



20/EXE/5

Exemption from the Requirement in Civil Aviation Rule CAR 103.217(b)

PURSUANT TO Section 37(2)(b) of the Civil Aviation Act 1990,

I, Stephen Moore, Deputy Director General Aviation, being satisfied that—

- (a) the action taken by an operator of a microlight aircraft that meets a type design standard specified in rule 103.207(a)(1), by ensuring the aircraft is maintained in accordance with the Recreational Aircraft Association of New Zealand Inc. (RAANZ) On Condition Escalation Programme, is as effective as ensuring that the aircraft is maintained in accordance with the designer or kitset manufacturer maintenance requirement; and
- (b) the risk to safety will not be significantly increased by the granting of this exemption,

HEREBY EXEMPT—

members of RAANZ (CAA participant number 19828) who operate a microlight aircraft that meets a type design standard specified in rule 103.207(a)(1),

FROM—

the requirement in CAR 103.217(b) that the aircraft must be maintained in accordance with the designer or kitset manufacturer maintenance requirements,

ONLY WITH RESPECT TO

members of RAANZ that are approved by an authorised Inspector of Airworthiness to enter the On Condition Escalation Programme,

PROVIDED THAT—

- (a) on condition maintenance must be conducted in accordance with the RAANZ On Condition Escalation Programme dated 20 September 2019; and
 - (i) any changes to the RAANZ On Condition Escalation Programme must be accepted by the Director.

This exemption shall remain in effect until 19 February 2021 unless withdrawn earlier in writing by the Director.



SIGNED at Wellington
 this 24th day of September 2019
 by Stephen Moore
 Deputy Director General Aviation

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RAANZ are pleased to announce that CAA have issued the above exemption allowing Class 2 microlights to be operated under the RAANZ On-Condition Escalation Programme.

Programme details are on the RAANZ website [here](#). The only change from the previously published draft is the requirement for a Passenger Warning decal and entries in the aircraft and engine logbooks indicating the aircraft is being operated 'on-condition'.

The main requirements for **entry** into the program are:

- The engine has a documented maintenance and performance record- its history and operation is proven;
- The engine undergoes a thorough inspection and review by an approved Authorising Inspection Authority;
- The Authorising IA specifies the maintenance schedule and performance and wear limits for the engine;
- The Authorising IA signs the engine into the program using the appropriate OCA form;

The main requirements for **continuing** in the program are:

- The engine is maintained according to the specified maintenance schedule;
- The engine undergoes an annual condition inspection;
- The engine is shown to be within the specified performance and wear limits;
- The owner remains a financial member of RAANZ;

The current list of Authorising IAs are:

Russell Brodie	(03) 693 8675	eca.fly@xtra.co.nz
Wayne Richmond	0-6-762 8616	pw.rich@orcon.net.nz
Colin Alexander	(07) 5747973	colin@solowings.co.nz
Wayne Lindebaum	03 9763400	waynelindebaum@hotmail.com
Peter Kempthorne	03 208 6651	office@phoenixaviation.co.nz
Stan Hyde	06 323 9072	rshyde@xtra.co.nz
Mark Wilson	027 6181 741	mark4867@hotmail.com
Bryn Lockie	09 973-5119	info@LEAV8.com

The success of this Programme depends on aircraft owners and IAs paying careful attention to maintenance, engine performance, documentation, and reporting any issues or concerns to RAANZ. RAANZ and CAA will be monitoring this programme and reviewing it at regular intervals.

Don't stuff it up for us all by cutting corners or stretching the rules.

RAANZ/CAA face to face meeting

Recently the RAANZ executive meet with CAA in WN to discuss a number of issues

- The biggy being the **RAANZ on Condition program** which has just been approved. A great outcome and thanks mainly to Stuart and Colin
- Due to a CAA interpretation of the rules we are no longer able to give **Part 61 pilots type ratings** unless they become certified microlight pilots as well. For Part 61 instructors we can only get them to demonstrate competence to a microlight instructor to ensure they are familiar with the unique handling characteristics of very low momentum aircraft. They still have to get a type rating from their Part 61 counterparts.

Instructors- If a Part61 pilot wants to get a microlight type rating, do so by signing them up for a Part 103 Microlight Pilot Certificate.

- A recent few incidents has revealed that pilots are not filling in their **log books** correctly or even not at all. The rules state that entries shall be made within 7 days of the flight with details of the flight e.g. training exercise, flight test etc. Instructors should also sign off training syllabus achievements and also the various flight tests. (RAANZ has stickers for BFRs etc.) it is also a good idea until the student gets to know how to fill in the logbook correctly, that the instructor does so.
- We as microlight pilots are not allowed to fly over any **congested area of a city, town, or settlement**. This raises the issue at some airports e.g. Tauranga, as to how we can legally depart or arrive over the surrounding housing that cannot be avoided. CAA are looking into the risk factors of doing such especially when flying the more reliably engined modern aircraft we operate and maybe providing exemption for those affected airfields. There may be restrictions put on some of the early types of aircraft that have early 2 stroke engines. In the meantime please utilise common sense and avoid areas than can be avoided and operate at a safe height such that in the event of an engine failure an emergency landing can be made without hazard to persons or property on the surface.

FTRO exam question pool update

Rainer Kunнемeyer has reviewed the FRTTO exam question pool and corrected/added questions.. They will appear on the website in the next few weeks.

Thanks Rainer!



*Up the Rakaia under cloud ,through the Whitcombe pass into the clear blue of the West Coast ,
CAVU all the way to Haast and beyond ..* *From ZK TJS 20-9-19*

Incident reports received

Incident Details

Microlight type/model	Rans S12
Place of incident	Timaru airport
Other aircraft involved	None
Describe the incident	On take off after approx 90 seconds the engine cut dead with no warning, hesitation or anything when I was at approx 600ft. I radioed engine out and returning to runway 29.Which i did with ease. Another plane who was about to enter final for 11 radioed he would go around. On landing I inspected the engine etc and found nothing amiss. I turned the key and it started straight away and ran as normal.
Describe the affect on safety	None really
Remedial action taken	Still under investigation
Corrective or preventive action recommendations	Cannot comment until I am certain I have found the cause

Incident Details	
Microlight type/model	Rans S-6 TD
Place of incident	Forest Field 24/8/2019 10.30am
Other aircraft involved	Nil
Describe the incident	<p>The right axle broke on touch down at Forest Field, runway 36, resulting in the aircraft veering off to the right.</p> <p>I applied left rudder and heavy left braking to keep the aircraft on the runway. As the aircraft slowed, the right wheel parted company completely, resulting in the gear leg digging into the ground, which caused the aircraft to turn a sharp 90deg. right as it came to a halt.</p> <p>Fortunately no injuries to my passenger or myself.</p> <p>No prop strike or any other part of the aircraft touched the ground, resulting in minimal damage.</p>
Describe the safety	<p>The incident could have been more serious if a ground loop or worse had occurred.</p> <p>As a number of other aircraft were wanting to land on runway 36, we shifted the aircraft to a safe position to allow other traffic to proceed.</p>
Remedial action taken	<p>The axle was of a hollow tube variety, and was replaced with a temporary solid axle by a Rans dealer/serviceman to facilitate the aircraft's return back to Timaru. It was noted that the axle had been cracked for some time before eventually failing.</p> <p>The hollow tube axles have been replaced by stronger solid axles on later Rans aircraft.</p> <p>I plan to upgrade both sides to solid axles; until then no flying will be undertaken.</p>
Corrective or preventive action recommendations	<p>Later model heavier, solid axles will be less likely to fail, but even so I will pay particular attention to the state of my landing gear when I pre flight the aircraft. Depending on the treatment that the landing gear gets, it may pay to take the axles out and inspect from time to time.</p>

Incident Details

Microlight type/model	RANS S6 ES
Place of incident	Inch Clutha
Other aircraft involved	nil
Describe the incident	<p>On pilot only flight during landing roll hit a fence.</p> <p>pilot error</p>
Describe the effect on safety	safety issues affecting you or others
Remedial action taken	what you did to resolve it
Corrective or preventive action recommendations	what do you suggest to prevent/avoid in future

Membership changes

Max Robertson	Canterbury Recreational Aircraft Club	Novice	Joined
Peter Taylor	Fiordland Aero Club	Advanced National	Upgrade
Clinton Stewart	Feilding Flying Club	Advanced Local	Upgrade
Ross Brodie	Geraldine Flying Group	Senior Flight Instructor	Upgrade
Mark Walshe	Wairarapa Aero Club	Novice	Joined
Neville Stirling	Fiordland Aero Club	Advanced Local	Upgrade
Allan Davidson	Fiordland Aero Club	Novice	Joined
Christopher Uruski	Wairarapa Aero Club	Advanced Local	Upgrade
Anthony Potts	Nelson Microlight Club	Novice	Joined
Campbell Tannock	West Coast Microlight Club	Novice	Joined
Donald Offwood	Canterbury Recreational Aircraft Club	Advanced National	BFR
Sam Boal	Geraldine Flying Group	Novice	FRT0
David Wells	Canterbury Recreational Aircraft Club	Advanced National	Joined
Philip Wright	Canterbury Recreational Aircraft Club	Advanced National	Upgrade
Kim Campbell	Associate	Novice	FRT0
Thea Ens	Associate	Novice	FRT0
Greg Kelly	Associate	Novice	FRT0
Kathryn Hunt	Associate	Novice	FRT0
John Evans	Associate	Advanced National	Joined
James Mitchell	Wairarapa Aero Club	Novice	FRT0
Louise Lynch	Wairarapa Aero Club	Novice	Joined
Peter Stanton	Canterbury Recreational Aircraft Club	Advanced National	Joined
Gordon Lidgard	Canterbury Recreational Aircraft Club	Novice	Joined
Robin Walton	Feilding Flying Club	Novice	Joined

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