



How Do I...

Register my Basic Ultra-light Aeroplane in Canada?
For First-time Registration of Basic
Ultra-light Aeroplanes



Please direct your comments, orders and inquiries to:

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	You must:
Basic Requirement	<ul style="list-style-type: none"> ▪ meet the Transport Canada eligibility requirements for registration as a basic ultra-light aeroplane; ▪ apply to Transport Canada, Civil Aviation for registration marks to be assigned to your aeroplane; ▪ apply to Transport Canada, Civil Aviation to register your aeroplane; ▪ provide aeroplane-specific documentation with the application; ▪ pay the applicable fee(s).
Eligibility Requirements	<ul style="list-style-type: none"> ▪ meet the basic ultra-light definition set out below.
Registration Marks	<ul style="list-style-type: none"> ▪ apply to the appropriate Transport Canada, Civil Aviation office for registration marks to be issued to the aeroplane. Registration marks will be issued in the C-I series.
Registration Application and Documentation	<ul style="list-style-type: none"> ▪ complete the form entitled <u>Application for registration of ultra-light or advanced ultra-light aeroplane</u> (form 26-0521). Forms may also be obtained from any Transport Canada, Civil Aviation office; ▪ attach the proof of ownership document (e.g. bill of sale, statement of construction from plans or raw materials); ▪ include a photo of the aeroplane ID plate, clearly showing the name of the manufacturer, model and serial number; ▪ include fee payment; ▪ provide the form, attachments and fee to the appropriate Transport Canada, Civil Aviation office.
Document Obtained	You will receive a Certificate of Registration in the mail from Transport Canada, Civil Aviation

Fee Payment	There is a \$110.00 fee for registering your aircraft, payable to the Receiver General for Canada. There is no fee for issuing a mark, but there is a \$45.00 fee for reserving a mark or a \$140.00 fee for reserving or issuing a <i>special</i> mark.
For Further Information	<ul style="list-style-type: none"> ▪ contact any office at: http://www.tc.gc.ca/Civilaviation/general/ccarcs/RegionalOffices.htm; ▪ view the Ultra-Light Aeroplane Transition Strategy at: http://www.tc.gc.ca/civilaviation/general/recavi/Ultralight/ULTransitionStrategy/menu.htm; ▪ view Part II of the <i>Canadian Aviation Regulations</i> (CARs) and associated standard on aircraft registration at: http://www.tc.gc.ca/civilaviation/RegServ/Affairs/cars/menu.htm; ▪ call the Transport Canada, Civil Aviation Communications Centre at 1-800-305-2059.
<p style="text-align: center;">Ultra-light Aeroplane Definitions</p> <p>(a) a single-seat aeroplane that has a launch weight of 165 kg (368.8 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 m²;</p> <p>(b) 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 m² and a wing loading of not more than 25 kg/m² (5.12 pounds/ft.²), the wing loading being calculated using the launch weight plus the occupant weight of 80 kg (176.4 pounds) per person; or</p> <p>(c) an aeroplane having no more than two seats, designed and manufactured to have a maximum take-off weight of 544 kg (1199 pounds) 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.</p> <p>If registering a basic ultra-light aeroplane under option (c), the following minimum useful load (Mu or Wu) calculation shall be carried out:</p> <p>For a single-place aeroplane</p> <p>Mu = 80 + 0.3P, in kg; where P is the rated engine power in kilowatts (Wu) = 175 + 0.5P, in lb.; where P is the rated engine power in Brake Horse Power</p> <p>For a two-place aeroplane</p> <p>Mu = 160 + 0.3P, in kg; where P is the rated engine power in kilowatts (Wu) = 350 + 0.5P, in lb.; where P is the rated engine power in Brake Horse Power</p>	