



RWANDA CIVIL AVIATION REGULATIONS

PART 34: SPORT AVIATION OPERATIONS

Consolidated to include Special Regulations issued since last amendment of Ministerial Order N°01/CAB.M/019 OF 06/02/2019 Establishing Civil Aviation Regulations.

Part 34

Sport Aviation Operations

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SUBPART A: GENERAL

34.001 CITATION & APPLICABILITY

- (a) These regulations may be cited as Civil Aviation (Sport Aviation Operations) Regulations.
- (b) This Part prescribes the requirements of the Republic of Rwanda for aircraft operated for sport aviation purposes and includes—
 - (1) regulations, additional to Civil Aviation Regulations (Part 6, Part 10 and Part 12);
 - (2) exceptions from Civil Aviation Regulations (Part 6, Part 10 and Part 12), for specific sport aviation activities and
 - (3) the airworthiness and maintenance requirements for sport aviation aircraft.
- (c) This Part is applicable to all persons and organizations participating in sport aviation operations.
- (d) The following aircraft are identified for use in sport aviation—
 - (1) parasails;
 - (2) gyrogliders;
 - (3) microlight aircraft;
 - (4) gliders;
 - (5) hang gliders; and
 - (6) any other aircraft designated by the Authority as sport aviation.
- (e) When another type of sport aviation operation is designated by the Authority, interim standards for that activity will be published and will have the same legal basis as this Part.
- (f) The Civil Aviation Technical Standards (Sport Aviation) published by the Authority are applicable to the operations of sport aviation aircraft in the airspace of Rwanda.

34.003 SUMMARY OF AMENDMENTS AND REVISION HIGHLIGHTS

- (a) The summary of amendments and Revision Highlights to this part are contained in Appendix 1 to 34.003.

New: Internal: Special Regulation RSR/01/2020: Effective 15 November 2020

34.005 DEFINITIONS

- (a) When the following terms are used in this Part, they have the following meanings—
 - Class 1 microlight aircraft** means a 1- seat aircraft with maximum take-off weight of 510kg.
 - Class 2 microlight aircraft** means a 2 seat aircraft with maximum take-off weight of 600kg.
 - Danger area** means a designated portion of airspace notified to operators that there is a potential danger to aircraft flying in the area. Glider—
 - (i) means a non-power-driven heavier-than-air aircraft that derives its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight;
 - (ii) includes a powered glider whether the engines are operating or not.
 - Gyro glider** means a ground or water towed non-power-driven heavier-than air aircraft supported in flight by the reaction of the air on one or more rotors which rotate freely on substantially vertical axes, capable of carrying a person or persons.
 - Hang glider** means a glider, including a powered glider, that is capable of being launched and landed solely by the use of the pilot's legs, and includes paragliders.
 - Low flying zones** means a designated a portion of airspace where pilot training in low level manoeuvres may be conducted.
 - Microlight aircraft** means a basic low performance aircraft designed to carry not more than 2 persons which meets low momentum parameters that are acceptable to the Authority.
 - Parasail** means an aerodyne, having the general form of an open, circular parachute carrying a person or persons towed behind a vehicle or motorboat to sustain flight:

Note: Unless otherwise specified in this Part, definitions and acronyms are applicable.

34.010 ACRONYMS & ABBREVIATIONS [RESERVED]

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SUBPART B: GYROGLIDERS & PARASAILS

34.015 APPLICABILITY

- (a) This Subpart prescribes regulations governing the operation of gyrogliders and parasails.

34.020 REGISTRATION

- (a) A person must not operate a gyroglider or parasail unless it has been registered by the Authority.

34.025 RESTRICTED AREAS

- (a) A person must not operate a gyroglider, or parasail within a restricted area unless the person has approval to do so from the administering authority responsible for the restricted area.
- (b) A person must not operate a gyroglider or parasail within a designated military operating area unless the person has approval to do so from the administering authority responsible for the military operating area.
- (c) A person must not operate a gyroglider or parasail within a designated danger area unless the person has established that the activity associated with the danger area will not affect the safety of the gyroglider or parasail.

34.030 LOW FLYING ZONES

- (a) A person must not operate a gyroglider or parasail within a designated low flying zone.

34.035 CONTROLLED AIRSPACE

- (a) A person must not operate a gyroglider, or parasail in controlled airspace without prior authorisation from the ATC unit responsible for that airspace.

34.040 HAZARD & RISK MINIMISATION

- (a) No person may operate a gyroglider, or parasail over any congested area of a city, town, or settlement, or over any open air assembly of persons.
- (b) A person operating a gyroglider, or parasail must take all practicable steps to minimize hazards to persons, property and other aircraft.

34.045 DROPPING OF ARTICLES

- (a) A person operating a gyroglider, or parasail must not allow any object to be dropped in flight if such action creates a hazard to other persons or property.

34.050 AERODROMES

- (a) A person must not operate a gyroglider or parasail on an aerodrome or within 5 km of an aerodrome boundary unless—
 - (1) at an uncontrolled aerodrome, the gyroglider or parasail is operated—
 - (i) in accordance with an aerodrome operator; and agreement with the
 - (ii) at a height not exceeding 400 feet AGL; or
 - (2) at a controlled aerodrome, the gyroglider or parasail is operated in accordance with an authorisation from the aerodrome air traffic control service.
- (b) A person must not operate a gyroglider or parasail—
 - (1) on or over any aircraft movement area of an aerodrome; or
 - (2) on or over any active runway or runway strip area of an aerodrome.

34.055 AIRSPACE

- (a) A person shall operate a gyroglider or parasail above a height of 500 feet AGL and must—
 - (1) ensure that the gyroglider or parasail remains more than 5 km from any aerodrome boundary;
 - (2) operate in Class G airspace;
 - (3) provide the following information to the ATC unit responsible for that airspace and the NOTAM office at least 24 hours before the operation:
 - (i) the name, address, and telephone number of the operator;
 - (ii) the date, time, and duration of the operation;
 - (iii) a brief description of the gyroglider or parasail (including size and predominant colour); and
 - (iv) the height to which the gyroglider or parasail will be operated.

34.060 METEOROLOGICAL LIMITATIONS

- (a) A person operating a gyroglider or parasail must—
 - (1) not operate closer than 500 feet below cloud; and
 - (2) limit operations to an area where the ground visibility is at least 5 km.

34.065 NIGHT OPERATIONS

- (a) A person must not operate a gyroglider or parasail at night.

34.070 AIRWORTHINESS

- (a) A person who operates a gyroglider or parasail must ensure that it is fit for the intended purpose and is maintained in an airworthy condition in accordance with the manufacturer's instruction.

34.075 SAFETY EQUIPMENT

- (a) A person operating a gyroglider or parasail must ensure that each person carried by the gyroglider or parasail—
 - (1) when flying over water, or within gliding distance of water, wears a positive buoyancy aid;
 - (2) wears a rigid protective helmet; and
 - (3) is secured to the gyroglider or parasail by a harness.

34.080 PRE-FLIGHT BRIEFING

- (a) A person operating a gyroglider or parasail must ensure that each person carried by the gyroglider or parasail receives a pre-flight briefing on—
 - (1) the nature of the flight;
 - (2) the standard operating procedures;
 - (3) the emergency procedures including:
 - (i) the location and use of emergency equipment;
 - (ii) the procedures to be followed in the event of a water landing, or towline separation; and
 - (iii) the method for communicating with the gyroglider or parasail operator if an emergency occurs.

34.085 EMERGENCY TOWLINE RELEASE

- (a) A person must not release the towline of a gyroglider or a parasail in flight except in an emergency.

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34.090 OPERATING PROCEDURES

- (a) A person operating a gyroglider or parasail must do so in accordance with the operating procedures and limitations recommended by the manufacturer.

34.095 WIND SPEED

- (a) A person operating a parasail must—
 - (1) use a method or device to accurately determine and monitor the wind speed at the location where the parasailing operation is being conducted; and
 - (2) not conduct a parasailing operation in conditions where the sustained wind speed exceeds 20 knots.

34.100 PASSENGER AGE LIMITATION

- (a) A person operating a parasail must not—
 - (1) perform a parasailing operation with an extended towline length of more than 300 feet, as measured from the winch drum to the parasail canopy yoke, when carrying any solo passenger who is below 12 years old; and
 - (2) perform a parasailing operation with a passenger carried by a parasail who is less than 12 years old unless the passenger is accompanied by another passenger who is at least 18 years old, and is able to assist the younger passenger if an emergency occurs.

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SUBPART C: MICROLIGHT AIRCRAFT**34.105 APPLICABILITY**

- (a) This Subpart prescribes—
 - (1) regulations, additional to Civil Aviation Regulations (Operations of Aircraft, Air Operator Certification and Administration, and Instruments and Equipment) for the operation of microlight aircraft;
 - (2) exceptions from Civil Aviation Regulations (Operations of Aircraft, Air Operator Certification and Administration, and Instruments and Equipment), for the operation of microlight aircraft; and
 - (3) the airworthiness and maintenance requirements for microlight aircraft.

34.110 PILOT REQUIREMENTS

- (a) Each person shall not act as the pilot of a microlight aircraft unless—
 - (1) holds an appropriate current microlight pilot certificate with an appropriate type rating; or
 - (2) holds a current pilot licence issued under Civil Aviation (Personnel Licensing) Regulations with an appropriate type rating; or
 - (3) operates under the direct supervision of the holder of a microlight pilot instructor certificate.
- (b) (Each pilot shall comply with the privileges and limitations of the licence or certificate, and any applicable ratings.

34.115 FLIGHT INSTRUCTION

- (a) No person shall exercise the privileges of a microlight flight instructor unless that person holds a type rating for the microlight aircraft being used, and holds the qualification being taught, and—
 - (1) that person—
 - (i) holds a microlight pilot instructor certificate; and
 - (ii) complies with the procedures established in the operations manual of the microlight operator controlling the operation; or
 - (2) that person—
 - (i) holds an instructor rating issued under Civil Aviation (Personnel Licensing) Regulations; and
 - (ii) has demonstrated competence in the piloting of a microlight aircraft to a microlight pilot instructor specified in (a).

34.120 FLIGHT RADIO OPERATOR LICENSE REQUIREMENTS

- (a) A person operating a microlight aircraft must not use an aeronautical radiotelephone transceiver unless the person holds a pass in the flight radiotelephony written examination required under Civil Aviation (Personnel Licensing) Regulations, Regulation 7.240.

34.125 REGISTRATION

- (a) A person must not operate a microlight aircraft unless it has been registered by the Authority.
- (b) Each applicant for the grant of a certificate of registration under Civil Aviation (Aircraft Registration and Marking) Regulations for a microlight aircraft shall provide the Authority with evidence that the aircraft meets a type design standard.
- (c) Each operator of a microlight aircraft accepted for registration shall ensure that the aircraft continues to conform to the requirements of paragraph (b).

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34.130 DOCUMENTS TO BE CARRIED

- (a) The requirements of Civil Aviation (Operations of Aircraft) Regulations, Regulation 10.050 shall not apply to a person operating a microlight aircraft provided these documents are available to the pilot for pre-flight planning.
- (b) No person shall operate a Class 2 microlight aircraft or a Class 1 microlight helicopter unless the flight permit required by Regulation 34.160(b) is carried in the aircraft.

34.135 PLACARDS

- (a) Each operator of a Class 2 microlight aircraft shall ensure that a legible placard is installed in clear view of the pilot stating—
 - (1) the certificated or design gross weight, whichever is the lesser; and
 - (2) the maximum and minimum payload for the aircraft.
- (b) Each operator of a Class 2 microlight aircraft shall ensure that a legible placard is installed in clear view of the seated passenger—
 - (1) with a title advising that the placard is a passenger warning; and
 - (2) stating that the aircraft does not require an airworthiness certificate.

34.140 FUEL REQUIREMENTS

- (a) A person shall not commence a flight unless the aircraft carries sufficient fuel and oil including any reserve carried for contingencies to ensure that it can safely complete the flight taking into account both the meteorological conditions and any delays that are expected in flight.

34.145 MAXIMUM OPERATING ALTITUDE

- (a) The pilot of a glider shall not operate a glider a maximum operating altitude of more than 3,000 feet AGL.

34.150 MINIMUM ALTITUDE

- (a) A pilot of a microlight aircraft may operate a microlight aircraft below 500 feet AGL for the purpose of—
 - (1) microlight gyroplane circuit training, provided such operations are not carried out below 200 feet AGL; and
 - (2) practice for, and participation in, microlight aircraft competition flying, provided such operations are—
 - (i) conducted with the knowledge and approval of a microlight organisation;
 - (ii) carried out in accordance with any conditions imposed by a microlight organisation; and
 - (iii) not carried out below 200 feet AGL.

34.155 FLIGHT CRITERIA

- (a) A pilot shall only operate a microlight aircraft—
 - (1) by day; and
 - (2) in VFR meteorological minima.
- (b) A pilot of a microlight aircraft shall not operate—
 - (1) over any congested area of a city, town, or settlement; or
 - (2) in controlled airspace or within 3 nautical miles (5.5 km) of an aerodrome unless—
 - (i) the pilot has gained a pass in the air law examination required by Civil Aviation (Personnel Licensing) Regulations, Regulation 7.280(a); or
 - (ii) the pilot is under the direct supervision of the holder of a microlight pilot instructor certificate who meets the requirement of paragraph (b)(2)(i).

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- (c) A pilot shall not operate in accordance with paragraph (b)(2)(ii), and the supervising instructor shall not permit such an operation, unless—
 - (1) the instructor fully briefs the pilot on compliance with the regulations for the applicable airspace in which the aircraft will be operated; and
 - (2) a pre-flight briefing for the operation is obtained from ATS.

34.160 TOWING HANG GLIDERS

- (a) Each pilot of a microlight aircraft towing a hang glider in flight shall hold at least an advanced microlight pilot certificate or a licence issued under Civil Aviation (Personnel Licensing) Regulations, and a microlight tow rating issued by a microlight organisation in the form of a statement of competence in their pilot logbook.
- (b) The holder of an advanced microlight pilot certificate or a licence issued under Civil Aviation (Personnel Licensing) Regulations, is eligible for the issue of a microlight tow rating if the pilot—
 - (1) has at least 100 hours' flight time experience including—
 - (i) at least 80 hours as pilot-in-command of a microlight; and
 - (ii) at least 20 hours as the pilot of the type of microlight aircraft being used;
 - (2) has been briefed on hang glider towing emergencies and procedures by the holder of a hang glider instructor certificate issued by the Authority operating within a hang glider organisation; and
 - (3) has been briefed on microlight towing emergencies and procedures by the holder of a microlight pilot instructor certificate.
- (c) A pilot of a microlight aircraft shall not tow a hang glider in flight unless—
 - (1) the towing aircraft is of a type that is capable of controlled flight at speeds below the maximum;
 - (2) permissible aero-tow speed prescribed in the specifications of the towed hang glider;
 - (3) the towing aircraft complies with the equipment requirements of Regulation 34.200; and
 - (4) release mechanisms on both aircraft have been checked for serviceability prior to the first flight of the day.

34.165 CARRIAGE OF PASSENGERS

- (a) A pilot must not carry another person in a microlight aircraft unless—
 - (1) the pilot has been authorised by the Authority to do so; and
 - (2) the aircraft is a Class 2 microlight aircraft.

34.170 REQUIREMENT FOR FLIGHT PERMIT

- (a) The requirements of Civil Aviation (Operations of Aircraft) Regulations, Regulation 10.355(a)(1) do not apply to a person operating a microlight aircraft.
- (b) A person must not fly a Class 2 microlight aircraft unless there is in force for the aircraft, a flight permit issued in accordance with these regulations.

34.175 APPLICATION FOR FLIGHT PERMIT

- (a) Each applicant for a flight permit for a Class 2 microlight aircraft shall submit the information required by Regulation 34.170 to the Authority with a payment of the appropriate fee prescribed by the Authority.

34.180 ISSUE OF FLIGHT PERMIT

- (a) The Authority may issue a microlight flight permit for Class 2 microlight aircraft if—
 - (1) the applicant for the flight permit provides documented evidence that—
 - (i) a microlight flight permit, or equivalent document acceptable to the Authority, has

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- been issued for the type by the competent authority of an ICAO Contracting State;
or
 - (ii) the aircraft conforms to a type design that complies with 1 of the following standards—
 - (A) European Aviation Safety Agency (EASA): CS-VLA;
 - (B) LAMAC and Transport Canada: DS 10141E Issue 002;
 - (C) any other equivalent standard acceptable to the Authority; or
 - (iii) 6 or more aircraft of the type have been operated and the aircraft type has achieved a documented satisfactory airworthiness history of at least 150 hours of flight including at least 50 hours of flight on one aircraft.
- (2) the applicant provides—
- (i) satisfactory evidence that the aircraft complies with every applicable requirement prescribed under Civil Aviation Regulations (Aircraft Registration and Marking, Operations of Aircraft), and these regulations;
 - (ii) a statement of hours flown by the aircraft both in total and since any previous flight permit or equivalent document was issued;
 - (iii) a statement that any inspection, replacement, overhaul, or other maintenance of the microlight aircraft or its engine or engine components that is considered mandatory by the manufacturer has been complied with; and
- (3) the aircraft has been inspected by a person authorised by the Authority and that person has certified that the aircraft has no hazardous design features.
- (b) A microlight flight permit remains in force for 1 year.

34.185 MODIFICATION

- (a) Where a Class 2 microlight is modified in any manner that may affect the airworthiness of the aircraft, the operator shall ensure Regulation 34.170 before further flight.

34.190 MAINTENANCE & INSPECTION REQUIREMENTS

- (a) An operator of a microlight aircraft must ensure that—
- (1) the aircraft is maintained in an airworthy condition;
 - (2) every applicable airworthiness directive is complied with; and
 - (3) between required inspections, every defect is rectified.
- (b) An operator of a microlight aircraft that meets a type design standard listed in Regulation 34.170(a)(1), must ensure that the aircraft is maintained in accordance with the designer or kitset manufacturer maintenance requirements.
- (c) Subject to paragraphs (d) and (f), a person must not operate a microlight aircraft unless—
- (1) an annual inspection of the conditions of the aircraft has been carried out within the preceding 12 months; and
 - (2) the requirements of Regulation 34.180(a)(2) are complied with
- (d) The annual condition inspection required by paragraph (c)(1) must be—
- (1) performed by—
 - (i) a person authorised by a microlight organisation to perform annual condition inspections; or
 - (ii) the Authority; or
 - (iii) a person who holds a current aircraft maintenance engineer licence with appropriate aircraft and engine group ratings issued in accordance with JAR Part 66; and
 - (2) acceptable to the Authority with regard to the items and components inspected.
- (e) The person who performs the annual condition inspection required by paragraph (c)(1) must, if the person finds the aircraft to be in an airworthy condition, —
- (1) certify in an inspection form that the aircraft is airworthy;

- (i) permanently affix the inspection form required under (a) to the aircraft in a prominent place adjacent to the point of entry;
 - (ii) retain a copy of the inspection form required under (a) as a record of the certification; and
 - (iii) for a class 2 microlight aircraft, enter the details of the certification in the applicable maintenance record.
- (f) The aircraft inspection form required under paragraph (e)(1) must include the—
- (1) aircraft registration markings;
 - (2) aircraft type;
 - (3) due date for the next annual condition inspection; and
 - (4) date, signature, and licence or certificate number of the engineer or inspector who carried out the annual condition inspection.
- (g) If the annual condition inspection that is required under paragraph (c)(1) shows that the aircraft is not airworthy, the operator of the aircraft must not permit the aircraft to be flown until it has been re-inspected and certified as airworthy in accordance with paragraphs (d), (e), and (f).

34.195 INSTRUMENT & EQUIPMENT REQUIREMENTS

- (a) Each operator of a microlight aircraft shall equip the aircraft with—
- (1) instruments and equipment required—
 - (i) to conform with the aircraft type design; and
 - (ii) by the aircraft designer or kit manufacturer.
 - (2) the means of indicating—
 - (i) airspeed;
 - (ii) altitude in feet; and
 - (iii) magnetic heading.

34.200 HANG GLIDER TOWING AIRCRAFT

- (a) Each person operating a microlight aircraft towing a hang glider in flight shall, in addition to Regulation 34.195, ensure that—
- (1) the aircraft is equipped with—
 - (i) a towing installation enabling the tow pilot to release the tow rope at any time, comprising a tow hook and attachment assembly which meets the aircraft's design standard;
 - (ii) a rear vision mirror; and
 - (iii) a tow line, which has a weak link incorporated at the tow plane end, with a breaking strength of not more than 100 kg.
 - (2) the hang glider is equipped with a quick release mechanism for hang glider pilot activation with a simple and positive releasing action with tow rope loads of up to 100 kg rearward from the tow hook within a cone of 45 degrees upwards, 30 degrees downwards, and 30 degrees sideways.

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SUBPART D: GLIDERS

34.205 PURPOSE

- (a) This Subpart prescribes—
 - (1) regulations, additional to Civil Aviation (Operations of Aircraft) Regulations, for the operation of gliders;
 - (2) regulations, additional to Civil Aviation (Airworthiness) Regulations, for the maintenance of gliders;
 - (3) exceptions from Civil Aviation (Operations of Aircraft);
 - (4) Regulations for the operation of gliders; and
 - (5) exceptions from Civil Aviation (Airworthiness) Regulations for the maintenance of gliders.
- (b) This Subpart does not apply to hang gliders.

34.210 PILOT REQUIREMENTS

- (a) A pilot of a glider must—
 - (1) hold—
 - (i) a current glider pilot certificate; or
 - (ii) a current private pilot licence (glider) issued in accordance with Civil Aviation (Personnel Licensing) Regulations; or
 - (iii) a current commercial pilot licence (glider) issued in accordance with Civil Aviation (Personnel Licensing) Regulations; and
 - (2) be—
 - (i) at least 21 years of age; or
 - (ii) individually authorised for each flight by glider instructor;
 - (3) comply with the privileges and limitations of the pilot licence or pilot certificate, and any applicable rating; and
 - (4) comply with the operational standards and procedures of a gliding organisation.
- (b) Notwithstanding paragraph (a), a person may act as a pilot of a glider without complying with paragraph (a)(1), (2), and (3) if the person acts as a pilot of the glider under the direct supervision of the holder of an instructor rating issued by the Authority.
- (c) No person may operate a glider over any congested area of a city, town, or settlement, or over any open air assembly of persons.

34.215 TEST FLIGHTS

- (a) The holder of a current glider pilot certificate and an applicable type rating may act as pilot-in-command of a glider that is operated in accordance with Civil Aviation (Airworthiness) Regulations, Regulation 4.085 for the purpose of demonstrating the eligibility of the glider for the issue, renewal, or reinstatement of an airworthiness certificate.
- (b) The holder of a glider pilot certificate and an applicable type rating may perform an operational flight check of a glider under Civil Aviation (Airworthiness) Regulations, Regulation 4.085 if the glider requires an operational flight check.

34.220 FLIGHT MANUALS

- (a) A person may operate a glider without carrying a flight manual in the glider if—
 - (1) the flight manual is available to the pilot for pre-flight planning; and
 - (2) cockpit decals provide the reference information necessary for a pilot to safely operate the glider.

34.225 SIMULATED INSTRUMENT FLIGHT

- (a) The holder of a glider pilot certificate may act as a safety pilot in a glider for the purpose of simulated instrument flight.

34.230 GROUND SIGNAL

- (a) If a ground signal is used to indicate that gliding operations are taking place, that signal shall consist of a large white arrow pointing in the direction of take-off and landing.

34.235 RIGHT OF WAY RULES

- (a) The pilot of a glider soaring on a ridge, where the ridge is to the right of the glider, shall not be required to turn right when approaching another glider head on.
- (b) The pilot of a glider overtaking another glider soaring on a ridge shall pass on the ridge side of the glider being overtaken.
- (c) Where two gliders are on final landing approach, the pilot of the higher performance glider shall give way to the lower performance glider.

34.240 INSTRUMENT METEOROLOGICAL CONDITIONS

- (a) The pilot of a glider may fly in IMC if the flight is conducted within—
 - (1) a restricted area designated for cloud flying; or
 - (2) Class G airspace and the pilot confirms with the appropriate ATS unit at intervals not exceeding 15 minutes that there is no known IFR traffic in or near the proposed area of cloud flying.

34.245 CLEARANCE BELOW CLOUD

- (a) The pilot of a glider shall fly no closer than 500 feet below cloud within Class E or G airspace.

34.250 FUEL REQUIREMENTS

- (a) A person shall not commence a flight unless the aircraft carries sufficient fuel and oil including any reserve carried for contingencies to ensure that it can safely complete the flight taking into account both the meteorological conditions and any delays that are expected in flight.

34.255 MAXIMUM OPERATING ALTITUDE

- (a) The pilot of a glider shall not operate a glider at a maximum operating altitude of more than 3,000 feet AGL.

34.260 MINIMUM ALTITUDE

- (a) The pilot of a glider may operate the glider below a height of 500 feet above the surface—
 - (1) for ridge soaring, if the flight does not create a hazard to a person or property on the ground; or
 - (2) if a gliding instructor is conducting launch failure training.

34.265 VFR CRUISING ALTITUDE & FLIGHT LEVEL

- (a) The pilot of a glider shall not be required to maintain the cruising altitude or flight level for their magnetic track.

34.270 AIRCRAFT EQUIPMENT

- (a) A person shall not operate a glider unless the following equipment and operative instruments are installed—
 - (1) an airspeed indicator;
 - (2) a pressure sensitive altimeter adjustable for barometric pressure;

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- (3) a magnetic compass;
- (4) a safety harness for each seat;
- (5) a first aid kit;
- (6) for powered gliders—
 - (i) a quantity gauge for each main fuel tank;
 - (ii) an oil pressure gauge or warning device for each engine other than a two-stroke engine; and
 - (iii) a tachometer, RPM indicator, or engine governor light for each engine.
- (7) for IMC flight—
 - (i) a variometer;
 - (ii) a turn and slip indicator or artificial horizon; and
 - (iii) a radio communications transceiver that is capable of communication with the appropriate ATS unit.

34.275 GENERAL MAINTENANCE REQUIREMENTS

- (a) An operator of a glider must ensure that—
 - (1) the glider is maintained in an airworthy condition;
 - (2) every applicable airworthiness directive is complied with;
 - (3) the glider is inspected in accordance with—
 - (i) these regulations; and
 - (ii) the applicable requirements.
 - (4) mandatory replacement times, inspection intervals, and related procedures specified in the airworthiness limitations of the manufacturer's maintenance manual or instructions for continued airworthiness issued for the glider are complied with; and
 - (5) between required inspections, a defect is rectified in accordance with Civil Aviation (Airworthiness) Regulations.

34.280 MAINTENANCE INSPECTIONS

- (a) A person must not operate a glider unless, within the preceding 12 months, the glider—
 - (1) has been inspected in accordance with a maintenance programme required under Regulation 34.270 and has been certified for released-to-service in accordance with Civil Aviation (Airworthiness) Regulations; or
 - (2) has passed an inspection for the issue of an airworthiness certificate.

34.285 MAINTENANCE PROGRAMMES

- (a) An operator of a glider must maintain the glider, including the airframe, any engine or propeller, component, survival equipment, and emergency equipment, in accordance with the applicable requirements prescribed in Civil Aviation (Operations of Aircraft) Regulations, Subpart B and—
 - (1) the current maintenance schedule recommended by the manufacturer; or
 - (2) a maintenance programme—
 - (i) Authorised by a gliding organisation in accordance with Regulation 34.275 and the applicable procedures in the gliding organisation's exposition; or
 - (ii) Approved by the Authority in accordance with Regulation 34.275.

34.290 AUTHORISATION & APPROVAL OF MAINTENANCE PROGRAMME

- (a) An operator of a glider who wishes to maintain the glider in accordance with a maintenance programme under Regulation 34.275 must submit the programme in writing to a gliding organisation for authorisation or, to the Authority for approval.

- (b) The programme required under Regulation 34.285(a) must include the following information:
 - (1) A statement as to whether or not the glider is to be used for a training operation;
 - (2) A schedule for performing the inspections proposed by the programme expressed in terms of the time in service, calendar time, or any combination of these;
 - (3) Instructions and procedures for the conduct of maintenance for the particular make and model of the glider, including necessary tests and checks. The instructions and procedures must detail the parts and areas of the airframe, engine, propeller and component, including survival and emergency equipment, required to be inspected.
- (c) If the operator of a glider amends the maintenance programme that is authorised or approved under paragraph (a), the operator must apply the time-in-service or calendar times accumulated under the previous programme when determining inspection due times under the new programme.
- (d) An operator of a glider who maintains the glider in accordance with a maintenance programme required under 34.285(a)(2) must amend the maintenance programme in accordance with any instruction issued by the gliding organisation that authorised the programme, or the Authority, if the gliding organisation or the Authority determines that an amendment is required to ensure the continued adequacy of the programme.

34.295 TECHNICAL LOG

- (a) Each operator of a glider shall provide a technical log for the aircraft which has provision for recording—
 - (1) The name and address of the operator;
 - (2) The identity of the maintenance programme to which the glider is maintained;
 - (3) A statement of the inspection status of the glider including the identity of the next due inspection and the date of that inspection;
 - (4) The date the last annual review of airworthiness was performed;
 - (5) The daily hours flown including the total time in service;
 - (6) The pilot daily inspection signature;
 - (7) The first and second control check signatures after rigging;
 - (8) Any defects found by the pilot during or following a flight;
 - (9) Details of rectification of defects occurring between scheduled inspections and the certificate of release to service for that rectification; and
 - (10) Details of any deferred rectification including any inoperative equipment allowed to be inoperative under Civil Aviation (Operations of Aircraft) Regulations, Regulation 10.030.
- (b) The operator shall record the information specified in paragraph (a) in the technical log and ensure that the information is current, except that the daily hours flown, and total time in service, may be recorded in daily flying sheets that are of a permanent nature.

34.300 PILOT MAINTENANCE

- (a) Notwithstanding Civil Aviation (Airworthiness) Regulations, Regulation 4.125, a person who holds a current glider pilot certificate may perform the maintenance listed in Appendix 1 to 4.140 of the Civil Aviation (Airworthiness) Regulations on a glider if the person is the owner or operator of the glider.
- (b) A person who performs maintenance on a glider under paragraph (a) may certify the glider for release-to- service after performing the maintenance.

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SUBPART E: HANG GLIDERS

34.305 APPLICABILITY

- (a) This Part prescribes—
 - (1) Regulations; additional to Civil Aviation (Operations of Aircraft) Regulations, for the operation of hang gliders; and
 - (2) exceptions from Civil Aviation (Operations of Aircraft) Regulations, for the operation of hang gliders.

34.310 PILOT REQUIREMENTS

- (a) A pilot of a hang glider must—
 - (1) be a bonafide member of a hang gliding organisation;
 - (2) hold an appropriate hang glider pilot certificate;
 - (3) comply with the privileges and limitations of his or her pilot certificate and any applicable ratings; and
 - (4) comply with the operational standards and procedures of the hang gliding organisation.
- (b) Despite paragraph (a)(2), a person who does not hold an appropriate hang glider pilot certificate may operate a hang glider under the direct supervision of the holder of a hang glider instructor certificate issued by a hang gliding organisation referred to in paragraph (a)(1).

34.315 AIRCRAFT AIRWORTHINESS

- (a) Hang gliders and their component parts and equipment are not required to meet the airworthiness certification standards specified for aircraft or to have certificates of airworthiness.

34.320 REGISTRATION

- (a) A person must not operate a hang glider unless it has been registered by the Authority.
- (b) A pilot shall not operate a hang glider unless it is identified by a hang glider identification mark.

34.325 AIRCRAFT DOCUMENTS

- (a) The requirements of Civil Aviation (Operations of Aircraft) Regulations, Regulation 10.020 shall not apply to a person operating a microlight aircraft provided these documents are available to the pilot for pre-flight planning.

34.330 FUEL REQUIREMENTS

- (a) A person shall not commence a flight unless the aircraft carries sufficient fuel and oil including any reserve carried for contingencies to ensure that it can safely complete the flight taking into account both the meteorological conditions and any delays that are expected in flight.

34.335 AIRCRAFT EQUIPMENT

- (a) Each person operating a hang glider shall be equipped with an altimeter that shows height above the ground to an accuracy of 100 feet.

34.340 AIRCRAFT MAINTENANCE

- (a) Each person operating a hang glider shall ensure that the hang glider is maintained in an airworthy condition at all times and the hang glider has a current certificate of fitness issued by a qualified person.

34.345 SAFETY EQUIPMENT

- (a) Each pilot and passenger of a hang glider shall wear a—

- (1) serviceable rigid protective helmet conforming to the standards of a hang glider manufacture; and
- (2) a harness of a type conforming to the standards of a hang glider manufacturer.

34.350 RIGHT-OF-WAY RULES

- (a) A pilot of a hang glider soaring on a ridge, where the ridge is to the right of the hang glider, is not required to turn right when approaching another hang glider head on.
- (b) A pilot of a hang glider overtaking another hang glider soaring on a ridge shall pass on the ridge side of the hang glider being overtaken.

34.355 CLEARANCE BELOW CLOUD

- (a) A person shall fly a hang glider no closer than 500 feet below cloud in—
 - (1) Class G airspace; or
 - (2) Class E airspace, except in transponder-mandatory airspace.

34.360 MAXIMUM OPERATING ALTITUDE

- (a) The pilot of a glider shall not operate a glider a maximum operating altitude of more than 3,000 feet AGL.

34.365 MINIMUM ALTITUDE

- (a) A person may fly a hang glider below a height of 500 feet for ridge soaring, if such flight does not hazard persons or property on the ground.

34.370 CONDITIONS FOR FLIGHT

- (a) A person shall not fly a hang glider at night.

34.375 LAUNCH SITES

- (a) Each pilot of a hang glider shall only launch the hang glider from a launch site authorised by the Authority.
- (b) No person may operate a hang glider over any congested area of a city, town, or settlement, or over any open air assembly of persons.

34.380 CALLSIGNS

- (a) Each pilot of a hang glider shall use their pilot identification number for all two-way radio communications with ATS.

34.385 TOWING A HANG GLIDER IN FLIGHT

- (a) A person, other than the pilot of a microlight aircraft, must not tow a hang glider in flight.

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APPENDICES

APPENDIX 1 TO 34.003.- SUMMARY OF AMENDMENTS AND REVISION HIGHLIGHTS

This Appendix contains a summary of all amendments and revision highlights to this Part since the issuance of the original regulation.

Amended Regulation	Source of Amendment	Revision	Description of Revision
34.003	Internal	Special Regulation RSR/01/2020 Effective 15 November 2020	Inserted a new summary of Amendments and Highlight of Revisions.
Appendix 1 to 34.003	Internal	Special Regulation RSR/01/2020 Effective 15 November 2020	Added a new Appendix providing details to the summary of Amendments and Highlight of Revisions.

New: Internal: Special Regulation RSR/01/2020: Effective 15 November 2020

END OF RCAR PART 34