



Standard Operating Procedures for Training & Rating Requirements

At American Ultralight Association Inc.(AUA) we recognize the Federal Aviation Administration (FAA) and National Transportation Safety Board (NTSB) as the ultimate authorities governing the use of Ultralight Vehicles, and we choose to mirror the requirements and guidelines set forth by them, throughout the published current FAR/AIM, to promote the safest possible flying experience.

AUA requirements are subject to change as FAA requirements and regulations evolve, in order to remain up to date and preserve optimum safety practices.

For the purpose of our 2 Place Exemption, (this section is subject to change to comply with current Exemption issued by FAA.)

- 1) Only AUA authorized Instructors and Examiners may conduct 2 place operations for the sole purpose of Flight Training or Introductory Flights.
- 2) Each flight, the Instructor/Examiner must carry their Current AUA Rating Card and a Copy of the Current Exemption.
- 3) Passengers/Students Must be informed that the Ultralight is not Certified by the FAA and may not meet the requirements for FAA Aircraft Certification. (NOTE: In the exact verbiage stated on the Current Exemption)
- 4) All flights must be conducted in accordance with all stipulations listed on the Current Exemption.
- 5) For the purpose of improved safety, all accidents and incidents shall be submitted in writing, with as much detail as possible, to the AUA Safety Officer for that Category. NOTE: All information in these reports will remain completely confidential to protect all parties concerned. Once appropriately reviewed, originals are returned or destroyed. They will never be disclosed or copied. AUA needs enough information to isolate each incident to prevent multiple reports of a single incident, i.e. **date and time it occurred**, type of craft, where, etc.....
Date and Time is our primary tracking information.

Overview

While there are no training requirements to fly Ultralight Vehicles as single place and in compliance with all of Part 103, it is necessary to have Ratings for the purpose of Dual Flight Training under the AUA Exemption 17268. And ratings serve as a testament to Pilot Skills as a pilot travels around the country.

We recognized the 3 basic parts of all ratings. Which we refer to as **Knowledge, Skills and Abilities.**

Knowledge: Each rating from Pilot through Examiner must have passed a FAA Knowledge Written Exam. (Sport Pilot Minimum) This can be done by the applicant via many conventional methods. i.e. Gleim, King, Sporty's, etc. An existing FAA Pilot Certificate or above, with current Flight Review demonstrates that applicant is qualified in the Knowledge aspect.

Skills: Students are taught flying Skills by AUA Instructors or Equivalent Instructors in preparation for passing a Practical Test as defined in the current FAA Practical Test Standards. (Category Specific) Airplane, Weight Shift, Parachute, etc

Abilities: Are Practical Tests conducted by AUA Examiners. Confirmed through "Practical Test Standards" (Sport Pilot Minimum.) as much as possible, and given limitations of specific Ultralight and Category.

AUA Ratings & Requirements

AUA Ratings and Equivalent Ratings can only be issued to AUA Members

Examiner	Requirements
FAA Authorized Examiner (Sport Pilot or above)	Qualified as AUA Examiner *
FAA Certified Flight Instructor (CFI)	May get AUA Examiner Rating with Proficiency Testing by AUA Examiner.

Instructor	Requirements
FAA issued CFI	Qualified *
FAA issued Pilot Rating AUA Instructor: it is presumed they will be teaching 2 place under our Exemption.	Must have 150 Hours in that Category & Class*, receive a recommendation of an AUA Instructor, and pass a proficiency Test with an Examiner. 50 Hours to add a Class to existing rating. see: 14 CFR 61.63 etc.
AUA issued Equivalent Rating ** In USHPA there is a distinction between Instructor and Tandem Instructor, Those will be visible in Equivalent Ratings. And the term Tandem is a USHPA term not FAA term for 2 place.	At this time only ratings given by FAA to Instructors, AUA Instructors, and USHPA** Equivalent Instructors and Tandem Instructors may be recognized by the AUA. Other Instructor ratings are reviewed on a case by case basis. This may require further verification items when reviewed and/or approved by AUA Chief Examiner or his/her Committee.

Instructor Ratings require renewal courses every 2 years. FAA recognized refresher courses meet that need.

Pilot Rating	Requirements
FAA issued Pilot Rating	Must show proficiency in Ultralight Category being applied for.
AUA Pilot Rating	1) Category and Class specific (UL) 2) Must pass or have passed FAA Knowledge Test 3) Pass AUA Practical Test given by another AUA Instructor or Examiner
AUA issued Equivalent Rating **	At this time the only Non FAA Instructor Ratings recognized are USHPA**. Other organizations are reviewed on a case by case basis.

Student Pilot Rating	Requirements
FAA issued Student Pilot Certificate	Qualified for AUA Student Pilot Rating
AUA issued Student Pilot Rating***	1) Must be a member of AUA because we only provide ratings and services to our members. 2) Recommended by an AUA Instructor
USHPA** issued Pilot Ratings	H1 & H2 as well as P-1 & P-2 are recognized as Student Pilot Ratings. All others (H-3 & P-3 and above, are recognized as AUA Equivalent Pilot Ratings

Introductory Flights	May be conducted on a one time basis per person, in order to grow the sport.
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Add a Category or Class to any Rating	see: 14 CFR 61.63 etc.
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* Hold that Category and Class requirement	150 Hours first Category and 50 Hours to add a category and Proficiency Practical Test by Examiner, Class would be minimum of 50 hours in that Class. And be proficient in that Class.
** Other Organizations In USHPA there is a distinction between Instructor and Tandem Instructor, Those will be visible in Equivalent Ratings. And the term Tandem is a USHPA term not FAA term for 2 place.	Other Organizations may apply for acceptance by submitting their safety and training requirements to the Chief Examiner of AUA and its Board of Directors to be ratified.
*** Student Pilot Ratings	Have a five year term, if membership remains intact. Not required for First Introductory Flight.

Equivalent Ratings are recognized, but may not meet the full requirements for AUA Pilot, Instructor or Examiner ratings. i.e. May not meet one or more of the requirements of “Knowledge, Skills and Abilities.” Therefore, Equivalent Ratings may say Equivalent ???? etc. but not say Pilot, Instructor, and/or Examiner

AUA maintains records for each Member including but not limited to Ratings, Certificates and evidence of ratings qualifications.

Logbooks should be kept by Students and others seeking higher ratings. The logbook is evidence of acquired time and skills. This also allows students to change instructors or flight schools seamlessly.

AUA Membership Information is always kept Private. Except information of Name, Membership Number and Ratings, for the purpose of Qualification for use of Dual Exemption or Flying Sites.

End Training and Ratings SOP