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# How to be an aircraft owner

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**Cover photo:** Steen Skybolt – an amateur-built aeroplane.

See the CAA website for Civil Aviation Rules, advisory circulars, airworthiness directives, forms, and more safety publications. Visit [aviation.govt.nz](http://aviation.govt.nz).

Every effort is made to ensure the information in this booklet is accurate and up-to-date at the time of publishing. But numerous changes can occur with time, especially in regard to airspace and legislation. Readers are reminded to get appropriate up-to-date information.

# Introduction

Owning your own aircraft can be a very rewarding experience, but there are obligations to keep everyone safe on the ground and in the air.

This booklet is for you if you own, or are planning to own, a: remotely piloted aircraft, parachute, hang glider, paraglider, microlight, amateur-built aircraft, balloon, glider, aeroplane, or helicopter. We recommend that you read this booklet in conjunction with our poster *Aircraft Operator Requirements*. This is a chart that shows the pilot requirements, operating rules, and maintenance requirements for each class of aircraft.

Under the Civil Aviation Rules, there are some rules that apply to everyone, such as:

- ✓ **Part 21** Certification of Products and Parts
- ✓ **Part 39** Airworthiness Directives
- ✓ **Part 43** General Maintenance Rules
- ✓ **Part 47** Aircraft Registration and Marking
- ✓ **Part 91** General Operating and Flight Rules (note that Part 91 also contains rules for maintenance).

And there are rules for specific types of aircraft giving some exceptions to the above rules, and additional rules for that class of aircraft, for example:

- ✓ **Part 101** Gyrogliders and Parasails, Unmanned Aircraft (including Balloons), Kites, and Rockets – Operating Rules
- ✓ **Part 103** Microlight Aircraft – Operating Rules
- ✓ **Part 104** Gliders – Operating Rules
- ✓ **Part 105** Parachuting – Operating Rules
- ✓ **Part 106** Hang Gliders – Operating Rules.

A Van's RV-12 built by the students of Mercury Bay Area School in Whitianga.



# Who is the ‘owner’ of an aircraft?

Normally, you would think of the person or organisation having financial ownership of an aircraft as the owner.

But the Civil Aviation Act 1990 defines the owner as the person or organisation entitled to possession of the aircraft for 28 days or more.

That definition is used because the CAA is concerned with safety, and so we’re interested in the person or organisation actually operating the aircraft, so we can send them safety information.

An aviation organisation will often lease an aircraft from the financial owner, and so become the ‘owner’ of the aircraft under the Act.

In this booklet, we use the Act’s meaning for owner, and sometimes use operator to mean the same thing.



Iain Anderson in ZK-EVE, a Tecnam P2002 Sierra Mk 2 Light Sport Aircraft, on the runway at Whakatane aerodrome. Photo courtesy of Roz Anderson Photography.

# Before you buy

For many, owning your own aircraft is a dream come true. But to make it a rewarding experience, it's important to plan financially for all the ongoing costs. If you skimp on maintenance, you could put your life, and the lives of your passengers, at risk.

That's why we have rules, but remember the rules set the minimum standards that you need to comply with – you should always strive for the highest standards.

To consider the costs, it's best to break them down into fixed and variable. The fixed costs will need to be paid whether you fly 3 or 300 hours in a year.

Typical fixed costs include: maintenance (some maintenance requirements are based on calendar time), hangar rent, insurance, annual registration fee and participation levy, and some consumables such as oil.

Typical variable costs include fuel and maintenance, the requirements of which are based on flying hours.

You may also want to factor in costs related to your actual flying, such as flight planning charges, landing fees, medical fees, biennial flight review, and so on.

Also plan for the long term, and put aside funds for engine and propeller overhauls, which can be very expensive. Some aircraft also have components that must be replaced at a certain time, often referred to as time-lifed components. This can be a significant factor, particularly for helicopters.

Also consider unexpected costs. They may be due to an occurrence, or unexpected repairs, higher-than-normal maintenance required, and most importantly, an unexpected manufacturer's service requirement (eg, supplemental inspection documents, or SIDs for Cessnas) or an airworthiness directive.

Before signing on the dotted line, make sure:

- the seller is legally entitled to sell,
- there's no debt owing on the aircraft,
- its certificate of registration is valid, and
- if the aircraft is being imported, it has been deregistered in the state of registry.

Also have your chosen aircraft inspected by a licensed aircraft maintenance engineer (LAME), or an inspection authorisation certificate holder (IA). Any aircraft maintenance organisation, or the CAA, can advise you of an IA in your area.

Ask to see a copy of the aircraft's latest review of airworthiness (RA), and check that maintenance records are available for the airframe, engine, propeller and airworthiness directives (ADs), as applicable. Do not rely on the fact that the aircraft has had a recent service and review of airworthiness to say it is in good condition.

There are also aircraft valuers who can give you a current market appraisal.

## Choosing your aircraft

The type of aircraft you choose to buy will affect where you can fly, when you can fly, whether it can be used for training, the licence requirements, medical requirements, the maintenance requirements, and who can maintain it.

The best reference for considering these factors is the CAA poster, *Aircraft Operator Requirements*. It shows each class of aircraft, the licensing requirements, the type of operations permitted, and the maintenance requirements.

It also has references to the relevant rules and advisory circulars and you should study these for the type of aircraft you want to buy. This is important because there can be additional conditions. For example, a microlight or amateur-built aircraft is not permitted to fly over any "congested area of a city, town, or settlement" unless taking off or landing.

Also refer to the CAA booklet *How to be a pilot* for more information about licence categories, ratings and certificates.

Some people want to rent their aircraft out, so be aware that if the engine is older than 12 years, or it exceeds the manufacturer's TBO (time between overhauls) the aircraft cannot be used for hire or reward.

## Syndicates and partnerships

Groups of people may opt to buy an aircraft together to reduce the individual capital cost and to ensure the aircraft does enough flying each year to make the hourly cost reasonable. But that means sharing access, and fitting in with the plans of several other people.

As the syndicate members will be sharing both financial and operational responsibilities, a written agreement is strongly advised – seeking legal advice is a good idea.

There are many factors to consider in your syndicate agreement. For instance, some syndicate members may want to fly more than others. What happens if a member wants to leave the syndicate? Who pays for damage or loss? Find out which syndicates are working really well – they may even allow you to copy their agreement.

When a syndicate or partnership owns an aircraft, each member must undergo the fit and proper person process. Those with a pilot licence will already have done this.

Another option is to buy a share in an established syndicate.

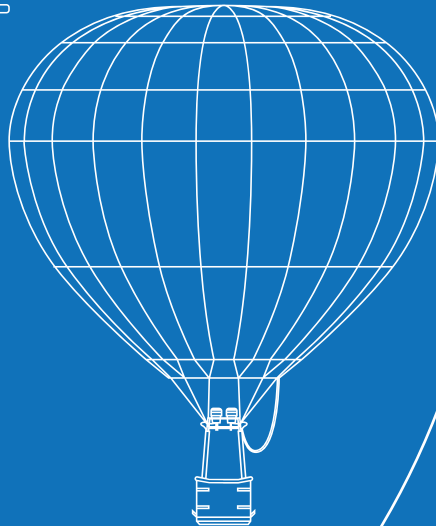
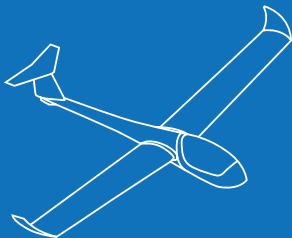
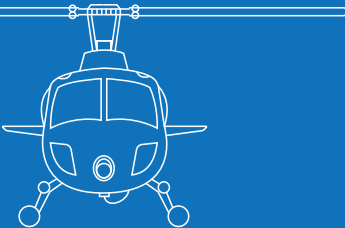
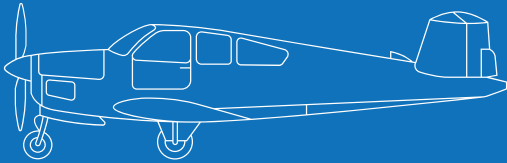
Autogyro aircraft are classed as microlights. Their name comes from the use of an unpowered rotor to create lift. Forward thrust comes from an engine-driven propeller.



# Categories of aircraft

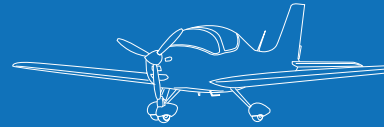
## Standard category airworthiness certificate

This applies to aeroplanes, helicopters, gliders and balloons which have a type certificate. The typical training aircraft you would see at your local aerodrome, such as a Piper or Cessna, will be in this category.

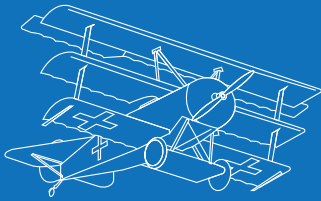
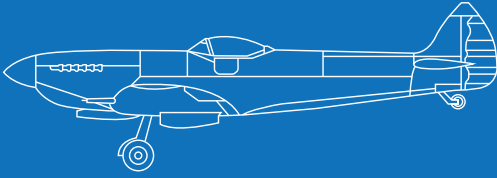


## Special category airworthiness certificate

This applies to aircraft which are not type-certificated, and can fit into six categories: experimental, primary, amateur-built, LSA (light sport aircraft), limited, and exhibition.

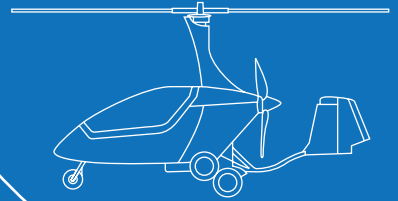
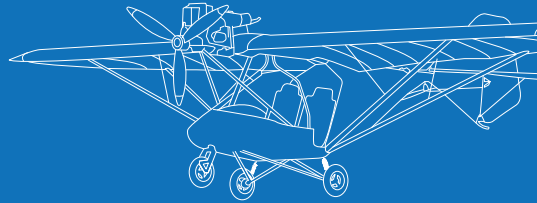




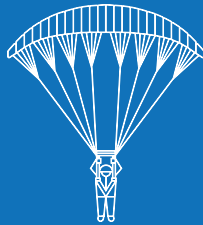


## Microlight aircraft

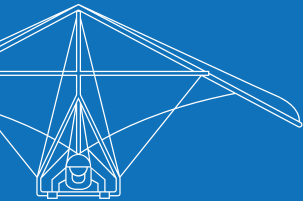
Can be Class 1 (single seat) or Class 2 (two seat or helicopter). A microlight could be an: aeroplane, helicopter, ultralight glider, or gyrocopter.



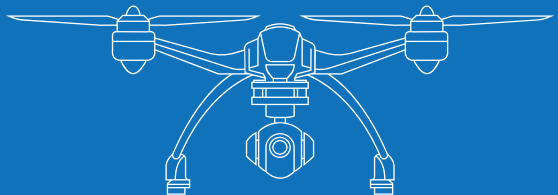
## Parachute



## Hang glider or paraglider



## Unmanned aircraft



# Registration

All aircraft must be registered, except sport parachutes, paramotors, hang gliders, paragliders and unmanned aircraft (although this may be required if operating under Part 102). The aircraft is registered in the name of the person or group who has possession of that aircraft for 28 days or longer.



As an aircraft owner, you are required to inform the CAA of any change of address for service, or contact details. This is so we can contact you with any safety information.

There is an annual fee for registration, and for those aircraft that are not required to pay a passenger levy, an annual participation levy based on aircraft weight. For other costs related to aircraft registration, visit [aviation.govt.nz](http://aviation.govt.nz) and look under the 'aircraft' section. The levies support the CAA's work, including:

- safety investigation and analysis,
- the development of industry-wide accident and incident trends, which steer the CAA's safety initiatives,
- free safety education and information, including *Vector*, GAP and 'How to...' booklets, safety promotion products, and seminars,
- aviation safety advisors providing face-to-face contact, advice and information.

You can defer payment of the participation levy if your aircraft is inoperable on 1 July and remains that way for at least three months. It might be undergoing extensive maintenance or restoration. Notify the CAA by completing form 24047/13, and sending it to the Aircraft Registrar before levies become due on 1 July.

Note that a certificate of registration is not a certificate of title.

### **Reservation of a registration mark**

To reserve a specific registration mark, first see if it's available. Visit [aviation.govt.nz](http://aviation.govt.nz) and look under the 'aircraft' section. Then confirm by emailing [aircraftregistrar@caa.govt.nz](mailto:aircraftregistrar@caa.govt.nz). They will reply with confirmation and instructions for payment of the fee. Marks may be reserved for up to two years and may be renewed if needed beyond that time.

### **Fit and proper person**

All holders of an 'aviation document' must satisfy the Director of Civil Aviation that they are a fit and proper person to do so. If you already have a Part 61 pilot licence, you will have completed this process.

Otherwise you, and anyone else forming a partnership or syndicate with you to own an aircraft, will need to complete the FPP process, using form 24047/02. For more information, search on 'forms' on [aviation.govt.nz](http://aviation.govt.nz).

<< Certificates of registration should not be carried in the aircraft (unless flying overseas), but stored safely in a place that makes it easy to produce on request.

## Initial registration

Complete form 24047/01 and send to [aircraftregistrar@caa.govt.nz](mailto:aircraftregistrar@caa.govt.nz).

A used, imported aircraft can be registered once deregistration notification is received from the overseas authority. A new import can be registered when the CAA has received confirmation it has not been registered by an overseas authority.

Rule 91.247(b) requires that aircraft with Mode S transponder equipment installed must have a unique Mode S address code assigned by the Director. If you need to find out if your aircraft already has one, go to [aviation.govt.nz](http://aviation.govt.nz) and look under the 'aircraft' section.

If you require a Mode S code for a transponder, email [aircraftregistrar@caa.govt.nz](mailto:aircraftregistrar@caa.govt.nz) with the following details:

- manufacturer of aircraft
- date of manufacture
- model
- serial number, and
- reserved mark.

## Change of possession

Change of possession may seem to be a strange term, but we use it to reflect the Act's definition of owner, referred to at the beginning of this booklet. There are very specific requirements for the change of possession of an aircraft. Both the person relinquishing possession and the new operator must complete the form on the reverse of the certificate of registration, or CAA form 24047/03 *Notice of Change of Possession of Aircraft*. Should the person relinquishing not be available, for instance if they have died, use form 24047/03A.

You are obliged to complete the form and inform the CAA within 14 days of the 'date of transfer'. The aircraft can be operated on its existing certificate of registration for

28 days after the date of transfer, but must not be operated after that time unless a new certificate has been issued.

If you sell your shares in a syndicate, you must let the CAA know.

If the aircraft is fitted with an emergency locator transmitter (ELT), the contact details will need to be changed with the Rescue Coordination Centre (RCCNZ), see [www.beacons.org.nz](http://www.beacons.org.nz). If the RCCNZ are not given the updated contact information, the aircraft must not be flown (rule 91.529).

## To change a registration mark

Changing an existing registration mark is a little more complicated – contact [aircraftregistrar@caa.govt.nz](mailto:aircraftregistrar@caa.govt.nz).

## Deregistration

If your aircraft is not being used because it is, for example, permanently withdrawn from use, exported, not airworthy, under repair, or being restored, you may choose to deregister it. While the aircraft is registered, the annual registration and participation levy will be charged annually on 1 July. The aircraft remains registered until a request for deregistration is received using form 24047/05. Deregistration needs to be actioned by the CAA before invoicing on 1 July. You should weigh up deregistering against the cost of new registration and airworthiness certificate when you want to fly the aircraft again. You can reserve the registration mark if you deregister.

If you are deregistering your type-certificated aircraft so you can export it, get the export certificate of airworthiness first, then apply to have the aircraft deregistered. You won't get an export C of A for a deregistered aircraft.

If your aircraft has been destroyed in an accident, don't assume it will be automatically deregistered by the CAA. That is something you must still apply to have done.

# Reporting

Aircraft owners should be familiar with their obligations under Part 12 *Accidents, Incidents, and Statistics* and the related advisory circulars.

## Aircraft operating statistics

The owners of standard category aircraft (except gliders) must provide an annual report of hours flown by the aircraft. The owners of aircraft used in certificated air operations under Parts 119/135, 115, and 137 must provide a quarterly return of the hours flown for each aircraft. Agricultural operators have additional responsibilities.

This is so the CAA can analyse data to see where safety improvements are needed.

## Occurrences

It's obvious that if aviation safety is to be improved, we need to know where things are going wrong. That's why there are requirements about reporting occurrences. Some of these responsibilities fall on the owner, so make sure you are familiar with Part 12.



As well as providing a return of hours flown, agricultural operators must supply additional information including describing the materials they have dropped.

# Airworthiness and maintenance

An aircraft must have a valid certificate of airworthiness or microlight flight permit (except Class 1) and this must be carried in the aircraft.

The certificate of airworthiness does not mean an aircraft is in pristine condition, or that it is safe.

It means only that it conformed to its type design, and complied with the Civil Aviation Rules at the time the certificate was issued.

That's why the aircraft must undergo maintenance inspections at set intervals, and be airworthy every time it's flown.

Maintenance obligations could be the most complicated part of operating an aircraft, so it's important to understand your responsibilities, and keep tabs on requirements together with your maintenance provider. A person may not operate an aircraft unless it is in an airworthy condition.

Only a qualified licensed aircraft maintenance engineer (LAME) or an equivalent authorised person can carry out and certify the necessary inspections, and repairs.

It's the owner's responsibility, not that of the engineer, to ensure the aircraft has its inspections done correctly and that it has been released to service after maintenance, and before it's flown again.



A Guimbal Cabri G2 helicopter with a standard category airworthiness certificate.

## Aircraft documents

You are required to keep and maintain a number of records for your aircraft. Some of these need to be carried in the aircraft, and some must not. The requirements will vary for some non-standard category aircraft: see the relevant rules, for instance, Part 106 for hang gliders.

### You must carry in the aircraft

- Certificate of airworthiness or microlight flight permit
- Flight manual
- CA006 *Technical Log*
- CAA2173 *Weight and Balance Data*
- CAA2129 *Aircraft Radio Station Equipment Approval Levels*

See rule 91.111 *Documents to be carried*.

### Other aircraft documents that must be maintained

- Certificate of registration (but must be carried if flying outside New Zealand)
- Daily flight records (see rule 91.112 *Daily flight records*)
- Aircraft logbooks, comprising:
  - CAA 2101 *Aircraft Logbook*
  - CAA 2110 *Propeller Logbook*
  - CAA 2158 *Engine Logbook*
  - CAA 1464 *Aircraft Airworthiness Directives, Aircraft Modifications, Engine and Propeller Installations Logbook*



For more information, read rule 91.603 *General maintenance requirements*. Visit [aviation.govt.nz](http://aviation.govt.nz) and look under the 'rules' section.

These records tell the owner:

- the total time in service of the airframe, engine, and propeller,
- the current status of parts with a limited life,
- the time since the last maintenance inspections and when they are next due,
- whether there are any current special requirements relating to the aircraft type, and
- any out-of-phase inspections that may be due.

The owner may arrange or contract for an engineer or maintenance organisation to maintain these records, but it remains the owner's responsibility to see that all relevant aircraft records are completed accurately and on time. Log entries must be made of all work on the aircraft, including field maintenance, or instrument or avionics work by a separate organisation.



## Technical Log

The main function of the CA006 *Technical Log* is to give the pilot a preflight snapshot of the aircraft's current maintenance status, including defects.

To do this, all maintenance, routine or otherwise, must be recorded between inspection intervals. It is an owner's responsibility to make sure it is done.

A 'release-to-service' must be certified on the tech log for any maintenance work performed between routine checks. A release-to-service is a release after the performance of maintenance done, and its issuance is the responsibility of the maintenance organisation or engineer. All maintenance must also be summarised in the aircraft logbook, as required by rule 43.69 *Maintenance records*.

See rule 91.619 for further details on technical log requirements.

You can order technical logs from the CAA by emailing [publications@caa.govt.nz](mailto:publications@caa.govt.nz).



## Airworthiness directives

ADs are mandatory airworthiness requirements issued by the Director of Civil Aviation. An AD may specify modifications, inspections, conditions, or limitations to ensure continued safe operating conditions.

ADs can be made at any time and relate to any type of aircraft. They can come from several sources including the country that issued the type certificate, from other aviation authorities, and as a result of the CAA's own safety investigation and analysis.

ADs can apply to the airframe, engine, instruments, radios, propeller, and even the interior fittings.

An AD may require the owner to have a special inspection carried out on a single part of their aircraft, or may limit a particular activity (such as aerobatics) while a problem is assessed.

Ensuring the aircraft complies with all relevant ADs is the owner's responsibility, not the engineer's, and is one of the things that will be checked during initial certification and the aircraft's review of airworthiness.

You can receive an email alert when ADs are published. See the CAA website's free notification service at [aviation.govt.nz/](http://aviation.govt.nz/) subscribe. Don't rely solely on this for compliance however, because email can be unreliable.

In some cases, emergency ADs will be sent directly to aircraft operators, so it's vital that all your contact information is kept up-to-date.

A continuing airworthiness notice, or CAN, is an advisory that alerts, educates, and makes recommendations to the aviation community. It may precede an impending AD.

In addition, manufacturers issue service bulletins to operators informing them of a product improvement. You need to contact the manufacturer of your aircraft to apply to receive service bulletins.

## Review of airworthiness

Most aircraft require a review of airworthiness to be carried out by an appropriately qualified person. This could be every year or every two years, depending on the type of aircraft, and the type of operation it's used for.

A review of airworthiness checks the aircraft's conformity to approved type design or approved modified design. It also checks applicable maintenance compliance since the last RA. The RA is not a maintenance activity.

A maintenance review is carried out when the aircraft is used for carrying passengers or goods for hire or reward.

For details of the general maintenance requirements for aircraft, see Part 91, subpart G, especially rule 91.605.



Visit [aviation.govt.nz](http://aviation.govt.nz) and look under the 'aircraft' section.

# Standard category aeroplanes and helicopters

These are the typical factory-produced light aircraft you see at your local aerodrome, many operated by flight training organisations. They have a standard category airworthiness certificate. You will need at least a recreational pilot licence (RPL) to fly one.



## Modifications and repairs

Any changes to the aeroplane or helicopter can affect its ability to fly. To preserve the integrity of the manufacturer's design, any modification to an aircraft must have been approved. This can be by the CAA, or a person authorised by the Director, or listed in Part 21, Appendix D, and must be carried out by a LAME.

If the aeroplane or helicopter is modified without approval, the aircraft's airworthiness certificate will become invalid and its safety may be compromised. For more on this, see Part 21, Subpart C.

If the aeroplane or helicopter is modified or repaired, an engineer must release it to service before it can be flown. If an engineer notes in the aircraft's records that it is not fit for releasing to service, it's the owner's responsibility to ensure that no one flies it until the problem is fixed and signed off by a LAME.


// It's the owner's responsibility, not that of the engineer, to ensure the aircraft has its inspections done correctly and that it has been released to service after maintenance, and before it's flown again. //

# Special category aircraft

Special category aircraft are basically those without a type certificate, and they fit into six sub-categories: experimental, primary, amateur-built, LSA (light sport aircraft), limited, and exhibition. See Part 21 and advisory circular AC21-3 for more information.

Only a qualified LAME, or a maintenance approval holder, can carry out and certify maintenance, inspections, and repairs on an aircraft with any category of airworthiness certificate, including special category.

Note all special category aircraft must have their own maintenance programme approved by the Director.



This Rotorway Exec is an example of an amateur-built helicopter.

## Experimental

Experimental aircraft are those undergoing test flying for flight evaluation, or research and development. Once a test flight requirement is satisfied, the aircraft will have a new airworthiness certificate issued in one of the other categories.

## Primary

Primary is a specific aircraft certification category but at present there are none in New Zealand.

Let's look at the other four categories in more detail.



This Titan Mustang would have undergone test flying under the experimental category, and once that testing was complete, would have a new airworthiness certificate issued under the amateur-built category.

## Amateur-built

Amateur-built aircraft have, as the name suggests, been built by their owners for their own education and recreation. To be categorised this way, however, the owner must have constructed at least 51 percent of the aircraft ('the 51% rule'). They complete a flight evaluation process under the experimental category, then have a new airworthiness certificate issued in the amateur-built category.



Example of an amateur-built aeroplane, a Pitts S-1 Special.

Amateur-built aircraft require registration and at least an RPL with an NZTA DL9 medical certificate to fly.

Intending aircraft builders and buyers of amateur-built aircraft are recommended to consult the Sport Aircraft Association of New Zealand, [www.saa.org.nz](http://www.saa.org.nz). SAA is dedicated to assisting its members building and flying amateur-built aircraft.

Additional information is contained in advisory circular AC21-4.

## Light sport aircraft

Known as LSAs, these aircraft have been produced and certified by the manufacturer to an agreed set of industry consensus standards. These standards are developed by an international committee, of which the CAA is a member.

These aircraft require a manufacturer's statement of compliance.

## Limited and exhibition

These aircraft must be registered, and require at least an RPL to fly them, and a class 2 medical certificate is required. These aircraft also require an operator statement in accordance with Part 47. Any change of possession requires a new operator statement and possibly re-approval of the maintenance programme.

**Limited category aircraft** are ex-military, foreign or vintage aircraft produced in a series, and factory-built in a controlled environment, although they're not type-certificated. They are typically warbirds, or Soviet bloc aircraft, or older aircraft which are no longer supported by a manufacturer. Except for operations under Part 115, they can be used only for private (non-hire or reward) operations.

**Exhibition category aircraft** are typically replicas, or aircraft manufactured in limited numbers, and are flown mainly for air shows, aerobatic competitions, or for the film industry. They are similar to limited category, except they don't have the same factory-produced pedigree.





# Part 149 operations

Under Part 149 *Aviation Recreation Organisations – Certification*, the Director can delegate aviation organisations to issue pilot certificates, and administer a number of functions. These can range from administering the fit and proper person process, to approving maintenance inspectors.



Gliders have a standard category airworthiness certificate, but are operated under a Part 149 certificated operation.



To become certificated, the organisations must prove to the Director they have all the systems in place to maintain safe operations. An operations manual or exposition will document this, and must include quality and safety management procedures. The CAA maintains oversight through audits and surveillance, as with any certificated organisation.

The benefit to participants of delegation is that it costs less for most pilot certificates and aircraft inspections.

There are Part 149-certificated organisations with responsibility for gliding, microlighting, parachuting, hang gliding and paragliding.

If the aircraft below are used for hire or reward, the operations must be conducted under a Part 115 certificate.

## Gliders

Gliders must be registered and have a standard category airworthiness certificate (unless they qualify as amateur-built). Specific rules (variations to Part 91) for gliders are in Part 104. Gliders are not required to carry a flight manual, providing one is available for preflight planning, and certain information is on a placard in the aircraft. A technical log must be carried in the glider.

Gliders will use a maintenance programme approved under Part 104. Gliders used privately (non-training and non-hire or reward) need a review of airworthiness every two years instead of annually. Maintenance can be carried out by a LAME or person authorised under Part 149.

Glider pilots are issued a pilot certificate by an organisation approved by the Director under Part 149. There is currently only one such organisation, Gliding New Zealand. Anyone interested in gliding or flying a glider should see its website, [www.gliding.co.nz](http://www.gliding.co.nz).

In particular, see its *Manual of Approved Procedures* for details of the pilot certificate programme, and more information on operations and maintenance.

## Microlight aircraft

The category known as 'microlight' includes single and two-seat gyrocopters, gliders, helicopters and aeroplanes. The general definition of a microlight is in Part 1, with information about how you can comply in advisory circular AC103-1. Part 103 details the microlight operating rules (variations to Part 91). All microlight aircraft must be registered.

Microlights are not issued with a certificate of airworthiness, but if they are two-seaters or a helicopter, they must have a current flight permit.

Maintenance must be carried out according to Part 103. A microlight is subject to an annual condition inspection by a LAME, or Part 149 authorised person.

## Parachutes

There are technical standards for parachutes and requirements to be a parachute technician. These are administered by the aviation recreation organisation certificated under Part 149 for the purpose. For more information, see Part 105.



Someone wanting to fly a parachute needs a pilot certificate issued by a Part 149 aviation recreation organisation. Photo: [istockphoto.com/\\_marcocosta](https://www.istockphoto.com/_marcocosta)

## Hang gliders and paragliders, including paramotors

Hang glider and paraglider pilots must be members of a Part 149 organisation (certificated aviation recreation organisation). Their aircraft must have a warrant of fitness issued by a person approved by a Part 149 organisation, and it must be registered in accordance with Part 106.



Hang gliders and paragliders can be operated for recreation under a Part 149 organisation certificate. For hire or reward, a Part 115 certificate is required. Photo: [istockphoto.com/1971yes](https://www.istockphoto.com/1971yes)



# Unmanned aircraft

This term refers to any remotely piloted aircraft. Model aircraft have been around for a long time, but the sector is now dominated by 'drones'. Various other terms are used: remotely piloted aircraft systems (RPAS), unmanned aircraft systems (UAS), and unmanned aerial vehicles (UAVs).

Visit [aviation.govt.nz](http://aviation.govt.nz) and look under the 'drones' section.

If you are operating a drone, you are a pilot and therefore have a shared responsibility for the safety and security of everyone. Follow the rules to ensure you are flying your aircraft safely.

There are limits on the weight of unmanned aircraft that can be operated under Part 101, but there are no airworthiness or registration requirements. Under Part 102, however, there may be airworthiness or registration requirements.

Civil Aviation Rules, Part 101, has some limits for flying unmanned aircraft, but if you can fly within those limits, you can operate commercially. Photo: [istockphoto.com/kinwun](http://istockphoto.com/kinwun)



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**Good Aviation Practice**

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See the CAA website for Civil Aviation Rules, advisory circulars, airworthiness directives, forms, and more safety publications.

To request publications such as GAPs and posters email: [publications@caa.govt.nz](mailto:publications@caa.govt.nz).

[aviation.govt.nz](https://www.aviation.govt.nz)

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