

**16/EXE/34**

**Exemption from the Requirements in Civil Aviation Rules  
CAR 91.109 and CAR 91.709(c)(2) in relation to Appendix A.26**

**PURSUANT TO** Section 37(2)(c) and (d) of the Civil Aviation Act 1990,

**I, John Kay**, acting Director Civil Aviation, being satisfied that—

- (a) the requirement in CAR 91.109, that no person shall operate an aircraft unless it is operated in compliance with the operating limitations specified in the aircraft flight manual, is inappropriate for calculating minimum towline and/or weak link strength requirements when lightweight aircraft are used to tow gliders; and
- (b) the requirement in CAR 91.709(c)(2) that a person must not operate an aircraft to tow a glider in flight unless the tow line to be used meets the requirements of Appendix A.26 is inappropriate for calculating minimum and maximum towline and/or weak link strength requirements when lightweight aircraft are used to tow gliders; and
- (c) the risk to safety will not be significantly increased by the granting of this exemption.

**HEREBY EXEMPT—**

**a person who operates an aircraft issued with a Standard Category Airworthiness Certificate, or Special Category Airworthiness Certificate – LSA, or Flight Permit (Class II microlights) to tow a glider in flight**

**FROM—**

the requirement in CAR 91.109 that no person shall operate an aircraft unless it is operated in compliance with the operating limitations specified in the aircraft flight manual,

**ONLY WITH RESPECT TO—**

the minimum tow line strength specified for glider towing operations, when a person is operating an aircraft towing a glider of not more than 800kg MCTOW,

**PROVIDED THAT—**

the towline, or tow-system incorporating a towline and safety weak link(s), shall have a breaking strength of no less than 300daN,

**AND—**

**FROM—**

the requirement in CAR 91.709(c)(2) that a person must not operate an aircraft to tow a glider in flight unless the towline to be used meets the requirements of Appendix A.26,

**PROVIDED THAT—**

(a) a glider towline, or tow-system incorporating a towline and safety weak link(s), shall have a –

(i) maximum breaking strength of no more than the lesser of the maximum load specified for the towline attachment in the limitations of the tow aircraft and the glider being towed; and

(ii) minimum breaking strength of no less than the higher of the minimum load specified for the towline attachment in the limitations of the tow aircraft and the glider being towed.

(b) Where the limitations of the tow aircraft and glider determined in (a) above are incompatible, a person operating an aircraft towing a glider of not more than 800kg MCTOW may disregard any minimum towline strength specified in the respective flight manuals, provided that the tow system safety weak link breaking strength is no less than 300daN.

(c) Should a conflict occur between the maximum and minimum values determined in (a) and (b) above, then the lesser of the two values is to be used to determine the breaking strength of the safety weak link.

(d) Where a single safety weak link is incorporated in the tow system; the safety weak link shall be installed at the tow aircraft end of the tow line.

This exemption shall remain in effect unless withdrawn in writing by the Director.

**SIGNED** at Wellington )

this 11<sup>th</sup> day of July 2016 )

by **John Kay** )

Acting Director Civil Aviation )

