



# Federal Aircraft Regulations, Part 103:

## PART 103--ULTRALIGHT VEHICLES

Special Federal Aviation Regulation No. 45-1 [Note]

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*Authority: 49 U.S.C. app. 1348, 1354(a), 1421(a), 1422, and 1423; 49 U.S.C. app. 1655(c).*

*Source: Docket No. 21631, 47 FR 38776, Sept. 2, 1982, unless otherwise noted.*

*Special Federal Aviation Regulation No. 45-1*

*Editorial Note: For the text of SFAR No. 45-1, see Part 71 of this chapter.*

### Subpart A--General

Sec. 103.1 Applicability.

This part prescribes rules governing the operation of ultralight vehicles in the United States. For the purposes of this part, an ultralight vehicle is a vehicle that:

- (a) Is used or intended to be used for manned operation in the air by a single occupant;
- (b) Is used or intended to be used for recreation or sport purposes only;
- (c) Does not have any U.S. or foreign airworthiness certificate; and
- (d) If unpowered, weighs less than 155 pounds; or
- (e) If powered:
  - (1) Weighs less than 254 pounds empty weight, excluding floats and safety devices which are intended for deployment in a potentially catastrophic situation;
  - (2) Has a fuel capacity not exceeding 5 U.S. gallons;
  - (3) Is not capable of more than 55 knots calibrated airspeed at full power in level flight; and
  - (4) Has a power-off stall speed which does not exceed 24 knots calibrated airspeed.

Sec. 103.3 Inspection requirements.

- (a) Any person operating an ultralight vehicle under this part shall, upon request, allow the Administrator, or his designee, to inspect

the vehicle to determine the applicability of this part.

- (b) The pilot or operator of an ultralight vehicle must, upon request of the Administrator, furnish satisfactory evidence that the vehicle is subject only to the provisions of this part.

#### Sec. 103.5 Waivers.

No person may conduct operations that require a deviation from this part except under a written waiver issued by the Administrator.

#### Sec. 103.7 Certification and registration.

- (a) Notwithstanding any other section pertaining to certification of aircraft or their parts or equipment, ultralight vehicles and their component parts and equipment are not required to meet the airworthiness certification standards specified for aircraft or to have certificates of airworthiness.
- (b) Notwithstanding any other section pertaining to airman certification, operators of ultralight vehicles are not required to meet any aeronautical knowledge, age, or experience requirements to operate those vehicles or to have airman or medical certificates.
- (c) Notwithstanding any other section pertaining to registration and marking of aircraft, ultralight vehicles are not required to be registered or to bear markings of any type.

### **Subpart B--Operating Rules**

#### Sec. 103.9 Hazardous operations.

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

#### Sec. 103.11 Daylight operations.

- (a) No person may operate an ultralight vehicle except between the hours of sunrise and sunset.
- (b) Notwithstanding paragraph (a) of this section, ultralight vehicles may be operated during the twilight periods 30 minutes before official sunrise and 30 minutes after official sunset or, in Alaska, during the period of civil twilight as defined in the Air Almanac, if:
  - (1) The vehicle is equipped with an operating anticollision light visible for at least 3 statute miles; and
  - (2) All operations are conducted in uncontrolled airspace.

#### Sec. 103.13 Operation near aircraft; right-of-way rules.

- (a) Each person operating an ultralight vehicle 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 an ultralight vehicle in a manner that creates a collision hazard with respect to any aircraft.
- (c) Powered ultralights shall yield the right-of-way to unpowered ultralights.

#### Sec. 103.15 Operations over congested areas.

No person may operate an ultralight vehicle over any congested area of a city, town, or settlement, or over any open air assembly of persons.

#### Sec. 103.17 Operations in certain airspace.

No person may operate an ultralight vehicle within Class A, Class B, Class C, or Class D airspace or within the lateral boundaries of the surface area of Class E airspace designated for an airport unless that person has prior authorization from the ATC facility having jurisdiction over that airspace.

Sec. 103.17 effective September 16, 1993. The text of Sec. 130.17 in effect until September 16, 1993 reads as follows:

Sec. 103.17 Operations in certain airspace.

No person may operate an ultralight vehicle within an airport traffic area, control zone, airport radar service area, terminal control area, or positive control area unless that person has prior authorization from the air traffic control facility having jurisdiction over that airspace.

[Doc. No. 23708, 50 FR 9259, Mar. 6, 1985]

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56 FR 65638, No. 242, Dec. 17, 1991

**SUMMARY:** This final rule amends the Federal Aviation Regulations (FAR) to adopt certain recommendations of the National Airspace Review (NAR) concerning changes to regulations and procedures in regard to airspace classifications. These changes are intended to: (1) Simplify airspace designations; (2) achieve international commonality of airspace designations; (3) increase standardization of equipment requirements for operations in various classifications of airspace; (4) describe appropriate pilot certificate requirements, visual flight rules (VFR) visibility and distance from cloud rules, and air traffic services offered in each class of airspace; and (5) satisfy the responsibilities of the United States as a member of the International Civil Aviation Organization (ICAO). The final rule also amends the requirement for minimum distance from clouds in certain airspace areas and the requirements for communications with air traffic control (ATC) in certain airspace areas; eliminates airport radar service areas (ARSAs), control zones, and terminal control areas (TCAs) as airspace classifications; and eliminates the term "airport traffic area." The FAA believes simplified airspace classifications will reduce existing airspace complexity and thereby enhance safety.

**EFFECTIVE DATE:** These regulations become effective September 16, 1993, except that Secs. 11.61(c), 91.215(d), 71.601, 71.603, 71.605, 71.607, and 71.609 and Part 75 become effective December 12, 1991, and except that amendatory instruction number 20, Sec. 71.1, is effective as of December 17, 1991 through September 15, 1993, and that Secs. 71.11 and 71.19 become effective October 15, 1992. The incorporation by reference of FAA Order 7400.7 in Sec. 71.1 (amendatory instruction number 20) is approved by the Director of the Federal Register as of December 17, 1991, through September 15, 1993. The incorporation by reference of FAA Order 7400.9 in Sec. 71.1 (amendatory instruction number 24) is approved by the Director of the Federal Register as of September 16, 1993 through September 15, 1994.

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Sec. 103.19 Operations in prohibited or restricted areas.

No person may operate an ultralight vehicle in prohibited or restricted areas unless that person has permission from the using or controlling agency, as appropriate.

Sec. 103.20 Flight restrictions in the proximity of certain areas designated by notice to airmen.

No person may operate an ultralight vehicle in areas designated in a Notice to Airmen under Sec. 91.143 or Sec. 91.141 of this chapter, unless authorized by ATC.

[Doc. No. 24454, 50 FR 4969, Feb. 5, 1985, as amended by Amdt. 103-3, 54 FR 34331, Aug. 18, 1989]

*Effective Date Note:* At 54 FR 34331, August 18, 1989, Sec. 103.20 was amended by changing the cross reference "Sec. 91.102 or Sec. 91.104" to read "Sec. 91.143 or Sec. 91.141", effective August 18, 1990.

Sec. 103.21 Visual reference with the surface.

No person may operate an ultralight vehicle except by visual reference with the surface.

Sec. 103.23 Flight visibility and cloud clearance requirements.

No person may operate an ultralight vehicle when the flight visibility or distance from clouds is less than that in the table found below. All operations in Class A, Class B, Class C, and Class D airspace or Class E airspace designated for an airport must receive prior ATC authorization as required in Sec. 103.17 of this part.

Airspace	Flight visibility	Distance from clouds
Class A	Not applicable	Not Applicable.
Class B	3 statute miles	Clear of Clouds.
Class C	3 statute miles	500 feet below. 1,000 feet above. 2,000 feet horizontal.
Class D	3 statute miles	500 feet below. 1,000 feet above. 2,000 feet horizontal.
Class E:		
Less than 10,000 feet MSL	3 statute miles	500 feet below. 1,000 feet above. 2,000 feet horizontal.
At or above 10,000 feet MSL	5 statute miles	1,000 feet below. 1,000 feet above. 1 statute mile horizontal.
Class G:		
1,200 feet or less above the surface (regardless of MSL altitude)	1 statute mile	Clear of clouds.
More than 1,200 feet above the surface but less than 10,000 feet MSL	1 statute mile	500 feet below. 1,000 feet above. 2,000 feet horizontal.
More than 1,200 feet above the surface and at or above 10,000 feet MSL	5 statute miles	1,000 feet below. 1,000 feet above. 1 statute mile horizontal.

*EFFECTIVE DATE NOTE: Amdt. 103-4, 56 FR 65662, Dec. 17, 1991, revised Sec. 103.23 effective September 16, 1993. The text of Sec. 103.23 in effect until September 16, 1993 reads as follows:*

Sec. 103.23 Flight visibility and cloud clearance requirements.

No person may operate an ultralight vehicle when the flight visibility or distance from clouds is less than that in the following table, as appropriate:

Flight altitudes	Minimum flight visibility /1/	Minimum distance from clouds
1,200 feet or less above the surface regardless of MSL altitude:		
(1) Within controlled airspace	3	500 feet below, 1,000 feet above, 2,000 feet horizontal.
(2) Outside controlled airspace	1	Clear of clouds.
More than 1,200 feet above the surface but less than 10,000 feet MSL:		
(1) Within controlled airspace	3	500 feet below, 1,000 feet above, 2,000 feet horizontal.
(2) Outside controlled airspace	1	500 feet below, 1,000 feet
More than 1,200 feet above the surface and at or above 10,000 feet MSL	5	1,000 feet below, 1,000 feet above, 1 statute mile horizontal
/1/ Statute miles.		

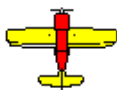
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