



# Advisory Circular AC115-8

## Adventure Aviation—Microlight Aircraft Operations

Revision 1 (0)  
09 August 2016

### General

Civil Aviation Authority advisory circulars contain guidance and information about standards, practices, and procedures that the Director has found to be an **acceptable means of compliance** with the associated rules and legislation.

However, the information in the advisory circular does not replace the requirement for participants to comply with their obligations under the Civil Aviation Rules, the Civil Aviation Act 1999 and other legislation.

An advisory circular reflects the Director's view on the rules and legislation. It expresses CAA policy on the relevant matter. It is not intended to be definitive. Consideration will be given to other methods of compliance that may be presented to the Director. When new standards, practices, or procedures are found to be acceptable they will be added to the appropriate advisory circular. Should there be any inconsistency between this information and the rules or legislation, the rules and legislation take precedence.

An advisory circular may also include **guidance material** generally, including guidance on best practice as well as guidance to facilitate compliance with the rule requirements. However guidance material must not be regarded as an acceptable means of compliance.

An advisory circular may also include **technical information** that is relevant to the rule standards or requirements.

### Purpose

This advisory circular provides methods acceptable to the Director, and guidance material on microlight aircraft operations, to assist the applicant for and holder of an adventure aviation certificate, to meet Civil Aviation Rule Part 115 *Adventure Aviation, Initial Issue—Certification and Operations*.

### Related Rules

This advisory circular relates to Civil Aviation Rule Part 115 – specifically Subpart P – Microlight Aircraft Operations, Parts 61, 91 and 103.

**Change Notice**

Subject to “Memorandum for Technical Cooperation” between the CAA of Mongolia and New Zealand on mutual cooperation in implementation of Assembly Resolution A29-3: Global Rule Harmonization, 29th ICAO Assembly, 1992, which urges States to promote global harmonization of national rules, dated 6th of May, 1999, Mongolian Civil Aviation Safety Regulation has been reconciled to the Civil Aviation Regulation of New Zealand.

This AC 115-8 has been released in English and Mongolian language. In the event of any conflict and discrepancy between the two above mentioned versions, English version shall prevail.

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## Table of Contents

Rule 115.801 Airworthiness .....	4
Rule 115.803 Instruments and equipment .....	4
Rule 115.805 Maintenance.....	5
Rule 115.807 Technical log.....	6
Rule 115.809 Pilot qualification and experience requirements.....	7
Rule 115.811 Minimum heights .....	8

## Rule 115.801 Airworthiness

The intent of this rule is to limit adventure aviation microlight operations to Class 2 microlight aircraft with a flight permit issued by the Director under the Act, Part 103 and conforming to the type design standards detailed in rule 103.207.

## Rule 115.803 Instruments and equipment

- (a) Microlight aircraft operating under this Subpart must be equipped with the applicable instruments and equipment specified in rules 91.509 and 103.221(a) with a means of—
- (i) indicating airspeed; and
  - (ii) indicating Mach number, if the speed limitation specified in the aircraft flight manual is expressed in terms of Mach number; and
  - (iii) indicating altitude in feet; and
  - (iv) indicating magnetic heading; and
  - (v) indicating fuel tank contents, other than auxiliary fuel tank contents; and
  - (vi) indicating engine revolutions of each engine; and
  - (vii) indicating oil pressure of each engine using a pressure lubricating system; and
  - (viii) indicating coolant temperature of each liquid-cooled engine; and
  - (ix) indicating oil temperature of each engine rated at over 250 brake horsepower using a pressure lubricating system; and
  - (x) indicating manifold pressure of each supercharged or turbocharged piston engine, and each piston engine fitted with a constant speed propeller; and
  - (xi) indicating cylinder head temperature of each air-cooled piston engine rated at over 250 brake horsepower; and
  - (xii) indicating flap position, if flaps are fitted, unless the position of the flaps can be determined visually by the flight crew member; and
  - (xiii) indicating landing gear position, if the aircraft has retractable undercarriage; and
  - (xiv) indicating the correct functioning of electrical power generating equipment; and
  - (xv) indicating the presence of carbon monoxide in the cabin if the aircraft is fitted with an exhaust manifold cabin heater or a combustion cabin heater.
- (b) Microlight aircraft must be equipped with an automatic 406 MHz ELT or at least one person be equipped with a PLB or ELT (S) as per rule 91.529. The ELT beacon must be registered and maintained in accordance with rule 91.605(e).

A Class 2 microlight aircraft on adventure aviation operations does not have to comply with the seat requirements of rule 91.501(2)(i). However operators should consider for aircraft fitted with lap seat belts only if best practice would suggest the fitment of harness and/or inertial reel systems for the pilot and passenger is justified. If a decision to do so is arrived at the standard modification approval system for Class 2 microlight aircraft is

to be followed.

Although not required by rule 115.803 operators of microlight aircraft, especially for flexwing aircraft with generally lighter structure, operators should consider the installation of ballistic recovery parachutes as a best practice option to provide structural redundancy not otherwise available to the design.

## **Rule 115.805 Maintenance**

The intent of this rule is to ensure that the inherent airworthiness of a microlight aircraft is maintained throughout its operational life.

Any maintenance performed must ensure the microlight aircraft continues to meet the type design standards. It should be ensured that every applicable airworthiness directive is complied with, any defects rectified and an annual condition inspection has been carried out. If fitted with transponder or floatation equipment the applicable requirements of rule 91.605(e) should be complied with.

The maintenance programme required by rule 115.61 is a compilation of the individual maintenance and inspection functions used by an operator to maintain airworthiness of the specific microlight aircraft to be listed on the operations specification.

The maintenance programme consists of two basic parts—

- (a) instructions and procedures that maintenance is performed in accordance with and must be equivalent to paragraph (b); and
- (b) schedule of the maintenance actions including required inspections and tests of the microlight aircraft and its components together with details of parts and areas that—
  - (i) must be inspected; and
  - (ii) could result in a failure, malfunction, or defect endangering the safe operation of the aircraft.

The instructions and procedures define **how** maintenance requirements as defined in rule 115.61 are to be carried out and must be equivalent to—

- (a) the applicable requirements prescribed in Subpart G of Part 91; and
- (b) the manufacturer's maintenance schedule; and
- (c) the maintenance programme must include—
  - (i) procedures for recording defects including examples of records; and

- (ii) procedures for the correction or deferral of defects found during maintenance; and
- (iii) procedures for inducting a microlight aircraft onto the maintenance programme; and
- (iv) procedures for ensuring that every inspection required by the programme is performed; and
- (v) procedures for the retention of maintenance records under rule 91.623.

The maintenance programme must also include a schedule for performance of required maintenance expressed in terms of time in service, cycles, calendar time, and number of system operations or any combinations of these including an annual condition inspection.

The annual condition inspection must be performed or supervised by a person holds an appropriate qualification issued by the Director under the Act and Part 66.

The annual condition inspection form must include aircraft registration, aircraft type and the date at which inspection is due, signature, name and certificate or license number of the person carrying out the inspection.

A signed copy of the inspection form should be attached to the microlight in a prominent place adjacent to the point of entry. Details of maintenance carried out and certification must be entered in the appropriate maintenance logbooks for the microlight in accordance with rule 91.617.

### **Rule 115.807 Technical log**

Adventure aviation microlight aircraft operators must provide a technical log for the microlight aircraft with provision for recording the following information:

- (a) the name of the operator:
- (b) the registration mark, type, and model of the aircraft:
- (c) the identity of the maintenance programme or schedule required under rule 115.61 to which the aircraft is maintained:
- (d) a statement of the maintenance status of the aircraft including—
  - (i) the identity of the next scheduled inspection and the date or hours due; and
  - (ii) any requirement under rule 43.103(a)(4)(i) for an operational flight check to be carried out:
- (e) the date or hours at which any other maintenance is due prior to the next

scheduled inspection:

- (f) the date at which the next annual condition check is due:
- (g) the daily hours flown:
- (h) the total time in service:
- (i) if applicable,—
  - (i) the daily cycles used; and
  - (ii) the total cycles:
- (j) any defects found during the pre-flight inspection, during a flight, or following a flight:
- (k) details of the rectification of defects that occur between scheduled inspections and the certification for release-to-service for the rectification:
- (l) details of any deferred rectification of defects including any instruments and equipment that are inoperative in accordance with rule 91.537.

The operator of a microlight aircraft must ensure that the information is accurately recorded in the technical log and is current.

The holder of an adventure aviation certificate issued in accordance with Part 115 may record the following information in a format other than in the technical log, if that format and the associated procedures detailed in the exposition are acceptable to the Director; and the information is accurate and available to the pilot-in-command on request:

- (a) the identity of the next scheduled inspection and the date or hours due:
- (b) the date or hours at which any other maintenance is due prior to the next scheduled inspection:
- (c) the total time-in-service:
- (d) the total cycles.

### **Rule 115.809 Pilot qualification and experience requirements**

The requirements for a person to act as pilot-in-command of a microlight aircraft operating under Part 115—

- (a) holds a current and appropriate commercial pilot licence; and

- (b) holds an appropriate aircraft type rating for the aircraft, and
- (c) has acquired at least—
  - (i) 200 hours flight time experience as pilot-in-command of an aircraft; and
  - (ii) 30 hours flight time experience as pilot-in-command of the type of microlight aircraft used for the adventure aviation operation.

### **Rule 115.811 Minimum heights**

A pilot-in-command of a microlight aircraft operating under Part 115 must not operate the microlight aircraft:

- (a) over a congested area of a city, town, or settlement:
- (b) over any open-air assembly of persons, or any obstacle that is within a horizontal radius of 600 metres from the point immediately below the aircraft:
- (c) over an area at a height of less than 500 feet above the surface except for take-off or landing.