CIVIL AVIATION AUTHORITY
OF NEW ZEALAND
Te Mana Rererangi Tūmatanui o Aotearoa

How to read ICAO's 2025 audit report on New Zealand's aviation safety oversight system

19 November 2026

What is the report?

Once the International Civil Aviation Organization (ICAO) has completed their audit, they provide that Member State with a report on its findings. ICAO regularly audits all Member States to assess how effectively they are meeting their international aviation safety obligations. This report presents the results of ICAO's 2025 Universal Safety Oversight Audit Programme (USOAP) audit of New Zealand's civil aviation system.

What does the report include?

It includes the audit's scope across New Zealand's safety aviation system and its recommendations in nine technical areas. The report is not a measure of how safe New Zealand aviation is**,** nor is it a report card on any single agency, airlines, airports, air traffic services, or any individual organisation or sector. Instead, it assesses whether New Zealand's aviation system, including its laws, regulatory framework, oversight functions, resources, and processes, meets ICAO's international standards to ensure that work can be done in a consistent and sustainable way.

Responsibility for meeting New Zealand's ICAO obligations is shared across a number of organisations, including the Ministry for Cities, Environment, Regions and Transport, the Civil Aviation Authority (CAA), the Transport Accident Investigation Commission (TAIC), airport operators and other aviation participants. The audit therefore assesses the performance of the New Zealand civil aviation system as a whole, rather than the performance of any single agency or organisation.

References to air navigation services (ANS) in the report cover functions across New Zealand's aviation system, these involve several organisations, including the CAA, Airways, and the Rescue Coordination Centre New Zealand (RCCNZ).

The report summarises the findings into areas where ICAO considers improvements are needed and sets out suggested priorities for corrective action. These do not constitute system failures; in fact, there were no significant safety concerns raised. The recommendations are made to ensure New Zealand has enduring systems of oversight, keeps them aligned with international standards, and encourages continuous improvement. It's important to note that the recommendations don't indicate a complete lack of policy or system in particular areas, for instance personnel licensing, or surveillance programmes, or security programmes. They indicate that we can further improve systems to meet all ICAO requirements.

What does the 70% Effective Implementation (EI) score mean?

The Effective Implementation score measures how effectively New Zealand's aviation oversight system aligns with the requirements ICAO assesses through its audit protocol questions. The protocol questions focus on the systems, processes, legislation, oversight activities and resources that support aviation safety oversight in New Zealand.

It is not a measure of aviation safety outcomes, nor should it be interpreted as meaning New Zealand aviation is only "70% safe". A score of 70.05% means ICAO assessed approximately 70% of the protocol questions as satisfactorily implemented at the time of the audit.

The remaining findings do not necessarily indicate the absence of a law, policy, system or process. In many cases, they identify areas where New Zealand can strengthen existing arrangements, improve documentation and evidence, demonstrate implementation more clearly, or further align with ICAO requirements. Findings may arise where a requirement is partially met, where additional evidence is needed to demonstrate effective implementation, or where systems can be further strengthened to better align with ICAO's expectations.

Effective Implementation scores are intended to support continuous improvement and are not designed to be used as a simple country-to-country ranking.

Importantly, the audit did not identify any Significant Safety Concerns.

What is not included in the report?

The report does not highlight positive conclusions by the ICAO auditors. These are listed in the detailed assessments of the protocol questions and were presented verbally at the closing meeting, recognising that New Zealand has:

- A comprehensive and mature legislative and regulatory system
- An established State Safety Programme that achieves safety outcomes through all the required regulatory functions and competent authorities
- A professional and competent corps of inspectors who conduct all the expected oversight activities
- A culture of trust and compliance.

New Zealand’s result

The 2025 audit assessed 851 protocol questions across nine technical areas and recorded an overall Safety Oversight Effective Implementation score of 70.05% and 75% for the State Safety Programme.

This means that 70% of the safety oversight questions were assessed by ICAO as satisfactorily implemented at the time of the audit. Questions that were assessed as not satisfactorily implemented do not necessarily indicate a lack of an answer, system, policy or procedure. Rather, they identify areas where ICAO considers further work is required to fully meet its requirements or demonstrate effective implementation.

Readers should note that changes in scores compared with previous audits do not necessarily mean safety performance has worsened. ICAO's methodology and depth of scrutiny, protocol questions, and areas of assessment evolve over time, and audits provide a snapshot of compliance against ICAO requirements at a particular point in time.

Next steps

New Zealand has developed 203 Corrective Action Plans (CAPs) to address the audit findings. Work is underway across the aviation system and will continue over the next two to three years.

The plans cover areas including aviation rules, oversight, licensing and certification processes, workforce planning and staff training. ICAO will continue to monitor New Zealand's progress through its Continuous Monitoring Approach.

CIVIL AVIATION AUTHORITY
OF NEW ZEALAND
Te Mana Rererangi Tūmatanui o Aotearoa

Civil Aviation Authority of New Zealand

Level 15, Asteron Centre, 55 Featherston Street
PO Box 3555, Wellington 6140

ICAO UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME (USOAP)
Continuous Monitoring Approach (CMA)

FINAL REPORT OF THE USOAP CMA AUDIT OF THE CIVIL AVIATION SYSTEM OF NEW ZEALAND

(9 to 22 July 2025)

International Civil Aviation Organization

TABLE OF CONTENTS

Page

1. **INTRODUCTION** 1
   - 1.1 Background 2
   - 1.2 ICAO audit team composition 2
   - 1.3 Acknowledgements 2

2. **OBJECTIVES AND ACTIVITIES** 2

3. **AUDIT RESULTS** 3
   - 3.1 Executive summary 3
   - 3.2 Analysis of safety oversight audit results 4
   - 3.3 Analysis of State safety programme audit results 4
   - 3.4 Online availability of PQ status information 4

4. **VISITS TO THE INDUSTRY/SERVICE PROVIDERS** 4

5. **USOAP CMA ONLINE FRAMEWORK** 5

6. **STATE AVIATION ACTIVITY QUESTIONNAIRE** 5

7. **COMPLIANCE CHECKLISTS** 5

8. **FOLLOW-UP ACTION** 6

APPENDICES

APPENDIX A.- SAFETY OVERSIGHT AUDIT RESULTS

1 — Executive Summary

2 — Analysis of Results by Critical Element

3 — Analysis of Results by Area

APPENDIX B.- STATE SAFETY PROGRAMME AUDIT RESULTS

1 — Executive Summary

2 — Analysis of Results by SSP component

— — — — — — — —

ICAO UNIVERSAL SAFETY OVERSIGHT AUDIT PROGRAMME
Continuous Monitoring Approach

Final Report of the USOAP CMA Audit of the Civil Aviation System of New Zealand

(9 to 22 July 2025)

1. INTRODUCTION

1.1 Background

1.1.1 The ICAO Universal Safety Oversight Audit Programme (USOAP) was launched in January 1999 pursuant to Assembly Resolution A32-11, with the mandate to conduct regular, mandatory, systematic and harmonized safety audits addressing Annexes 1, 6 and 8 to the *Convention on International Civil Aviation* (hereinafter referred to as the Chicago Convention).

1.1.2 In 2004, the 35th Session of the ICAO Assembly adopted Assembly Resolution A35-6, which expanded USOAP to include the safety-related provisions contained in all safety-related Annexes to the Chicago Convention under a Comprehensive Systems Approach (CSA), starting in 2005.

1.1.3 Following the successful implementation of the ICAO USOAP CSA, the 37th Session of the ICAO Assembly in 2010 adopted Assembly Resolution A37-5, formalizing the evolution of USOAP to a Continuous Monitoring Approach (CMA). Assembly Resolution A37-5 was superseded by Assembly Resolution A40-13, which was adopted at the 40th Session of the ICAO Assembly in 2019 and called for the continued evolution of the USOAP CMA "*into a more evidence-based, risk informed and result-oriented programme to be applied on a universal basis in order to assess the effectiveness and sustainability of States' safety oversight systems, as well as the progress of States in implementing safety management requirements, in particular State safety programmes (SSPs)*".

1.1.4 On 4 March 2022, the Council of ICAO (C-DEC 225/7 refers) approved Recommendation 5/2 from the High-level Conference on COVID-19 (HLCC2021) regarding, *inter alia*, the integration of State safety programme implementation assessments (SSPIAs) with traditional USOAP CMA activities.

1.1.5 To implement Recommendation 5/2, on 9 October 2024 ICAO announced the launch of a new audit area of State safety programme (SSP) and the release of the 2024 edition of Protocol Questions (PQs) comprising the incorporation of Safety Management System (SMS) related PQs to the areas of personnel licensing and training (PEL), aircraft operations (OPS), airworthiness of aircraft (AIR), air navigation services (ANS), and aerodromes and ground aids (AGA), and of SSP related PQs (EB 2024/22 refers).

1.1.6 USOAP CMA aims to promote global aviation safety through continuous monitoring and determination of Member States' safety oversight and safety management capabilities by conducting audits and validations using a structured process and methodology, enabling ICAO to collect and analyse safety information from Member States and stakeholders, as well as to identify and prioritize activities to be carried out by ICAO.

1.1.7 On 26 July 2012, New Zealand signed the Memorandum of Understanding (MOU) with ICAO regarding the USOAP CMA. Pursuant to the MOU, New Zealand agreed to an audit under the USOAP CMA. This audit was carried out from 9 to 22 July 2025 by an ICAO audit team in accordance with the guidelines and principles set forth in the ICAO *Universal Safety Oversight Audit Programme Continuous Monitoring Manual* (Doc 9735), and the ISO 9001 series of quality management standards.

1.2 ICAO audit team composition

1.2.1 The ICAO audit team was composed of:

a) [redacted] team leader, primary aviation legislation and civil aviation regulations (LEG)/civil aviation organization (ORG)/ aircraft operations (OPS)/SSP;
b) [redacted] team member, personnel licensing and training (PEL);
c) [redacted] team member, airworthiness of aircraft (AIR) — Airworthiness inspection;
d) [redacted] team member, AIR — Design certification and production;
e) [redacted] team member, aircraft accident and incident investigation (AIG);
f) [redacted] team member, air navigation services (ANS); and
g) [redacted] team member, aerodromes and ground aids (AGA).

1.3 Acknowledgements

1.3.1 ICAO expresses its sincere appreciation for the assistance provided to the audit team during the preparation and conduct of the audit. The professionalism and enthusiasm of all personnel who interacted with the audit team contributed greatly to the success of the audit mission.

2. OBJECTIVES AND ACTIVITIES

2.1 The USOAP CMA is designed to continuously monitor the safety oversight and accident and incident investigation capabilities, as well as the safety performances of States. The USOAP CMA audit assesses the State's safety oversight and accident and incident investigation capabilities by evaluating the implementation of the eight critical elements (CEs), and the State's safety performance by evaluating the implementation of the SSP.

2.2 The safety oversight and accident and incident investigation capabilites of a State are measured by the Safety Oversight Effective Implementation (SO EI), which is calculated for each CE or each audit area. The overall SO EI of a State is the percentage of "satisfactory" PQs over the total number of "satisfactory" and "not satisfactory" PQs for safety oversight and accident and incident investigation capabilities.

2.3 The State's effective implementation and maintenance of an SSP is measured by the SSP Effective Implementation (SSP EI), which is calculated for each SSP component. The overall SSP EI is the percentage of "satisfactory" SSP PQs over the total number of "satisfactory" and "not satisfactory" SSP PQs.

2.4 The USOAP CMA audit process involves three phases, with the following principal activities:

a) the *preparation phase* includes ICAO's review and analysis of the State Aviation Activity Questionnaire (SAAQ), Compliance Checklists (CCs), and/or Electronic Filing of Differences (EFOD) system duly completed by the State;
b) during the *audit phase,* the ICAO audit team reviews the State's civil aviation legislative framework; examines documentation and facilities; as well as visits industry and service providers; and
c) in the *post-audit phase*, the ICAO team presents its findings, based on the PQs, in the USOAP CMA audit report and the State develops a corrective action plan (CAP) to address each of these findings.

2.5 The audit results, including findings, reflect the capabilities and limitations of the civil aviation system of the State as assessed by the audit team. They are based on one or all of the following:

a) evidence gathered during interviews with State's technical experts;
b) background information provided by such personnel; and
c) review and analysis of civil aviation legislation, specific regulations, related documentation and file records by the audit team.

2.6 Considering the time that was available to conduct the audit and the fact that the ICAO audit team members could only review and analyse information and documentation made available by the State, it is possible that some safety deficiencies may not have been identified during the audit.

3. AUDIT RESULTS

3.1 Executive summary

3.1.1 The USOAP CMA audit of the civil aviation system of New Zealand was carried out from 9 to 22 July 2025. The audit resulted in an overall SO EI of 70.05 per cent for the eight CEs of the State's safety oversight and aircraft accident andincident investigation systems, and an overall SSP EI of 75 per cent for the State's implementation and maintenance of the four components of an SSP.

3.1.2 The audit, which covered all nine areas of LEG, ORG, PEL,OPS, AIR, AIG, ANS, AGA, and SSP, encompassing 851 PQs, resulted in the following: 557 PQs satisfactory, 237 PQs not satisfactory and 57 PQs not applicable. Detailed breakdown of the PQ status for each audit area may be found in the USOAP CMA online framework: https://www.icao.int/usoap.

3.1.3 Following this audit, the CEs with the lowest EIs are:

a) CE-7, *Surveillance obligations*, at 47.41 per cent;
b) CE-8, *Resolution of safety issues*, at 56.52 per cent; and
c) CE-4, *Qualified technical personnel*, at 61.11 per cent.

3.1.4 Information on the civil aviation system and activities in the areas of LEG, ORG, PEL, OPS, AIR, AIG, ANS and AGA as well as in safety management, may be found in the SAAQ, which is submitted by the State in the USOAP CMA online framework (https://www.icao.int/usoap).

3.1.5 Appendix A-1 of this report contains analyses of the SO EI by the eight CEs of the safety oversight and aircraft accident and incident investigation systems in New Zealand (Figure A-1) as well as by areas (Figure A-2). Also highlighted are recommendations for the State's high and other priorities to resolve the identified deficiencies.

3.1.6 Appendix B-1 of this report contains analyses of the SSP EI by the four SSP components in New Zealand (Figure B-1). Also highlighted are opportunities for enhancement for the State.

3.2 **Analysis of safety oversight audit results**

3.2.1 A breakdown of the safety oversight audit results for the sub-groups of CEs 1 to 4 is provided in Appendix A-2 of this report.

3.2.2 A breakdown of the safety oversight audit results by the sub-groups of PEL, OPS, AIR, AIG, ANS and AGA is provided in Appendix A-3 of this report.

3.3 **Analysis of State safety programme audit results**

3.3.1 A breakdown of the State safety programme audit results by sub-groups of each SSP component is provided in Appendix B-2 of this report.

3.4 **Online availability of PQ status information**

3.4.1 The status of the PQs in the areas of LEG, ORG, PEL, OPS, AIR, AIG, ANS, AGA and SSP resulting from the audit may be accessed by registered users on the USOAP CMA online framework.

4. VISITS TO THE INDUSTRY/SERVICE PROVIDERS

4.1 As part of the audit, the audit team visits the industry organizations or service providers under the State's supervision, such as aviation training institutes, air operators, aeronautical product/equipment maintenance organizations or manufacturers, air navigation service providers, and aerodromes, etc. to validate the capability of the State to supervise the activities of these industry organizations or service providers.

4.2 In the case of New Zealand, the audit team visited the following organizations:

(a) PEL:
   (i) Medical Examiner, Christchurch; and
   (ii) International Aviation Academy of New Zealand (IAANZ), Christchurch;

(b) OPS:
   (i) Air New Zealand, Auckland;

(c) AIR:
   (i) Air New Zealand, Air Operator Maintenance Control, Auckland – in compliance with the Civil Aviation Authority of New Zealand (CAA) Civil Aviation Rules (CARs) Part 119;

(ii) Air New Zealand, Maintenance Organisation, Auckland – in compliance with CAA CARs Part 145; and
(iii) NZAero, Design Organisation and Manufacturing, Hamilton – in compliance with CAA CARs Part 146 and Part 148, respectively;

(d) ANS:
(i) Airways, air traffic service (ATS) units, Christchurch; and
(ii) Rescue Coordination Centre New Zealand (RCCNZ), search and rescue (SAR) unit, Wellington; and

(e) AGA:
(i) Christchurch International Airport, Christchurch.

5. USOAP CMA ONLINE FRAMEWORK

5.1 To facilitate the administration and management of USOAP, ICAO launched the USOAP CMA online framework, which is a suite of web-integrated applications that allow continuous monitoring and reporting of safety-related information and documentation received from different sources. It is designed to enhance the effectiveness and efficiency of the USOAP CMA in identifying deficiencies and associated safety risks. ICAO Member States and registered users may access the USOAP CMA online framework at https://www.icao.int/usoap.

6. STATE AVIATION ACTIVITY QUESTIONNAIRE (SAAQ)

6.1 The SAAQ is designed to collect comprehensive and specific information on each State's aviation activities, including legislative, regulatory, organizational, operational, technical and administrative details. Each State shall complete and maintain its SAAQ up to date through the USOAP CMA online framework in order to assist the Safety and Air Navigation Oversight Audit Section (OAS) in monitoring the level of aviation activity in the State related to each audit area and in prioritizing and planning USOAP CMA activities.

6.2 New Zealand has partially completed its SAAQ online and this can be found at https://www.icao.int/usoap.

7. COMPLIANCE CHECKLISTS (CCs)

7.1 States are required to complete and maintain up-to-date CCs that contain information on the implementation of the specific provisions of the relevant Annexes to the Chicago Convention. The completion of the CCs by Member States will provide authorized users with an overview of the level of implementation of ICAO Standards. States are encouraged to provide this information through the EFOD system.

7.2 New Zealand has partially completed its CCs online and this can be found at https://www.icao.int/usoap.

8. FOLLOW-UP ACTION

8.1 In accordance with the MOU agreed to between New Zealand and ICAO, New Zealand submitted its comments on the draft report on 8 December 2025. The comments were reviewed by OAS and taken into consideration in the production of this final report.

8.2 According to the MOU, the State is required to submit their CAPs directly on the USOAP CMA online framework within 45 days after receipt of this final report. The CAPs should subsequently be updated, as needed.

8.3 The CAPs should provide specific actions and estimated implementation dates, as well as a responsible office for taking action to correct the deficiencies identified in the findings. Further guidance on how to develop effective CAPs is outlined in Doc 9735, Appendix D, "Guidance for States on Developing Corrective Action Plans (CAPs)", which can be found in the "CMA Library" of the USOAP CMA online framework (https://www.icao.int/usoap).

— — — — — — — —

Appendix A-1 — Executive Summary

New Zealand	EI before Audit:	85.07%
	EI after Audit:	70.05%

Figure A-1. Effective Implementation by Critical Element of a Safety Oversight System

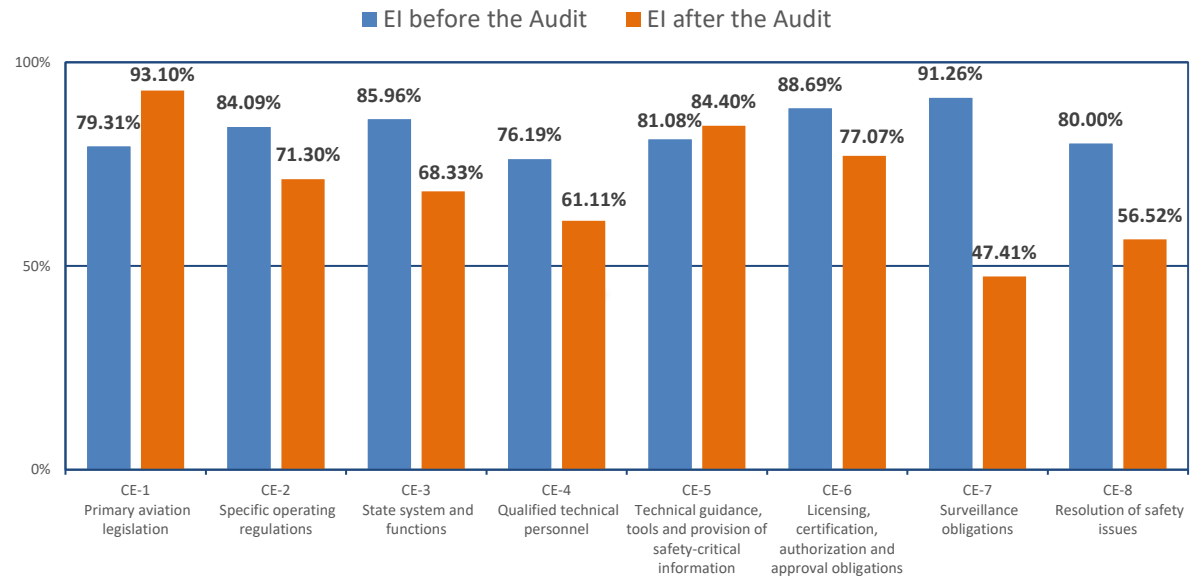
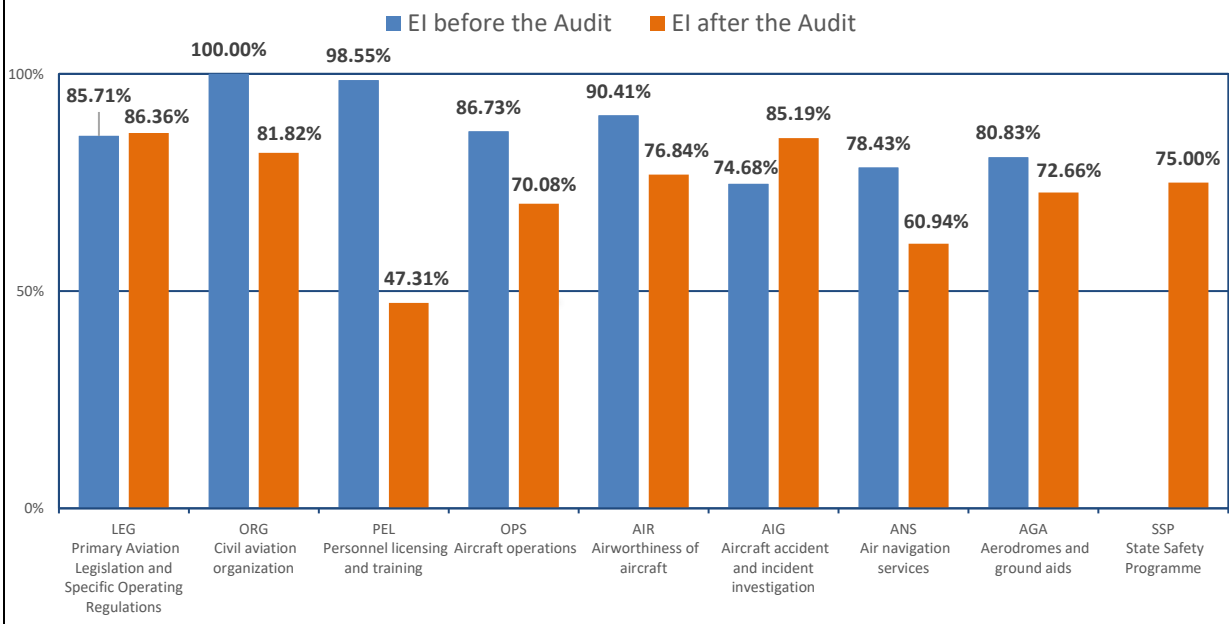


Figure A-2. Effective Implementation by Area



Analysis

Considering the overall results outlined in Figures A-1 and A-2, the information below has been developed to assist the State in prioritizing its corrective actions.

High Priorities:

LEG:

1) Amend primary aviation legislation or regulations to require the institution of investigations into all aviation accidents and all serious incidents to aircraft of a maximum mass of over 2 250 kg, in compliance with Standards 5.1, 5.1.2 and 5.3 of Annex 13.

2) Amend the legislation to enable New Zealand to recognize the validity of crew licences, certificates of airworthiness, and/or radio station licences issued or rendered valid by the State of the Operator under Article 83 *bis* to the Convention on International Civil Aviation.

3) Implement rulemaking procedures to ensure the timely amendment of New Zealand airworthiness regulations.

4) Implement procedures to identify and notify differences for Annex 12.

5) Amend the New Zealand CARs to:
   a) transpose the provisions of Annexes 1 and 19;
   b) align with airworthiness-related provisions of Annex 6, Part I, Annex 7, and Annex 8;
   c) ensure that the content of maintenance programmes include continuing structural integrity programme, when applicable; and
   d) ensure that the latest amendments to Annex 12 have been transposed into the relevant regulations.

ORG:

1) In line with established methodologies, augment financial and technical human resources to enable New Zealand to meet its national and international obligations.

2) Increase the number of Transport Accident Investigation Commission (TAIC) personnel to allow New Zealand to meet its international obligations, as set forth in Annex 13, regarding the conduct investigation of aviation accidents and serious incidents that:
   a) occur in New Zealand or outside the territory; and
   b) involve aircraft registered in New Zealand;

   as required by Standards 5.1, 5.1.2 and 5.3 of Annex 13.

3) Develop and implement a structured methodology to assess and determine staffing requirements for the inspectorate, based on the scope of oversight and regulatory responsibilities, as well as the volume and complexity of associated activities.

High Priorities: (cont'd)

PEL:

1) Enhance guidance material and procedures to enable personnel licensing staff to carry out their functions and responsibilities effectively.

2) Establish and implement processes/procedures for:
   a) the evaluation of medical reports submitted by the designated medical examiners (DME);
   b) the designation of medical examiners (foreign and domestic);
   c) the proper surveillance of domestic and foreign medical examiners;
   d) the supervision and control of practical test delivery;
   e) the establishment and implementation of surveillance systems regarding licences issued for aircraft maintenance engineers and air traffic controllers;
   f) the approval of domestic and foreign aviation training organizations (ATOs); and
   g) ensuring that ATOs periodically review their safety performance.

3) Ensure that the process and quality of the current language proficiency system conform with provisions of Annex 1 and related guidance materials.

4) Include sufficient details in relevant guidance material to ensure the consistency and tracking of training programme reviews; and implement the required process to approve training programmes related to the first issuance of licences and ratings.

5) Amend procedures to include sufficient details for the continuous surveillance of ATOs and their respectively implemented SMSs.

OPS:

1) Establish and implement inspectors' processes to ensure that air operators have procedures for:
   a) monitoring duty limitations of cabin crew;
   b) flight data monitoring programmes;
   c) aircraft tracking;
   d) aircraft leases;
   e) security programmes (for all international flights); and
   f) communicable diseases identification and reporting.

2) Implement surveillance programmes to ensure that requirements of initial certification are reviewed at a defined frequency.

AIR:

Airworthiness inspection:

1) Amend and implement procedures for the verification of operations derived equipment which are not part of the type certification of aircraft, to include all such instruments/equipment as per Annex 6, Part I requirements.

High Priorities: (cont'd)

AIR:

2) Establish and implement procedures for the approval of leases and the requirement to define who has the responsibility for the signing of maintenance releases and the airworthiness of aircraft.

3) Establish and implement procedures for conducting surveillance activities of:
   a) foreign and domestic air operator certificate (AOC) holders;
   b) foreign and domestic approved maintenance organizations (AMOs);
   c) ramp inspections of domestic AOC holder aircraft;
   d) random checks on all aspect of maintenance; and
   e) the utilization of standardized checklists and guidelines for scheduling surveillance activities;

   to ensure the continual compliance with New Zealand airworthiness regulations.

Design certification and production:

1) Establish a continuing surveillance programme to conduct oversight of all significant aspects of design and manufacturing organisations within a defined timeframe.

AIG:

1) Ensure that initial notifications of aviation accidents and serious incidents to aircraft of a maximum mass of over 2 250 kg that occur in New Zealand are systematically forwarded with a minimum of delay to the State of Registry, the State of the Operator, the State of Design and the State of Manufacture, as well as to ICAO.

ANS:

1) Establish and implement a formal surveillance programme to ensure the continued oversight of providers of ATS, instrument flight procedures (IFP), aeronautical information services (AIS) and SAR. Ensure that surveillance activities include scheduled audits, routine inspections, unannounced inspections, and follow-up actions.

AGA:

1) Enhance oversight inspection checklists used to track compliance during respective certification steps, and for further surveillance activities, include all elements to be verified with the required level of detail to provide comprehensive inspection reports and ensure traceability, as required.

2) Establish training requirements for aerodrome operators' firefighting personnel, including appropriate training on pressure-fed fuel fires and breathing apparatus, and ensure their effective implementation.

3) Enhance the Aeronautical Services Oversight Programme to ensure a continuing surveillance of aerodrome certificate holders, through periodic and non-periodic inspections, at an appropriate frequency to cover all aspects of the certification and operation of an aerodrome.

High Priorities: (cont'd)

AGA:

4) Ensure that aerodrome operators identify hazards, assess identified safety risks, and mitigate them appropriately.

Other Priorities:

LEG:

1) Finalise the publication of significant differences in the Aeronautical Information Publication (AIP).

2) Amend New Zealand airworthiness regulations, requiring that air operators:
   a) maintain up-to-date and sufficient documentation concerning flight data recorder (FDR) parameter allocation, conversion equations, periodic calibration, and other serviceability information; and
   b) ensure their availability to accident investigation authorities.

3) Amend New Zealand airworthiness regulations, requiring that Human Factors principles be observed during the design of manuals, notably the maintenance control manual and approved maintenance programmes, and that they be acceptable or approved by the State of Registry for foreign registered aircraft.

4) Promulgate regulations for intercepting civil aircraft above its territory, reflecting relevant material in Annex 2, namely Appendix 1, Section 2, and Appendix 2, Sections 2 and 3.

ORG:

1) Establish and implement training programmes and periodic training plans (including on-the-job training (OJT) and recurrent training) to all personnel conducting PEL activities.

2) Finalize the implementation of the training plans, including recurrent training, for OPS inspectors.

3) Establish and implement a training program to include, initial, recurrent, and specialized training, in addition to a structured OJT for airworthiness inspectors and engineers.

4) Strengthen implementation of the existing ANS inspector training programme by establishing a structured training plan, including initial, recurrent, and specialized training modules.

5) Establish documented functions and responsibilities for the Aeronautical Inspection Directorate (AID).

PEL:

1) Implement enforcement actions in the event that sufficient evidence exists to demonstrate that a pilot licence holder or an air traffic controller has not performed his/her duties in accordance with the prescribed procedures and privileges of his/her licence.

Other Priorities: (cont'd)

PEL:

2) Implement enforcement actions in the event that sufficient evidence exists to demonstrate that a designated medical examiner (DME) has not performed his/her duties in accordance with the prescribed procedures.

3) Implement enforcement actions in the event that sufficient evidence exists to demonstrate that a flight or practical examiner has not performed his/her duties in accordance with the prescribed procedures.

OPS:

1) Establish policy and procedures that include the frequency of planned surveillance programmes.

2) Approve the Designated Postal Operator's Dangerous Goods training programme.

3) Conduct SMS surveillance on an established frequency.

AIR:

Airworthiness inspection:

1) Amend and implement a procedure to guide inspectors on actions to be taken against air operators when serious safety deficiencies/concerns are identified during the conduct of ramp inspections of domestic AOC holders' aircraft.

Design certification and production:

1) Establish detailed procedures on the transfer of a type certificate.

AIG:

1) Modify procedures and practices to ensure that:
   a) draft final reports are systematically sent for comments to all States that have appointed an accredited representative and to their advisor(s); and
   b) comments received from accredited representatives are appended to the final report, if desired by the State which provided the comments.

2) Update the State's accident and incident databases to use a format compatible with the Accident/Incident Data Reporting (ADREP) taxonomy to facilitate the exchange of safety data and the effective analysis of information on actual or potential safety deficiencies.

Other Priorities: (cont'd)

ANS:

1) Develop contingency plans in preparation for actual or potential disruption to ATS or related supporting services. This should include scenarios such as natural disasters and public health emergencies.

2) Amend fatigue-related regulations to address key elements such as:
   a) duty time limitations;
   b) minimum rest periods; and
   c) the establishment of a process for assigning unscheduled duties, including procedures for ATS inspectors;

   to allow variations from prescriptive limitation regulations in accordance with Annex 11, Appendix 5. Additionally, implement surveillance activities to ensure that the ATS provider complies with fatigue management regulations.

3) Establish and maintain a continuous monitoring mechanism to ensure that all IFPs are subject to periodic review and validation. This process should confirm that existing procedures remain compliant with evolving ICAO criteria, national requirements, and continue to meet operational and user needs.

4) Ensure that the AIS has an established, implemented, and maintained Quality Management System (QMS) which has a scope that fully encompasses the collection, processing (including verification and validation) and quality control of aeronautical information and data, in accordance with Annex 15 provisions.

5) Establish and implement a continuous monitoring mechanism to ensure that regulatory requirements for the flight inspection of radio navigation aids are in place, and that such inspections are conducted periodically to verify the performance and integrity of these systems in accordance with ICAO provisions.

AGA:

1) Establish and implement a mechanism to assess the outcomes of risk assessments or aeronautical studies conducted, particularly where an equivalent level of safety to SARPs is claimed.

2) Ensure that a process is implemented to mitigate against an increase, or potential increase, of wildlife strike hazard due to land use development likely to attract wildlife around an aerodrome.

3) Establish and implement a process for the management of conflicts between land use or environmental requirements and aviation authorities, to ensure that aviation safety is not compromised.

4) Ensure that aerodrome operators monitor their safety performance and continually promote safety.

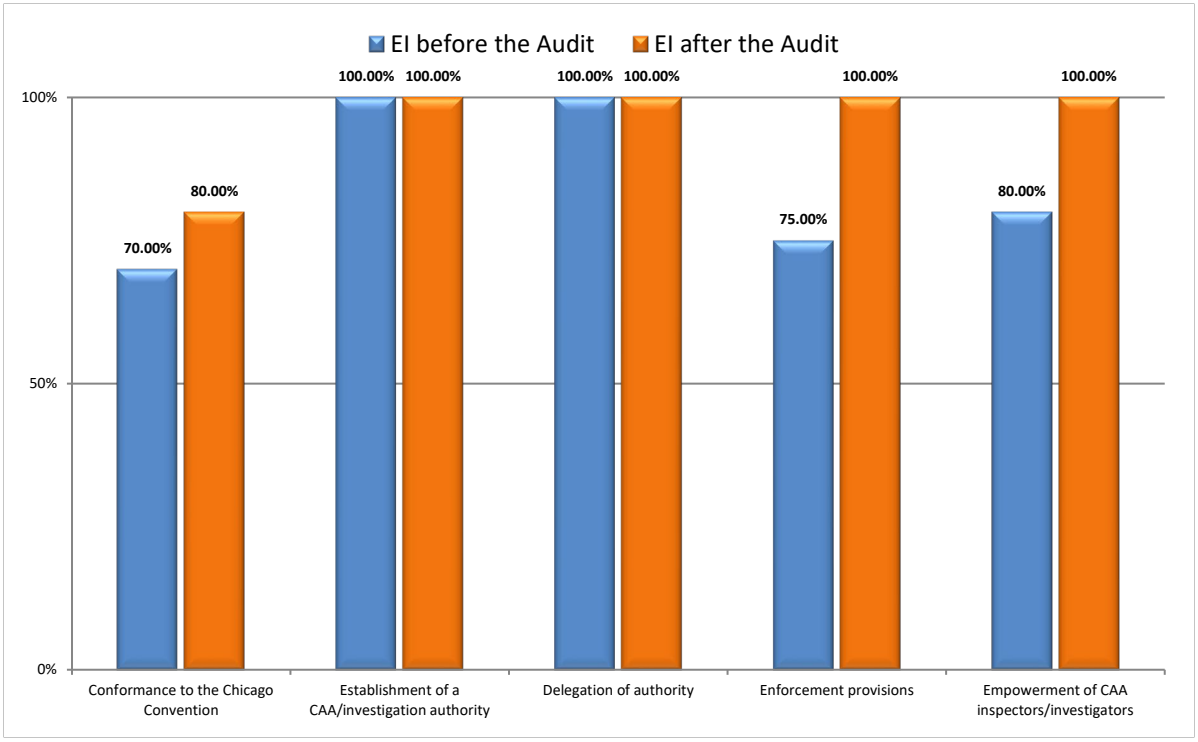
— — — — — — — —

Appendix A-2 — Analysis of Results by Critical Element

CE-1 Primary aviation legislation	EI before Audit:	79.31%
	EI after Audit:	93.10%

The promulgation of a comprehensive and effective aviation law commensurate with the size and complexity of the State's aviation activity and consistent with the requirements contained in the Convention on International Civil Aviation, to enable the oversight and management of civil aviation safety and the enforcement of regulations through the relevant authorities or agencies established for that purpose.

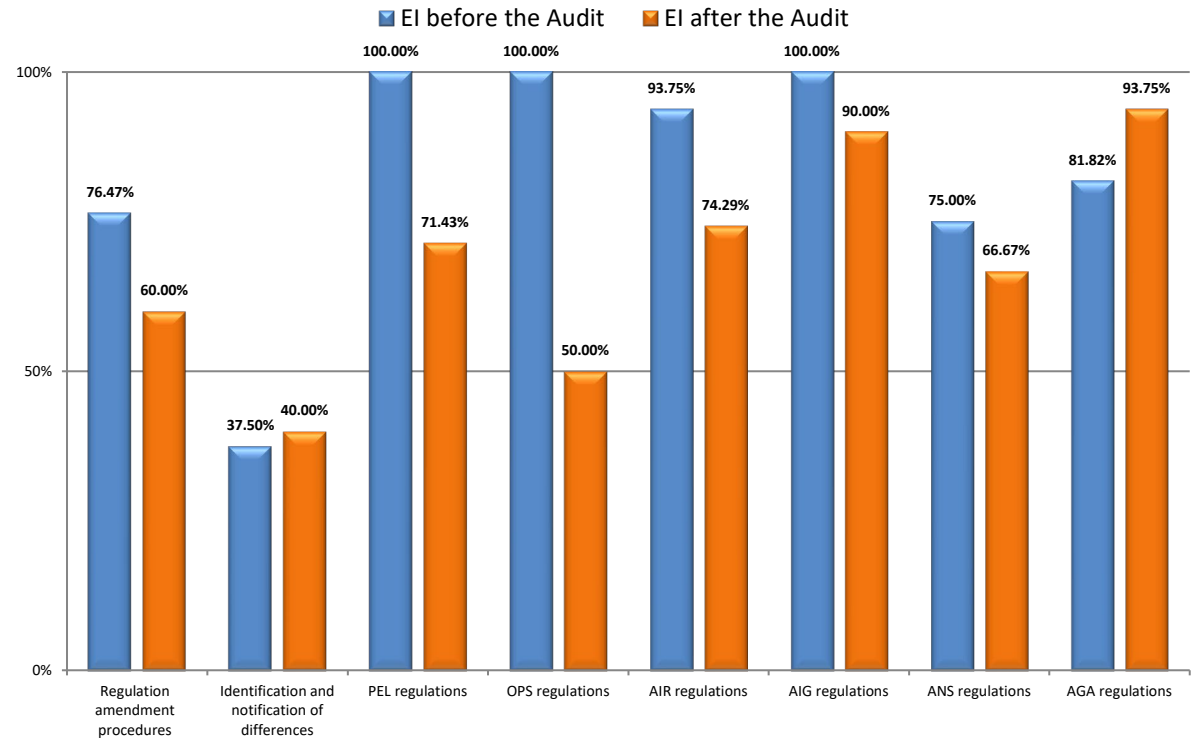
Figure A-3. Effective Implementation (%) in CE-1 sub-groups



CE-2 Specific operating regulations	EI before Audit:	84.09%
	EI after Audit:	71.30%

The promulgation of regulations to address, at a minimum, national requirements emanating from the primary aviation legislation, for standardized operational procedures, products, services, equipment and infrastructures, in conformity with the Annexes to the Convention on International Civil Aviation.

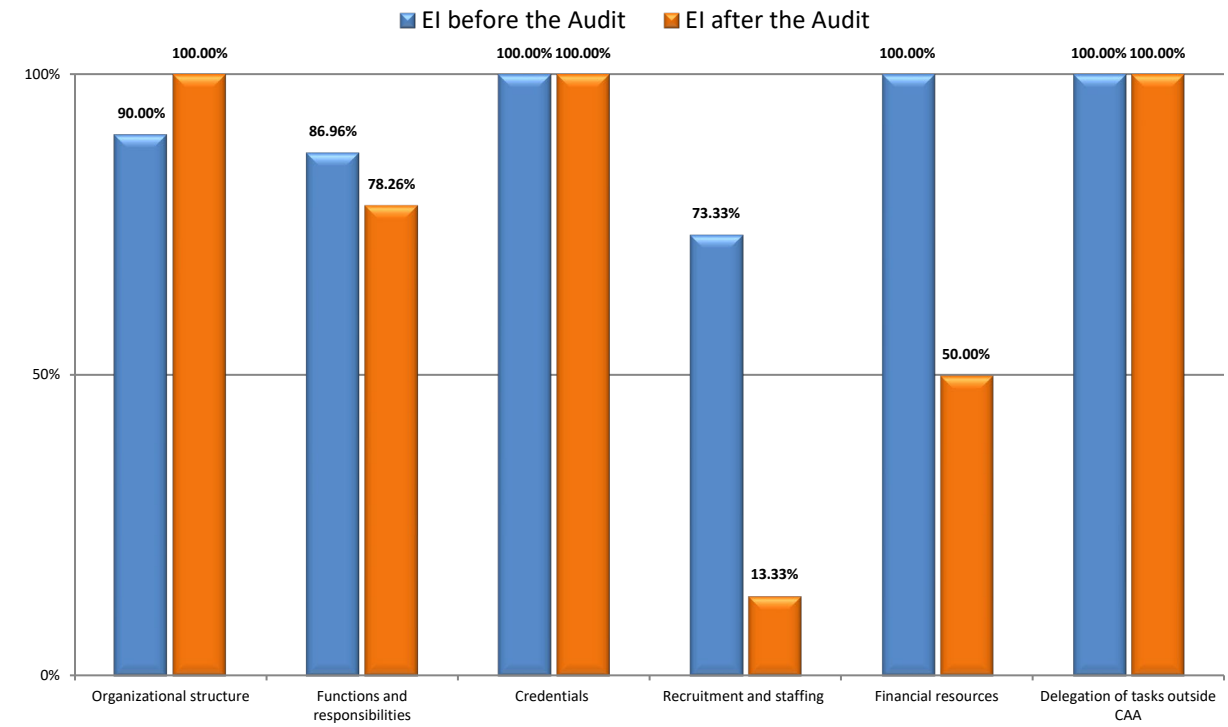
Figure A-4. Effective Implementation (%) in CE-2 sub-groups



CE-3 State System and Functions	EI before Audit:	85.96%
	EI after Audit:	68.33%

The establishment of relevant authorities or government agencies, as appropriate, supported by sufficient and qualified personnel and provided with adequate financial resources for the management of safety. State authorities or agencies shall have stated safety functions and objectives to fulfil their safety management responsibility.

Figure A-5. Effective Implementation (%) in CE-3 sub-groups

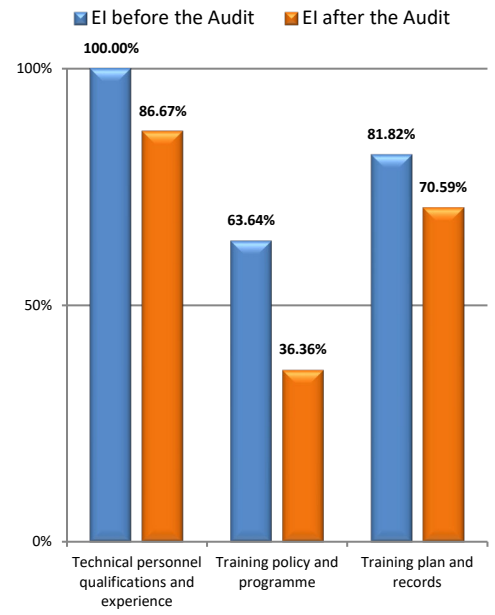


CE-4 Qualified Technical Personnel	EI before Audit:	76.19%
	EI after Audit:	61.11%

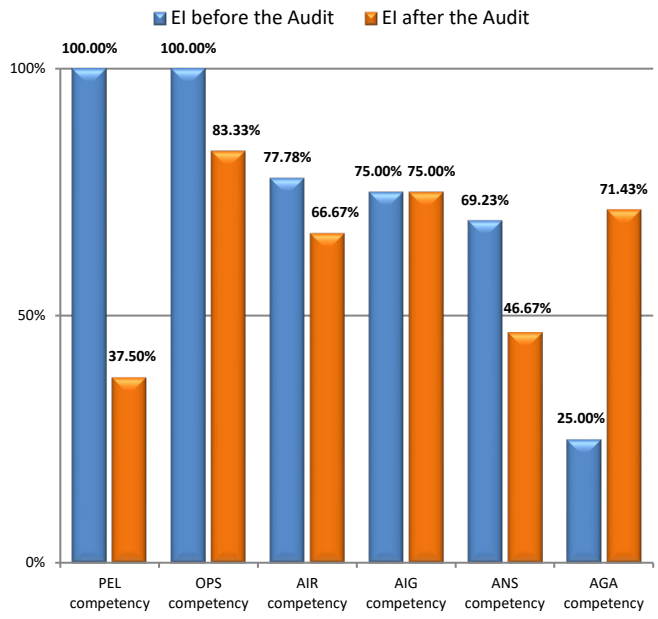
The establishment of minimum qualification requirements for the technical personnel performing safety-related functions and the provision of appropriate initial and recurrent training to maintain and enhance their competence at the desired level. States shall implement a system for the maintenance of training records for technical personnel.

Figure A-6. Effective Implementation (%) in CE-4 sub-groups

Overall Training Areas



Specific Training Areas



Appendix A-3 — Analysis of Results by Area

Figure A-7. Personnel Licensing and Training (PEL)
Protocol Questions by sub-groups

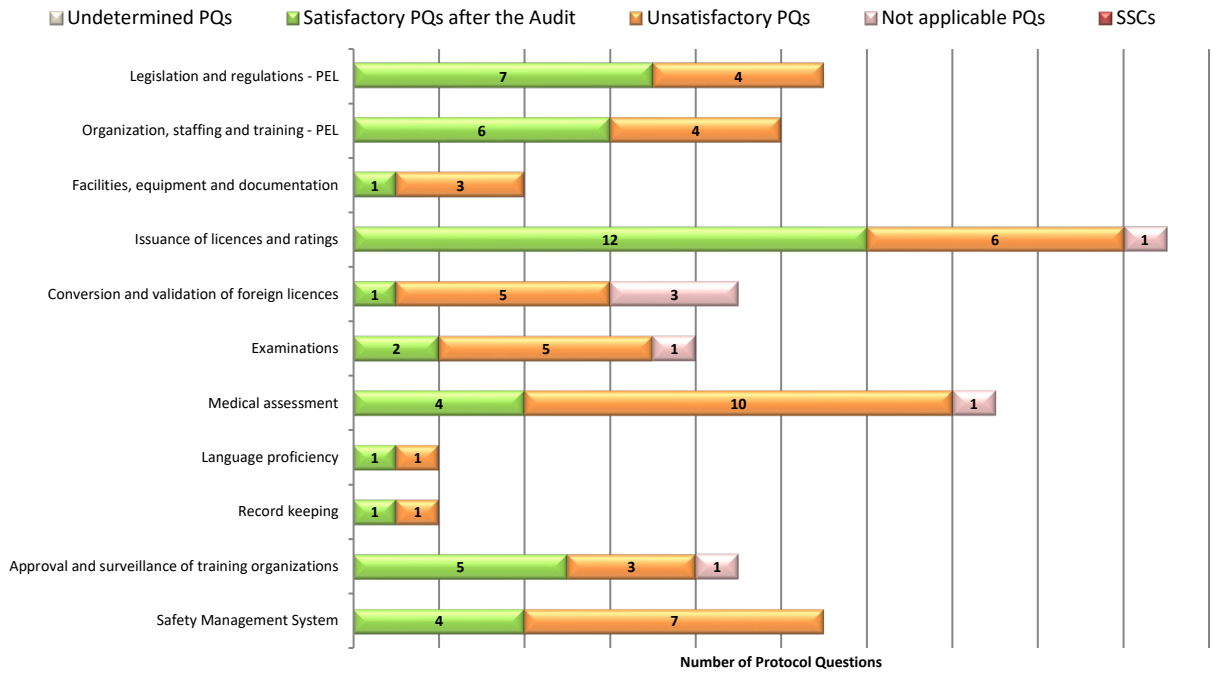


Figure A-8. Aircraft Operations (OPS)
Protocol Questions by sub-groups

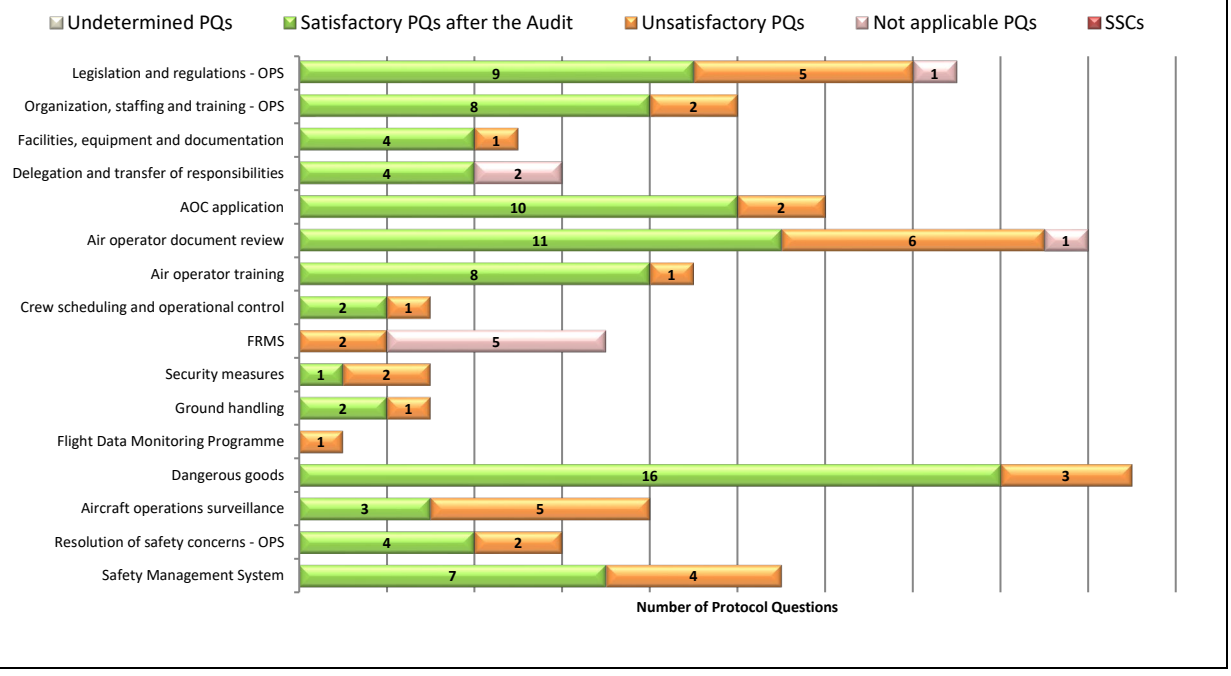


Figure A-9. Airworthiness of Aircraft (AIR) – Inspection
Protocol Questions by sub-groups

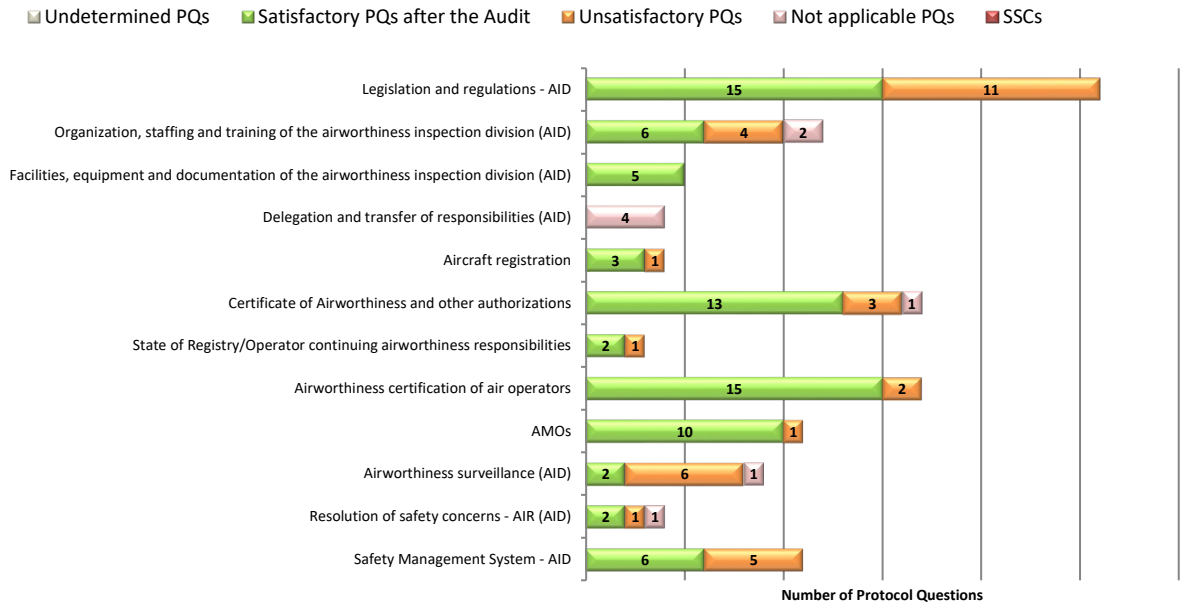


Figure A-9.1 Airworthiness of Aircraft (AIR) – Design and Production
Protocol Questions by sub-groups

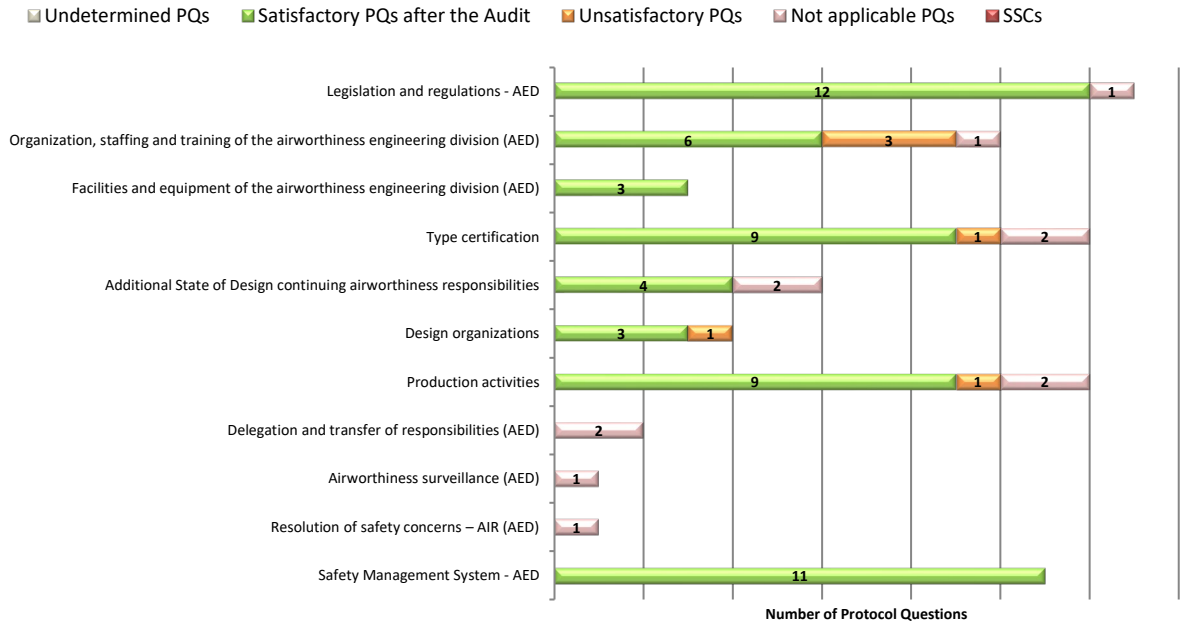


Figure A-10. Aircraft Accident and Incident Investigation (AIG)
Protocol Questions by sub-groups

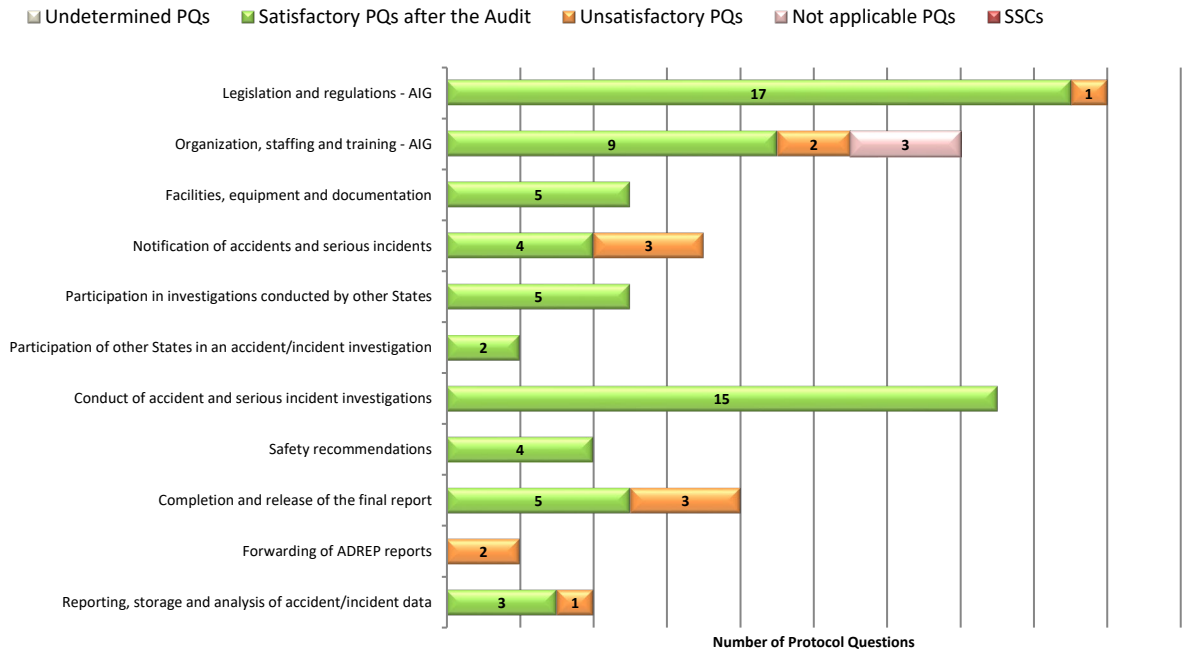


Figure A-11. Air Navigation Services (ANS)
Protocol Questions by sub-groups

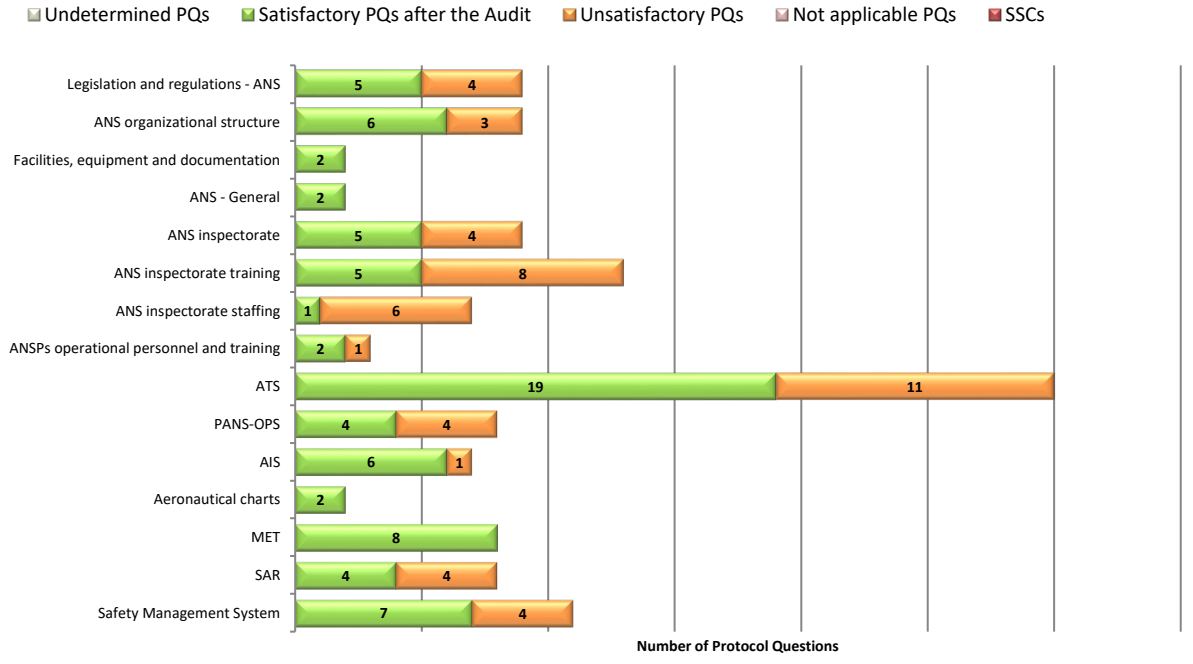
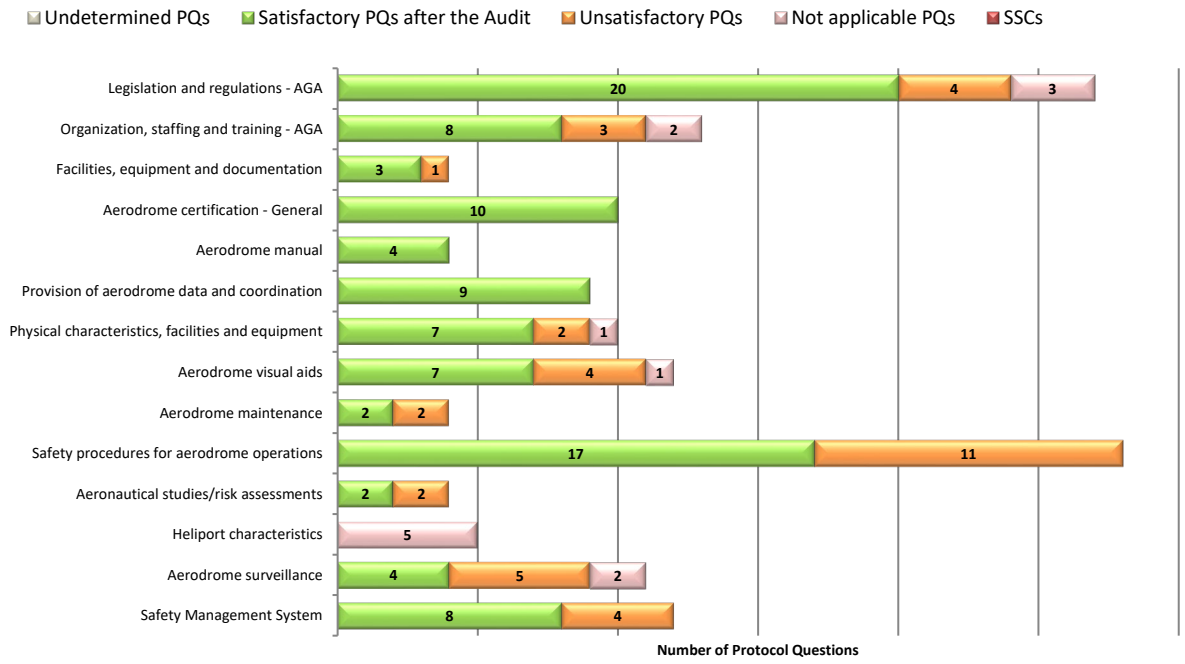


Figure A-12. Aerodromes and Ground Aids (AGA)
Protocol Questions by sub-groups

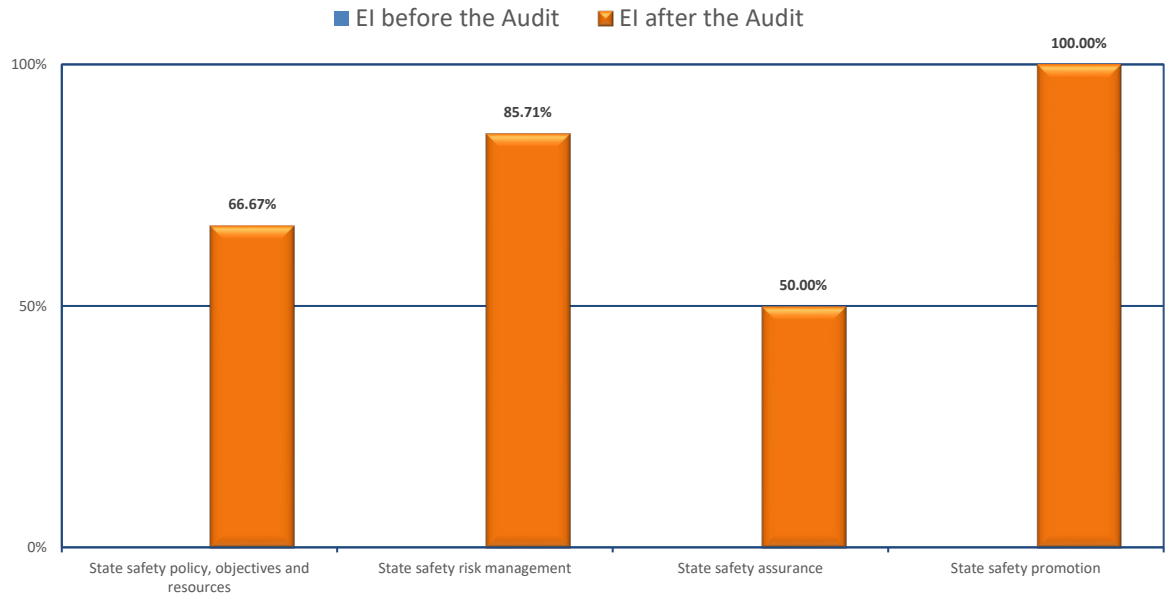


— — — — — — — —

Appendix B-1 — Executive Summary

New Zealand	EI before Audit:	
	EI after Audit:	75%

Figure B-1. Effective Implementation by SSP Component



Analysis

Considering the overall results outlined in Figure B-1, the information below has been developed to assist the State in enhancing its SSP.

Opportunities for enhancement:

State safety policy, objectives and resources:

I.1. Transition into the maintenance aspects of the SSP coordination meetings, and review performance monitoring amongst other topics.

I.2. Expand awareness training, including recurrency, for all authorities involved in the establishment and maintenance of the SSP.

State safety risk management:

II.1. Enhance procedures to ensure consistent hazard identification and risk management process for which a tolerability scheme would enable consistent safety information driven decisions.

State safety assurance:

III.1. Finalize and publish New Zealand's National Aviation Safety Plan. In tandem, align its mechanism to select, review and amend the operational and process implementation of:

a) safety performance indicators; and
b) safety performance targets (when appropriate);

that support the safety performance monitoring of the State safety objectives.

— — — — — — — —

Appendix B-2 — Analysis of Results by SSP component

Figure B-2. State Safety Policy, Objectives and Resources
Protocol Questions by sub-groups

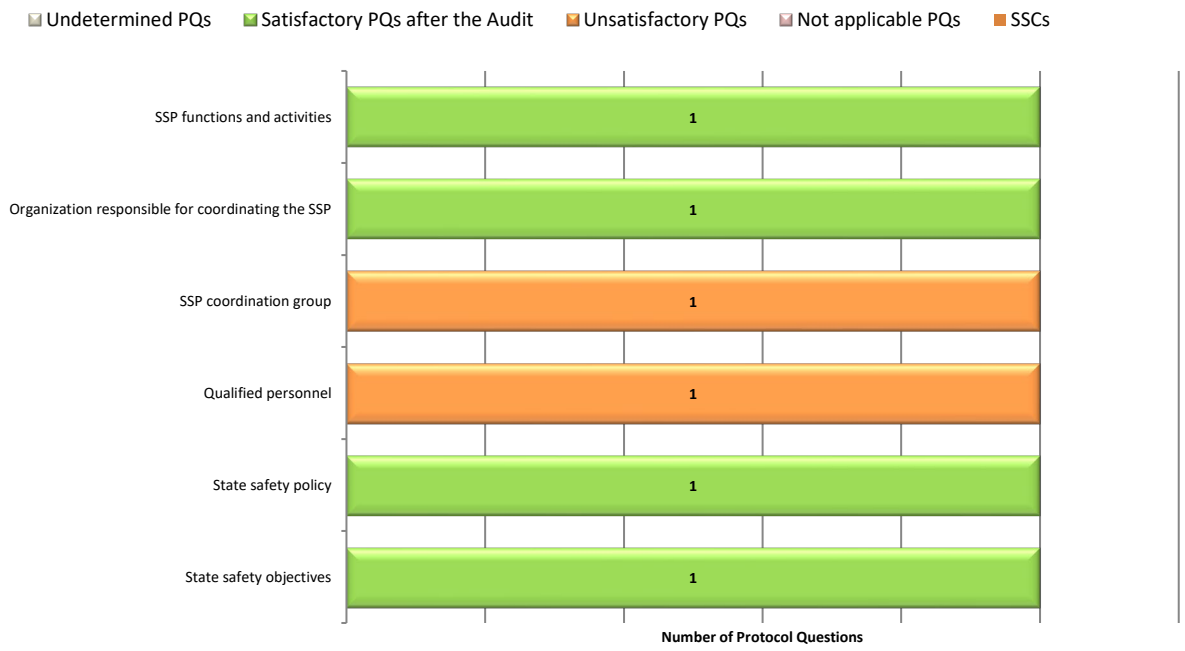


Figure B-3. State Safety Risk Management
Protocol Questions by sub-groups

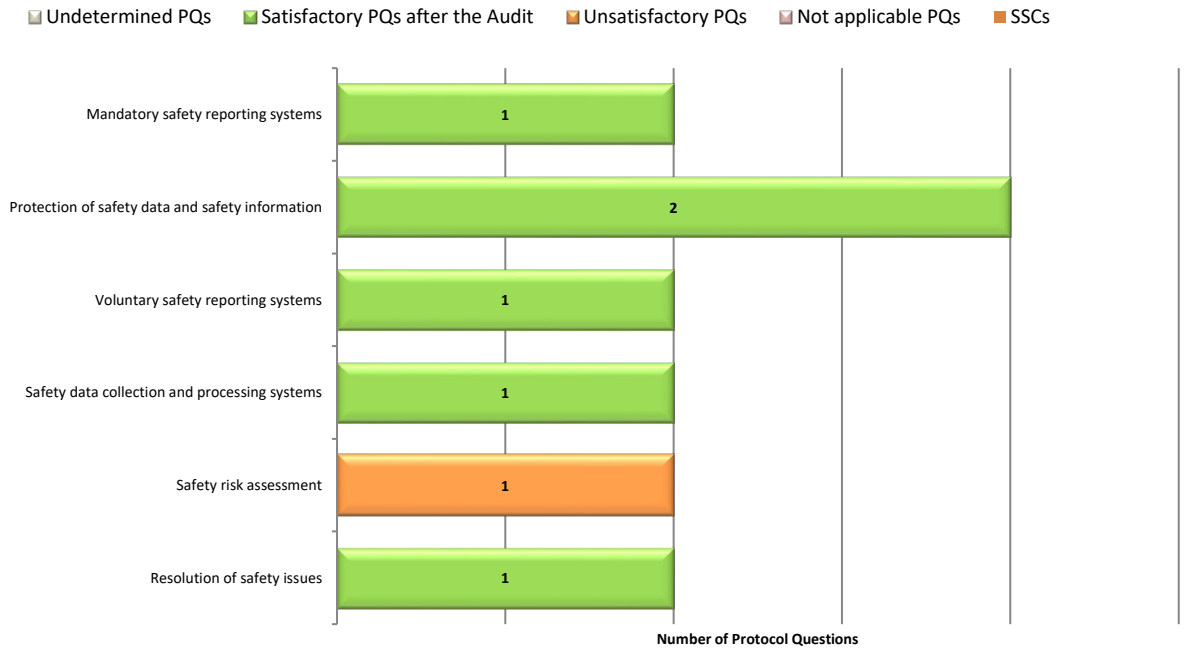


Figure B-4. State Safety Assurance
Protocol Questions by sub-groups

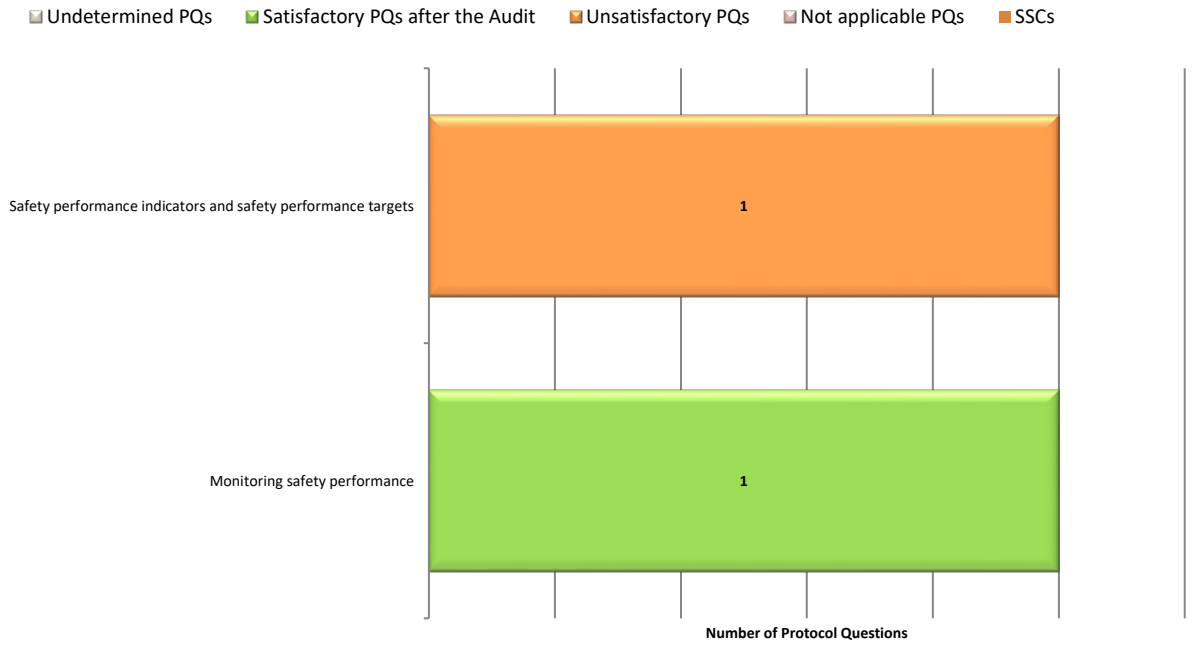
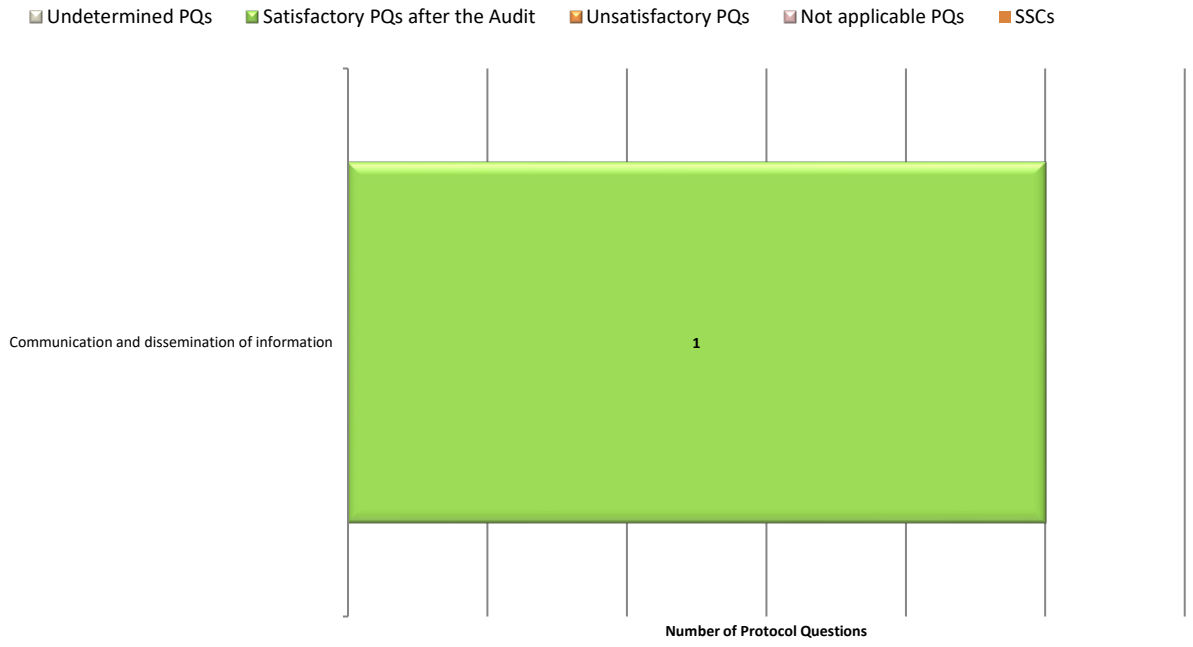


Figure B-5. State Safety Promotion
Protocol Questions by sub-groups



— END —