

FIJI AERONAUTICAL INFORMATION CIRCULAR



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AIC 05/05
Effective
14 APR 05
OPS

This AIC replaces AIC 7/94, which is hereby cancelled.

OPERATION OF MICROLIGHT/ULTRALIGHT/LIGHT-SPORT AIRCRAFT

1 OBJECTIVE

- 1.1 The objective of this AIC is to detail the Civil Aviation Authority of Fiji limitations and conditions for the operation of Microlight aircraft in Fiji in accordance with the provisions of ANR 78(2).

2 POLICY

- 2.1 Authority policy is that microlight aircraft may be operated in Fiji for sport and recreation purposes only.
- 2.2 In order to facilitate safe operation of these aircraft, bona fide flying training operations are permitted, but not joyrides under the guise of “trial lessons” or “training flights”.
- 2.3 Other hire and reward operations, such as joyrides, banner towing, advertising, photography, aerial agriculture, fish spotting, etc., which can be conducted in properly certificated and operated aircraft are not permitted.
- 2.4 Normal airworthiness and operations standards do not apply to microlight aircraft. Therefore, the principle employed by the authority in granting approvals or specifying requirements is that microlight aircraft operations must not present any undue hazard to other airspace users, or to persons or property on the ground.
- 2.5 Microlight aircraft must meet acceptable internationally recognised airworthiness standards, and the persons or organisations that construct, maintain, and operate them must be qualified or certificated in an acceptable manner.
- 2.6 The Authority does not intend to become involved in the certification of microlight aircraft or the persons who operate them, but will accept such certification from internationally recognized bodies set up to perform these functions. The following bodies are considered acceptable and any other internationally recognized body acceptable to the Authority as an equivalent.

The British Microlight Aircraft Association (BMAA)
The British Popular Flying Association (PFA)
The Recreation Aircraft Association of New Zealand Incorporated
The New Zealand Sport Aviation Corp. Limited.
Recreation Aviation Australia Incorporated (RAA)
The United States Ultralight Association (USUA)

3 DEFINITIONS

- 3.1 For the purposes of this AIC, Microlight aircraft has the equivalent meaning to Ultralight aircraft or Light-Sport aircraft:
- “Authority” means the Civil Aviation Authority of Fiji.
 - “Acceptable” means acceptable to the Authority.
 - “Microlight aircraft” means an aircraft that :-
 - (1) has a maximum all up weight authorized not exceeding 600kg for aircraft on wheels and 650kg for aircraft on floats; and
 - (2) has a maximum fuel capacity not exceeding 50 litres; and
 - (3) has been designed to carry not more than two persons.

4 AIRWORTHINESS STANDARDS

- 4.1 Microlight aircraft will not be accepted on to the Fiji register unless they have been designed, constructed, and tested to acceptable design standards. The following standards are considered acceptable and any other international standard acceptable to the Authority as an equivalent:
- The CASA Civil Aviation Order 95.55 and 101.55
 - The FAA FAR Part 21 Section 21.190 and Part 103 including Exemption 4274
 - The New Zealand CAA Rule Part 103 and 149
 - The UK BCAR Section S
 - The Document TP10141E issued by Transport Canada
- 4.2 The microlight type must also have a proven acceptable safety record.
- 4.3 Previously operated microlight aircraft will not be accepted on the Fiji register unless they have been owned, since new, by the person who is importing them. In this case, a change of ownership will not be accepted until the aircraft has been in Fiji for twelve months.

- 4.4 Construction and certification of microlight aircraft must be under the auspices of one of the organizations specified in paragraph 2.6, and in compliance with the appropriate requirements specified in paragraph 4.1.
- 4.5 Continuing maintenance of the aircraft must be in compliance with the instructions in the aircraft flight manual.
- 4.6 When the Authority is satisfied that the above requirements have been met, the aircraft will be issued with a permit to fly, endorsed with the appropriate limitations.
- 4.7 Renewal of permits to fly will normally be for a period based on a recommendation of an organization specified in paragraph 2.6.

5 APPLICATION FOR ISSUE OR RENEWAL OF PERMITS TO FLY

- 5.1 An applicant for the issue of a Permit to fly must submit the following:
 - (a) Evidence that the aircraft type has been previously certified to an acceptable design code,
 - (b) A report from a competent person demonstrating that the type has a safety record in service, acceptable to the Authority for its intended use,
 - (c) A report from a competent person certifying that the actual aircraft conforms to the type to which the established safety record is related,
 - (d) In the case of used aircraft, complete records to demonstrate that the aircraft has been maintained and overhauled as required, and that the lifed components are within limits.
 - (e) An aircraft flight manual appropriate to the original type certification. This manual should contain information regarding weight and balance, and mandatory placarding requirements, and any other criteria as defined in the appropriate design requirements.
 - (f) Evidence to satisfy the Authority of the competence of the person nominated to carry out test flights. This must be agreed by the Authority prior to test flights being conducted.
 - (g) Satisfactory ground and flight test reports to a format previously agreed by the Authority.
 - (h) A maintenance inspection programme. This must include details of any special techniques specified by the manufacturer, and details of each mandatory replacement or inspection interval.
 - (i) Maintenance manuals regarding the engine and propeller.
 - (j) Maintenance instructions regarding disassembly, transport, storage, and reassembly to airworthy condition where major components are designed to be removed for this purpose.

(k) Evidence to satisfy the Authority of the competence of the person nominated to maintain the aircraft.

5.2 Applicants for the renewal of a permit to fly must submit the evidence specified under paragraphs 5.1 (d) and (g).

6 CONDITIONS OF OPERATIONS

6.1 Microlight aircraft must be operated in compliance with any conditions of operation imposed on the permit to fly.

6.2 Microlight operations may take place by day, and in visual meteorological conditions only.

6.3 Except with the approval of the authority, microlight aircraft must remain within three nautical miles of land, and over terrain that would allow a forced landing to be made without danger to persons. However microlight aircraft on floats must remain within 10 nautical miles of land

6.4 Microlight aircraft may not be operated over any city, town, or populous area.

6.5 Microlight aircraft may not be operated in any controlled airspace, flying training area, or low flying area, unless the aircraft is fitted with a licensed VHF radio equipped with the appropriate frequencies from the appropriate authority, and the pilot:

- (i) is qualified to use the radio, and
- (ii) has passed an examination in Fiji air law, and
- (iii) has obtained an ATC clearance where necessary.

6.6 Microlight aircraft may not be operated within 3 nautical miles of any land aerodrome outside controlled airspace unless the appropriate air traffic control unit has been notified.

6.7 Microlight aircraft intending to operate wholly outside controlled airspace, outside any of the requirements of paragraphs 6.5 above and beyond 10nm of an airport, are not required to submit a flight plan.

7 PILOT QUALIFICATIONS

7.1 A microlight aircraft may only be flown in Fiji by:

- (1) the holder of the appropriate qualification issued by one of the organizations specified in paragraph 2.6, who is operating in compliance with any limitations or conditions attached to that qualification, or
- (2) a person who is undergoing training at a school operating under the authority of one of the organizations specified in paragraph 2.6, and

who is operating in compliance with any rules, limitations, or conditions required by that organization, or

- (3) the holder of a Fiji Private Pilot Licence or higher, who has been authorized in writing by an instructor approved by the Authority.

8 CROSS CREDITING OF FLIGHT TIME

- 8.1 Pilot in command flight time accrued in microlight aircraft equipped with conventional three axis flying controls, that have been accepted by the Authority as having flight characteristics substantially similar to the average light aircraft, may be credited towards the pilot in command time required for the issue of a flight crew licence.
- 8.2 The flight time so credited may not exceed 10 hours in the case of a Private Pilot Licence, or 25 hours in the case of a Commercial Pilot Licence. It may not be credited to the requirements for an Airline Transport Pilot licence.
- 8.3 Dual instruction or flying training received in a microlight aircraft will not be accepted as meeting any of the requirements for the issue of a flight crew licence.

9 VARIATIONS FROM THE ANRS

- 9.1 Any microlight aircraft that is registered in the Fiji Islands operating in compliance with this Aeronautical Information Circular is not required to comply with the following provisions of the Air Navigation Regulations:

12	Certificate of Airworthiness
13	Issue of Certificate of Airworthiness
14	Certificates of fitness for flight
15	Certificate of Maintenance
16	Certificate of Compliance
21	Equipment of aircraft
23	Equipment tables
28	Cockpit and emergency check lists
53	Licences and ratings
65	Instruction in flying
66	Flying Training Permit
70 (1)	Safety of aircraft operations
144 (a)	Starting engines