



Associação Brasileira de Ultraleves

Rio de Janeiro,

Dear CIMA Delegates,

The Civil Aviation Administration in my country is in a “transition” between DAC and ANAC.

With the DAC (militaries), PILOTS are responsible for rules and decisions and ABUL where constantly asked to give opinion about it.

Today, there is only two pilots at the high direction of ANAC (civilians) and lawyers and engineers are changing everything by themselves.

They thought Civil Aviation is only Airlines and Certified aircrafts. Sport Aviation must be organized by Sports Ministry and Experimental Aircrafts they don't know where to put.

Up to now ABUL takes care of pilots instruction and licensing.

We have two types of Licenses:

-CPD- Certificado de Piloto Desportivo (Sport Pilot Certificate) allows pilots to fly only in “Local Flights”. ABUL is responsible for theoretical test application, flight check and issue the License (CPD).

-CPR- Certificado de Piloto de Recreio (Recreational Pilot Certificate) allows pilot to fly all around the country. If the ultralight is equipped with VHF radio and Transponder, pilots are able to fly in controlled airspace with the same privileges of a Private Pilot. ABUL is responsible for theoretical test application, flight check and ANAC will issue the License(CPR) based in our documentation.

This things are to be modified by ANAC in the near future (they are trying to do that since they assume as National Civil Aviation Authority, 7 years ago.

To be considered an ultralight (be registered as ultralight) and operated by Sport and Recreational Pilot, an experimental aircraft must be lighter then 750 kg (MTOGW) and have a stl speed lower than 45 kts. Those aircrafts who attempt this definition can be basic (open cockpit and low performance) or advanced (similar to an airplane and hi performance).

Paramotors have no special rules and must follow the same rule (be registered, use only authorized areas for takeoff and landing, operated only by licensed pilots, etc) Due to this common rule and the fact of one other association taking care of pilots licenses(they don't follow the official rule), Paramotor is growing in a wrong way. Pilots enter Controlled Airspace and Restricted Areas having none knowledge about Air Traffic Rules. They interfere with other air traffics causing a lot of claims made by other pilots.

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Traditional ultralights pilots have no interest in competition following FAI/CIMA rules. They like to do only Precision Flights. Some of them participated in Air Rallies, organized by the National Air Rally organization (ABRA) and won the competition against Private and Comercial Pilots.

Paramotors pilots, almost them coming from paraglider, are changing this situation and ABUL are organizing local competition in order to create the Brazilian Ranking.

In my Country we have around 5000 ultralight licensed pilots. Each year around 400 new pilots are coming but the same number are going out, most of them getting the PP License.

Accidents happened. Most of them (95%) with advanced ultralights. ABUL are concerned about this issue and we are increasing care with pilots licensing. We have few records of accidents in the aircraft that the pilot was instructed. The great majority of the accidents happened whit a “new ultralight”, when the pilot change his machine.

One of our actions in this mother was create the obligation of an “endorsement” in the pilot’s logbook for each new model of aircraft he is licensed to fly.

Thanks for your attention

Gustavo H Albrecht
President