Requirements

No person may operate a BUA or ALSA when the flight visibility or distance from clouds is less than in the table found below. All operations in Class D airspace or Class E airspace designated for an airport, must receive prior ATC authorization, as required in paragraph 2.9.7.

Airspace	Flight visibility	Distance from clouds
Class D	3 statute miles	500 feet below, 1000 feet above 2000 feet horizontal
Class E:	3 statute miles	500 feet below, 1000 feet above 2000 feet horizontal
Class G:	3 statute mile	Clear of clouds

2.10 Inspection and Maintenance

BUA and ALSA Inspections and maintenance may be carried out by the manufacturer, the aircraft builder or an individual that has received proper training and authorization from the BLSAA. The BLSAA will provide training for an ultralight inspection certificate and an ultralight repairman certificate which will be required to ensure that aircraft are properly inspected and maintained.

The following table explains the inspection and maintenance for BUA and ALSA:

If you are operating a...	The Inspection requirements consists of...	Qualifications required to perform maintenance consist of. . .
(a) a basic ultralight aircraft In a solo configuration	(1) none	(i) none.
(b) a basic ultralight aircraft carrying a person	(1) An annual condition inspection	(i) none
(c) a basic ultralight aircraft for flight instruction	(1) A 100 hour condition inspection	(i) being the aircraft manufacture (ii) being the aircraft builder (iii) having an ultralight repairman certificate
(d) an advanced light sport aircraft flying solo or carrying a person	(1) An annual condition inspection	(i) none
(e) an advanced light sport aircraft for flight instruction	(1) A 100 hour condition inspection	(i) being the aircraft manufacture (ii) being the aircraft builder (iii) having an ultralight repairman certificate

Aircraft Inspection and Maintenance Requirements

An annual condition inspection or a 100 hour condition inspection can be conducted by the manufacturer, builder, or an individual that has completed the training and received an *ultralight inspection certificate* from the BLSAA.

Maintenance can be accomplished by the manufacturer, builder, or an individual that has completed the training and received an *ultralight repairman certificate* from the BLSAA

2.11 Importing a BUA or an ALSA

A person who desires to purchase a BUA or ALSA aircraft from a manufacturer or owner outside of Belize is encouraged to contact BLSAA to be familiar with the administrative requirements before a financial commitment is made.

SECTION 3: PILOT PRIVILEGES

3.1 Pilot Permits for BUA and ALSA

Rather than issuing a separate certificate for each category and use privileges, there will be one Pilot certificate issued for both BUA and ALSA pilots independent of use. This certificate will be referred to as the *Ultralight Pilot Certificate*. Aircraft category and use privileges will be shown as endorsements on the ultralight pilot certificate. The table below explains what is required to obtain an ultralight pilot certificate and what privileges will be included.

If you wish to operate a...	And you hold...	Then required flight experience and training consist of...	And to obtain an ultralight pilot license you must...	You will be awarded a...
(a) a basic ultralight aircraft being operated in a solo configuration	(a) no pilot certificates	(a) NA	(a) NA	(a) NA. You can operate the ultralight aircraft with no certificates
(b) a basic ultralight aircraft carrying another person	(a) an ultralight pilot license or higher from any country	(1) none	(i) submit an endorsed ultralight pilot certificate application	ultralight pilot certificate
(c) a basic ultralight aircraft carrying another person	(a) no pilot certificates	(1) 15 hours of flight experience in an ultralight or light sport aircraft, including 10 hours of flight training from an authorized instructor and 5 hours of ground training	(i) pass a written exam (ii) pass an oral and flight exam (iii) submit an endorsed ultralight pilot certificate application	ultralight pilot certificate
(d) an advanced light sport aircraft	(a) a private pilot license or higher from any country	(1) none	(i) submit an endorsed ultralight pilot certificate application.	ultralight pilot certificate with light sport privileges
(e) an advanced light sport aircraft	(a) no pilot certificates	(1) 20 hours of flight experience in an ultralight or light sport aircraft, including 10 hours of flight training from an authorized instructor and 5 hours of ground training	(i) pass a written exam (ii) pass an oral and flight exam (iii) submit an endorsed ultralight pilot certificate application	ultralight pilot certificate with light sport privileges
(f) a basic ultralight aircraft or an advanced light sport aircraft being used for flight instruction	an ultralight pilot license from Belize	(1) 40 hours of flight experience in an ultralight or light sport aircraft, including 10 hours of flight training from an authorized instructor, and 5 hours of ground training	(i) pass a written exam (ii) pass an oral and flight exam (iii) submit an endorsed ultralight instructor certificate application	(i) ultralight pilot instructor certificate with instructor privileges

Pilot Certification Requirements

SECTION 4

4.1 MISCELLANEOUS

a) Before any operation at any busy airstrip or airport is conducted, the operator must ensure that permission is obtained from:

- (1) The General Manager, Belize Airports Authority if the operation will take place at a public government aerodrome:
- (2) The owner of the aerodrome if the operation will take place at a private aerodrome.

b) Indemnities

The Government of Belize must be indemnified against any unusual occurrence resulting from the operation of a BUA or ALSA.

c) Two way radio communications

All BUA and ALSA must be equipped with a two way functioning radio and must ensure the appropriate broadcasts are made on the available radio frequencies.

d) Types of BUA and ALSA

Some types of the above-mentioned vehicles are:

- (1) Weight-shift control trike
- (2) Powered parachutes
- (3) Powered paragliding
- (4) Autogiro
- (5) Etc

THE AVIATION PUBLIC IS HEREBY DULY INFORMED OF BUA AND ALSA ACTIVITIES.

KINDLY BRING FORWARD TO THIS DEPARTMENT ANY IRREGULARITEIS THAT YOU MAY NOTE.

END

THIS AIC CANCELS AIC C-013/09 AND C014/04.