



## New Zealand

Annex Reference	PERSONNEL LICENSING  Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference 1.2.4.3  Standard	<p>1.2.4.3 The Licensing Authority shall implement appropriate aviation-related health promotion for licence holders subject to a Medical Assessment to reduce future medical risks to flight safety.</p> <p><i>Note 1.— Standard 1.2.4.2 indicates how appropriate topics for health promotion activities may be determined.</i></p> <p><i>Note 2.— Guidance on the subject of health promotion activities is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 3.— Guidance on the relationship between the Licensing Authority and the implementation of a Medical Assessment for licence holders is contained in the Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379).</i></p>	Nil.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 1 Reference 1.2.4.4  Standard	<p>1.2.4.4 The period of validity of a Medical Assessment shall begin on the day the medical examination is performed. The duration of the period of validity shall be in accordance with the provisions of 1.2.5.2.</p>	CAR 67.61(b).	Different in character or other means of compliance	A Medical certificate takes effect on the date that it is issued, which may not necessarily be the date of examination.	



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Chapter 1 Reference 1.2.4.4.1  Standard	1.2.4.4.1 The period of validity of a Medical Assessment may be extended, at the discretion of the Licensing Authority, up to 45 days.  <i>Note.— It is advisable to let the calendar day on which the Medical Assessment expires remain constant year after year by allowing the expiry date of the current Medical Assessment to be the beginning of the new validity period under the proviso that the medical examination takes place during the period of validity of the current Medical Assessment but no more than 45 days before it expires.</i>	CA Act 1990 s27E.	Less protective or partially implemented or not implemented	The period of validity may be extended for up to 60 days.	
Chapter 1 Reference 1.2.4.9  Standard	1.2.4.9 Contracting States shall use the services of medical assessors to evaluate reports submitted to the Licensing Authorities by medical examiners.	CA Act Part 2A - Medical certification.	Different in character or other means of compliance	The Director 'assesses' eligibility for issue of a medical certificate (CA Act 1990 s27B(1) and s27B(2)). This power is delegated under s27O to suitably qualified MEs, who undertake virtually all assessments.	
Chapter 1 Reference 1.2.5.1.1  Recommendation	1.2.5.1.1 <b>Recommendation.</b> — <i>A Contracting State should establish maintenance of competency and recent experience requirements for pilot licences and ratings based on a systematic approach to accident prevention and should include a risk assessment process and analysis of current operations, including accident and incident data appropriate to that State.</i>	CARs.	Less protective or partially implemented or not implemented	Not implemented.	



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Chapter 1 Reference 1.2.5.2.3  Standard	1.2.5.2.3 When the holders of airline transport pilot licences — aeroplane, helicopter and powered-lift, commercial pilot licences — aeroplane, airship, helicopter and powered-lift, and multi-crew pilot licences — aeroplane, who are engaged in commercial air transport operations, have passed their 60th birthday, the period of validity specified in 1.2.5.2 shall be reduced to six months.	CAR 67.61(a)(1).	Less protective or partially implemented or not implemented	Validity period of class 1 medical does not reduce to 6 months at pilot age 60.	



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Chapter 1  Reference 1.2.5.2.6  Standard	<p>1.2.5.2.6 <i>Circumstances in which a medical examination may be deferred.</i> The prescribed re-examination of a licence holder operating in an area distant from designated medical examination facilities may be deferred at the discretion of the Licensing Authority, provided that such deferment shall only be made as an exception and shall not exceed:</p> <ul style="list-style-type: none"> <li>a) a single period of six months in the case of a flight crew member of an aircraft engaged in non-commercial operations;</li> <li>b) two consecutive periods each of three months in the case of a flight crew member of an aircraft engaged in commercial operations provided that in each case a favourable medical report is obtained after examination by a designated medical examiner of the area concerned, or, in cases where such a designated medical examiner is not available, by a physician legally qualified to practise medicine in that area. A report of the medical examination shall be sent to the Licensing Authority where the licence was issued;</li> <li>c) in the case of a private pilot, a single period not exceeding 24 months where the medical examination is carried out by an examiner designated under 1.2.4.6 by the Contracting State in which the applicant is temporarily located. A report of the medical examination shall be sent to the Licensing Authority where the licence was issued; and</li> <li>d) two consecutive periods each of three months in the case of a remote flight crew member.</li> </ul>	CA Act 1990 s27E.	More Exacting or Exceeds	Extension of no more than 60 days may be granted with any additional conditions, restrictions or endorsements as the Director considers necessary.	d) applicable from 3 November 2022.



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Chapter 2  Reference 2.1.1.1  Standard	<p><b>CHAPTER 2. LICENCES AND RATINGS FOR PILOTS AND REMOTE PILOTS</b></p> <p><b>A. LICENCES AND RATINGS FOR PILOTS</b></p> <p><b>2.1 General rules concerning pilot licences and ratings</b></p> <p><b>2.1.1 General licensing specifications</b></p> <p>2.1.1.1 A person shall not act either as pilot-in-command or as co-pilot of an aircraft in any of the following categories unless that person is the holder of a pilot licence issued in accordance with the provisions of this chapter:</p> <ul style="list-style-type: none"> <li>— aeroplane</li> <li>— airship of a volume of more than 4 600 cubic metres</li> <li>— free balloon</li> <li>— glider</li> <li>— helicopter</li> <li>— powered-lift.</li> </ul>	CAR 61.5(n).	Less protective or partially implemented or not implemented	Licences are not required for certain aircraft categories and types of operation, e.g. student pilots under Part 61, Subpart C; balloons, gliders, hang gliders, microlights, paragliders or powered gliders, if the aircraft are not flown for hire or reward, and comply with CAR Part 103, 104 or 106 as applicable.	Note: airship and powered lift categories are not applicable.

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Chapter 2 Reference 2.1.3.1  <b>Standard</b>	<p>2.1.3 Class and type ratings</p> <p>2.1.3.1 Class ratings shall be established for aeroplanes certificated for single-pilot operation and shall comprise:</p> <p>a) single-engine, land;</p> <p>b) single-engine, sea;</p> <p>c) multi-engine, land;</p> <p>d) multi-engine, sea.</p> <p><i>Note.— The provisions of this paragraph do not preclude the establishment of other class ratings within this basic structure.</i></p>	CAR 61.55.	More Exacting or Exceeds	Ratings for individual types are issued, rather than class ratings.	
Chapter 2 Reference 2.1.3.1.1  <b>Recommendation</b>	<p>2.1.3.1.1 <b>Recommendation.</b>— <i>Contracting States should consider establishing a class rating for those helicopters and powered-lifts certificated for single-pilot operations and which have comparable handling, performance and other characteristics.</i></p>	CAR 61.55.	More Exacting or Exceeds	Ratings for individual types are issued, rather than class ratings.	



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Chapter 2  Reference 2.1.3.2   Standard	<p>2.1.3.2 Type ratings shall be established for:</p> <p>a) aircraft certificated for operation with a minimum crew of at least two pilots;</p> <p>b) helicopters and powered-lifts certificated for single-pilot operation except where a class rating has been issued under 2.1.3.1.1; and</p> <p>c) any aircraft whenever considered necessary by the Licensing Authority.</p> <p><i>Note 1.— Where a common type rating is established, it will be only for aircraft with similar characteristics in terms of operating procedures, systems and handling.</i></p> <p><i>Note 2.— Requirements for class and type ratings for gliders and free balloons have not been determined.</i></p>	CAR 61.5.	More Exacting or Exceeds	Pilots require type ratings for all aircraft except if they are: Student pilots; Pilots of balloons, gliders, hang gliders, microlights, paragliders or powered gliders if not flying the aircraft for hire or reward, and complying with CAR Part 103, 104 or 106 as applicable.	
Chapter 2  Reference 2.1.4.1.1  Standard	<p>2.1.4.1.1 When a type rating is issued limiting the privileges to act as co-pilot, or limiting the privileges to act as pilot-in-command only during the cruise phase of the flight, such limitation shall be endorsed on the rating.</p>	CAR Part 61.	Different in character or other means of compliance	All New Zealand type ratings grant the holder full command privileges.	



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Chapter 2  Reference 2.1.5.2   Standard	<p>2.1.5.2 <i>Type rating as required by 2.1.3.2 a)</i></p> <p>The applicant shall have:</p> <p>a) gained, under appropriate supervision, experience in the applicable type of aircraft and/or flight simulator in the following:</p> <ul style="list-style-type: none"> <li>— normal flight procedures and manoeuvres during all phases of flight;</li> <li>— abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, systems and airframe;</li> <li>— where applicable, instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure;</li> <li>— for the issue of an aeroplane category type rating, upset prevention and recovery training; and</li> </ul> <p><i>Note 1.— Procedures for upset prevention and recovery training are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).</i></p> <p><i>Note 2.— Guidance on upset prevention and recovery training is contained in the Manual on Aeroplane Upset Prevention and Recovery Training (Doc 10011).</i></p> <p><i>Note 3.— The Manual of Criteria for the Qualification of Flight Simulation Training Devices</i></p>	CAR 61.53; AC61-7; AC61-10	Different in character or other means of compliance	AC61-10 (Aircraft Type Ratings), Appendix V (Demonstration of competency for aeroplanes exceeding 5700 kg MCTOW), lists "Where applicable, recovery from unusual attitudes applicable to aircraft type" as a flight test syllabus item.	Further study may be required to determine alignment between syllabus and Docs 9868 and 10011 specifications.





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	<p><i>(Doc 9625) provides guidance on the approval of FSTDs for upset prevention and recovery training.</i></p> <p><i>Note 4.— The aeroplane upset prevention and recovery training may be integrated in the type rating programme or be conducted immediately after, as an additional module.</i></p> <p>— procedures for crew incapacitation and crew coordination including allocation of pilot tasks; crew cooperation and use of checklists;</p> <p><i>Note.— See 2.1.8.1 on the qualifications required for pilots giving flight training.</i></p> <p>b) demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the duties of a pilot-in-command or a co-pilot as applicable; and</p> <p>c) demonstrated, at the airline transport pilot licence level, an extent of knowledge determined by the Licensing Authority on the basis of the requirements specified in 2.6.1.2.</p> <p><i>Note.— See the Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379) for guidance of a general nature on cross-crew qualification and cross-credit.</i></p>				

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Chapter 2 Reference 2.1.10  <b>Standard</b>	<p>2.1.10 Limitation of privileges of pilots who have attained their 60th birthday and curtailment of privileges of pilots who have attained their 65th birthday</p> <p>A Contracting State, having issued pilot licences, shall not permit the holders thereof to act as pilot of an aircraft engaged in international commercial air transport operations if the licence holders have attained their 60th birthday or, in the case of operations with more than one pilot, their 65th birthday.</p> <p><i>Note.— See 1.2.5.2.3 on the validity period of Medical Assessments for pilots over the age of 60 who are engaged in commercial air transport operations.</i></p>	CAR 61.15. Human Rights Act 1993 s21(1)(i) and 22(1).	Less protective or partially implemented or not implemented	New Zealand issues Part 61 pilot licences for the lifetime of the holder. Continued validity is dependent on the holder meeting the continuing competency and medical standards appropriate to the licence. The Human Rights Act (HRA) references prevent employment discrimination on the grounds of age, although s26 of the HRA effectively limits that protection to within New Zealand (see Comments).	Note: HRA s26, Exception in relation to work performed outside New Zealand, states: “Nothing in section 22 shall prevent different treatment based on ... age if the duties of the position in respect of which that treatment is accorded— (a) are to be performed wholly or mainly outside New Zealand; and (b) are such that, because of the laws ... of the country in which those duties are to be performed, they are ordinarily carried out only by a person who is ... in a particular age group.”
Chapter 2 Reference 2.3.2.1  <b>Standard</b>	<p>2.3.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges</p> <p>2.3.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1, 1.2.9 and 2.1, the privileges of the holder of a private pilot licence shall be to act, but not for remuneration, as pilot-in-command or co-pilot of aircraft within the appropriate aircraft category engaged in non-revenue flights.</p>	CAR 61.155.	Less protective or partially implemented or not implemented	A PPL holder may act, but not for remuneration, as pilot-in-command or co-pilot of an aircraft operated for hire or reward for glider towing if under the direct control of a gliding organisation or an appropriate CAR Part 115 certificate holder.	



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Chapter 2  Reference 2.3.3.1.1  <b>Standard</b>	<p>2.3.3 Specific requirements for the issue of the aeroplane category rating</p> <p>2.3.3.1 <i>Experience</i></p> <p>2.3.3.1.1 The applicant shall have completed not less than 40 hours of flight time, or 35 hours if completed during a course of approved training, as a pilot of aeroplanes appropriate to the class rating sought. The Licensing Authority shall determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 40 hours or 35 hours, as the case may be. Credit for such experience shall be limited to a maximum of 5 hours.</p>	CAR 61.153(a)(3); AC61-3 Appendix 1.	More Exacting or Exceeds	50 hours flight time, or 40 hours if the applicant is not seeking cross-country privileges.	No provision for synthetic flight trainer time except in the dual instrument time requirement (maximum 2 hours out of the 5 total).
Chapter 2  Reference 2.3.3.1.2  <b>Standard</b>	<p>2.3.3.1.2 The applicant shall have completed in aeroplanes not less than 10 hours of solo flight time appropriate to the class rating sought, under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made.</p>	CAR 61.153(a)(3); AC61-3 Appendix 1.	More Exacting or Exceeds	Solo flight time 15 hours. Cross-country time 10 hours, although the 150-NM flight is not specified.	



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Chapter 2  Reference 2.3.4.1.1  <b>Standard</b>	<p>2.3.4 Specific requirements for the issue of the helicopter category rating</p> <p>2.3.4.1 <i>Experience</i></p> <p>2.3.4.1.1 The applicant shall have completed not less than 40 hours of flight time, or 35 hours if completed during a course of approved training, as a pilot of helicopters. The Licensing Authority shall determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 40 hours or 35 hours, as the case may be. Credit for such experience shall be limited to a maximum of 5 hours.</p>	CAR 61.153(a)(3); AC61-3.	More Exacting or Exceeds	50 hours flight time, or 40 hours if the applicant is not seeking cross-country privileges.	No provision for synthetic flight trainer time except in the dual instrument time requirement (maximum 2 hours out of the 5 total).
Chapter 2  Reference 2.3.4.1.2  <b>Standard</b>	<p>2.3.4.1.2 The applicant shall have completed in helicopters not less than 10 hours of solo flight time under the supervision of an authorized flight instructor, including 5 hours of solo cross-country flight time with at least one cross-country flight totalling not less than 180 km (100 NM) in the course of which landings at two different points shall be made.</p>	CAR 61.153; AC61-3 Appendices I and VI.	More Exacting or Exceeds	Solo flight time 15 hours. Cross-country time 10 hours, with cross-crediting by PPL(A) holder permitted. The 100-NM cross-country flight is not specified.	

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Chapter 2 Reference 2.4.3.1.1.1  Standard	<p>2.4.3.1.1.1 The applicant shall have completed in aeroplanes not less than:</p> <p>a) 100 hours as pilot-in-command or, in the case of a course of approved training, 70 hours as pilot-in-command;</p> <p>b) 20 hours of cross-country flight time as pilot-in-command including a cross-country flight totalling not less than 540 km (300 NM) in the course of which full-stop landings at two different aerodromes shall be made;</p> <p>c) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and</p> <p>d) if the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landings as pilot-in-command.</p>	CAR 61.203(4)(i). AC61-5 Appendix I.	More Exacting or Exceeds	All NZ CPL(A) applicants are required to have completed 100 hours pilot-in-command. For night privileges, 10 hours of night flight time, including 4 hours dual and 5 hours pilot-in-command; and 10 take-offs and landings are required. Applicants must also meet the terrain and weather awareness requirements of the PPL(A) syllabus, plus a basic mountain flying theory module and at least 5 hours dual instruction in low flying and basic mountain flying.	
Chapter 2 Reference 2.4.3.2.2  Recommendation	<p>2.4.3.2.2 <b>Recommendation.</b>— <i>The applicant should have received, in actual flight, upset prevention and recovery training approved by the Licensing Authority.</i></p> <p><i>Note 1.— Procedures for upset prevention and recovery training in actual flight are contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).</i></p> <p><i>Note 2.— Guidance on upset prevention and recovery training in actual flight is contained in the Manual on Aeroplane Upset Prevention and Recovery Training (Doc 10011).</i></p>	CAR Part 61, Supart E; AC61-5 Appendix IV; CPL Flight Test Guide.	Different in character or other means of compliance	The AC61-5 flight test syllabus includes spiral dive recovery on full panel, and unusual attitude recovery on limited panel. The Flight Test Guide specifies limited-panel recovery from unusually nose-high, nose-low and spiral dive attitudes.	Further study may be required to determine alignment between syllabus and Docs 9868 and 10011 specifications.

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Chapter 2  Reference 2.4.4.1.1  <b>Standard</b>	<p>2.4.4 Specific requirements for the issue of the helicopter category rating</p> <p>2.4.4.1 <i>Experience</i></p> <p>2.4.4.1.1 The applicant shall have completed not less than 150 hours of flight time, or 100 hours if completed during a course of approved training, as a pilot of helicopters. The Licensing Authority shall determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 150 hours or 100 hours, as the case may be. Credit for such experience shall be limited to a maximum of 10 hours.</p>	CAR 61.203; AC61-5.	More Exacting or Exceeds	Requirement for approved training course is 125 hours. There is no provision for crediting flight simulation device time.	



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Chapter 2  Reference 2.4.4.1.1.1   Standard	<p>2.4.4.1.1.1 The applicant shall have completed in helicopters not less than:</p> <ul style="list-style-type: none"> <li>a) 35 hours as pilot-in-command;</li> <li>b) 10 hours of cross-country flight time as pilot-in-command including a cross-country flight in the course of which landings at two different points shall be made;</li> <li>c) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and</li> <li>d) if the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and 5 landing patterns as pilot-in-command.</li> </ul>	CAR 61.203; AC61-5.	More Exacting or Exceeds	b) 20 hours cross-country time including one dual and one pilot -in-command flight each of 100 NM straight-line distance with 2 intermediate landings. c) Instrument flight training not required unless night privileges are sought; 2 hours instrument training is a prerequisite for night flying training. d) Night flight privileges require 10 hours night flight time, with additional requirements for flight beyond 25 nm from a lighted heliport or aerodrome.	Note: a mountain flying module is also included in the syllabus.



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Chapter 2  Reference 2.4.4.2  Standard	<p>2.4.4.2 <i>Flight instruction</i></p> <p>The applicant shall have received dual instruction in helicopters from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:</p> <ul style="list-style-type: none"> <li>a) recognize and manage threats and errors;</li> </ul> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868), Part II, Section I in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <ul style="list-style-type: none"> <li>b) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;</li> <li>c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</li> <li>d) control of the helicopter by external visual reference;</li> <li>e) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;</li> <li>f) ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground; steep approaches;</li> <li>g) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;</li> </ul>	CAR 61.203; AC61-5.	Less protective or partially implemented or not implemented	i) Instrument flight training not required unless night privileges are sought.	





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	<p>h) hovering out of ground effect; operations with external load, if applicable; flight at high altitude;</p> <p>i) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;</p> <p>j) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;</p> <p>k) abnormal and emergency procedures, including simulated helicopter equipment malfunctions, autorotative approach and landing;</p> <p>l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and</p> <p>m) communication procedures and phraseology.</p> <p><i>Note.— The instrument experience specified in 2.4.4.1.1.1 c) and 2.4.4.2 i) and the night flying experience and dual instruction specified in 2.4.4.1.1.1 d) and 2.4.2.2 do not entitle the holder of a commercial pilot licence to pilot helicopters under IFR.</i></p>				



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Chapter 2  Reference 2.5.1.1   Standard	<p><b>2.5 Multi-crew pilot licence (MPL) appropriate to the aeroplane category</b></p> <p><i>Note.— The holder of a multi-crew pilot licence is authorized by 2.5.2.1 to act as co-pilot of an aeroplane required to be operated with a co-pilot. Such holder will be eligible to obtain an airline transport pilot licence appropriate to the aeroplane category, after fulfilling the requirements for that licence, to be restricted to multi-crew operations unless the requirements of 2.5.2.1 a), 2.5.2.2 and 2.5.2.3, as appropriate, are met (2.6.2.2 refers).</i></p> <p>2.5.1 General requirements for the issue of the licence</p> <p>2.5.1.1 Age</p> <p>The applicant shall be not less than 18 years of age.</p>	CAR Part 61.	Less protective or partially implemented or not implemented	Multi-crew pilot licences are not issued by New Zealand.	No progress in this issue is envisaged at this stage, due to the lack of demand.



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Chapter 2  Reference 2.6.3.1.1   Standard	<p>2.6.3 Specific requirements for the issue of the aeroplane category rating</p> <p>2.6.3.1 <i>Experience</i></p> <p>2.6.3.1.1 The applicant shall have completed not less than 1 500 hours of flight time as a pilot of aeroplanes. The Licensing Authority shall determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 1 500 hours. Credit for such experience shall be limited to a maximum of 100 hours, of which not more than 25 hours shall have been acquired in a flight procedure trainer or a basic instrument flight trainer.</p>	CAR 61.253(a)(4); AC61-7 Appendix I.	More Exacting or Exceeds	No provision for crediting synthetic flight trainer time towards the total time.	

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Chapter 2  Reference 2.6.3.1.1.1  <b>Standard</b>	<p>2.6.3.1.1.1 The applicant shall have completed in aeroplanes not less than:</p> <p>a) 500 hours as pilot-in-command under supervision or 250 hours, either as pilot-in-command, or made up by not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;</p> <p>b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;</p> <p>c) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and</p> <p>d) 100 hours of night flight as pilot-in-command or as co-pilot.</p>	CAR 61.253(a)(4); AC61-7 Appendix 1.	More Exacting or Exceeds	a) 250 hours, of which at least 150 is to be pilot-in-command, the remainder pilot-in-command under supervision. b) 100 hours of cross-country navigation of which 25 hours is to have been at night. 50 hours of night cross-country navigation time command practice meets this 25 hours night cross-country requirement. c) 25 hours instrument ground time.	



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Chapter 2 Reference 2.6.4.1.1.1  Standard	<p>2.6.4.1.1.1 The applicant shall have completed in helicopters not less than:</p> <ul style="list-style-type: none"> <li>a) 250 hours, either as pilot-in-command, or made up of not less than 70 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;</li> <li>b) 200 hours of cross-country flight time, of which not less than 100 hours shall be as pilot-in-command or as pilot-in-command under supervision;</li> <li>c) 30 hours of instrument time, of which not more than 10 hours may be instrument ground time; and</li> <li>d) 50 hours of night flight as pilot-in-command or as co-pilot.</li> </ul>	CAR 61.253(a)(4)(ii); AC61.253 Appendix I.	More Exacting or Exceeds	a) 100 or more hours as pilot-in-command, remainder pilot-in-command under supervision. No more than 50 percent of total pilot-in-command under supervision time may be credited.	
Chapter 2 Reference 2.7.1.3.2  Recommendation	<p>2.7.1.3.2 <b>Recommendation.</b>— <i>Contracting States should consider requiring the holder of a private pilot licence to comply with the physical and mental, and visual requirements for the issue of a Class 1 Medical Assessment.</i></p>	CAR Part 61 Subpart Q.	Less protective or partially implemented or not implemented	Not implemented.	



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Chapter 2  Reference 2.7.3.2   Standard	<p>2.7.3.2 The applicant shall have completed not less than:</p> <p>a) 50 hours of cross-country flight time as pilot-in-command of aircraft in categories acceptable to the Licensing Authority, of which not less than 10 hours shall be in the aircraft category being sought; and</p> <p>b) 40 hours of instrument time in aircraft of which not more than 20 hours, or 30 hours where a flight simulator is used, may be instrument ground time. The ground time shall be under the supervision of an authorized instructor.</p>	CAR 61.801(a)(2); AC61-17; CAR 61.33.	More Exacting or Exceeds	b) 40 hours instrument time, including 20 hours in category of aircraft; also a maximum of 20 hours in an approved synthetic trainer is stipulated.	
Chapter 2  Reference 2.9.1.1  Standard	<p><b>2.9 Glider pilot licence</b></p> <p>2.9.1 Requirements for the issue of the licence</p> <p>2.9.1.1 <i>Age</i></p> <p>The applicant shall be not less than 16 years of age.</p>	CARs 61.153 and 61.203; CAR Part 104; CAR Part 149.	More Exacting or Exceeds	CARs 61.153 and 61.203 require the applicant to be 17 (PPL) and 18 years of age (CPL) respectively. CAR 104.5 provides for a pilot of 16 years of age to hold a gliding certificate issued by a gliding organization certificated under Part 149.	



## New Zealand

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Chapter 2 Reference 2.9.1.3.1  Standard	2.9.1.3 <i>Experience</i>  2.9.1.3.1 The applicant shall have completed not less than six hours of flight time as a pilot of gliders including two hours of solo flight time during which not less than 20 launches and landings have been performed.	CAR 61.203(a)(4)(iii); AC61-5.	More Exacting or Exceeds	The CPL(G) requires 150 hours glider time, with specific requirements detailed in AC61-5, together with allowable cross-credits.	Note: no requirements specified for PPL(G); none issued in New Zealand to date.
Chapter 2 Reference 2.9.1.5  Standard	2.9.1.5 <i>Medical fitness</i>  The applicant shall hold a current Class 2 Medical Assessment.	CAR 61.153(a)(2); CAR 61.203(a)(2).	More Exacting or Exceeds	Class 1 required for CPL (G).	
Chapter 2 Reference 2.9.2.1  Standard	2.9.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges  2.9.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1 and 2.1, the privileges of the holder of a glider pilot licence shall be to act as pilot-in-command of any glider provided the licence holder has operational experience in the launching method used.	AC61-5 Appendix I.	More Exacting or Exceeds	The CPL(G) experience requirements include 50 launches as pilot-in-command; and 25 launches for any additional launch method.	The requirements for a holder of a gliding certificate issued by a CAR Part 149 gliding organization certificate holder are prescribed by that organisation.



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Chapter 2  Reference 2.10.1.1  <b>Standard</b>	<p><b>2.10 Free balloon pilot licence</b></p> <p><i>Note.— The provisions of the free balloon pilot licence apply to free balloons using hot air or gas.</i></p> <p>2.10.1 Requirements for the issue of the licence</p> <p>2.10.1.1 <i>Age</i></p> <p>The applicant shall be not less than 16 years of age.</p>	CAR 61.203(1).	More Exacting or Exceeds	Minimum age is 18 years for the CPL (B), which is the only balloon licence issued.	Note: the term "balloon" is used in relation to manned balloons; the term "free balloon" applies to unmanned balloons (see CAR 101.3).
Chapter 2  Reference 2.10.1.3.1  <b>Standard</b>	<p>2.10.1.3 <i>Experience</i></p> <p>2.10.1.3.1 The applicant shall have completed not less than 16 hours of flight time as a pilot of free balloons including at least eight launches and ascents of which one must be solo.</p>	CAR 61.203; AC61-5 Appendix I,	More Exacting or Exceeds	CPL (B) requirements are 50 hours, including: 10 flights (2 solo), 2 flights of at least 1 hour, 1 cross-country of at least 25 nm from departure point, and 1 ascent to at least 5000 feet above take-off point.	
Chapter 2  Reference 2.10.1.3.4  <b>Recommendation</b>	<p>2.10.1.3.4 <b>Recommendation.</b>— <i>If passengers are to be carried for remuneration or hire, the licence holder should have completed not less than 35 hours of flight time including 20 hours as a pilot of a free balloon.</i></p>	CAR 61.203(4)(iv); AC61-5 Appendix I.	More Exacting or Exceeds	The CPL(B) requires 50 hours.	





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Chapter 2 Reference 2.10.1.5  Standard	2.10.1.5 <i>Medical fitness</i>  The applicant shall hold a current Class 2 Medical Assessment.	CAR 61.203(3).	More Exacting or Exceeds	CPL (B) requires a Class 1.	
Chapter 2 Reference 2.10.2.2  Standard	2.10.2.2 Before exercising the privileges at night, the licence holder shall have complied with the requirements specified in 2.10.1.3.3.  — — — — —	CAR 61.205(b); AC61-5 Appendix I.	Less protective or partially implemented or not implemented	Night flight requirements not specified.	
Chapter 3 Reference 3.3.1.1  Standard	<b>3.3 Flight engineer licence</b>  3.3.1 Requirements for the issue of the licence  3.3.1.1 <i>Age</i>  The applicant shall be not less than 18 years of age.	CAR 63.153(2).	More Exacting or Exceeds	The minimum age is 21 years, with an additional requirement to hold a cadet flight engineer licence. The minimum age for the cadet FE licence is 18.	



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Chapter 3 Reference 3.3.1.2.2  <b>Recommendation</b>	3.3.1.2.2 <b>Recommendation.</b> — <i>The applicant should have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight engineer licence in at least the following subjects:</i>  <i>a) fundamentals of navigation; principles and operation of self-contained systems; and</i>  <i>b) operational aspects of meteorology.</i>	CAR 63.153(5); AC63-1.	Less protective or partially implemented or not implemented	No knowledge of operational aspects of meteorology is required.	As there are no longer any aircraft on the New Zealand Register that require a flight engineer to be carried, New Zealand is not intending to make any amendments to the existing flight engineer licensing provisions.
Chapter 3 Reference 3.3.1.4.2  <b>Standard</b>	3.3.1.4.2 The use of an FSTD for performing any of the procedures required during the demonstration of skill described in 3.3.1.4.1 shall be approved by the Licensing Authority, which shall ensure that the FSTD is appropriate to the task.	CAR 63.153(6), (7).	Less protective or partially implemented or not implemented	No specific provision for FSTD use in flight test, although their use is permitted for biennial flight review.	
Chapter 3 Reference 3.3.1.5  <b>Standard</b>	3.3.1.5 <i>Medical fitness</i>  The applicant shall hold a current Class 2 Medical Assessment.	CAR 63.23.	More Exacting or Exceeds	Class 1 required.	



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Chapter 4  Reference 4.2.1.1  Standard	<p><b>4.2 Aircraft maintenance (technician/engineer/mechanic)</b></p> <p><i>Note.— The terms in brackets are given as acceptable additions to the title of the licence. Each Contracting State is expected to use in its own regulations the one it prefers.</i></p> <p>4.2.1 Requirements for the issue of the licence</p> <p>4.2.1.1 Age</p> <p>The applicant shall be not less than 18 years of age.</p>	CAR 66.53(a)(1).	More Exacting or Exceeds	The minimum age is 21.	



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Chapter 4  Reference 4.2.1.3  Standard	<p>4.2.1.3 <i>Experience</i></p> <p>The applicant shall have had the following experience in the inspection, servicing and maintenance of aircraft or its components:</p> <ul style="list-style-type: none"> <li>a) for the issue of a licence with privileges for the aircraft in its entirety, at least:               <ul style="list-style-type: none"> <li>1) four years; or</li> <li>2) two years if the applicant has satisfactorily completed an approved training course; and</li> </ul> </li> <li>b) for the issue of a licence with privileges restricted in accordance with 4.2.2.2 a) 2) or 3), a period of time that will enable a level of competency equivalent to that required in a) to be attained, provided that this is not less than:               <ul style="list-style-type: none"> <li>1) two years; or</li> <li>2) such a period as the State considers necessary to provide an equivalent level of practical experience to applicants who have satisfactorily completed an approved training course.</li> </ul> </li> </ul>	CAR 66.53(a)(4).	More Exacting or Exceeds	For item a)2), the requirement is three years.	



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Chapter 4  Reference 4.2.1.4  <b>Recommendation</b>	4.2.1.4 <i>Training</i>  <b>Recommendation.</b> — <i>The applicant should have completed a course of training appropriate to the privileges to be granted.</i>  <i>Note.</i> — <i>The Manual on Training of Aircraft Maintenance Personnel (Doc 10098) contains guidance material on the design and development of a training programme for aircraft maintenance personnel.</i>	CAR 66.53(a)(4).	Different in character or other means of compliance	The rule does not mandate a course of training, although it is one option of four, two being traineeships and the other a 60-month experience requirement.	



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Chapter 4  Reference 4.5.1   Standard	<p><b>4.5 Air traffic controller ratings</b></p> <p>4.5.1 Categories of air traffic controller ratings</p> <p>Air traffic controller ratings shall comprise the following categories:</p> <ul style="list-style-type: none"> <li>a) aerodrome control rating;</li> <li>b) approach control procedural rating;</li> <li>c) approach control surveillance rating;</li> <li>d) approach precision radar control rating;</li> <li>e) area control procedural rating; and</li> <li>f) area control surveillance rating.</li> </ul> <p><i>Note.— The World Meteorological Organization has specified requirements for personnel making meteorological observations which apply to air traffic controllers providing such a service.</i></p>	CAR 65.301.	Different in character or other means of compliance	Different terminology as follows: b) and c) "approach control rating" and "approach control radar rating" respectively; d) not applicable; e) "area control rating"; f) "area control radar rating" and "area control automatic dependent surveillance rating".	
Chapter 4  Reference 4.5.2.2.2  Standard	<p>4.5.2.2.2 The application for a rating shall be made within six months from the completion of experience specified in 4.5.2.2.1 b).</p>	CAR 65.303.	Less protective or partially implemented or not implemented	Not implemented.	



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Chapter 4  Reference 4.5.3.1  Standard	<p>4.5.3 Privileges of the holder of the air traffic controller rating(s) and the conditions to be observed in exercising such privileges</p> <p>4.5.3.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1 and 1.2.9, the privileges of the holder of an air traffic controller licence endorsed with one or more of the undermentioned ratings shall be:</p> <p>a) <i>aerodrome control rating</i>: to provide or to supervise the provision of aerodrome control service for the aerodrome for which the licence holder is rated;</p> <p>b) <i>approach control procedural rating</i>: to provide or to supervise the provision of approach control service for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;</p> <p>c) <i>approach control surveillance rating</i>: to provide and/or supervise the provision of approach control service with the use of applicable ATS surveillance systems for the aerodrome or aerodromes for which the licence holder is rated, within the airspace or portion thereof, under the jurisdiction of the unit providing approach control service;</p> <p>1) subject to compliance with the provisions of 4.5.2.2.1 c), the privileges shall include the provision of surveillance radar approaches;</p> <p>d) <i>approach precision radar control rating</i>: to provide and/or supervise the provision of precision approach</p>	CAR 65.307.	Different in character or other means of compliance	Different terminology as follows: b) and c) "approach control rating" and "approach control radar rating" respectively; d) not applicable; e) "area control rating"; f) "area control radar rating" and "area control automatic dependent surveillance rating".	Note; d) not applicable.



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	<p>radar service at the aerodrome for which the licence holder is rated;</p> <p>e) <i>area control procedural rating</i>: to provide and/or supervise the provision of area control service within the control area or portion thereof, for which the licence holder is rated; and</p> <p>f) <i>area control surveillance rating</i>: to provide and/or supervise the provision of area control service with the use of an ATS surveillance system, within the control area or portion thereof, for which the licence holder is rated.</p>				





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Chapter 5  Reference 5.1.1  Standard	<p><b>CHAPTER 5. SPECIFICATIONS FOR PERSONNEL LICENCES</b></p> <p><b>5.1 General</b></p> <p>5.1.1 A personnel licence issued by a Contracting State in accordance with the relevant provisions of this Annex shall conform to one of the following specifications in this chapter:</p> <p>a) licences issued on first quality paper or other suitable material, including plastic cards; or</p> <p>b) electronic personnel licences on self-contained mobile electronic visual display devices.</p> <p><i>Note.— Examples of self-contained mobile electronic visual display devices are mobile phones, tablets or other mobile devices.</i></p>	CAR Parts 61, 63, 65, 66.	Less protective or partially implemented or not implemented	The address is not included on the licence; addresses are held in a CAA database. Prime ratings are printed on licences; other ratings are recorded in the licence holder's log book. All AME ratings are endorsed on the licence.	



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Chapter 6  Reference 6.1.1  Standard	<p align="center"><b>CHAPTER 6. MEDICAL PROVISIONS FOR LICENSING</b></p> <p><i>Note 1.— The Standards and Recommended Practices established in this chapter cannot, on their own, be sufficiently detailed to cover all possible individual situations. Of necessity, many decisions relating to the evaluation of medical fitness must be left to the judgement of the individual medical examiner. The evaluation must, therefore, be based on a medical examination conducted throughout in accordance with the highest standards of medical practice.</i></p> <p><i>Note 2.— Predisposing factors for disease, such as obesity and smoking, may be important for determining whether further evaluation or investigation is necessary in an individual case.</i></p> <p><i>Note 3.— In cases where the applicant does not fully meet the medical requirements and in complicated and unusual cases, the evaluation may have to be deferred and the case submitted to the medical assessor of the Licensing Authority for final evaluation. In such cases due regard must be given to the privileges granted by the licence applied for or held by the applicant for the Medical Assessment, and the conditions under which the licence holder is going to exercise those privileges in carrying out assigned duties.</i></p> <p><i>Note 4.— See the administrative clause in 1.2.4.10 dealing with accredited medical conclusion.</i></p> <p><i>Note 5.— Guidance material to assist Licensing Authorities and medical examiners is published separately in the Manual of Civil Aviation Medicine (Doc 8984). This</i></p>	CAR 67.53; CAR 61.105(a)(2), 61.153(a)(2), 61.203(3), 61.253(2) (pilots); 63.23(a)(1) (Flight Engineer); 65.25(a)(1) (Air Traffic Service Personnel)	More Exacting or Exceeds	Flight engineer licences require a Class 1 medical certificate.	Notes: Airship and powered lift categories not applicable. Flight navigator licence not applicable. Medical documentation is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/medical_home.htm">http://www.caa.govt.nz/medical/medical_home.htm</a> .



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	<p><i>guidance material also contains a discussion of the terms “likely” and “significant” as used in the context of the medical provisions in Chapter 6.</i></p> <p><i>Note 6.— Basic safety management principles, when applied to the medical assessment process, can help ensure that aeromedical resources are utilized effectively.</i></p> <p><b>6.1 Medical Assessments — General</b></p> <p>6.1.1 Classes of Medical Assessment</p> <p>Three classes of Medical Assessment shall be established as follows:</p> <p>a) Class 1 Medical Assessment;</p> <p>applies to applicants for, and holders of:</p> <ul style="list-style-type: none"> <li>— commercial pilot licences — aeroplane, airship, helicopter and powered-lift</li> <li>— multi-crew pilot licences — aeroplane</li> <li>— airline transport pilot licences — aeroplane, helicopter and powered-lift</li> </ul> <p>b) Class 2 Medical Assessment;</p> <p>applies to applicants for, and holders of:</p>				



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	<ul style="list-style-type: none"> <li>— flight navigator licences</li> <li>— flight engineer licences</li> <li>— private pilot licences — aeroplane, airship, helicopter and powered-lift</li> <li>— glider pilot licences</li> <li>— free balloon pilot licences</li> </ul> <p>c) Class 3 Medical Assessment;</p> <p>applies to applicants for, and holders of:</p> <ul style="list-style-type: none"> <li>— air traffic controller licences</li> <li>— remote pilot licences.</li> </ul>				
Chapter 6 Reference 6.2.4.4.1  Recommendation	<p>6.2.4.4.1 <b>Recommendation.</b>— <i>Sunglasses worn during the exercise of the privileges of the licence or rating held should be non-polarizing and of a neutral grey tint.</i></p>	CARs.	Less protective or partially implemented or not implemented	Not specified.	



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Chapter 6 Reference 6.5.2.21  Standard	6.5.2.21 Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.	CAR 67.107(i); CAA Medical Information Sheet (MIS) 010.	Different in character or other means of compliance	Class 3 certificate holders are able to operate during the first 12 weeks of pregnancy, but require relief personnel to be available within 15 minutes during 34—38 weeks, and must not operate after 38 weeks.	MIS are available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Med_Info_Sheets/Med_info_sheets.htm">http://www.caa.govt.nz/medical/Med_Info_Sheets/Med_info_sheets.htm</a> .
Chapter 6 Reference 6.5.2.21.1  Recommendation	6.5.2.21.1 <b>Recommendation.</b> — <i>During the gestational period, precautions should be taken for the timely relief of an air traffic controller in the event of early onset of labour or other complications.</i>	CAA Medical Information Sheet 010.	Different in character or other means of compliance	Class 3 certificate holders are able to operate during the first 12 weeks of pregnancy, require relief personnel to be available within 15 minutes during 34—38 weeks, and must not operate after 38 weeks.	MIS are available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Med_Info_Sheets/Med_info_sheets.htm">http://www.caa.govt.nz/medical/Med_Info_Sheets/Med_info_sheets.htm</a> .
Chapter 6 Reference 6.5.2.21.2  Recommendation	6.5.2.21.2 <b>Recommendation.</b> — <i>For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with 6.5.2.21, the fit assessment should be limited to the period until the end of the 34th week of gestation.</i>	CAA Medical Information Sheet 010.	Different in character or other means of compliance	Class 3 certificate holders are able to operate during the first 12 weeks of pregnancy, but require relief personnel to be available within 15 minutes during 34—38 weeks, and must not operate after 38 weeks.	MIS are available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Med_Info_Sheets/Med_info_sheets.htm">http://www.caa.govt.nz/medical/Med_Info_Sheets/Med_info_sheets.htm</a> .

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