

RAANZ Policy and Procedures Manual

Field Operations

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1 Authorised Operations

1.1 General Rules

- A microlight aircraft must be operated in accordance with CAR Part 91, except where modified or extended by CAR Part 103.
- A Microlight Pilot Certificate allows the pilot to operate both Microlights as defined in Part 103 and AC103, and Light Sport Aircraft as defined in Part 61.5.n

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1.2 Cross Country Flights

- Any cross-country flight in a Microlight Aircraft conducted by the holder of a Novice Pilot Certificate or equivalent must be authorised by an Instructor.
- 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 must either file a flight plan or advise a responsible person of his/her intentions and specify what action to be taken by that person if they do not receive notification of the safe termination of the flight.
 - A life jacket must be worn by each person on board.
- Aeronautical charts in an appropriate form must be carried on all cross-country flights in Microlight Aircraft.

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1.3 Low Flying and Low Flying Zone (LFZ) operations

- Low Flying exercises shall be conducted in a designated LFZ and shall be authorised by the using agency and briefed on the boundaries and conditions of operation, and be authorised for that flight by the holder of an instructor rating issued under Part 61.
- Low flying exercises must be dual flights under instruction with a Senior Instructor as pilot in command.

- For the purpose of practice and participation in microlight aircraft competition flying the pilot will be required to obtain an authorisation and briefing from a Senior Instructor prior to the flight. This authorisation may be given to operate to 200ft AGL under CAR Part 103.153.

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1.4 Pilot Training

- Clubs shall ensure that Student members under training have access to RAANZ Pilot Training Manuals, Pilot Logbooks, and qualified Instructors.
- Instructors shall ensure that instruction given under their jurisdiction conforms to the contents of the CAA GAP Flight Instructor Guide where appropriate.
- It shall be the responsibility of RAANZ to ensure that Instructors maintain a uniform high standard of training. This is to be achieved through Authorised Testing Officers giving Instructor Annual Flight Reviews (AFRs)..
- Flight instruction of RAANZ member pilots must be under the supervision of a RAANZ appointed Instructor.

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1.5 Conditions of Instruction

- Only persons who are financial members of RAANZ are eligible to obtain and hold a RAANZ Microlight Instructor Certificate.
- If an Instructor's RAANZ membership lapses, their Instructor rating becomes invalid until such time as membership is renewed.

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1.6 Renewal of Certificate

- A Microlight Pilot Certificate is only valid when the following conditions are met:
 - The holder is a current RAANZ financial member;
 - The holder has a current Medical Certificate;
 - The holder has a current Annual Flight Review (AFR) or Biennial Flight Review (BFR) as appropriate.
- It is the responsibility of the holder of any Certificate to ensure that application for renewal, with all requirements met, is made in sufficient time before expiry to ensure continuity.
- Should continuity lapse the certificate holder will revert to Novice pilot status (subject to RAANZ membership being current) until such time as the conditions above are met.

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1.7 Application for Pilot Certificates

- All Microlight Pilot Certificate Applications must be received by RAANZ for processing within 28 days of the Flight Test.
- All sections of the form must be completed.
- Forms incorrectly completed will be returned to the Instructor for correction.
- **The privileges of a Certificate issue or upgrade may not be exercised until the applicant has received confirmation from RAANZ that it has been processed and approved.**

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1.8 Out of area certificate issue and renewal

- Club members, whenever possible, should use the services of their local instructors for issues, renewals and upgrades.
- If a pilot chooses to go outside the local area instructors, for whatever reasons, the correct procedure is for the outside area instructor to talk with the local area instructor(s) to ascertain any reason for not proceeding with the applicant pilot's flight test.
- If the view from the local instructor(s) is that the candidate should not hold that rating/renewal then the flight test must not proceed.
- The applicant pilot may appeal this judgment to a review with the Operations Officer and RAANZ CEO.

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1.9 Overseas Microlight Pilots

1.9.1 Cross-Crediting of Foreign Certificates

Visiting overseas pilots can apply for a RAANZ certificate by meeting the following requirements:

- Becoming a financial member of RAANZ.
- Providing evidence that the overseas certificate held is equivalent to the RAANZ certificate sought.
- Passing the RAANZ aviation law examination.
- Satisfying a RAANZ Senior Instructor that they meet the standard set by RAANZ for the issue of the certificate type sought.

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1.9.2 Short Term Operation using Foreign Pilot Certificates/Licences

Pilots visiting for a period of less than one month may fly using their foreign certificate and a logbook endorsement from a RAANZ Senior Instructor by meeting the following:

- Becoming a financial member of RAANZ.
- Satisfying a RAANZ Senior Instructor that he/she meets the standard set by RAANZ for the issue of a RAANZ certificate equivalent to the foreign certificate held.
- All flying is done under the supervision of the instructor named in the pilot's logbook endorsement.

Note: The Instructor is responsible for ensuring the pilot is fully briefed for the activity to be undertaken, particularly with respect to Aviation Law and Airspace.

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1.10 Introductory and cost-sharing flights

1.10.1 Private cost-sharing flight

An appropriately rated pilot may take a passenger on a cost-sharing flight provided the flight is carried out as specified in CAR Part 001-

- the flight is not advertised to the public
- the pilot and passenger share equally in the direct running cost of the flight
- the pilot receives no payment or other reward for his/her services
- no other payment or reward is required of the passenger

Such a cost-sharing flight is deemed not to be an operation for hire or reward.

1.10.2 Public introductory flights

Publicly advertised introductory flights may be carried out under the following conditions-

- the flight is conducted by a Flight Instructor or Senior Flight Instructor
- the pilot receives no payment or other reward for his/her services
- the passenger holds at least short-term club membership
- the club may charge for membership and flight costs

Should the passenger decide to continue into microlight pilot training, the Introductory Flight may be logged.

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1.11 Transitional arrangements for SAC clients

This section covers the arrangements for SAC clients during the transition period into the RAANZ system.

1. RAANZ accepts SAC training materials, training standards, examinations, FPP declarations, medical certificates as equivalents to RAANZ.
2. RAANZ accepts SAC pilot certificates, ratings, BFR expiry, medical expiry and membership expiry as equivalents to RAANZ.
3. RAANZ accepts SAC Flight Test and Annual Inspection forms as equivalents to RAANZ.
4. RAANZ accepts aircraft under the SAC on-condition extension program as equivalents to RAANZ, provided the owner remains a current RAANZ member.

5. RAANZ accepts ATO and IA appointments as equivalents to RAANZ for an interim period of up to 12 months, but subject to review as the ATO and IA networks are rationalised.

6. Certificate equivalences

SAC certificate	RAANZ equivalent
Novice	Novice
Intermediate	Intermediate
Advanced low performance	Advanced Local
Advanced high performance	Advanced National
Passenger rating	Passenger rating
Provisional Flight Instructor	Flight Instructor
Flight Instructor	Senior Flight Instructor
Authorised Testing Officer	Authorised Testing Officer
Inspection Authority	Inspection Authority

1. Where a pilot holds both RAANZ and SAC certificates or appointments, their RAANZ status will apply.
2. SAC pilots must sign and return a declaration that they accept operating under the RAANZ exposition, and receive confirmation from RAANZ before exercising their flight privileges. This is a CAA requirement. [Declaration form](#).
3. SAC pilots will then be able to exercise their flight privileges in the interim under their existing SAC pilot certificate, subject to currency requirements.
4. Initially RAANZ will manage SAC clients under a separate database and paper file until they are progressively transitioned into the RAANZ system.
5. On receipt of membership renewals, BFRs, upgrades or on request, SAC clients will be issued with the appropriate RAANZ pilot certificate and be fully integrated into the RAANZ database and system.
6. RAANZ will progressively issue RAANZ flight test or annual inspection forms to SAC Instructors and Inspection Authorities.

This transition period may extend for a maximum period of 2 years (to allow pilots to complete their next BFR), or sooner if RAANZ accelerates the certificate issue and database integration.

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2 Pilot Qualification

2.1 Overview of Certificate Structure

This section describes how RAANZ certificates are structured.

- The **Novice** and **Intermediate** certificates are *learning* certificates. The purpose of these certificates is to create a safe learning environment with strong ties back to our Instructors.
- The provision of an **Advanced Local** and **Advanced National** certificate reflects the different needs of our pilots- Our aim is to have pilots advance to one of these certificates as soon as practical.
- Traditionally pilots of microlights did not cover large distances and tended to operate inside their local patch. The **Advanced Local** Certificate reflects and protects this type of operation.
- The **Advanced National Certificate** is designed and intended to be our equivalent to a Part 61 PPL licence. Pilots operating cross country capable aircraft will require this extra level of experience. A pilot who attains this certificate will have demonstrated competency to a similar level as a PPL except that no instrument flight instruction is included.
- The difference between local and national advanced certificates is an extended cross country requirement and mandatory FRT0 examination pass and [Controlled](#)

[Airspace Knowledge](#) test. Note that the FRTTO and Controlled Airspace Knowledge test may be added or required for the Advanced Local certificate if the area of operations dictates this. Both levels of Advanced certificate require the pilot to demonstrate competence to the same standard during flight tests.

- **Passenger ratings** are the most significant responsibility that a pilot accepts and to reflect this a passenger rating is available only to Advanced Local and Advanced National certificated pilots.
- RAANZ recognises the need to ensure that pilots of cross country capable aircraft have a skill set that matches the requirements of that aircraft and the types of flights that it will undertake.
- RAANZ is also aware of the need to keep the requirements for *cabbage patch* flyers and pilots of lower performance aircraft simple and achievable. The organisation is committed to protecting the rights and privileges of pilots of the most basic flying machines.

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2.2 COVID-19 Temporary Certificate Validity Extensions

Pilot certificates that expire during COVID-19 movement or flight restrictions will be extended for a period of 90 days following removal of those restrictions provided that-

- (a) recent flight experience provisions of 2.8.1 (3 take-offs and landings in the preceding 90 days) are met before carrying passengers; and
- (b) all other approval requirements appropriate to the level of pilot certificate are met, including current medical certificate and current RAANZ membership.

Notwithstanding the above provisions, pilots are strongly advised to renew certificates as soon as possible to ensure continued flight safety.

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2.3 Pilot Certificate Classes

All Pilot Certificates shall be endorsed with ratings in accordance with the schedule below:

- **GROUP A** - Valid for the operation of Weight Shift Part 103 aircraft only.
- **GROUP B** - Valid for the operation of 2 or 3-axis control Part 103 aircraft or Part 91 special category LSA aircraft.
- **GROUP H** - Valid for the operation of Part 103 Helicopters.
- **GROUP P** - Valid for the operation of Part 103 Powered Parachutes only.
- **GROUP G** - Valid for the operation of Part 103 Autogyro only.

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2.4 Novice Pilot Certificate

2.4.1 Requirements for Application or Renewal

An applicant for a Novice Pilot Certificate must:

- Be a current RAANZ member
- Be at least 16 years of age
- Have a current [Medical Declaration](#)
- Provide application or proof as a [Fit and Proper Person](#)
- There is no minimum flight time experience for this certificate
- There is no flight test for this certificate

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2.4.2 Privileges and Limitations

A Novice Pilot Certificate authorises the holder to act, under the supervision of an Instructor, as pilot-in-command of a Microlight Aircraft that is **not** carrying a passenger, for the purpose of:

- Increasing their skill in order to qualify for the issue of a Certificate of higher qualification **or**
- Engaging in flying practice in order to qualify for a Certificate that is no longer valid.
- A Novice Pilot **may not** carry a passenger under any circumstance
- ALL flights **must be** approved by a RAANZ Instructor
- During **all** dual flights with an instructor the instructor is Pilot in Command
- Before first Solo flight approval is given a Novice Pilot **must** meet the requirements of [Solo Flight](#).
- Continued solo authorisation requires a dual check at least every 90 days.
- Remote Supervision is available. The conditions outlined in [Remote Supervision](#) **must be** complied with.
- The Novice Pilot Certificate remains valid provided the pilot holds a current Medical and current RAANZ membership.

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2.4.3 Solo Flight

- Before the holder of a Novice Pilot Certificate engages in solo flight they must have Solo Logbook Endorsement stating they have satisfactorily completed flight or ground Instruction from a Microlight Instructor in the following areas:
 - The setting-up and pre-flight of Microlight Aircraft.
 - Ground handling and Taxiing.
 - Effect of controls.
 - Straight and level flight.
 - Climbing and descending.
 - Level, climbing and descending turns.
 - Stall recognition and recovery.
 - Take-off, circuit and landing.
 - Going around again.

- Engine failure both during and after take-off.
- Forced landing without power.
- Circuit rejoins
- FRTTO exam pass (if a radio is used)
- **Rotorcraft only** Operation behind the power curve.
- **Rotorcraft only** Recovery from Pilot Induced Oscillation.
- **Powered parachute only** - Canopy Collapse, Steering Riser breakage and Canopy non-inflation on Take Off.
- The Novice Pilot's Solo Logbook Endorsement will be signed by a Senior Microlight Instructor.
- Autogyro operations shall be limited to the airfield circuit area.

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2.5 Intermediate Pilot Certificate

2.5.1 Requirements for Application or Renewal

An applicant for an Intermediate Pilot Certificate must:

- Be a current RAANZ member
- Hold a [Novice Certificate](#) or higher **or** meet the requirements of this certificate
- Comply with [Medical Fitness](#) and [Fit and Proper](#) requirements
- Have completed at least 25 hours [Flight Experience](#), except for Powered Parachutes the applicant shall have completed at least 15 hours Flight Experience
- Provide proof of a pass in a written examination in the following subjects:
 - Aviation Law.
 - Microlight Air Navigation.
 - Micro Meteorology
 - Aircraft Technical Knowledge Microlight Aircraft
 - Microlight Pilot Human Factors.
 - For Autogyro operations only Rotary Wing Technical Knowledge.
 - FRTTO (If a radio is used)

The detailed syllabus of examination in the above subjects is set out under heading [Pilot Examinations](#). Information detailing acceptable equivalent examinations is included there.

- Be flight tested by a RAANZ Instructor to demonstrate their general knowledge and ability to perform competently those normal and emergency flight maneuvers applicable to the type of Microlight Aircraft on which they are being flight tested. The syllabus for the flight test is set out under heading [Pilot Flight Test](#).
- and**
- If the area of operation (10NM from the base field) includes controlled airspace:

- Have completed the requirements set out under [Controlled Airspace Knowledge](#) and have a log book endorsement documenting this.
- Provide proof of a pass in a written examination for FRTO

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2.5.2 Privileges and Limitations

- An Intermediate Pilot Certificate authorises the holder to act as pilot-in-command of a Microlight Aircraft for the purpose of increasing their skill in order to qualify for the issue of a Certificate of higher qualification.
- An Intermediate Pilot **may not** carry a passenger under any circumstance
- **All** flights are limited to 10NM radius from the Base field of operation.
- Each and every base field (from which the maximum 10NM restriction applies) requires a briefing from (and may require a dual flight with) a RAANZ Instructor, depending on the area. This instruction will include all local procedures, especially airspace requirements, and evidence of this will be recorded in the Pilots Log Book. The instructor may limit the approved area of operations to less than 10NM depending on the local environment. If the pilot has not met the requirements of [Controlled Airspace Knowledge](#) and FRTO the approval will specifically state that approval is NOT given for entry into controlled airspace.
- **All** flights further than 10NM **must be** approved by a RAANZ Instructor and will only be approved if they form part of the pilots ongoing training program (ie solo cross county exercises)
- Remote Supervision is available. The conditions outlined in [Remote Supervision](#) **must be** complied with.
- The Intermediate Pilot Certificate will be valid for a maximum of One Year, subject to any conditions or reduced period specified at the Instructor's discretion.
- If the holder of an Intermediate Pilot Certificate has not carried out at least three take-offs and landings in a Microlight Aircraft in the preceding 90 days a dual check with an Instructor is required to regain currency.

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2.6 Advanced Local Pilot Certificate

2.6.1 Requirements for Issue and Renewal

An applicant for an Advanced Local Pilot Certificate must:

- Be a current RAANZ member
- Hold a [Novice Certificate](#) or higher **or** meet the requirements of this certificate
- Comply with [Medical Fitness](#) and [Fit and Proper](#) requirements.
- Have completed at least 40 hours [Flight Experience](#).
- Have completed the cross-country flights as set out under heading [Local Cross Country](#)

- Be flight tested by a RAANZ Instructor to demonstrate their general knowledge and ability to perform competently those normal and emergency flight maneuvers applicable to the type of Microlight Aircraft on which they are being flight tested. The syllabus for the flight test is set out under heading [Pilot Flight Test](#) and
- If the area of operation is to include controlled airspace
 - Have completed the requirements set out under [Controlled Airspace Knowledge](#) and have a logbook endorsement documenting this.
 - Provide proof of a pass in a written examination for FRTO

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2.6.2 Privileges and Limitations

- An Advanced Local Pilot Certificate authorises the holder to act, but not for remuneration, as pilot-in-command of a Microlight Aircraft.
- Unless the provisions under section [2.8 Passenger Rating](#) are met the certificate shall be endorsed **NOT PASSENGER RATED**.
- **All** flights are limited to a maximum of 50NM radius from the Base field of operation.
- Each base field (from which the maximum 50NM restriction applies) requires a briefing from (and may require a dual flight with) a RAANZ Instructor, depending on the area and pilot experience. This instruction will include all local procedures, especially airspace requirements, and evidence of this will be recorded in the Pilots Log Book. The instructor may limit the approved area of operations to less than 50NM depending on the local environment. If the pilot has not met the requirements of [Controlled Airspace Knowledge](#) and FRTO the approval will specifically state that approval is NOT given for entry into controlled airspace.
- **All** flights outside the approved area **must be** approved by a RAANZ Instructor
- Remote Supervision is available. The conditions outlined in [Remote Supervision](#) **must be** complied with.
- The Advanced Local Pilot Certificate will be valid for a maximum of Two Years, subject to any conditions or reduced period specified at the Instructor's discretion.

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2.7 Advanced National Pilot Certificate

2.7.1 Requirements for Issue and Renewal

An applicant for an Advanced National Pilot Certificate must:

- Be a current RAANZ member
- Hold a [Novice Certificate](#) or higher **or** meet the requirements of this certificate
- Comply with [Medical Fitness](#) and [Fit and Proper](#) requirements
- Have completed the cross-country flights as set out under heading [National Cross Country](#)

- Have completed the requirements set out under [Controlled Airspace Knowledge](#) and have a logbook endorsement documenting this.
- Have completed at least 45 hours [flight experience](#).
- Provide proof of a pass in a written examination for FRTO. The detailed syllabus of examination in the above subjects is set out under heading [Pilot Examinations](#). Information detailing acceptable equivalent examinations is included there.
- Be flight tested by a RAANZ Instructor to demonstrate their general knowledge and ability to perform competently those normal and emergency flight maneuvers applicable to the type of Microlight Aircraft on which they are being flight tested. The syllabus for the flight test is set out under heading [Pilot Flight Test](#).

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2.7.2 Privileges and Limitations

- An Advanced National Pilot Certificate authorises the holder to act, but not for remuneration, as pilot-in-command of a Microlight Aircraft.
- Unless the provisions under section [2.8 Passenger Rating](#) are met the certificate shall be endorsed **NOT PASSENGER RATED**.
- The Advanced National Pilot Certificate will be valid for a maximum of Two Years, subject to any conditions or reduced period specified at the Instructor's discretion.

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2.8 Passenger Rating

2.8.1 Pilots holding a RAANZ [Advanced Local Certificate](#) or [Advanced National Certificate](#) may be flight tested for a Passenger Rating.

- Pilots wishing to carry passengers must have completed a minimum of 25 hours [Flight Experience](#) as PIC.
- Pilots must demonstrate to a RAANZ Instructor competency in a 2-seat Microlight Aircraft and receive a briefing on issues relating to carrying passengers. The briefing shall specifically cover :
 - Aircraft performance limitations and loading especially with regard to heavy passengers
 - Pilot attitudes and their responsibility, in particular, to innocent and trusting non pilots
 - Passenger fear and possible reaction to the flight experience
 - Passengers ability to jeopardise flight safety
 - Briefing of passengers on aircraft operations and emergency procedures.
- Following the successful completion of this flight test a new Certificate shall be issued **Passenger Rated**.
- The holder of a Passenger Rating shall not exercise the privilege unless they have carried out at least three take-offs and landings on type in the preceding 90 day

period. A pilot may regain currency by flying solo or dual with an instructor, at their discretion.

2.8.2 Pilots applying for a passenger rating will be reminded that holding this rating is dependent on the pilot continuing to demonstrate responsibility to flight safety.

- A pilot's passenger rating may be suspended, effective immediately, at discretion of an instructor, following legitimate concerns about the pilot's attitude to flight safety.
- The suspension may be lifted after a review and flight test by the suspending instructor.
- The suspended pilot may appeal any such decision to the RAANZ Operations Officer or RAANZ nominated ATO.

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2.9 Microlight Instructor Certificate

2.9.1 Requirements for Issue and Renewal

An applicant for an Microlight Instructor Certificate must:

- Be a current RAANZ member
- Hold an [Advanced National Certificate](#) or higher **or** meet the requirements of this certificate,
- Have completed not less than 150 hours [Flight Experience](#) in powered aircraft, which shall include at least 10 hours in Microlight Aircraft and at least 10 hrs cross country in powered aircraft,
- Have completed a RAANZ approved Instructional Techniques Course.

If this is an initial issue-

- The applicant shall first seek a supervising RAANZ ATO and discuss with him the applicant's suitability for the role, identifying any areas that may require further training or experience, and assessing interpersonal and communication skills. This training may be a mixture of flight and briefing work and may be carried out by the supervising ATO or other designated ATOs.
- The applicant's club committee shall also affirm that they know of no issues (eg personal, behavioural, anti-authority, recklessness) that might render the applicant unsuitable for the role, and confirming the ATO who will be supervising the process.
- Instructor training shall include how to give a briefing and demonstrate the flying skills required for each element of the [pilot training syllabus](#). These shall be progressively signed off in the applicant's logbook. Emphasis should also include utilising the correct [instructional techniques](#) (eg the phases of 'teaching the skill'). The [CAA Flight Instructor Guide](#) should be used for reference throughout and for future training of students

- Prior to undertaking the flight test for initial issue, shall demonstrate to a RAANZ Authorised Testing Officer their knowledge of all aspects of microlight aviation by completing a [Microlight Instructor Oral Examination](#) including the following subjects:
 - principles of flight;
 - VFR operations with particular emphasis on airspace considerations;
 - the preparation and operation of Microlight Aircraft (oral and practical);
 - micro meteorology;
 - Low Inertia performance characteristics;
 - the RAANZ certificate structure and use of the appropriate administration forms and manual;
 - Where candidates have most of their Flight Experience in Part 61 Aircraft special consideration shall be placed on "Low Inertia" performance characteristics;
 - Candidates will be assessed on their interpersonal skills and ability to pass information to a student;
- Evidence of this examination will be recorded in the pilots logbook
- The applicant shall then demonstrate to a RAANZ Authorised Testing Officer their ability to give Instruction on Microlight Aircraft and demonstrate their ability to fly a Microlight Aircraft (within the Groups for which they have ratings) by completing a **Microlight Instructor Flight Test** as follows:
 - The flight test will be performed in a suitable two place machine.
 - The flight test should cover all of the elements of the [Pilot Flight Test](#) as well as reviewing instructional technique using one of the lesson plans from the Instructor Guide.
 - Instructors training in 3 axis aircraft should use an aircraft that is approved to perform wing drop stalls and this exercise should be part of the flight test.
- The application for a Microlight Flight Instructor Certificate shall be made using the [Instructor Application Form](#) (including the club affirmation, the nominated supervising ATO, and evidence of satisfactory completion of the oral examination and flight test), along with the signed off CMV form.

The Microlight Instructor Examination and Flight Test should be carried out by an ATO who is not directly responsible for the candidate and associated club. If for any reason this is not possible or practical, the [out of area](#) rules must be followed by the assessing ATO.
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2.9.2 Privileges and Limitations

The holder of a Microlight Instructors Certificate may exercise the privileges of an Advanced National Pilot and

- Give flight and ground Instruction in those types of Microlight Aircraft for which they hold a type rating AND are authorised by their supervising ATO..
- Authorise solo flight but not a pilots first solo flight.

- Issue type ratings for type the instructor is type rated on.
- May receive payment for their time instructing on the ground. "NOTE: it must be clear that the student is following a structured course of learning towards a pilot certificate and the operation is an accepted part of the local clubs operations. This is NOT a mechanism for commercial operations or joy rides or adventure aviation in any form, under the guise of trial flights or instruction.
- The holder shall not exercise the privileges of their Certificate unless within the immediately preceding 90 days they have carried out at least three take-offs and landings in a Microlight Aircraft
- The Instructor Certificate will be valid for the maximum of One Year. Renewal is subject to current RAANZ membership and completion of an Annual Flight Review (AFR).
- If an Instructor Certificate lapses, the pilot will revert to an Advanced National certificate providing all other Advanced National certificate conditions are met.

The holder of a Microlight Instructor certificate may not:

- Authorise a first solo flight.
- Flight test or perform BFRs for Advanced Local or National Pilots.
- Flight test applicants for a Passenger Rating

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2.10 Senior Microlight Instructor Certificate

2.10.1 Requirements for Issue and Renewal

A Microlight Instructor shall be considered provisional until at the discretion of their sponsor ATO they may be upgraded to Senior Instructor.

An applicant for a Senior Microlight Instructor Certificate must:

- Be a current RAANZ member
- Hold an [Microlight Instructor Certificate](#) **or** meet the requirements of this certificate, **and**
- Have performed minimum of 50 hours Instructing time **and**
- Have a total [Flight Experience](#) of 200hrs on powered aircraft **and**
- Have acted as the primary instructor responsible for managing at least 2 students training programs from ab initio to first solo **and**
- Have completed a RAANZ approved Instructional Techniques Course

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2.10.2 Senior Microlight Instructor Privileges

Only the holder of a Senior Microlight Instructor certificate may-

- Authorise a first solo flight.

- Flight test/perform Biennial Flight Reviews (BFRs) for applicants to the level of Advanced Pilot.
- Flight test applicants for a Passenger Rating

2.10.3 Senior Instructor privileges for groups that are not held

Under extraordinary circumstances s Senior Instructor may perform the following reviews / ratings for groups that are not on their certificate.

- Perform Biennial Flight Reviews (BFRs)
- Upgrade from Intermediate to Advanced
- Upgrade from Local Advanced to National Advanced

Note: This intent is to allow pilots of the less common groups (P,G,A) to have access to instructors for upgrades and renewals. It is not intended that an instructor would perform these services if another instructor who is rated on the required group is available. It is not intended that abinitio or type instruction would be given. Pilots need to be trained to intermediate level by instructors rated on the appropriate group. **Instructors wishing to exercise this privilege require a letter of authorisation from RAANZ.**

2.10.4 Type Rating Privileges for Senior Instructors

A Senior Instructor may self rate on type with the assistance of a properly rated and experienced non-instructor pilot.

- The non-instructor will be guided through the rating process by the instructor so that all aspects of a rating are covered.
- The non-instructor pilot shall be pilot in command until both pilots agree that the instructor is competent on the type and assumes pilot in command status.
- Before flying the type the instructor should seek a phone briefing from an experienced rated instructor and have access to all relevant information from the aircraft manufacturer.

If there is NO other practical way for a type rating to be attained a Senior Instructor who has experience in machines with similar characteristics within the same group, may choose to self rate on type.

- Before flying the type the instructor should seek a phone briefing from an experienced rated instructor and have access to all relevant information from the aircraft manufacturer.

Self rating into another Group is not permitted.

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2.11 Renewal procedure for current Part 61 Instructors

A Part 61 instructor holding a RAANZ Senior Instructor certificate may renew their certificate without sitting a flight test with an RAANZ ATO provided that:

- The date for their next flight test for the Part 61 license and the RAANZ instructor certificate are synchronised. The RAANZ certificate can not exceed the expiry date of the Part 61 flight test current at the time of application
and
- A photocopy of the logbook entry for the Part 61 flight test is provided
and
- A photocopy of their logbook is provided documenting currency in a microlight type at the time of renewal
and
- The instructor maintains continuous RAANZ membership
- This documentation should be included with the usual CMV form and sent to RAANZ administration.
- The intent of this procedure is to allow instructors who hold dual Part 61 license and RAANZ certificate to easily renew their RAANZ certificate.
- To maintain the information loop with RAANZ and their instructors, all Part 61 Instructors holding a RAANZ microlight instructor certificate are required to be full financial members of RAANZ and encouraged to participate in our instructor seminars and workshops.

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2.12 Authorised Testing Officer

2.12.1 ATO Appointments

RAANZ will from time-to-time appoint experienced Senior Instructors as Authorised Testing Officers. The position of ATO is an extra level of responsibility that we may ask an exceptionally experienced and respected RAANZ instructor to shoulder. It is important to note that an ATO rating is not a higher flight certificate level that Instructors may apply for, but an appointment that RAANZ executive in consultation with our existing ATO network may make at its discretion.

While an ATO's principal responsibility is to flight test RAANZ Instructors, it is also expected that they will uphold and represent RAANZ policies at a high level and be a 'mentor' for other instructors. The flight standards an ATO expects at an Instructor's annual flight review should set the appropriate flight standards required of all RAANZ pilots.

The ATO appointment is enduring while the ATO holds a current Senior Instructor Rating and may be reviewed at any time at RAANZ's discretion.

The RAANZ executive may at its discretion accept as a test for an ATO, any form of flight test considered by the Operations Officer to be equivalent. Generally it is preferred that ATOs flight test with other ATOs as this positively supports the concept of an ATO network.

New candidates will already be Senior Instructors, have no less than 500 hrs Flight Experience on powered aircraft and no less than 100 hrs of instructing time logged.

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2.12.2 ATO Privileges

- An ATO may exercise the privileges of a Senior Instructor as in para 2.9.2 relating to Microlight Instructors certificates, and may instruct and flight test all classes of applicant for Pilot Certificates, in any group rating the ATO holds.
- The validity period of their Senior Microlight Instructor certificate shall be **2 years**.
- In extraordinary circumstances the RAANZ executive may issue a grouping alteration for an ATO by means of an appointment.

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2.13 Medical Fitness

For any application for the issue or renewal of a RAANZ certificate the Pilot must present to the Instructor one of the following documents as evidence of a medical examination :

- A current RAANZ Medical Declaration as set out in the Medical Declaration Form and approved by the examining Doctor **or**
- A current CAA Part 67 pilot medical certificate **or**
- A current LTSA DL9 (P endorsed) medical certificate **or**
- For overseas pilots seeking temporary certification (less than 6 months), a current medical certificate acceptable to the organisation that issued their certificate or licence.

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2.14 Fit and Proper

- The first time a Pilot applies for a certificate within RAANZ they must complete and forward the Fit and Proper Person form **or** provide proof of acceptable fit and proper status.
- The initial certificate will not be issued until the fit and proper form has been received, processed and approved.
- Acceptable proof of an existing fit and proper person status is :
 - A current RAANZ microlight certificate.
 - A current CAA Part 61 Pilot Licence
 - An acceptable current certificate with another CAA Part 149 approved organisation.

- Any changes or events affecting a pilot's Fit & Proper Person status must be reported to RAANZ.

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2.15 Currency Requirements

A certificate remains current while

- The RAANZ membership is current
- The pilot has a current BFR on type
- The pilot has a current medical

The passenger rating is current if

- The pilot has completed 3 take off and landings in the previous 90 days.

Group Rating

- If a pilot has not flown a particular group for a period of 24 months, they are deemed to be a Novice in that group and must fly within the restrictions of that certificate until approved by an instructor to return to their issued certificate

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2.16 Remote Supervision

In situations where Student and Instructor are geographically remote, flight training exercises may be conducted without the Instructor being present at the flight location provided that :

- The pilot has gained passes in the following examinations
 - Law
 - FRT0 (f a radio is used)
- The student has received instruction and can perform all exercises described under the heading Pilot Flight Test.
- The Instructor has flown with the student at the remote location, has given a briefing of the area of operations and observed the Student flying solo at the remote location.
- The Instructor has endorsed the Students logbook detailing the area of operations, the maximum and minimum wind and meteorological conditions agreed to be acceptable.
- The endorsement will be current for no more than 90 days or 10 hours flight time , which ever occurs first.
- On the day of the planned flight training operations the student will discuss with the Instructor the planned flight exercises, the area of operations, the current weather situation and the weather minimas that would preclude further flight for that day.
- The Student will contact the Instructor on completion of the days flying operations for a debrief.
- The Instructor may revoke the endorsement or require further dual **at any time**.

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2.17 Cross Crediting Pilot Licences/Certificates/Ratings

A RAANZ Pilot Certificate and associated ratings can only be issued and renewed on a signed-off certificate and Membership Validation form (CMV) issued and signed by a current RAANZ Instructor. Pilots with certificates, ratings and renewals from other Part 61 and 149 organisations still require a RAANZ instructor review and sign-off for acceptance within the RAANZ system. At a minimum this will require a review of the pilot logbook and debriefing, and if the Instructor deems necessary- a flight test and further training or flight experience.

- **Part 61 Instructor** cross-crediting is permitted- see [2.11 Renewal procedure for current Part 61 Instructors](#)
- Other **Part 149 Instructors** applying for a RAANZ Instructor rating shall comply with and meet the requirements of section [2.9.1.2 Microlight Instructor Certificate](#). The ATO will judge the applicants suitability to hold an Instructors certificate or a Senior Instructors certificate following the flight test and an assessment of the instructor experience recorded in the applicants flight log. On satisfying these requirements and completing the process, the applicant shall apply to RAANZ for a Microlight Flight Instructor Certificate using the [Instructor Application Form](#) accompanied by the CMV issued by the supervising ATO.

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2.18 Flight Experience

Flight experience is

- Time spent within the RAANZ system as a Student pilot under instruction or flying solo **or**
- Time spent as a Certificated pilot flying as Pilot in Command or under instruction **or**
- Time cross credited for any relevant flying experience that has been gained under a formally instructed, certificated/licenced and logged environment.

The acceptance of this time is at the discretion of the instructor and needs to be formally recorded in the candidates logbook including details of what is being accepted. Instructors may seek guidance from the Operations officer.

Examples of time that may qualify are.

- Part 61 (Certificated aircraft and helicopters)
- Part 103 (Microlights) under other Part 149 organisations
- Part 104 (Gliders)
- Part 106 (Hang gliders and Paragliders)
- Equivalent overseas certificates

Previous flight experience can be cross credited at the discretion of the instructor. The acceptance of this time will be up to 100%. The instructor will record the cross credited time in the pilots log book including details of time being accepted.

2.18.1 Competency Based Training

Regardless of whether previous experience is being counted or not , each flight exercise will be reviewed and will only be signed off when competency is demonstrated.

2.18.2 Minimum Times

These are **minimums**. In many cases candidates for a certificate will accumulate more time than the minimum. This is normal. A candidate will be progressed **only** when their instructor is satisfied that they have sufficient experience and competence to hold that appropriate certificate.

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2.19 Controlled Airspace Knowledge

- All pilots operating in controlled airspace must have satisfied an instructor of their knowledge of practical requirements and procedures relating to the use of controlled airspace. Time will be spent in the classroom and the air to review the candidates understanding. After a successful demonstration the instructor will endorse the pilots log book.
- Knowledge to be demonstrated
 - Types of airspace
 - Requirements for entry
 - Procedures for entry and exit
 - Identification of controlling authority (Tower or Control)
 - At controlled airfields use of tower, ground, ATIS and uncontrolled ground movements
 - Recognition of airspace in 3 dimensions, especially layered airspace
 - Mandatory Broadcast Zone requirements
 - Transponder Mandatory requirements
 - Information on maps including VHF Radio frequencies for Airfields , ATIS and information service
 - Radio failure procedures
 - Use of transponders

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2.20 Local Cross Country

These requirements are designed to prepare pilots for cross country within their local area.

- Prior to undertaking solo cross country exercises candidate pilots will have gained passes in the following examinations.
 - Navigation
 - Meteorology
 - Law

- FRTTO (if a radio is used)
- An applicant for the issue of an Local Advanced Pilot Certificate (GROUPS A,B,P,R) shall have satisfactorily completed the cross-country navigation flight training program as detailed below.

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2.20.1 Exercises to be Completed

- A minimum of 5 hours Cross Country flying to be completed , with a minimum of 2 hours solo cross country time.
- The program should comprise of at least 4 exercises in two sections. Some pilots may require extra dual flights.
 - A shorter dual flight(s) followed by a solo flight on the same route
 - A longer dual flight(s) followed by a solo flight on the same route with at least 3 legs.
- The flight program should include the following elements. Typically each exercise will combine several of these elements in one flight. Emphasis is on forming good habits for the successful planning and navigation of cross country flights. :

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2.20.2 Cross country elements

- Two exercises that include flight into or around controlled airspace. (If the local area has controlled airspace)
- Landings at (at least) 2 different airfields.
- One multi legged flight of at least 1 hour total time.
- Two exercises that include flight between 500ft and 1000ft AGL (low level navigation)
- One exercise that includes flight in mountain / hill terrain. (If this is part of the local terrain)
- Two exercises that include in flight diversions simulating bad weather alternates.

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2.20.3 Cross country skills

The following skills should be covered during the program:

- Preflight planning including accessing current met and notam information
- Fuel planning and management
- Use of AIP for planning and in flight
- Map reading including measuring distance, course plotting and airspace recognition.
- Use of radio, transponder and GPS (if fitted)
- Access to in flight information services
- En-route decision making and diversions
- Circuit rejoin

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2.20.4 Logbook Certification

Upon satisfactory completion of each cross-country flight, the Instructor completing the training shall endorse the applicant's logbook by notarising the particular flight as completed.

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2.21 National Cross Country

These requirements are designed to prepare pilots for cross country outside their local area.

- Prior to undertaking solo cross country exercises candidate pilots will have gained passes in the following examinations.
 - Navigation
 - Meteorology
 - Law
 - FRT0
- An applicant for the issue of an National Advanced Pilot Certificate (GROUPS A,B,P,R) shall have satisfactorily completed the cross-country navigation flight training program as detailed below.

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2.21.1 Exercises to be Completed

- A minimum of 10 hours Cross Country flying to be completed , with a minimum of 4 hours solo cross country time.
- Exercises completed while training for a Local Advanced Certificate may qualify toward this certificate.
- The exercises to be completed in radio equipped aircraft
- The program should comprise of at least 4 exercises in two sections. Some pilots may require extra dual flights.
 - A shorter dual flight(s) followed by a solo flight on the same route
 - A longer dual flight(s) followed by a solo flight on the same route
- The flight program should include the following elements. Typically each exercise will combine several of these elements in one flight. Emphasis is on forming good habits for the successful planning and navigation of cross country flights.

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2.21.2 Cross country elements

- Two exercises that include flight into controlled airspace.
- Landings at (at least) 3 different airfields.
- One multi legged flight of at least 3 hours total time.

- Two exercises that include flight between 500ft and 1000ft AGL (low level navigation)
- Two exercises that include flight in mountain / hill terrain. (Subject to local terrain availability)
- Two exercises that include in flight diversions simulating bad weather alternates.

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2.21.3 Cross country skills

The following skills should be covered during the program:

- Preflight planning including accessing current met and NOTAM information
- Fuel planning and management
- Use of AIP for planning and in flight
- Map reading including measuring distance, course plotting and airspace recognition.
- Use of radio, transponder and GPS
- Access to in flight information services
- En-route decision making and diversions
- Circuit rejoin

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2.21.4 Logbook Certification

Upon satisfactory completion of each cross-country flight, the Instructor completing the training shall endorse the applicant's logbook by notarising the particular flight as completed. [back to top](#)

2.22 Pilot Examinations

2.22.1 Aviation Law and Publications

Candidates are required to have a broad knowledge of the purpose and general coverage of the following documents or groups of documents:

- Civil Aviation Act 2023.
- Civil Aviation Rules (particularly Part 91 and 103).
- Civil Aviation Advisory Circulars (particularly AC103-1).
- NZ Aeronautical Information Publication (NZAIP) Volumes 1 and 4.
- NOTAMs.
- AIP Supplements.
- RAANZ Exposition.

Civil Aviation Rules

Candidates are required to have a practical working knowledge of the Civil Aviation Rules and documents issued hereunder which are pertinent to the operation of Microlight Aircraft under visual meteorological conditions:

- Part 91 General Operating and Flight Rules
- Part 61 Pilot Licencing
- Part 47 Aircraft Registration and Markings
- Part 43 General Maintenance Rules
- Part 12 Mandatory Occurrence Reporting
- Part 103 Microlight Aircraft
 - Subpart A - General
 - Subpart E - Operating Rules
 - Subpart F - Flight Rules
 - Subpart G - Airworthiness and Maintenance.

NZ Aeronautical Information Publication (AIP) Volumes 1 and 4

- AIP Supplements

NOTAMS

Candidates should have a broad understanding of the functions of these publications and the information contained in them.

Civil Aviation Act 2023

- Duties of Pilot-in-Command
- Notification of Accidents

2.22.2 Microlight Air Navigation and Flight Planning

- Form of the earth
 - Latitude and Longitude
 - Direction of the earth
- Direction by the 360 degree system
 - true north
 - magnetic north
 - variation
- Visual Navigation and Planning Charts.
 - Practical use of the charts
 - measuring tracks and distances
 - knowledge of the principal chart symbols
 - contour lines
 - airspace boundaries and types
 - special use airspace.

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2.22.3 Micro Meteorology

- Composition of the atmosphere.

- Atmospheric pressure
 - Units of measure
 - variation with height
 - pressure altitude
 - the effects of
 - ISA.
- Atmospheric temperature
 - units of measure
 - variation with height
 - density altitude
 - the effects of
 - ISA.
- Pressure systems and fronts
 - Depression or low pressure
 - anti-cyclone or high pressure
 - cold and warm fronts
 - the general characteristics of pressure systems and fronts as they occur over NZ
 - horizontal pressure
 - isobars.
- Wind Wind velocity
 - wind-shear
 - backing and veering
 - sea breezes
 - foehn winds
 - valley winds
 - anabatic and katabatic winds.
- Clouds
 - cloud classifications
 - effect of haze smoke and fog on visibility
 - visibility
 - fog.
- Turbulence
 - mechanical
 - terrain
 - convectional
 - local winds
 - slipstream
 - wake
 - the evaluation and recognition of potential areas of low-level turbulence and its potential effect on the operation of Microlight Aircraft
 - mountain waves.

- Aviation meteorological organisation
 - Terms and abbreviations used in meteorological forecasts and reports
 - procedures for obtaining pre-flight meteorological information.

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2.22.4 Aircraft Technical Knowledge Microlight Aircraft

- Properties of the air
 - density
 - variation of density with changes of temperature, pressure and height.
- Principles of flight
- Meaning and significance of terms associated with aerodynamics
 - thrust
 - drag
 - lift
 - weight
 - aerofoil
 - angle of attack
 - centre of pressure
 - stalling
 - spinning
 - drag (induced and parasitic).
- Propellers
 - Pitch
 - effect on engine and aircraft performance of fine and coarse pitch propellers
 - reduction drives
 - propeller care.
- Engines
 - Principles of operation and associated systems
 - ignition
 - cooling
 - carburation
 - fuel
 - oil
 - carburettor heat
 - control of engines and indications of performance
 - mixture control.
- Airframe
 - recognition of airframe defects generally with particular emphasis on landing gear, flying controls and their associated cables, wing and tail surface attachment points, bracing wires and engine.
- Loading
 - Knowledge of the terms centre of gravity and centre of gravity limits

- the importance of centre of gravity position
- knowledge of the precautions that should be taken when loading aircraft (eg. security of loads)
- factors affecting take-off, climb and landing performance.
- Airmanship
 - General airmanship relating to the operation of Microlight Aircraft.

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2.23 Pilot Flight Test/Annual Flight Review (AFR)/Biennial Flight Review (BFR)

Note: Refer to the RAANZ Flight Test and Assessment criteria handbook for guidance on the standards required.

The test shall include an oral general knowledge test followed immediately by a pilot competency test in a single or 2-seat Microlight Aircraft.

- General Knowledge Test
 - Aircraft documents including knowledge of loading.
 - Aircraft inspection and pre-flight check.
- Piloting Technique Test
 - Taxiing.
 - Take-off into wind.
 - Engine failure after take-off.
 - Straight and level flight, including minimum speed level flight.
 - Level, climbing and descending turns including steep level turns.
 - Forced landing without power from a height and position nominated by the examiner.
 - Circuit rejoin procedures
- Demonstration of three circuits:
 - Take-off into wind, circuit, overshoot from 50ft, re-circuit. (The examiner to specify the circuit parameters.)
 - Carry out a precision landing (ie. short field approach and landing).
 - Precision power-off landing.
- Low flying exercises
 - Visual effects of low level turns in wind.
 - Bad weather configuration
 - Technique for reversing turn in deteriorating weather
 - Evaluation of a precautionary landing site
- For 2/3 Axis aircraft
 - Approach to the stall in landing configuration with power off and with partial power. Recovery in both cases to be carried out at stall onset / high sink rate with minimum height loss (within the stalling limitations of the Microlight Aircraft type as specified by the manufacturer).

- Wing drop stall / Stall spin onset - Demonstrate a wing drop stall with correct recovery technique. If the manual of the flight test aircraft does not allow wing drop stalls the exercise should not be performed BUT the pilot candidate will need to show a logbook entry showing that wing drop stall exercises have been completed in the past.
- Proof of completion of wing drop stall exercises in any aircraft approved for this maneuver is acceptable. In any event Instructor and Pilot should discuss recovery from stall / spin with rudder and typical low speed, high angle of attack, banking and out of balance scenarios leading to stall / spin entry.
- For weight shift aircraft
 - Approach to the stall in landing configuration with power off and with partial power. Recovery in both cases to be carried out at stall onset / high sink rate with minimum height loss (within the stalling limitations of the Microlight Aircraft type as specified by the manufacturer).
- For Autogyros
 - Knowledge of operations behind the power curve.
 - Knowledge of Pilot Induced Oscillation and recovery.
- For Powered Parachutes
 - Knowledge of canopy collapse, steering riser breakage and canopy non inflation on take-off.
- The Examiner shall enter the flight test/review on a RAANZ CMV form and submit it to RAANZ.
- A copy of the CMV form shall be affixed to the applicants pilot logbook, along with a logbook entry recording the flight test.
- A third copy shall be retained by the Instructor.

Note : Flight tests conducted on single-seat Microlight Aircraft shall include all elements of the flight test syllabus. The applicant shall be briefed by the examiner to carry out the various maneuvers to a sequence in an area in the examiners field of view. [back to top](#)

2.24 Type Ratings

- **All** Microlight Aircraft require a specific type rating.
- There are **no** group ratings, such as low performance, with coverage of a different types.
- Aircraft will be considered different types if any of the following are true :
 - The manufacturer assigns them as different aircraft
 - Their airframes are structurally or functionally different
 - They have different power plants or propeller control systems
 - They have different controls or systems
- Instructors need to assess if a pilot's certificate level is appropriate for the aircraft to be rated on- For an Advanced Local seeking a rating on a cross-country capable machine it may be prudent to first upgrade to an Advanced National certificate.

- When ratings are being sought on single seat machines and no Instructors are available with experience on type Instructors may need to take advantage of experienced Pilots on type to do joint briefings
- After completing the rating and demonstrating competence the pilots logbook will be endorsed by the instructor for the type of microlight aircraft.
- Generally everyone needs to gain a type rating from an Instructor who holds a rating on that type.
- RAANZ recognises any type rating given by a duly authorised person recognised by CAA or other regulatory aviation authority as being valid, As long as the person issuing the rating records their authority with the rating in the candidates logbook.

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2.25 Type Ratings for Part 61 Pilots

- A Part 103 Instructor **may not** issue a microlight type rating on a Part 61 Pilot Licence.
- A Part 103 Senior Instructor may issue a Microlight Pilot Certificate with a type rating to a Part 61 Pilot on completion of any necessary conversion training.
- The Pilot must satisfactorily pass an oral general knowledge test and a practical pilot competency test as described in 2.23 Pilot Flight Test.
- The general knowledge test shall focus on microlight specific aspects of aviation law, low inertia flight, micro-meteorology, aircraft operation and maintenance.
- The test shall be to Advanced National standard.
- On successful completion of the Pilot Flight Test, the Instructor shall enter the type rating details in the Pilot's logbook and issue a CMV form.
- The Pilot shall keep a copy of the CMV form and forward the duplicate to RAANZ along with the RAANZ membership fee.
- The type rating shall remain valid provided the Pilot maintains their Part 103 Microlight Pilot Certificate, subject to the 90 day currency requirements.
- A current Part 61 BFR may be accepted in lieu of a Part 103 BFR in maintaining a Part 103 Pilot Certificate.

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2.26 Microlight Test Pilot

- For the purposes of Test Flying Microlight aircraft, the holder of a valid Senior Microlight Instructor Certificate is acceptable as a Microlight Test Pilot if the instructor is rated on type, or a similar type, within the same group.
- Other persons who require a Microlight Test Pilot Rating may apply to an ATO for evaluation.
- Such persons will be tested to the knowledge and flight test standard of a Senior Instructor, by an ATO, except that their instructional ability will not be assessed.

- Applicants should supply any supplementary evidence as to qualifications or experience as is available.
- A minimum experience of 150 hours Flight Experience will be required for Test Pilot approval.
- The approval will be valid for any Group Rating the pilot holds.
- It is recommended that ALL test flying be carried out in accordance with [AC90-89A AMATEUR-BUILT AIRCRAFT AND ULTRALIGHT FLIGHT TESTING HANDBOOK](#). Test Pilots will have to modify sections of this booklet to suit the type of Microlight being tested.

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2.27 Endurance Testing Endorsement

Our procedures require pilots who test fly aircraft to hold a Test Pilot rating. It is accepted that not all pilots may choose to, or be sufficiently qualified to hold a test pilot rating. But they may be rated in the test aircraft type and be completely competent to safely fly off the remaining endurance hours of the test flying schedule.

Pilots without a test pilot rating, but who want to complete the endurance part of the flight testing, can contact their ATO to discuss the possibility of exercising this option.

The following requirements will apply:

- Minimum 150hrs TT, an Advanced Local or National Pilot certificate and a rating in the same aircraft type subject to the flight test.
- A flight test pass conducted with an ATO to meet the standard required. The flight test may be flown in the aircraft being test flown if the applicant pilot holds a rating in that type. Alternatively the flight test may follow a type rating conducted in another aircraft of the same type and configuration to the test aircraft. Flight test emphasis will be on the pilot's ability to perform well in the areas of forced landings, glide approaches and emergency procedures.
- The endorsement would apply specifically to the aircraft being flight tested and is valid for 12 months.
- The carriage of passengers during the flight test period is not permitted.
- The flight test aircraft must not be used for type ratings during the flight test period.
- The aircraft must have a minimum of ten hours of the test flight schedule completed.
- The initial test pilot must testify that he is satisfied that the aircraft has adequate performance and is controllable through its normal range of speeds. The test pilot would have checked that all aircraft systems operate correctly, the aircraft is correctly rigged and that all stall, spin recovery, VNE flutter checks, and other flight performance checks have been completed and documented to his satisfaction.
- All subsequent test flying/endurance exercises and parameters will be established and documented in consultation with the original test pilot.

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2.28 Special Ratings

The following special ratings are applicable across all types once attained. Aircraft type ratings are still required on specific types.

- Water Rating
- Tow rating- for hang glider towing.

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2.29 Pilot logbooks

A novice pilot and the holder of a microlight pilot certificate must maintain an accurate and up-to-date logbook containing—

- the pilot's name, details of aircraft type ratings, and certifications, authorisations and ratings held;
- a record (including the details specified in paragraph (b)) for every flight during which the pilot acted as a flight crew member of an aircraft;
- a record of each flight test, flight review, competency demonstration and flight crew competency check.

The following flight details must be recorded in the pilot's logbook:

- the date of the flight;
- the aircraft registration mark;
- the flight time;
- the purpose and route of the flight including the place of departure, any intermediate landing, and the place of arrival;
- if appropriate, the name of the flight instructor or safety pilot;
- for a training flight, details of the training exercise;
- The logbook shall be a bound book with the details entered in ink, providing a permanent written record of the pilot's flight experience.
- The CAA Pilot's Logbook is the recommended form to use.
- The logbook is to be retained permanently by the pilot certificate holder.
- Every entry in a pilot's logbook must be made within 7 days after the completion of the flight to be recorded. If a pilot is engaged in an operation away from the base where the logbook is normally kept, the entry in the logbook must be made within 48 hours after return to base.

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3 Microlight Aircraft

3.1 Accidents and Incidents

- CAR Part 12 requires that all accidents and incidents are reported to the appropriate authorities.
- Any **accident** as defined in CAR Part 12 involving a Microlight Aircraft must be reported to the Authority as required by the Civil Aviation Act 2023 Notification of Accidents.
- Any **incident** should be reported to RAANZ to review and assess any quality assurance or remedial action that may be required to help prevent further occurrences.

To simplify the reporting process and ensure that the appropriate authorities are advised, the **RAANZ Accident/Incident Report** form should be used to report any such occurrences.

All such accident/incident reports will be routed to RAANZ, and if the occurrence qualifies as an accident it will also be routed to CAA.

The occurrence will be classified as an accident if there is any injury reported; if the aircraft is rendered unairworthy; or if RAANZ determines it qualifies as an accident.

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3.2 Incidents has been merged into 3.1 above.

3.3 Maintenance and Logbooks

- Microlight Aircraft maintenance shall be the responsibility of the aircraft Owner.
- All Microlight Aircraft maintenance shall be recorded in a Maintenance Logbook conforming to the requirements of CAR Part 91 and AC43-1. For microlights without complex systems, the RAANZ Recreational Aircraft Maintenance Logbook is recommended.
- On sale of the Airframe, Engine or Propeller the appropriate Maintenance Logbook or section thereof shall accompany the part to the new owner for continuity.
- RAANZ recommends that all Microlight Owners maintain their aircraft, engines and equipment, in accordance with the Manufacturer's published Maintenance Schedules.
- Members of RAANZ who operate a microlight aircraft that meets a type design standard specified in rule 103.207(a)(1) may qualify to enter and operate under the [RAANZ On-Condition Program](#).

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3.4 Microlight Inspection Authority

The minimum qualifications for Microlight Inspection Authorities are:

- Current RAANZ Membership
- Licensed Aircraft Maintenance Engineer **or**
- Engineering Trade Certificate and microlight maintenance experience **or**
- Considerable experience in the maintenance and repair of microlights **or**

- Experience in building, repair and maintenance of amateur-built aircraft or microlights.

Minimum knowledge requirements are:

- Conversant with relevant Civil Aviation Rules.
- Understanding of the exemptions from the Rules as shown in CAR Part 103. (Candidates should have a copy of Part 103).
- Knowledge of standard aircraft maintenance practices, repairs to structures and fabrics.(AC43-13-1A refers).
- Knowledge of materials used in microlights, their properties, equivalents and aircraft hardware.
- Knowledge of propeller construction, defects, repair and balancing.
- Knowledge of 2 and 4 cycle engines, carburation, ignition, cooling, generation and installation in microlight aircraft.
- Knowledge of aircraft radio requirements, NZ Post Radio Licence.
- Knowledge of modification procedure and effect of modifications on weight and balance, performance and structural integrity.
- Understanding of the Flight Permit validation procedure, MOT 2117 and the responsibilities of being an Inspector.
- Familiarity with CAR Part 43.

Persons who meet the criteria set out above may apply to RAANZ for the granting of an Inspection Authority, using the application form in the Forms Section of this Manual.

- Applicants should attach to this form any supplementary evidence as to qualifications or experience as is available.
- Applications will not be accepted without the Club Recommendation section completed by a Club Office Holder.
- An Inspection Authority is valid while the holder retains current RAANZ membership, unless terminated as detailed below.
- Applicants will be examined by the RAANZ Technical Officer against the qualifications and knowledge requirements on this page.
- The RAANZ Technical Officer will screen the application, and if approved the applicant will be assigned a numbered book of inspection forms.
- The Authority Holder will use their Identification/Certificate number on all Inspection forms.

RAANZ may also delegate an existing Inspection Authority Holder to assess and train any new applicant.

RAANZ will conduct regular IA refresher courses to help IAs maintain competency and knowledge of current issues and new developments.

Inspection Authority Holders who have not undertaken an Aircraft Inspection for a period of one year or have not attended a refresher course in Five Years may at the discretion of the

RAANZ Executive have their inspection authority rescinded.
RAANZ reserves the right to terminate any such Authority granted by it.

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3.5 Modifications

3.5.1 General

- A Class 2 Microlight that is modified in any manner that may affect the airworthiness of the aircraft shall not be flown until the modification has been inspected and assessed by the holder of a **CAA re-assessment and re-inspection authorisation**.
- Modifications of Microlight Aircraft which conform to Transport Canada Aviation TP10141E require **written approval** from the kitset manufacturer to ensure continued conformity with this standard.
- For microlight aircraft accepted under other acceptable standards, refer to the standard for guidance regarding continued compliance.

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3.5.2 Class 2 Modification Procedure

The procedure for acceptance of any modification that may affect continuing airworthiness is detailed in section [9.9 Modification Assessments](#) of this exposition

3.5.3 Class 1 Modifications

- Every Class 1 microlight that is modified must continue to comply with the CAR Part 103.

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3.5.4 Modifications invalidate existing flight permit

- Any modification made to an aircraft will invalidate its existing Permit to Fly.
- A new Permit to Fly will be issued after the aircraft has been inspected **and** the modification has been approved.

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3.6 Defects

- The pilot in command and/or the aircraft owner is responsible for reporting Defects.
- Details of Microlight Defects may also be submitted by any RAANZ member or Club.
- Reports shall be made on the Defect Report Form contained in the Forms Section of the Manual.
- Defect Reports should be brief and concise, and shall be submitted within 1 month of the occurrence.

- If no forms are at hand reports may be written on another format provided the same information required on the form is supplied.
- This is a mandatory report scheme, designed to advertise to other Microlight pilots any safety related matter involving the maintenance or operation of Microlight Aircraft, or other defects that individual Pilots have experienced and consider it advantageous that other Pilots be aware of.
- Defects reported by this method will be assessed by the Technical Officer and Executive Council, as part of their monthly Meeting Agenda.
- If warranted, RAANZ will publish them on the RAANZ website or monthly newsletter.
- Defect Report details will be recorded by RAANZ and will be held by the Administration Officer.
- Reports will be analysed when necessary to determine trends detrimental to safety, in accordance with the procedure.
- It should be noted that the submission of this form to RAANZ does **not** absolve the pilot from compliance with any requirement in the Civil Aviation Act with respect to the notification of Aircraft Accidents.

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3.6.1 Recording of defects- Technical Log

- Each aircraft shall have means of recording the detection and correction of defects- the Technical Log.
- The pilot shall review the Technical Log prior to each flight to ascertain the airworthiness of the aircraft.
- On completion of the flight the pilot shall record in the Technical Log any further defects detected.
- On correction of a defect the Technical Log shall be updated to indicate the defect has been cleared.
- While 103.105 does not require this document to be carried in the aircraft, it is recommended to do so for convenient reference.
- This Technical Log is particularly important for club or syndicate aircraft that are shared by a group of pilots.

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3.7 Safety Directive and Airworthiness Directive Compliance

- Manufacturers, Importers and the Civil Aviation Authority may supply a copy of any Microlight Aircraft Safety Directive to RAANZ.
- Upon receipt, RAANZ will forward a copy of any Safety Directive to the Director, Civil Aviation Authority, and each Registered Owner affected, at their last known address.
- RAANZ will also publish the Safety Directive on the RAANZ website or monthly newsletter.

- It shall be the Owner's responsibility to comply with the Safety Directive.
- A Microlight aircraft that is not in compliance with an applicable Airworthiness or Safety Directive shall not be flown.
- Class 2 Microlight compliance shall be checked upon the annual re-validation of the Flight Permit

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3.8 Service Bulletin Assessment and Dissemination

- Manufacturers and Importers may provide a copy of any Service Bulletin to RAANZ.
- The Service Bulletin will be assessed by the Technical Officer and the Executive Council, and, if warranted, RAANZ will publish it on the RAANZ website or monthly newsletter.
- It shall be the Owner's responsibility to comply with the Service Bulletin.
- In the case of Service Bulletins classified as **mandatory** by the Manufacturer, Class 2 Microlight compliance will be checked upon re-validation of the Flight Permit document.

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3.9 Type Acceptance

3.9.1 General

- For all microlights, an identification plate shall be fitted to the main frame carrying the serial number and registration.
- The registration letters shall be affixed as described in CAR Part 47.
- For Groups A and P, the wing and the main frame are treated as a complete unit. Any changes of wing to the main frame shall be treated as a modification.

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3.9.2 Class 1 Microlight

- RAANZ is responsible for acceptance and clearance of the design.
- Class 1 Microlight Aircraft are not subject to a Flight Permit, but must still be registered using Form MOT 2187.
- Prior to the registration of a Class 1 Microlight, the owner shall submit to the RAANZ Executive Council sufficient documentary evidence in the form of designs or specifications that the Microlight conforms to the definition of a Class 1 Microlight, and a written request for acceptance, PRIOR to application to the Civil Aviation Authority for Registration.
- Such aircraft may be checked for conformity in the field at the request of RAANZ by an authorised person, who will forward written verification of conformity to RAANZ.

- In the case of Microlights certified in another Country acceptable under CAR Part 103, the Owner shall produce verification from the relevant Civil Aviation Authority, or the Manufacturer, that such certification exists and has been complied with.
- Certification from the Owner will be required that the aircraft is built in accordance with the Manufacturer's instructions.
- RAANZ will verify conformity to the definition and confirm such verification to the owner, who should submit the RAANZ acceptance along with the Registration Application to the Civil Aviation Authority of New Zealand.
- Where a hang-glider wing is to be used in the group, a microlight configuration verification shall be sought for the specific wing from the Hang-gliding Association as being satisfactory for flight.

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3.9.3 Class 2 Microlights

- Class 2 Microlights are subject to a Flight Permit document, which is issued for the life of the aircraft, and re-validated annually by an inspection of the aircraft conducted by an Inspection Authority Holder.
- A Flight Permit may only be issued if the aircraft has had Registration Marks allocated by Civil Aviation Authority of New Zealand. as described in this Manual, has been inspected for Conformity with the Type Design, and the standard of workmanship checked as satisfactory by a RAANZ Inspector.
- The Flight Permit Document shall be carried in the aircraft. The current Flight Permit validation sticker shall be affixed to the aircraft in a clearly visible position.
- Inspection Authority holders shall have to hand such information pertaining to the Microlight aircraft or Autogyros being inspected as RAANZ shall issue from time-to-time.

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3.10 Application for Certificate of Registration and Issue of Flight Permit

- Application for a Certificate of Registration and the issue of an initial Flight Permit shall be made on CAA form CAA 2187.
- RAANZ may recommend the issue of a Flight Permit document for a Class 2 Microlight aircraft if:
 - The aircraft is of a type which the Director has accepted as eligible for issue of a Flight Permit;
- **and**
 - The aircraft has been inspected by a person authorised in writing by the Director for that purpose and found to be in a safe condition.

- Unless otherwise prescribed by the Director, a Flight Permit for a Class 2 Microlight aircraft shall continue in force for the life of the aircraft, and shall be valid for a period of 12 months.
- RAANZ may re-validate a Flight Permit for a Class 2 Microlight aircraft for a period not exceeding 12 months, if satisfied that the aircraft is in a safe condition for flight by the satisfactory completion of an annual inspection.
- A Flight Permit may be issued subject to such conditions as the Director considers appropriate, and where the aircraft is operated in breach of these conditions the Flight Permit shall become void and of no effect.

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3.11 Revalidation of Flight Permit

The re-validation procedure is as follows:

- The Owner shall, at least 28 days before the expiry date of the last Flight Permit, contact an Inspection Authority holder and arrange an aircraft inspection.
- It is the Owner's responsibility to make the aircraft available for inspection. If Inspection Authority Holder is requested to travel, a charge may be made for travel expenses.
- A list of current Inspection Authority Holders is available from RAANZ at the current address.
- The Inspection Authority Holder will complete an Aircraft Inspection and Flight Permit Validation Form.
- If the aircraft passes inspection, the Inspector shall affix a validation sticker to the aircraft after:
 - signing the validation sticker
 - entering an expiry date on the validation sticker 12 months after the inspection date.
 - Entering the annual inspection details in teh aircraft logbook.
- Note: ALL sections of this Form must be completed.
- The Inspector will forward the completed Form, together with the appropriate fee, to RAANZ at the current address.
- RAANZ will confirm that the aircraft is registered and is an accepted type, and will enter details into their records.

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4 Special Operations

4.1 Microlight Helicopter Operations

4.1.1 Authorised Helicopter Operations

- Part 103, Class 1 or Class 2 microlight helicopters shall be operated in compliance with Civil Aviation Rule, Part 103, Subpart F and any limitations set down in the manufacturer's flight manual applicable to the aircraft type.

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4.1.2 Pilot-in-Command Requirements

- No person shall act as pilot-in-command of a Part 103 microlight helicopter unless that person:
 - Is the holder of a current Microlight Pilot Certificate for Group H (Part 103 Helicopters) issued by RAANZ
- **or**
 - Is the holder of a current private pilot licence (helicopter) or higher category flight crew licence (helicopter) issued by Civil Aviation Authority of New Zealand and has a type rating on the helicopter type issued in accordance with Civil Aviation Rule Part 61, Subpart B. and is a member of RAANZ;
- **or**
 - Is operating under the direct supervision of a Flight Training Organisation affiliated to RAANZ.
- A pilot shall not act as pilot-in-command of a Class 2 microlight helicopter carrying a passenger by day, unless:
 - In compliance with sub-paragraphs above, and has carried out as pilot-in-command on the same helicopter type, not less than 3 take-offs and 3 landings during the preceding 90 days;
- **or**
 - Has satisfactorily demonstrated, to a helicopter instructor, continued proficiency in a helicopter of the same type within the preceding 90 days.

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4.1.3 Pilot Training Requirements

- Pilot flight training for the issue of a RAANZ Microlight Pilot Certificate - Helicopter shall only be conducted by a Flight Training Organisation or Club approved by RAANZ for that purpose, and shall generally meet those requirements necessary for qualification as a Private Pilot - Helicopter, except -
 - Pilot medical requirements may comply with the standard specified by RAANZ;
- **and**
 - Pilot knowledge requirements may be a standard approved by RAANZ.
- Approval for a Flight Training Organisation to conduct helicopter training shall only be given following a written application to the RAANZ Executive.

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4.1.4 Instructor Requirements

- Only persons holding a current RAANZ membership and a current:
 - Category C, B or A flight instructor rating (helicopter) issued in accordance with Civil Aviation Rule, Part 61, Subpart G shall give flight instruction on a Part 103 microlight helicopter for the qualification of a Microlight Pilot Certificate - Helicopter;
- **or**
 - Microlight helicopter instructor rating issued by RAANZ to a standard equivalent to (a) above, shall give flight instruction on a Part 103 microlight helicopter for the qualification of a Microlight Pilot Certificate - Helicopter

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4.1.5 Type Ratings

- Every Class 2 microlight helicopter shall be subject to a type rating requirement in accordance with Civil Aviation Rule Part 61, Subpart B.
- A type rating may be issued by an appropriately qualified flight instructor.

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4.1.6 Pilot Flight Tests

- Only persons holding a current RAANZ membership and a current:
 - Category B or A flight instructor rating (helicopter) issued in accordance with Civil Aviation Rule, Part 61, Subpart G shall conduct a flight test on a Part 103 microlight helicopter for the qualification of a Microlight Pilot Certificate - Helicopter.
 - Senior microlight instructor (helicopter) issued by RAANZ to a standard equivalent to (a) above shall conduct a flight test on a Part 103 helicopter for the qualification of a Microlight Pilot Certificate - Helicopter.
- Any candidate for the issue of a Part 103 Microlight Pilot Certificate - Helicopter shall comply with the eligibility requirements for issue of a Private Pilot Licence - Helicopter under Civil Aviation Rule Part 61, Subpart D, or a RAANZ equivalent, and with 4.1.2 of this manual and demonstrate to a testing authority:
 - General knowledge of and an ability to perform competently, those normal and emergency flight maneuvers applicable to the type of helicopter in which the candidate is being flight tested;
- **and**
 - An ability to comply with air traffic services practices and procedures.

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4.1.7 Maintenance Requirements

- Prior to any flight, the pilot-in-command shall conduct a physical inspection of the aircraft to determine that:

- The aircraft is airworthy by performing a pre-flight inspection as amplified in the aircraft flight manual including removal of covers, tie-downs and bungs.
- Adequate fuel is on board with required reserves to either accomplish the flight or to reach planned refueling points.
- If required, special equipment such as life jackets, life rafts and survival kits are on board the aircraft and are serviceable and properly stowed.
- If an inspection or check made under the above provisions indicates a departure from permissible limits or malfunctioning of any part of the aircraft, or in equipment which is required for flight, the pilot-in-command shall not commence the take-off and the aircraft shall not be flown until it has been deemed serviceable.
- The helicopter owner shall be responsible to ensure that necessary maintenance is performed on the aircraft in accordance with requirements specified by the aircraft manufacturer.
- The standard for maintenance for microlight helicopters shall be determined by RAANZ. This standard is currently met by an appropriately rated LAME(H).

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4.1.8 Aircraft Unserviceable

- Any unserviceability of a helicopter or its equipment which is found by the pilot-in-command at the pre-flight inspection or during flight and which affects, or may affect, the satisfactory operation of that helicopter, shall be rectified before further flight.
- Furthermore, should the pilot-in-command become aware of any damage to the helicopter or any of the helicopter's systems, or considers the helicopter has suffered abnormal flight or ground loads or has acquired characteristics such as to adversely affect the safety of that helicopter, the helicopter shall not be flown until the unserviceability has been rectified.
- Details of the unserviceability and rectification action taken shall be detailed in the Aircraft Logbook.

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4.2 Microlight Towing Operations

4.2.1 Requirements for Issue

- No person shall act as pilot-in-command of a Microlight engaged in towing operations unless that person:
 - Is the holder of a current Microlight Pilot Certificate - Advanced (or higher) issued by RAANZ;
- **and**
 - Has completed a minimum of 100 hours total flight time in Microlight aircraft, which includes a minimum of 80 hours pilot-in-command;

- **and**
 - Has completed a minimum of 20 hours total flight time in the type of aircraft to be used in the towing operation;
- **and**
 - Has satisfactorily completed, within the last 24 months, an oral and practical test to be conducted by EITHER the holder of a Microlight Senior Instructor Certificate with Tugmaster endorsement, OR the holder of a NZHGPA Instructor Rating with considerable aero-towing experience.
- The syllabus and standards for this test are contained in the [N.Z. Aerotow Manual](#).
- The granting of a Tow Rating shall be entered into the pilot's logbook and signed by the Instructor

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4.2.2 Recent Experience Requirements

- No person shall act as pilot-in-command of a Microlight engaged in towing operations unless that person complies with the recent experience requirements of the Microlight Pilot Certificate held.

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4.2.3 Privileges

The holder of a Tow Rating is authorised to aerotow Hang Gliders subject to the following limitations:

- The Hang Glider and Pilot being towed must comply with all necessary NZHGPA requirements and approvals.
- The Microlight and towing apparatus being used must comply with the provisions of this Manual.
- The towing operations must comply with the provisions of this Manual and those in the "N.Z. Aerotow Manual".

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4.2.4 Tow Aircraft Requirements

Any Microlight used for towing operations shall:

- Be an approved Type under C.A.A. Rules Part 103 and comply with the provisions of those Rules.
- Be a Class 1 or Class 2 Microlight aircraft, but may NOT carry a passenger during towing operations.
- Be either a Type A (Weightshift) or a Type B (2/3 Axis) Microlight aircraft only.
- Be capable of straight and level flight at 32 knots (35 M.P.H.) T.A.S.
- Be capable of a climb rate of 350 feet per minute with the towed aircraft attached.
- Be capable of taking-off and climbing to a height of 50 feet A.G.L. within 85% of the available runway length with the towed aircraft attached.

- Be fitted with a convex mirror of such a size and in such a position that the pilot can see the towed aircraft at all times.
- Be fitted with towing apparatus that conforms to the provisions of this Manual.
- It is recommended that suitable 2-way communication equipment be fitted to enable contact between the towing aircraft and the towed aircraft pilots.

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4.2.5 Towed Aircraft Requirements

- The Hang Glider under tow shall comply with all requirements and approvals laid down by the NZHGPA.
- The Pilot of a Hang Glider under tow shall comply with all requirements and approvals laid down by the NZHGPA.

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4.2.6 Tow Rig Requirements - General

- All tow rigs will be inspected, and approved in writing for the specific Microlight aircraft to which they are fitted, by EITHER a RAANZ Inspection Authority holder OR an NZHGPA Inspector.
- It is recommended that tow rigs manufactured or approved by the aircraft manufacturer be used where possible.

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4.2.7 Tow Rig Requirements - Tow Rope

Any rope used to connect the towing and towed aircraft during aerotow operations shall:

- Be a minimum of 50 metres and a maximum of 100 metres in length.
- Be of a minimum breaking strain of 150 kg and be of non-stretch material.
- Contain a weak link at each end with the forward link being 10% stronger than the rearward link.
- The forward link shall have a maximum breaking strain of 100 kg or 85% of the towed Hang Glider and pilot weight, whichever is the lesser.
- Contain a drogue device situated at least 75% to the rear of the rope and of sufficient size to prevent excessive droop when towed unattached.

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4.2.8 Tow Rig Requirements - Bridle

Any bridle arrangement used during aerotow operations shall:

- Provide for the towing point to be on or near the thrust line of the towing aircraft.
- Be unable to foul the towing aircraft's propeller under any circumstances.
- Be unable to foul or hinder the towing aircraft's control system under any circumstances.

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4.2.9 Tow Rig Requirements - Release Mechanism

- All tow rigs shall contain a release mechanism at the forward AND rearward ends, the forward end release mechanism being operable by the tow pilot and the rearward end release mechanism being operable by the towed pilot.
- Each release mechanism will:
 - Be easily operable up to 1.5 times the tow line breaking strain.
 - Be easily operable under conditions of no load (I.E. slack line).
 - Be subjected to testing prior to the first tow of any day.

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4.2.10 Aerotow Operations

- Aerotow Launch and Inflight Operations and Procedures are specified in the "N.Z. Aerotow Manual", and shall be complied with at all times.

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