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2. Authorised Operations

1. *General*

- 1.1 The following operations are authorised under this manual for persons holding SAC Flight Certificates and Ratings.
- 1.2 It is the responsibility of the pilot-in-command to comply with Part 91 General Operating and Flight Rules and Part 103 Microlight Aircraft – Certification and Flight Rules.

The following specifications are considered as an acceptable means of compliance to meet the definition of a microlight aircraft:

1 or 2 seat aircraft whose stall speed in the landing configuration at maximum gross weight does not exceed 45 Knots and whose maximum gross weight does not exceed:

- (a) For a 2 -place landplane 600 kg; or
- (b) For a 2 -place seaplane or amphibian 650 kg; or
- (c) For a single place landplane does not exceed 510 kg; or
- (d) For a single place seaplane or amphibian does not exceed 550 kg.

Light Sport Aircraft may be flown by an appropriately qualified and rated Microlight pilot certificated by a Part 149 Microlight organisation.

This is because Light Sport Aircraft meet the same definition of stall speed and maximum weight requirements as given to Microlight aircraft.

The pilot in command must still adhere to the CAA flight rules, regulations and privileges limited to the operation of Microlight aircraft but not including pilot maintenance.

I.E No night flight, no flight over built up areas even though the LSA may be certificated to do so.

Note: Should any conflict in interpretation of these Authorised operations occur, the provisions of CAR Part 91 and Part 103 take precedence.

- 1.3 No Microlight Aircraft shall be operated within controlled airspace or within 3 nautical miles of a controlled aerodrome unless the pilot;
- (a) has gained a pass in the Air Law examination required by 61.153(a)(6)(i) or an equivalent examination or;

- (b) is under the direct supervision of an instructor who meets the qualifications in (a); and
 - (c) is authorised by the appropriate Air Traffic Control (ATC) Unit and in accordance with such conditions as may be specified
- 1.4 No Microlight aircraft shall be operated when the surface wind speed is in excess of 75 percent of the Aircraft's stall speed.
- 1.5 Microlight aircraft shall only operate by Day and in VFR conditions equal to those prescribed in 91.301.
- 1.6 No Microlight aircraft shall operate over any congested area of city, town or settlement.
- 1.7 Any accident as defined in Section 5 - 6 involving a Microlight Aircraft shall be reported in the first instance to the Controller of Safety investigation.
Free Phone 0508 222 433 (0508 ACCIDENT) which is manned 24 hours.
Further information on Microlight accidents is contained in Section 5 - 6 of this manual.

2. Cross-Country Flights

- 2.1 Every cross-country flight in a Microlight Aircraft conducted by the holder of a Novice Pilot Certificate or equivalent shall be authorised by an instructor.
- 2.2 Prior to undertaking a cross-country flight or any flight during which it is proposed to proceed beyond gliding distance of land in a Microlight aircraft, the pilot shall advise a responsible person of his/her intentions. The pilot shall also specify any action that shall be taken by that person if he/she does not receive notification of the safe termination of the flight.
- 2.3 Appropriate Aeronautical topographical charts and NZAIP Vol.4 shall be carried on all cross-country flights in Microlight aircraft.
- 2.4 When it is intended to proceed beyond gliding distance of land in a Microlight Aircraft, a life jacket shall be worn by each person on board.
- 2.5 A Personal Locator Beacon (PLB) must be carried at all times when beyond 10 Nautical miles from the take-off point.

3. *Flight at Minimum Heights*

- 3.1 For instructional purposes, a Microlight Instructor is authorised to carry out flight training down to 200 ft AGL in a designated low flying area (LFA) as long as permission has been granted from the authorised operator in charge of the (LFA).
- 3.2 For instructional purposes, an instructor is authorised to carry out gyroplane circuit training at 200 ft AGL. Refer CAR Part 103.153(1).
- 3.3 For other purposes, requiring bona fide microlight aircraft operations at minimum heights, the pilot will be required to obtain a briefing from an Instructor or ATO before the flight. Refer CAR Part 103.153(2)

4. *Exemptions to the CAA Rules.*

- 4.1 The requirements regarding the carriage of an aircraft flight manual shall not apply to a person operating a Microlight aircraft (91.109)
- 4.2 There is no requirement for an aircraft to carry a certificate of airworthiness. (see 4.3) (103.105)
- 4.3 No person shall operate a class 2 Microlight aircraft or Class 1 Microlight Helicopter unless the flight permit required by (103.203)(b) is carried in the aircraft.
- 4.4 The fuel reserve requirements of 91.305 shall not apply to the pilot of a Microlight aircraft.
- 4.5 There is no requirement to comply with part 148 for construction of Microlight aircraft.

3. Student/Pilot/Instructor Requirements

1. **General**

- 1.1 No person may act as pilot-in-command of a Microlight Aircraft unless that person:
- (a) has attained the age of 16 years
 - (b) is the holder of an appropriate current Microlight pilot certificate, other than a Novice Certificate, granted or renewed by a person acting pursuant to a valid delegation from the Director; or
 - (c) is a Novice Pilot operating under the direct supervision of the holder of a Microlight pilot instructor Certificate granted or renewed by a person acting pursuant to a valid delegation from the Director; or
 - (d) is a Novice Pilot operating under the direct supervision of the holder of an A, B or C Cat instructor rating issued by CAA and holding a Microlight Instructor Certificate issued by SAC; or
 - (e) is the holder of a Flight Crew Licence issued by the Director and has demonstrated competence to a microlight flight instructor in the piloting of a Microlight aircraft; and
 - (f) has provided the training organisation with a copy of a successfully completed and current approved Medical Declaration or Part 67 Medical Certificate.
 - (g) has a valid type rating on the Microlight aircraft when carrying a passenger.
- 1.2 No person will give ground or flight instruction in a Microlight Aircraft unless that person:
- (a) is the holder of an appropriate current Microlight Pilot Instructor Certificate granted or renewed by a person acting pursuant to a valid delegation from the Director; or
 - (b) is the holder of a valid Flight instructor Rating issued by CAA and has complied with the requirements applicable in section 6.1 sub part 5.0, 5.1, 5.2
- 1.3 No person shall operate a Microlight Aircraft for Hire or Reward unless that person:

- (a) Is the holder of a valid Commercial Microlight Pilot Licence issued under Part 61.

2. Pilot Logbooks

- 2.1 SAC pilots must maintain a pilot logbook record as evidence of their flight training. This should include any ratings, endorsements and currency. The logbook is proof of flight hours and is required before SAC can issue a pilot certificate. The pilot logbook will also prove flight experience, to gain, a higher certificate or future licence.

4. Medical Requirements

1 Object

The object of this section is to specify:

- (a) the requirement to hold a medical certificate
- (b) endorsements on medical certificate

2. Requirements

- (a) A person holding a pilot certificate issued by SAC shall not exercise the privileges of that certificate and a person acting as pilot-in-command under a Novice Certificate shall not fly an aircraft solo, unless –
 - (i) that person holds a current medical certificate issued under this Exposition; or
 - (ii) that person holds a current medical certificate issued by the Director; or
 - (iii) if that person has been issued a pilot certificate by SAC on the basis of a foreign pilot certificate and is exercising the privileges of that pilot certificate or flying solo, the medical certification period of the foreign pilot certificate (at the time the foreign pilot certificate was used by SAC as a basis for issuing the pilot certificate) has not expired –

and that person is complying with all medical endorsements on the medical certificate or on the pilot certificate, as the case may be.

- (b) A person holding a pilot certificate issued by SAC shall not exercise the privileges of that certificate, and a person acting as pilot of an aircraft under a Novice Certificate shall not fly an aircraft solo, -
 - (i) While that person has a known medical deficiency, or increase of a known medical deficiency, that would make that person unable to meet the medical standards in SAC Form 8.2 for

his or her medical certificate, or foreign medical certificate, as the case may be; or

- (ii) after –
- any medical procedure which involves that person being subjected to general anaesthesia; or
 - other major surgery; or
 - in the case of that person being a female who becomes pregnant, the end of the second trimester of pregnancy or after delivery or termination –

until that person is assessed fit again by a Designated Medical Examiner or General Practitioner.

3. Endorsements

(a) The examining physician may place endorsements on the microlight medical certificate and declaration where conditions exist within the 'Guidelines on Medical Fitness of Microlight Pilots' e.g.

- (i) Recommend a further medical examination before the normal two (2) year validity period for those over 40 or before the normal five (5) year period for those under 40; or
- (ii) that glasses with corrective lenses shall be worn during flight.

(b) It shall be the responsibility of the microlight medical certificate and declaration holder to ensure any endorsements are complied with.

5. Medical – Continued Fitness or Proficiency

1. Object

The object of this section is to specify:

- (a) the requirement to maintain continued medical fitness or proficiency.
- (b) who can carry assessment for continue medical fitness or proficiency.

2. Requirements

- (a) The holder of a flight certificate issued by SAC shall, when required by this Exposition and within such period as SAC may determine, undergo a medical or other examination or test to demonstrate his or her continued fitness or proficiency in the capacity for which the certificate or rating is held.
- (b) Any medical or other test required by SAC under paragraph (a) shall consist of such part or parts of the medical examination or test required by this Exposition.
- (c) A person who undergoes a medical or other examination or test under paragraph (a) and who fails to comply with the requirements prescribed for the grant of the certificate or rating held, shall not exercise the privileges of that certificate or rating.

6. Microlight Aircraft Accidents

1. Requirement

The Civil Aviation Act 1990, as amended by the Civil Aviation Amendment Act 1992, and the Transport Accident Investigation Commission (TAIC) Act 1990 introduced requirements for notification and reporting of aircraft accidents.

2. Pilot in command responsibility.

The pilot in command of an aircraft involved in an accident must notify the CAA as soon as practicable. If the pilot in command is unable to notify the CAA, the aircraft operator or owner must.

3. Accident notification

- 3.1 Initial notification of an aircraft accident may be made by telephone direct to the Duty Search and Rescue Officer on FreePhone, 0508 222 433 (0508 ACCIDENT) which is attended 24 hours a day.
- 3.2 If the accident is reported by telephone the CAA representative will request full details for completion of an accident notification form and to decide whether or not the TAIC has to be advised. The information required will be-
- (a) name and contact details of person reporting the accident;
 - (b) date, time and place of the accident;
 - (c) weather conditions at the time;
 - (d) registration of the aircraft;
 - (e) brief description of the accident, and extent-of aircraft damage;
 - (f) name and address of pilot in command;

- (g) number of persons and injuries (i.e. fatal, serious, minor, nil);
- (h) point of departure and next point of intended landing;
- (i) details of the owner and operator of the aircraft.

3.3 It is acceptable for an Air traffic Services (ATS) unit to originate and transmit the initial notification of an accident to the CAA over the AFTN on receipt of a notification from any person responsible for such a notification. In this connection ATS officers will give all practicable assistance to pilots and operators of aircraft in fulfilling their obligation to notify the CAA. It is emphasised, however, that the assistance given by ATS officers, by way of originating and despatching a message by the AFTN, will only be done on request and it in no way lessens the responsibility of the pilot or operator for initiating the advice.

Note: ATS officers are not authorised to give advice on whether or not a mishap is a notifiable accident. They will, however, accept for onward transmission a notification of any mishap, irrespective of the extent of aircraft damage or injuries to personnel.

3.4 If the accident causes injury to any person, the nearest Office of the Police should be notified of the accident and the place where it occurred.

3.5 There have been instances in which the previous Office of Air Accidents Investigation has not been notified of an accident on the grounds that there appeared to be insufficient damage to classify the event as a notifiable accident. Such instances have, in many cases, been the cause of a belief that every such notification would result in the mishap being recorded as an accident. This is not the case and the person making the notification will be advised as soon as practicable if the event is not classified as an accident.

4. *Online or Written Report*

The initial notification of an accident must be reported using the following online form
(<https://occurrences.caa.govt.nz/ProdUI/>)

This is the most up to date method of reporting all aviation safety concerns, including Serious Incidents and Accidents. Alternatively a form CAA005 (https://www.caa.govt.nz/forms/CA005_Form.pdf) can be filled out and emailed to ISI@caa.govt.nz.

If other flight crew are involved a statement by that member detailing facts, conditions and circumstances relating to the accident shall be included.

5. Definition of a Notifiable Accident

The definition of a notifiable accident to a Microlight Aircraft is:

“An occurrence associated with the operation of an aircraft which takes place between the time any person boards the aircraft with the intention of flight until such time as all persons have disembarked, in which:

- (a) *A person is fatally or seriously injured as the result of:
 - (i) *being in the aircraft*
 - (ii) *direct contact with any part of the aircraft including parts which have become detached from the aircraft;**

- (b) *The aircraft sustains damage or structural failure which:
 - (i) *adversely affects the structural strength, performance or flight characteristics of the aircraft; and*
 - (ii) *would normally require major repairs or replacement of the affected component;**

- (c) *The aircraft is missing”.*

In addition, any event that occurs where an aircraft is temporarily vacated with the engine running resulting in (a), (b) or (c) above, is included.

Exclusions are damage which is limited to the engine or its cowlings or accessories, propellers, wing tips, antennae, tyres, undercarriages, brakes, fairings and small dents, punctures or tears in the aircraft skin.

6. Movement of the aircraft

- 6.1 In general, an aircraft involved in an accident may not be moved, or its contents interfered with, unless the permission from the Controller of Safety Investigation is first obtained, except that:
- (a) Aircraft wreckage may be disturbed to the extent necessary to rescue occupants, including animals. (While it is the sole responsibility of the Police to remove any deceased persons, there should be no hesitation in removing any occupant if there is any possibility of saving life).
 - (b) Aircraft wreckage may be moved to the extent necessary to clear a runway or other traffic thoroughfare when no suitable alternative is available, or to preserve the aircraft from further damage by rising tide, flood, fire, severe wind or similar circumstances.
 - (c) Disconnect any cockpit voice or flight data recorder or emergency locator transmitter.

Note: Apart from these exceptions an aircraft is not to be interfered with in any way until approval has been given.

7. Incident Notification

- 7.1 A person involved in a serious incident or an immediate hazard to the safety of an aircraft operation must notify CAA as soon as practicable if that person;
- (a) Operates, maintains, services or does any other act in respect of an aircraft, aeronautical products or related service
 - (b) Is not employed by or associated with SAC
 - (c) Is involved with an airspace or bird incident.
- 7.2 The notification of an incident as required in 7.1 (a),(b),(c) above, must be conveyed to CAA as laid out in CAA rules Part 12 Appendix A on form CA005 or CA005D (Defect)

- (a) A person required to provide CAA with details of an incident must provide those details within 14 days of the incident.

8. *Preservation of Records and Components*

- 8.1 Any owner or operator of an aircraft that is involved in an accident or incident must;
 - (a) Preserve all logbooks including operation and maintenance for 14 days after the serious incident or accident.
 - (b) Retain the defective component for a period of at least 14 days after submitting the report unless otherwise advised by CAA.