



Report on entire Annex

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  Definition	<p><b>INTERNATIONAL STANDARDS AND RECOMMENDED PRACTICES</b></p> <p><b>CHAPTER 1. DEFINITIONS AND GENERAL RULES CONCERNING LICENCES</b></p> <p><b>1.1 Definitions</b></p> <p>When the following terms are used in the Standards and Recommended Practices for Personnel Licensing, they have the following meanings:</p> <p><i>Accredited medical conclusion.</i> The conclusion reached by one or more medical experts acceptable to the Licensing Authority for the purposes of the case concerned, in consultation with flight operations or other experts as necessary.</p>	Civil Aviation (CA) Act 1990 s27A; Civil Aviation Rules (CAR) Part 1.	No Difference		<p>Note: Civil Aviation Rules and a copy of the Act are available on the CAA web site, <a href="http://www.caa.govt.nz/rules/civil-aviation-rules/">http://www.caa.govt.nz/rules/civil-aviation-rules/</a>. Other legislation is available on the New Zealand Legislation web site, <a href="http://www.legislation.govt.nz/">http://www.legislation.govt.nz/</a>. AIP New Zealand is available on <a href="http://www.aip.net.nz/">http://www.aip.net.nz/</a>. Medical documentation is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/medical-home/">http://www.caa.govt.nz/medical/medical-home/</a>.</p>



Report on entire Annex

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  Definition	<b>Adapted competency model.</b> A group of competencies with their associated description and performance criteria adapted from an ICAO competency framework that an organization uses to develop competency-based training and assessment for a given role.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference  Definition	<b>Aeroplane.</b> A power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Aircraft.</b> Any machine that can derive support in the atmosphere from the reactions of the air other than the reactions of the air against the earth's surface.	CA Act 1990; CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Aircraft avionics.</b> A term designating any electronic device — including its electrical part — for use in an aircraft, including radio, automatic flight control and instrument systems.	CARs.	Less protective or partially implemented or not implemented	Not defined in CARs.	Common usage term.
Chapter 1 Reference  Definition	<b>Aircraft — category.</b> Classification of aircraft according to specified basic characteristics, e.g. aeroplane, helicopter, glider, free balloon.	CAR Part 1.	No Difference		



Report on entire Annex

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  Definition	<i>Aircraft certificated for single-pilot operation.</i> A type of aircraft which the State of Registry has determined, during the certification process, can be operated safely with a minimum crew of one pilot.	CAR Part 1 ("Certificated for single pilot operation").	No Difference		
Chapter 1 Reference  Definition	<i>Aircraft required to be operated with a co-pilot.</i> A type of aircraft that is required to be operated with a co-pilot, as specified in the flight manual or by the air operator certificate.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.
Chapter 1 Reference  Definition	<i>Aircraft — type of.</i> All aircraft of the same basic design including all modifications thereto except those modifications which result in a change in handling or flight characteristics.	CAR Part 1 ("Type").	No Difference		
Chapter 1 Reference  Definition	<i>Airmanship.</i> The consistent use of good judgement and well-developed knowledge, skills and attitudes to accomplish flight objectives.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.
Chapter 1 Reference  Definition	<i>Airship.</i> A power-driven lighter-than-air aircraft.	CAR Part 1.	No Difference		



Report on entire Annex

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  Definition	<b>Appropriate airworthiness requirements.</b> The comprehensive and detailed airworthiness codes established, adopted or accepted by a Contracting State for the class of aircraft, engine or propeller under consideration.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference  Definition	<b>Approved training.</b> Training conducted under special curricula and supervision approved by a Contracting State.	CAR Part 1.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Actual requirements are detailed in CAR Part 141.
Chapter 1 Reference  Definition	<b>Approved training organization.</b> An organization approved by and operating under the supervision of a Contracting State in accordance with the requirements of Annex 1 to perform approved training.	CAR Part 1.	Less protective or partially implemented or not implemented	Not defined in CARs.	Actual requirements are detailed in CAR Part 141.
Chapter 1 Reference  Definition	<b>ATS surveillance service.</b> A term used to indicate a service provided directly by means of an ATS surveillance system.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs, but is at service provider level.	



Report on entire Annex

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  Definition	<b>ATS surveillance system.</b> A generic term meaning variously, ADS-B, PSR, SSR or any comparable ground-based system that enables the identification of aircraft.  <i>Note.— A comparable ground-based system is one that has been demonstrated, by comparative assessment or other methodology, to have a level of safety and performance equal to or better than monopulse SSR.</i>	AIPNZ GEN 2.2.	No Difference		
Chapter 1 Reference  Definition	<b>Balloon.</b> A non-power-driven lighter-than-air aircraft.  <i>Note.— For the purposes of this Annex, this definition applies to free balloons.</i>	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Certify as airworthy (to).</b> To certify that an aircraft or parts thereof comply with current airworthiness requirements after maintenance has been performed on the aircraft or parts thereof.	CARs.	Different in character or other means of compliance	Not specifically defined in CARs. The term “release to service” is used in New Zealand.	The actual requirements are detailed in CAR Part 43, Subpart C.
Chapter 1 Reference  Definition	<b>Command and control (C2) link.</b> <sup>†</sup> The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.  ----- <sup>†</sup> Applicable until 25 November 2026.		Not Applicable		Relates to SARPs applicable from 3 November 2022.



Report on entire Annex

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	<b>C2 Link.</b> †† The data link between the remotely piloted aircraft and the remote pilot station for the purposes of managing the flight.		Not Applicable		
Definition	----- †† Applicable as of 26 November 2026.				
Chapter 1 Reference	<b>Commercial air transport operation.</b> An aircraft operation involving the transport of passengers, cargo or mail for remuneration or hire.	CAR Part 1.	No Difference		
Definition					
Chapter 1 Reference	<b>Competency.*</b> A dimension of human performance that is used to reliably predict successful performance on the job. A competency is manifested and observed through behaviours that mobilize the relevant knowledge, skills and attitudes to carry out activities or tasks under specified conditions.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.
Definition	----- * Definitions with an asterisk (*) originate from Amendment 5 to the PANS-TRG.				



Report on entire Annex

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  Definition	<p><b>Competency-based training and assessment.*</b> Training and assessment that are characterized by a performance orientation, emphasis on standards of performance and their measurement, and the development of training to the specified performance standards.</p> <p>-----</p> <p>* Definitions with an asterisk (*) originate from Amendment 5 to the PANS-TRG.</p> <p>* Referenced by <b>Competency.*</b> A dimension of human performance that is used to reliably predict successful performance on the job. A competency is manifested and observed through behaviours that mobilize the relevant knowledge, skills and attitudes to carry out activities or tasks under specified conditions.</p>	CARs	No Difference	NIL	NIL
Chapter 1 Reference  Definition	<p><b>Competency standard.</b> A level of performance that is defined as acceptable when assessing whether or not competency has been achieved.</p>	CARs	No Difference	nil	nil
Chapter 1 Reference  Definition	<p><b>Conditions.*</b> Anything that may qualify a specific environment in which performance will be demonstrated.</p>	CARs	No Difference	nil	nil



Report on entire Annex

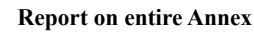
Annex Reference	PERSONNEL LICENSING  Standard or Recommended Practice	State Legislation, Regulation or Document Reference	Level of implementation of SARP's	Text of the difference to be notified to ICAO	Comments including the reason for the difference
Chapter 1 Reference  Definition	<b>Co-pilot.</b> A licensed pilot serving in any piloting capacity other than as pilot-in-command but excluding a pilot who is on board the aircraft for the sole purpose of receiving flight instruction.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Credit.</b> Recognition of alternative means or prior qualifications.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	
Chapter 1 Reference  Definition	<b>Cross-country.</b> A flight between a point of departure and a point of arrival following a pre-planned route using standard navigation procedures.	CAR Part 1.	No Difference		Note: the straight-line distance between the points must be more than 25 NM.
Chapter 1 Reference  Definition	<b>Detect and avoid.</b> The capability to see, sense or detect conflicting traffic or other hazards and take the appropriate action.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined.	
Chapter 1 Reference  Definition	<b>Dual instruction time.</b> Flight time during which a person is receiving flight instruction from a properly authorized pilot on board the aircraft, or from a properly authorized remote pilot using the remote pilot station during a remotely piloted aircraft flight.		Not Applicable		Applicable from 3 November 2022.





Report on entire Annex

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  Definition	<b>Error.</b> An action or inaction by an operational person that leads to deviations from organizational or the operational person's intentions or expectations.  <i>Note.— See Chapter 1 of Annex 19 — Safety Management for a definition of operational personnel.</i>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.
Chapter 1 Reference  Definition	<b>Error management.</b> The process of detecting errors and responding to them with countermeasures that reduce or eliminate the consequences of errors and mitigate the probability of further errors or undesired states.  <i>(PANS-TRG, Doc 9808) and Circular 514. — Section 1 of the Procedures for Air Navigation Services — Training Management (TEM) in Air Traffic Control for a description of undesired states.</i>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Note: Threat and Error Management is an assessment criterion (theory and practice) for all licence and prime rating flight tests. See for example AC61-5 Pilot Licences and Ratings — Commercial Pilot Licence (available at <a href="http://www.caa.govt.nz/rules/ACs.htm">http://www.caa.govt.nz/rules/ACs.htm</a> ).
Chapter 1 Reference  Definition	<b>Flight crew member.</b> A licensed crew member charged with duties essential to the operation of an aircraft during a flight duty period.	CAR Part 1.	Different in character or other means of compliance	Flight crew member means an appropriately qualified person assigned by the operator for duty in an aircraft during flight time as a pilot or flight engineer.	New Zealand issues only pilot and flight engineer licences.

Page 10 of 320



## Report on entire Annex

<b>Annex Reference</b>	<b>PERSONNEL LICENSING</b>  <b>Standard or Recommended Practice</b>	<b>State Legislation, Regulation or Document Reference</b>	<b>Level of implementation of SARP's</b>	<b>Text of the difference to be notified to ICAO</b>	<b>Comments including the reason for the difference</b>
Chapter 1 Reference       <b>Definition</b>	<p><b><i>Flight simulation training device (FSTD).</i></b> Any one of the following three types of apparatus in which flight conditions are simulated on the ground:</p> <p><i>A flight simulator,</i> which provides an accurate representation of the flight deck of a particular aircraft type or an accurate representation of the remotely piloted aircraft system (RPAS) to the extent that the mechanical, electrical, electronic, etc. aircraft systems control functions, the normal environment of flight crew members, and the performance and flight characteristics of that type of aircraft are realistically simulated;</p> <p><i>A flight procedures trainer,</i> which provides a realistic flight deck environment or realistic RPAS environment, and which simulates instrument responses, simple control functions of mechanical, electrical, electronic, etc. aircraft systems, and the performance and flight characteristics of aircraft of a particular class;</p> <p><i>A basic instrument flight trainer,</i> which is equipped with appropriate instruments, and which simulates the flight deck environment of an aircraft in flight or the RPAS environment in instrument flight conditions.</p>		Not Applicable		Applicable from 3 November 2022.
Chapter 1 Reference       <b>Definition</b>	<p><b><i>Flight simulator.</i></b> See Flight simulation training device.</p>	CAR Part 1.	No Difference		



Report on entire Annex

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  Definition	<b>Flight time — aeroplanes.</b> The total time from the moment an aeroplane first moves for the purpose of taking off until the moment it finally comes to rest at the end of the flight.  <i>Note.— Flight time as here defined is synonymous with the term “block to block” time or “chock to chock” time in general usage which is measured from the time an aeroplane first moves for the purpose of taking off until it finally stops at the end of the flight.</i>	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Flight time — helicopters.</b> The total time from the moment a helicopter's rotor blades start turning until the moment the helicopter finally comes to rest at the end of the flight, and the rotor blades are stopped.	CAR Part 1.	Different in character or other means of compliance	The definition of flight time is generic to all categories of aircraft.	The separate definition for helicopter flight time is currently under consideration. No change likely until 2017.
Chapter 1 Reference  Definition	<b>Flight time — remotely piloted aircraft systems.<sup>†</sup></b> The total time from the moment a command and control (C2) link is established between the remote pilot station (RPS) and the remotely piloted aircraft (RPA) for the purpose of taking off or from the moment the remote pilot receives control following a handover until the moment the remote pilot completes a handover or the C2 link between the RPS and the RPA is terminated at the end of the flight.  ----- <sup>†</sup> Applicable until 25 November 2026.		Not Applicable		Relates to SARPs applicable from 3 November 2022.



Report on entire Annex

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  Definition	<b>Flight time — remotely piloted aircraft systems.</b> <sup>††</sup> The total time from the moment a C2 Link is established between the remote pilot station (RPS) and the remotely piloted aircraft (RPA) for the purpose of taking off or from the moment the remote pilot receives control following a handover until the moment the remote pilot completes a handover or the C2 Link between the RPS and the RPA is terminated at the end of the flight.  ----- <sup>††</sup> Applicable as of 26 November 2026.		Not Applicable		
Chapter 1 Reference  Definition	<b>Glider.</b> A non-power-driven heavier-than-air aircraft, deriving its lift in flight chiefly from aerodynamic reactions on surfaces which remain fixed under given conditions of flight.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Glider flight time.</b> The total time occupied in flight, whether being towed or not, from the moment the glider first moves for the purpose of taking off until the moment it comes to rest at the end of the flight.	CAR Part 1	Different in character or other means of compliance	The definition of flight time is generic to all categories of aircraft.	
Chapter 1 Reference  Definition	<b>Handover.</b> The act of passing piloting control from one remote pilot station to another.		Not Applicable		Relates to SARPs applicable from 3 November 2022.



Report on entire Annex

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  Definition	<b>Helicopter.</b> A heavier-than-air aircraft supported in flight chiefly by the reactions of the air on one or more power-driven rotors on substantially vertical axes.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Human performance.</b> Human capabilities and limitations which have an impact on the safety and efficiency of aeronautical operations.	CAR Part 1.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Common usage term.
Chapter 1 Reference  Definition	<b>ICAO competency framework.*</b> A competency framework, developed by ICAO, is a selected group of competencies for a given aviation discipline. Each competency has an associated description and observable behaviours.  ----- * Definitions with an asterisk (*) originate from Amendment 5 to the PANS-TRG.	CARs	No Difference	NIL	NIL
Chapter 1 Reference  Definition	<b>Instrument flight time.</b> Time during which a pilot is piloting an aircraft, or a remote pilot is piloting a remotely piloted aircraft, solely by reference to instruments and without external reference points.		Not Applicable		Applicable from 3 November 2022.



### Report on entire Annex

<b>Annex Reference</b>	<b>PERSONNEL LICENSING  Standard or Recommended Practice</b>	<b>State Legislation, Regulation or Document Reference</b>	<b>Level of implementation of SARP's</b>	<b>Text of the difference to be notified to ICAO</b>	<b>Comments including the reason for the difference</b>
Chapter 1 Reference   <b>Definition</b>	<i><b>Instrument ground time.</b></i> Time during which a pilot is practising, on the ground, simulated instrument flight in a flight simulation training device approved by the Licensing Authority.	CAR Part 1.	Different in character or other means of compliance	Implicit in the Part 1 definition "Instrument time."	
Chapter 1 Reference   <b>Definition</b>	<i><b>Instrument time.</b></i> Instrument flight time or instrument ground time.	CAR Part 1.	No Difference		
Chapter 1 Reference   <b>Definition</b>	<p><i><b>Licensing Authority.</b></i> The Authority designated by a Contracting State as responsible for the licensing of personnel.</p> <p><i>Note.— In the provisions of this Annex, the Licensing Authority is deemed to have been given the following responsibilities by the Contracting State:</i></p> <ul style="list-style-type: none"> <li>a) assessment of an applicant’s qualifications to hold a licence or rating;</li> <li>b) issue and endorsement of licences and ratings;</li> <li>c) designation and authorization of approved persons ;</li> <li>d) approval of training courses;</li> <li>e) approval of the use of flight simulation training devices and authorization for their use in gaining the experience or in demonstrating the skill required for the issue of a licence or rating; and</li> <li>f) validation of licences issued by other Contracting States.</li> </ul>	CA Act 1990.	Less protective or partially implemented or not implemented	Not specifically defined in New Zealand legislation.	The empowering legislation is the Civil Aviation Act 1990.



Report on entire Annex

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  Definition	<b>Likely.</b> In the context of the medical provisions in Chapter 6, <b>likely</b> means with a probability of occurring that is unacceptable to the medical assessor.	CARs.	Less protective or partially implemented or not implemented	Not defined in CARs.	Common usage.
Chapter 1 Reference  Definition	<b>Maintenance.</b> The performance of tasks required to ensure the continuing airworthiness of an aircraft, including any one or combination of overhaul, inspection, replacement, defect rectification, and the embodiment of a modification or repair.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Medical Assessment.</b> The evidence issued by a Contracting State that the licence holder meets specific requirements of medical fitness.	CARs 67.3 and 67.59.	No Difference		
Chapter 1 Reference  Definition	<b>Medical assessor.</b> A physician, appointed by the Licensing Authority, qualified and experienced in the practice of aviation medicine and competent in evaluating and assessing medical conditions of flight safety significance.  <i>Note 1.— Medical assessors evaluate medical reports submitted to the Licensing Authority by medical examiners.</i>  <i>Note 2.— Medical assessors are expected to maintain the currency of their professional knowledge.</i>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	





## Report on entire Annex

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          <b>Definition</b>	<b>Medical examiner.</b> A physician with training in aviation medicine and practical knowledge and experience of the aviation environment, who is designated by the Licensing Authority to conduct medical examinations of fitness of applicants for licences or ratings for which medical requirements are prescribed.	CA Act 1990 s2.	No Difference		
Chapter 1 Reference          <b>Definition</b>	<b>Monitoring.</b> A cognitive process to compare an actual to an expected state.  <i>Note.— Monitoring is embedded in the competencies for a given role within an aviation discipline, which serve as countermeasures in the threat and error management model. It requires knowledge, skills and attitudes to create a mental model and to take appropriate action when deviations are recognized.</i>	CARs	No Difference	nil	nil
Chapter 1 Reference          <b>Definition</b>	<b>Night.</b> The hours between the end of evening civil twilight and the beginning of morning civil twilight or such other period between sunset and sunrise, as may be prescribed by the appropriate authority.  <i>Note.— Civil twilight ends in the evening when the centre of the sun’s disc is 6 degrees below the horizon and begins in the morning when the centre of the sun’s disc is 6 degrees below the horizon.</i>	CAR Part 1.	No Difference		
Chapter 1 Reference          <b>Definition</b>	<b>Observable behaviour (OB)*.</b> A single role-related behaviour that can be observed and may or may not be measurable.  -----  * Definitions with an asterisk (*) originate from Amendment 5 to the PANS-TRG.	CARs	No Difference	nil	nil



Report on entire Annex

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  Definition	<p><b>Performance criteria.*</b> Statements used to assess whether the required levels of performance have been achieved for a competency. A performance criterion consists of an observable behaviour, condition(s) and a competency standard.</p> <p>-----</p> <p>* Definitions with an asterisk (*) originate from Amendment 5 to the PANS-TRG</p>	CARs.	Not Applicable	Not specifically defined in CARs.	Note: these are prescribed in the Flight Test Standard Guide appropriate to each licence or prime rating; available on the CAA web site, at <a href="http://www.caa.govt.nz/pilots/pilots.htm">http://www.caa.govt.nz/pilots/pilots.htm</a> .
Chapter 1 Reference  Definition	<b>Pilot (to).</b> To manipulate the flight controls of an aircraft during flight time.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined as a verb in CARs.	Common usage term - Oxford English Dictionary (OED).
Chapter 1 Reference  Definition	<b>Pilot flying (PF).</b> The pilot whose primary task is to control and manage the flight path. The secondary tasks of the PF are to perform non-flight path related actions (radio communications, aircraft systems, other operational activities, etc.) and to monitor other crew members.	CARs	No Difference	nil	nil
Chapter 1 Reference  Definition	<b>Pilot-in-command.</b> The pilot designated by the operator, or in the case of general aviation, the owner, as being in command and charged with the safe conduct of a flight.	CA Act 1990 s2; CAR Part 1.	No Difference		



Report on entire Annex

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  Definition	<b>Pilot-in-command under supervision.</b> Co-pilot performing, under the supervision of the pilot-in-command, the duties and functions of a pilot-in-command, in accordance with a method of supervision acceptable to the Licensing Authority.	CAR Part 1.	Different in character or other means of compliance	"Command practice" is the equivalent term.	
Chapter 1 Reference  Definition	<b>Pilot monitoring (PM).</b> The pilot whose primary task is to monitor the flight path and its management by the PF. The secondary tasks of the PM are to perform non-flight path related actions (radio communications, aircraft systems, other operational activities, etc.) and to monitor other crew members.	CARs	No Difference	nil	nil
Chapter 1 Reference  Definition	<b>Powered-lift.</b> A heavier-than-air aircraft capable of vertical take-off, vertical landing, and low-speed flight, which depends principally on engine-driven lift devices or engine thrust for the lift during these flight regimes and on non-rotating aerofoil(s) for lift during horizontal flight.		Not Applicable		
Chapter 1 Reference  Definition	<b>Problematic use of substances.</b> The use of one or more psychoactive substances by aviation personnel in a way that:  a) constitutes a direct hazard to the user or endangers the lives, health or welfare of others; and/or  b) causes or worsens an occupational, social, mental or physical problem or disorder.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs, but related rules are 67.103(c)(4) and (5).	



Report on entire Annex

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  Definition	<b>Psychoactive substances.</b> Alcohol, opioids, cannabinoids, sedatives and hypnotics, cocaine, other psychostimulants, hallucinogens, and volatile solvents, whereas coffee and tobacco are excluded.	CAR 67.3.	No Difference		
Chapter 1 Reference  Definition	<b>Quality system.</b> Documented organizational procedures and policies; internal audit of those policies and procedures; management review and recommendation for quality improvement.	CARs.	Different in character or other means of compliance	Not specifically defined in CARs, although the requirements for such a system are detailed in CAR 119.79.	
Chapter 1 Reference  Definition	<b>Rated air traffic controller.</b> An air traffic controller holding a licence and valid ratings appropriate to the privileges to be exercised.	CAR Part 172.	No Difference		
Chapter 1 Reference  Definition	<b>Rating.</b> An authorization entered on or associated with a licence and forming part thereof, stating special conditions, privileges or limitations pertaining to such licence.	CAR Part 1.	No Difference		
Chapter 1 Reference  Definition	<b>Remote co-pilot.</b> A licensed remote pilot serving in any piloting capacity other than as remote pilot-in-command but excluding a remote pilot who is in the remote pilot station for the sole purpose of receiving flight instruction.		Not Applicable		Relates to SARPs applicable from 3 November 2022.



Report on entire Annex

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  Definition	<b>Remote flight crew member.</b> A licensed flight crew member charged with duties essential to the operation of a remotely piloted aircraft system during a flight duty period.		Not Applicable		Relates to SARPs applicable from 3 November 2022.
Chapter 1 Reference  Definition	<b>Remote pilot.</b> A person charged by the operator with duties essential to the operation of a remotely piloted aircraft and who manipulates the flight controls, as appropriate, during flight time.		Not Applicable		Relates to SARPs applicable from 3 November 2022.
Chapter 1 Reference  Definition	<b>Remote pilot-in-command.</b> The remote pilot designated by the operator as being in command and charged with the safe conduct of a flight.		Not Applicable		Relates to SARPs applicable from 3 November 2022.
Chapter 1 Reference  Definition	<b>Remote pilot station (RPS).</b> The component of the remotely piloted aircraft system containing the equipment used to pilot the remotely piloted aircraft.		Not Applicable		Relates to SARPs applicable from 3 November 2022.
Chapter 1 Reference  Definition	<b>Remotely piloted aircraft (RPA).</b> An unmanned aircraft which is piloted from a remote pilot station.		Not Applicable		Relates to SARPs applicable from 3 November 2022.



Report on entire Annex

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  Definition	<b>Remotely piloted aircraft system (RPAS).</b> <sup>†</sup> A remotely piloted aircraft, its associated remote pilot station(s), the required command and control links and any other components as specified in the type design.  ----- <sup>†</sup> Applicable until 25 November 2026.		Not Applicable		Relates to SARPs applicable from 3 November 2022.
Chapter 1 Reference  Definition	<b>Remotely piloted aircraft system (RPAS).</b> <sup>††</sup> A remotely piloted aircraft, its associated remote pilot station(s), the required C2 Link(s) and any other components as specified in the type design.  ----- <sup>††</sup> Applicable as of 26 November 2026.		Not Applicable		
Chapter 1 Reference  Definition	<b>Rendering (a licence) valid.</b> The action taken by a Contracting State, as an alternative to issuing its own licence, in accepting a licence issued by any other Contracting State as the equivalent of its own licence.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Note: provided for in CAR 61.9.
Chapter 1 Reference  Definition	<b>Rotorcraft.</b> A power-driven heavier-than-air aircraft supported in flight by the reactions of the air on one or more rotors.	CAR Part 1.	No Difference		



Report on entire Annex

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  Definition	<b>Sign a maintenance release (to).</b> To certify that maintenance work has been completed satisfactorily in accordance with appropriate airworthiness requirements, by issuing the maintenance release referred to in Annex 6 (in the case of a release not issued by an approved maintenance organization) or Annex 8 (in the case of a release issued by an approved maintenance organization).	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs. The equivalent term "release to service" is used instead, and the requirements are detailed in CAR Part 43, Subpart C.	
Chapter 1 Reference  Definition	<b>Significant.</b> In the context of the medical provisions in Chapter 6, <b>significant</b> means to a degree or of a nature that is likely to jeopardize flight safety.	CAR 67.3.	Different in character or other means of compliance	The rule defines a "medical condition of aeromedical significance".	
Chapter 1 Reference  Definition	<b>Solo flight time.</b> Flight time during which a student pilot is the sole occupant of an aircraft.	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	The requirements for solo flight are detailed in CAR 61.105.
Chapter 1 Reference  Definition	<b>Solo flight time — remotely piloted aircraft systems.</b> Flight time during which a student remote pilot is controlling the remotely piloted aircraft system, acting solo.		Not Applicable		Relates to SARPs applicable from 3 November 2022.



Report on entire Annex

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  Definition	<b>State safety programme (SSP).</b> An integrated set of regulations and activities aimed at improving safety.	New Zealand State Safety Programme.	No Difference		Available on the CAA web site at <a href="http://www.caa.govt.nz/MS/index.htm#SSP">http://www.caa.govt.nz/MS/index.htm#SSP</a> .
Chapter 1 Reference  Definition	<b>Threat.</b> Events or errors that occur beyond the influence of an operational person, increase operational complexity and must be managed to maintain the margin of safety.  <i>Note.— See Chapter 1 of Annex 19 — Safety Management for a definition of operational personnel.</i>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Note: Threat and Error Management is an assessment criterion (theory and practice) for all licence and prime rating flight tests. See for example AC61-5 Pilot Licences and Ratings — Commercial Pilot Licence (available at <a href="http://www.caa.govt.nz/rules/ACs.htm">http://www.caa.govt.nz/rules/ACs.htm</a> ).
Chapter 1 Reference  Definition	<b>Threat management.</b> The process of detecting threats and responding to them with countermeasures that reduce or eliminate the consequences of threats and mitigate the probability of errors or undesired states.  <i>Note. See Chapter 6 of Part II, Section 1 of the PANZTG, Doc 9889 and Circular 514 — Threat and Error Management (TEM) in Air Traffic Control for a description of undesired states.</i>	CARs.	Less protective or partially implemented or not implemented	Not specifically defined in CARs.	Note: Threat and Error Management is an assessment criterion (theory and practice) for all licence and prime rating flight tests. See for example AC61-5 Pilot Licences and Ratings — Commercial Pilot Licence (available at <a href="http://www.caa.govt.nz/rules/ACs.htm">http://www.caa.govt.nz/rules/ACs.htm</a> ).





Report on entire Annex

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  1.2.1.1  Standard	<p><b>1.2 General rules concerning licences</b></p> <p><i>Note 1.— Although the Convention on International Civil Aviation allocates to the State of Registry certain functions which that State is entitled to discharge, or obligated to discharge, as the case may be, the Assembly recognized, in Resolution A23-13, that the State of Registry may be unable to fulfil its responsibilities adequately in instances where aircraft are leased, chartered or interchanged — in particular without crew — by an operator of another State and that the Convention may not adequately specify the rights and obligations of the State of an operator in such instances until such time as Article 83 bis of the Convention enters into force. Accordingly, the Council urged that if, in the above-mentioned instances, the State of Registry finds itself unable to discharge adequately the functions allocated to it by the Convention, it delegate to the State of the Operator, subject to acceptance by the latter State, those functions of the State of Registry that can more adequately be discharged by the State of the Operator. While Article 83 bis of the Convention entered into force on 20 June 1997 in respect of Contracting States which have ratified the related Protocol (Doc 9318), the foregoing action will remain particularly relevant for those Contracting States which do not have treaty relations under Article 83 bis. It was understood that pending entry into force of Article 83 bis of the Convention, the foregoing action would only be a matter of practical convenience and would not affect either the provisions of the Chicago Convention prescribing the duties of the State of Registry or any third State. However, as Article 83 bis of the Convention entered into force on 20 June 1997, such transfer agreements will have effect in respect of Contracting States which have ratified the related Protocol (Doc 9318) upon fulfilment of the conditions established in Article 83 bis.</i></p> <p><i>Note 2.— International Standards and Recommended</i></p>		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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
	<p><i>Practices are established for licensing the following personnel:</i></p> <p><i>a) Flight crew</i></p> <p><i>— private pilot — aeroplane, airship, helicopter or powered-lift;</i></p> <p><i>— commercial pilot — aeroplane, airship, helicopter or powered-lift;</i></p> <p><i>— multi-crew pilot — aeroplane;</i></p> <p><i>— airline transport pilot — aeroplane, helicopter or powered-lift;</i></p> <p><i>— glider pilot;</i></p> <p><i>— free balloon pilot;</i></p> <p><i>— flight navigator;</i></p> <p><i>— flight engineer; and</i></p> <p><i>— remote pilot — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon.</i></p> <p><i>b) Other personnel</i></p> <p><i>— aircraft maintenance (technician/engineer/mechanic);</i></p> <p><i>— air traffic controller;</i></p> <p><i>— flight operations officer/flight dispatcher;</i></p> <p><i>— aeronautical station operator.</i></p> <p>1.2.1 Authority to act as a flight crew member or a remote flight crew member</p> <p>1.2.1.1 A person shall not act as a flight crew member of an aircraft or as a remote flight crew member of a RPAS unless a valid licence is held showing compliance with the specifications of this Annex and appropriate to the duties to be performed by that person.</p>				



Report on entire Annex

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 1.2.1.2  Standard	1.2.1.2 The flight crew member licence shall have been issued by the State of Registry of that aircraft or by any other Contracting State and rendered valid by the State of Registry of that aircraft.		Not Applicable		Applicable from 3 November 2022.
Chapter 1 Reference 1.2.1.3  Standard	1.2.1.3 The remote pilot licence shall have been issued by the Licensing Authority of the State of the Operator of the RPAS or by any other Contracting State and rendered valid by the Licensing Authority of the State of the Operator of the RPAS.		Not Applicable		Applicable from 3 November 2022.
Chapter 1 Reference 1.2.1.4  Standard	1.2.1.4 Remote pilots shall carry their appropriate licence while engaged in international air operations.  <i>Note.— Article 29 of the Convention on International Civil Aviation requires that the flight crew members carry their appropriate licences on board every aircraft engaged in international air navigation.</i>		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 1.2.2.1  Standard	<p>1.2.2 Method of rendering a licence valid</p> <p>1.2.2.1 When a Contracting State renders valid a licence issued by another Contracting State, as an alternative to the issuance of its own licence, it shall establish validity by suitable authorization to be carried with the former licence accepting it as the equivalent of the latter. When a State limits the authorization to specific privileges, the authorization shall specify the privileges of the licence which are to be accepted as its equivalent. The validity of the authorization shall not extend beyond the period of validity of the licence. The authorization ceases to be valid if the licence upon which it was issued is revoked or suspended.</p> <p><i>Note.— This provision is not intended to preclude the State that issued the licence from extending, by a suitable notification, the period of validity of the licence without necessarily requiring either the physical return of the licence or the appearance of the licence holder before the Authorities of that State.</i></p>	CAR 61.9.	No Difference		
Chapter 1 Reference 1.2.2.2  Standard	<p>1.2.2.2 When an authorization under 1.2.2.1 is issued for use in commercial air transport operations, the Licensing Authority shall confirm the validity of the other Contracting State's licence before issuing the authorization.</p>	CAR 61.9.	No Difference		



Report on entire Annex

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 1.2.2.3.1  Standard	<p>1.2.2.3 <i>Rendering a licence valid pursuant to a formal agreement between Contracting States under common licensing regulations</i></p> <p>1.2.2.3.1 Notwithstanding the provisions in 1.2.2.1 and 1.2.2.2, Contracting States may automatically render valid each other's licences, provided that the States shall have:</p> <p>a) adopted common licensing regulations that are compliant with this Annex;</p> <p>b) entered into a formal agreement recognizing the automatic validation process;</p> <p>c) established a surveillance system to ensure the continuing implementation of the common licensing regulations; and</p> <p>d) registered the agreement with ICAO pursuant to Article 83 of the Convention on International Civil Aviation.</p> <p><i>Note 1.— The registry of agreements with their associated list of Contracting States can be found in ICAO's Database of Aeronautical Agreements and Arrangements.</i></p> <p><i>Note 2.— Common licensing regulations refer to a common licensing regulatory framework that is legally binding and directly applicable to Contracting States party to the agreement, recognizing the automatic validation process. Common licensing regulations used by those States contain identical requirements for licence issuance, maintenance of competency and recent experience. A regional aviation safety body can develop and maintain these common regulations for its member States.</i></p>		Not Applicable		In terms of this Standard, New Zealand has not entered any agreement with other States for rendering licences valid.



Report on entire Annex

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 1.2.2.3.2  Standard	1.2.2.3.2 An endorsement shall appear on licences rendered valid under the process of 1.2.2.3.1 indicating that the licence is automatically validated under the agreement described in 1.2.2.3.1 and referencing the ICAO registration number of the agreement. The endorsement shall further include a list of all States that are party to the agreement. 1.2.2.3.2.1 provides a transition period for States that meet the requirements in 1.2.2.3.1 and have issued licences prior to the applicability of this Standard.		Not Applicable		
Chapter 1 Reference 1.2.2.3.2.1  Standard	1.2.2.3.2.1 Until 31 December 2022, States that meet the requirements in 1.2.2.3.1 and have issued licences prior to 9 November 2017 may use other effective means, carried on board the aircraft or accessible, to indicate that the licences issued by the State are rendered valid in accordance with the agreement in 1.2.2.3.1.  <i>Note.— Guidance on the format for the endorsement is contained in Attachment B. The guidance also includes how to make use of an attachment to the licence, as part of the endorsement, for information that may change over time, i.e. the ICAO registration number of the agreement and the list of all States that are party to the agreement.</i>		Not Applicable		
Chapter 1 Reference 1.2.2.4  Recommendation	1.2.2.4 <b>Recommendation.</b> — <i>A pilot licence issued by a Contracting State should be rendered valid by other Contracting States for use in private flights.</i>  <i>Note.— Contracting States which, without formality, render valid a licence issued by another Contracting State for use in private flights are encouraged to notify this facility in their Aeronautical Information Publications.</i>	CAR 61.5, 61.153(b); AC61-1.1.	No Difference		More detailed information is available on <a href="http://www.caa.govt.nz/pilots/pilots.htm">http://www.caa.govt.nz/pilots/pilots.htm</a> .



Report on entire Annex

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 1.2.4.1  Standard	<p>1.2.3 Privileges of the holder of a licence</p> <p>A Contracting State shall not permit the holder of a licence to exercise privileges other than those granted by that licence.</p> <p>1.2.4 Medical fitness</p> <p><i>Note 1.— Guidance material is published in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— To satisfy the licensing requirements of medical fitness for the issue of various types of licences, the applicant must meet certain appropriate medical requirements which are specified as three classes of Medical Assessment. Details are given in 6.2, 6.3, 6.4 and 6.5. To provide the necessary evidence to satisfy the requirements of 1.2.4.1, the Licensing Authority issues the licence holder with the appropriate Medical Assessment, Class 1, Class 2 or Class 3. This can be done in several ways such as a suitably titled separate certificate, a statement on the licence or a national regulation stipulating that the Medical Assessment is an integral part of the licence.</i></p> <p>1.2.4.1 An applicant for a licence shall, when applicable, hold a Medical Assessment issued in accordance with the provisions of Chapter 6.</p>	CAR 61.35, 61.105(2), 61.153(2), 61.203(3), 61.253(c), 63.53(2), 63.153(1).	No Difference		



Report on entire Annex

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 1.2.4.2  Standard	<p>1.2.4.2 States shall apply, as part of their State safety programme, basic safety management principles to the medical assessment process of licence holders that as a minimum include:</p> <p>a) routine analysis of in-flight incapacitation events and medical findings during medical assessments to identify areas of increased medical risk; and</p> <p>b) continuous re-evaluation of the medical assessment process to concentrate on identified areas of increased medical risk.</p> <p><i>Note.— A framework for the implementation and maintenance of a State safety programme is contained in Attachment A to Annex 19. Guidance on State safety programmes and safety management principles is contained in the Safety Management Manual (SMM) (Doc 9859) and the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	CAA Medical Certification Unit procedures.	No Difference		





Report on entire Annex

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.	



Report on entire Annex

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 1.2.4.4.1  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 1.2.4.5  Standard	1.2.4.5 Except as provided in 1.2.5.2.6, flight crew members, remote flight crew members or air traffic controllers shall not exercise the privileges of their licence unless they hold a current Medical Assessment appropriate to the licence.		Not Applicable		Applicable from 3 November 2022.
Chapter 1 Reference 1.2.4.6  Standard	1.2.4.6 Contracting States shall designate medical examiners, qualified and licensed in the practice of medicine, to conduct medical examinations of fitness of applicants for the issue or renewal of the licences or ratings specified in Chapters 2 and 3, and of the appropriate licences specified in Chapter 4.	Civil Aviation Act S27F(1).	No Difference		
Chapter 1 Reference 1.2.4.6.1  Standard	1.2.4.6.1 Medical examiners shall have received training in aviation medicine and shall receive refresher training at regular intervals. Before designation, medical examiners shall demonstrate adequate competency in aviation medicine.	CAR 67.161, 67.203(a)(5).	No Difference		



Report on entire Annex

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 1.2.4.6.2  Standard	1.2.4.6.2 Medical examiners shall have practical knowledge and experience of the conditions in which the holders of licences and ratings carry out their duties.  <i>Note.— Examples of practical knowledge and experience are flight experience, simulator experience, on-site observation or any other hands-on experience deemed by the Licensing Authority to meet this requirement.</i>	CAR Part 67 Appendix A.	No Difference		
Chapter 1 Reference 1.2.4.6.3  Recommendation	1.2.4.6.3 <b>Recommendation.</b> — <i>The competence of a medical examiner should be evaluated periodically by the medical assessor.</i>	CAR 67.203.	No Difference		
Chapter 1 Reference 1.2.4.7  Standard	1.2.4.7 Applicants for licences or ratings for which medical fitness is prescribed shall sign and furnish to the medical examiner a declaration stating whether they have previously undergone such an examination and, if so, the date, place and result of the last examination. They shall indicate to the examiner whether a Medical Assessment has previously been refused, revoked or suspended and, if so, the reason for such refusal, revocation or suspension.	CA Form 24067-001 Application for Medical Certificate, Q16.	No Difference		Available at <a href="http://www.caa.govt.nz/Forms/24067-001.pdf">http://www.caa.govt.nz/Forms/24067-001.pdf</a> .
Chapter 1 Reference 1.2.4.7.1  Standard	1.2.4.7.1 Any false declaration to a medical examiner made by an applicant for a licence or rating shall be reported to the Licensing Authority of the issuing State for such action as may be considered appropriate.	CA Act 1990 s46B.	No Difference		



Report on entire Annex

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 1.2.4.8  Standard	1.2.4.8 Having completed the medical examination of the applicant in accordance with Chapter 6, the medical examiner shall coordinate the results of the examination and submit a signed report, or equivalent, to the Licensing Authority, in accordance with its requirements, detailing the results of the examination and evaluating the findings with regard to medical fitness.	CA Act 1990 s27B(1) and 27D(1).	No Difference		
Chapter 1 Reference 1.2.4.8.1  Standard	1.2.4.8.1 If the medical report is submitted to the Licensing Authority in electronic format, adequate identification of the examiner shall be established.	CAA Medical Unit Procedures.	No Difference		
Chapter 1 Reference 1.2.4.8.2  Standard	1.2.4.8.2 If the medical examination is carried out by two or more medical examiners, Contracting States shall appoint one of these to be responsible for coordinating the results of the examination, evaluating the findings with regard to medical fitness, and signing the report.		Not Applicable		
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.	



Report on entire Annex

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 <b>1.2.4.9.1</b>  <b>Standard</b>	<p>1.2.4.9.1 The medical examiner shall be required to submit sufficient information to the Licensing Authority to enable that Authority to undertake Medical Assessment audits.</p> <p><i>Note.— The purpose of such auditing is to ensure that medical examiners meet applicable standards for good medical practice and aeromedical risk assessment. Guidance on aeromedical risk assessment is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	CAR 67.203.	No Difference		
Chapter 1 Reference <b>1.2.4.10</b>  <b>Standard</b>	<p>1.2.4.10 If the medical Standards prescribed in Chapter 6 for a particular licence are not met, the appropriate Medical Assessment shall not be issued or renewed unless the following conditions are fulfilled:</p> <ul style="list-style-type: none"> <li>a) accredited medical conclusion indicates that in special circumstances the applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence applied for is not likely to jeopardize flight safety;</li> <li>b) relevant ability, skill and experience of the applicant and operational conditions have been given due consideration; and</li> <li>c) the licence is endorsed with any special limitation or limitations when the safe performance of the licence holder's duties is dependent on compliance with such limitation or limitations.</li> </ul>	CA Act 1990 s27B.	No Difference		



Report on entire Annex

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 1.2.4.11  Standard	1.2.4.11 Medical confidentiality shall be respected at all times.	CAR 67.69; Health Information Privacy Code 1994; Privacy Act 1993.	No Difference		
Chapter 1 Reference 1.2.4.11.1  Standard	1.2.4.11.1 All medical reports and records shall be securely held with accessibility restricted to authorized personnel.	CAA Records Management Policy – General and Medical.	No Difference		
Chapter 1 Reference 1.2.4.11.2  Standard	1.2.4.11.2 When justified by operational considerations, the medical assessor shall determine to what extent pertinent medical information is presented to relevant officials of the Licensing Authority.	CA Act 1990 Part 2A.	No Difference		In the New Zealand system the 'medical assessor' is not independent of the licensing authority (CAA). By virtue of delegation of the Director's functions and powers under Part 2A (Medical Certification) of the Act, the 'medical assessor' becomes an official of the Licensing Authority.



Report on entire Annex

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 1.2.5.1  Standard	1.2.5 Validity of licences  1.2.5.1 A Contracting State, having issued a licence, shall ensure that the privileges granted by that licence, or by related ratings, are not exercised unless the holder maintains competency and meets the requirements for recent experience established by that State.	CAR 61.37 Recent flight experience; CAR 61.39 Biennial flight review; CAR 61.43 Examination for proficiency; CAR 63.157 Recent experience requirements.	No Difference		
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.	



Report on entire Annex

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 1.2.5.1.2  Standard	<p>1.2.5.1.2 A Contracting State, having issued a licence, shall ensure that other Contracting States are enabled to be satisfied as to the validity of the licence.</p> <p><i>Note 1.— The maintenance of competency of flight crew members or remote flight crew members, engaged in commercial air transport operations, may be satisfactorily established by demonstration of skill during proficiency flight checks completed in accordance with Annex 6.</i></p> <p><i>Note 2.— Maintenance of competency may be satisfactorily recorded in the operator's records, or in the flight crew or the remote flight crew member's personal log book or licence.</i></p> <p><i>Note 3.— Flight crew and remote flight crew members may, to the extent deemed feasible by the State of Registry, or Licensing Authority of the State of the Operator, respectively, demonstrate their continuing competency in FSTDs approved by that State.</i></p> <p><i>Note 4.— See the Manual of Criteria for the Qualification of Flight Simulation Training Devices (Doc 9625).</i></p> <p><i>Note 5.— See the Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379) for guidance material on the development of a risk assessment process.</i></p>	CARs	No Difference	nil	nil





Report on entire Annex

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 1.2.5.2  Standard	<p>1.2.5.2 Except as provided in 1.2.5.2.1, 1.2.5.2.2, 1.2.5.2.3, 1.2.5.2.4, 1.2.5.2.5 and 1.2.5.2.6, a Medical Assessment issued in accordance with 1.2.4.7 and 1.2.4.8 shall be valid from the date of the medical examination for a period not greater than:</p> <ul style="list-style-type: none"> <li>— 60 months for the private pilot licence — aeroplane, airship, helicopter and powered-lift;</li> <li>— 12 months for the commercial pilot licence — aeroplane, airship, helicopter and powered-lift;</li> <li>— 12 months for the multi-crew pilot licence — aeroplane;</li> <li>— 12 months for the airline transport pilot licence — aeroplane, helicopter and powered-lift;</li> <li>— 60 months for the glider pilot licence;</li> <li>— 60 months for the free balloon pilot licence;</li> <li>— 12 months for the flight navigator licence;</li> <li>— 12 months for the flight engineer licence;</li> <li>— 48 months for the air traffic controller licence; and</li> <li>— 48 months for the remote pilot licence — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon.</li> </ul> <p><i>Note 1.— The periods of validity listed above may be extended by up to 45 days in accordance with 1.2.4.4.1.</i></p> <p><i>Note 2.— When calculated in accordance with 1.2.5.2 and its sub-paragraphs, the period of validity will, for the last month counted, include the day that has the same calendar number as the date of the medical examination or, if</i></p>	CAR 67.61.	No Difference		Note: airship, powered-lift and multi-crew pilot licences not applicable; flight navigator licence not applicable.



Report on entire Annex

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
	<i>that month has no day with that number, the last day of that month.</i>				
Chapter 1 Reference 1.2.5.2.1  Standard	1.2.5.2.1 The period of validity of a Medical Assessment may be reduced when clinically indicated.	CA Act 1990 s27B; CAR 67.61.	No Difference		
Chapter 1 Reference 1.2.5.2.2  Standard	1.2.5.2.2 When the holders of airline transport pilot licences — aeroplane, helicopter and powered-lift, and commercial pilot licences — aeroplane, airship, helicopter and powered-lift, who are engaged in single-crew commercial air transport operations carrying passengers, have passed their 40th birthday, the period of validity specified in 1.2.5.2 shall be reduced to six months.	CAR 67.61(a)(1)(i).	No Difference		
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.	
Chapter 1 Reference 1.2.5.2.4  Standard	1.2.5.2.4 When the holders of private pilot licences — aeroplane, airship, helicopter and powered-lift, remote pilot licences — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon, free balloon pilot licences, glider pilot licences and air traffic controller licences have passed their 40th birthday, the period of validity specified in 1.2.5.2 shall be reduced to 24 months.		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 1.2.5.2.5  Recommendation	<p>1.2.5.2.5 <b>Recommendation.</b>— <i>When the holders of private pilot licences — aeroplane, airship, helicopter and powered-lift, remote pilot licences — aeroplane, airship, glider, rotorcraft, powered-lift or free balloon, free balloon pilot licences, glider pilot licences and air traffic controller licences have passed their 50th birthday, the period of validity specified in 1.2.5.2 should be further reduced to 12 months.</i></p> <p><i>Note.— The periods of validity listed above are based on the age of the applicant at the time of undergoing the medical examination.</i></p>		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 1.2.5.2.6  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.



Report on entire Annex

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 1.2.6.1  Standard	1.2.6 Decrease in medical fitness  1.2.6.1 Holders of licences provided for in this Annex shall not exercise the privileges of their licences and related ratings at any time when they are aware of any decrease in their medical fitness which might render them unable to safely and properly exercise these privileges.	CA Act 1990 s27C.	No Difference		
Chapter 1 Reference 1.2.6.1.1  Recommendation	1.2.6.1.1 <b>Recommendation.</b> — <i>States should ensure that licence holders are provided with clear guidelines on medical conditions that may be relevant to flight safety and when to seek clarification or guidance from a medical examiner or Licensing Authority.</i>  <i>Note.</i> — <i>Guidance on physical and mental conditions and treatments that are relevant to flight safety about which information may need to be forwarded to the Licensing Authority is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CA Act s27C; CAA web site, Medical section.	No Difference		Note: web site information currently being upgraded.
Chapter 1 Reference 1.2.6.1.2  Recommendation	1.2.6.1.2 <b>Recommendation.</b> — <i>Each Contracting State should, as far as practicable, ensure that licence holders do not exercise the privileges of their licences and related ratings during any period in which their medical fitness has, from any cause, decreased to an extent that would have prevented the issue or renewal of their Medical Assessment.</i>	CA Act 1990 s27C.	No Difference	.	



Report on entire Annex

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 1.2.7.1  Standard	1.2.7 Use of psychoactive substances  1.2.7.1 Holders of licences provided for in this Annex shall not exercise the privileges of their licences and related ratings while under the influence of any psychoactive substance which might render them unable to safely and properly exercise these privileges.	CAR 19.7; CAR 65.29.	No Difference		
Chapter 1 Reference 1.2.7.2  Standard	1.2.7.2 Holders of licences provided for in this Annex shall not engage in any problematic use of substances.	CAR 19.7; CAR 65.29.	No Difference		Also referred to in medical standards (e.g. CAR 67.103(b)(3) and 67.103(c) (5)).



Report on entire Annex

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  1.2.7.3  Recommendation	<p>1.2.7.3 <b>Recommendation.</b>— <i>Contracting States should ensure, as far as practicable, that all licence holders who engage in any kind of problematic use of substances are identified and removed from their safety-critical functions. Return to the safety-critical functions may be considered after successful treatment or, in cases where no treatment is necessary, after cessation of the problematic use of substances and upon determination that the person's continued performance of the function is unlikely to jeopardize safety.</i></p> <p><i>Note.</i>— <i>Guidance on suitable methods of identification (which may include biochemical testing on such occasions as pre-employment, upon reasonable suspicion, after accidents/incidents, at intervals, and at random) and on other prevention topics is contained in the Manual on Prevention of Problematic Use of Substances in the Aviation Workplace (Doc 9654).</i></p>	CA Act 1990 s10, s27C, s27H, s27J.	No Difference		



Report on entire Annex

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 1.2.8.1  Standard	<p>1.2.8 Approved training and approved training organization</p> <p><i>Note.— The qualifications required for the issue of personnel licences can be more readily and speedily acquired by applicants who undergo closely supervised, systematic and continuous courses of training, conforming to a planned syllabus or curriculum. Provision has accordingly been made for some reduction in the experience requirements for the issue of certain licences and ratings prescribed in these Standards and Recommended Practices, in respect of an applicant who has satisfactorily completed a course of approved training.</i></p> <p>1.2.8.1 Approved training shall provide a level of competency at least equal to that provided by the minimum experience requirements for personnel not receiving such approved training.</p>	The competency criteria and assessment are the same in both cases.	No Difference		
Chapter 1 Reference 1.2.8.2  Standard	<p>1.2.8.2 The approval of a training organization by a State shall be dependent upon the applicant demonstrating compliance with the requirements of Appendix 2 to this Annex and the relevant provisions contained in Annex 19.</p> <p><i>Note 1.— Annex 19 includes safety management provisions for an approved training organization that is exposed to safety risks related to aircraft operations during the provision of its services. Further guidance is contained in the Safety Management Manual (SMM) (Doc 9859).</i></p> <p><i>Note 2.— Guidance on approval of a training organization can be found in the Manual on the Approval of Training Organizations (Doc 9841).</i></p>	CAR 141.61; AC100-1.	No Difference		Rule 141.61 requires applicants for, and holders of a training organisation certificate to have a system for safety management in accordance with rule 100.3. Detailed guidance material is published in AC100-1.





Report on entire Annex

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 1.2.8.3  Standard	<p>1.2.8.3 Until 25 November 2026, approved training for flight crew and air traffic controllers shall be conducted within an approved training organization.</p> <p><i>Note.— The approved training considered in 1.2.8.3 relates primarily to approved training for the issuance of an Annex 1 licence or rating. It is not intended to include approved training for the maintenance of competence or for an operational qualification after the initial issuance of a licence or rating, as may be required for air traffic controllers or for flight crew, such as the approved training under Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes, 9.3, or Part III — International Operations — Helicopters, Section II, 7.3.</i></p>	CAR Part 141.	No Difference		
Chapter 1 Reference 1.2.8.3  Standard	<p>1.2.8.3 As of 26 November 2026, approved training for flight crew, remote flight crew and air traffic controllers shall be conducted within an approved training organization.</p> <p><i>Note.— The approved training considered in 1.2.8.3 relates primarily to approved training for the issuance of an Annex 1 licence or rating. It is not intended to include approved training for the maintenance of competence or for an operational qualification after the initial issuance of a licence or rating, as may be required for air traffic controllers, for flight crew or remote flight crew, such as the approved training under Annex 6 — Operation of Aircraft, Part I — International Commercial Air Transport — Aeroplanes, 9.3, or Part III — International Operations — Helicopters, Section II, 7.3, or Part IV — International Operations — Remotely Piloted Aircraft Systems.</i></p>				



Report on entire Annex

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 1.2.8.4  Standard	<p>1.2.8.4 Competency-based approved training for aircraft and RPAS maintenance personnel shall be conducted within an approved training organization.</p> <p><i>Note 1.— A comprehensive training scheme for the aircraft maintenance (technician/engineer/mechanic) licence, including the various levels of competency, is contained in the Procedures for Air Navigation Services — Training (Doc 9868, PANS-TRG).</i></p> <p><i>Note 2.— The Manual on Training of Aircraft Maintenance Personnel (Doc 10098) contains guidance material on the design and development of an aircraft maintenance personnel training programme.</i></p>		Not Applicable		Applicable from 3 November 2022.
Chapter 1 Reference 1.2.8.5  Standard	<p>1.2.8.5 Competency-based approved training for remote flight crew shall be conducted within an approved training organization.</p>		Not Applicable		Applicable from 3 November 2022.
Chapter 1 Reference 1.2.8.6  Standard	<p>1.2.8.6 Competency-based approved training for flight operations officer/flight dispatcher personnel shall be conducted within an approved training organization.</p> <p><i>Note.— Procedures supporting the development of competency-based training and assessment for aeroplane flight crew, air traffic controllers, aircraft maintenance personnel, remote flight crew and flight operations officers/flight dispatchers, including ICAO competency frameworks, are contained in the Procedures for Air Navigation Services — Training (Doc 9868, PANS-TRG).</i></p>	CARs	No Difference	nil	nil



Report on entire Annex

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 1.2.9.1  Standard	1.2.9 Language proficiency  1.2.9.1 Aeroplane, airship, helicopter and powered-lift pilots; aeroplane, airship, glider, rotorcraft, powered-lift or free balloon remote pilots; air traffic controllers; and aeronautical station operators shall demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.		Not Applicable		Applicable from 3 November 2022.
Chapter 1 Reference 1.2.9.2  Recommendation	1.2.9.2 <b>Recommendation.</b> — <i>Flight engineers, and glider and free balloon pilots should have the ability to speak and understand the language used for radiotelephony communications.</i>	CAR 63.11(2) (flight engineers); CAR 61.11(b) (Glider and free balloon pilots).	No Difference		
Chapter 1 Reference 1.2.9.3  Standard	1.2.9.3 Flight navigators required to use the radiotelephone aboard an aircraft shall demonstrate the ability to speak and understand the language used for radiotelephony communications.		Not Applicable		Flight Navigator Licences no longer issued in New Zealand.
Chapter 1 Reference 1.2.9.4  Recommendation	1.2.9.4 <b>Recommendation.</b> — <i>Flight navigators required to use the radiotelephone aboard an aircraft should demonstrate the ability to speak and understand the language used for radiotelephony communications to the level specified in the language proficiency requirements in Appendix 1.</i>		Not Applicable		Flight Navigator Licences no longer issued in New Zealand.



Report on entire Annex

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 1.2.9.5  Standard	1.2.9.5 The language proficiency of aeroplane, airship, helicopter and powered-lift pilots; aeroplane, airship, glider, rotorcraft, powered-lift or free balloon remote pilots; air traffic controllers; and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) shall be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level.		Not Applicable		Applicable from 3 November 2022.



## Report on entire Annex

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  1.2.9.6  Recommendation	<p>1.2.9.6 <b>Recommendation.</b>— <i>The language proficiency of aeroplane, airship, helicopter and powered-lift pilots; aeroplane, airship, gliders, rotorcraft, powered-lift or free balloon remote pilots; flight navigators required to use the radiotelephone aboard an aircraft; air traffic controllers; and aeronautical station operators who demonstrate proficiency below the Expert Level (Level 6) should be formally evaluated at intervals in accordance with an individual's demonstrated proficiency level, as follows:</i></p> <p>a) <i>those demonstrating language proficiency at the Operational Level (Level 4) should be evaluated at least once every three years; and</i></p> <p>b) <i>those demonstrating language proficiency at the Extended Level (Level 5) should be evaluated at least once every six years.</i></p> <p><i>Note 1.— Formal evaluation is not required for applicants who demonstrate expert language proficiency, e.g. native and very proficient non-native speakers with a dialect or accent intelligible to the international aeronautical community.</i></p> <p><i>Note 2.— The provisions of 1.2.9 refer to Annex 10, Volume II, Chapter 5, whereby the language used for radiotelephony communications may be the language normally used by the station on the ground or English. In practice, therefore, there will be situations whereby flight crew members and remote flight crew members will only need to speak the language normally used by the station on the ground.</i></p>		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 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>2.1.1 General licensing specifications</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.



Report on entire Annex

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 2 Reference 2.1.1.2  Standard	2.1.1.2 The category of aircraft shall be included in the title of the licence itself, or endorsed as a category rating on the licence.	CAR 61.7.	No Difference		Included in the title (separate licence for each aircraft category).
Chapter 2 Reference 2.1.1.2.1  Standard	2.1.1.2.1 When the holder of a pilot licence seeks a licence for an additional category of aircraft, the Licensing Authority shall either:  a) issue the licence holder with an additional pilot licence for that category of aircraft; or  b) endorse the original licence with the new category rating, subject to the conditions of 2.1.2.  <i>Note.— The requirements for category ratings are given in terms of licensing specifications for pilots and at levels appropriate to the privileges to be granted to the licence holder.</i>	CAR 61.7.	No Difference		
Chapter 2 Reference 2.1.1.3  Standard	2.1.1.3 An applicant shall, before being issued with any pilot licence or rating, meet such requirements in respect of age, knowledge, experience, flight instruction, skill and medical fitness, as are specified for that licence or rating.	CAR 61.11.	No Difference		



Report on entire Annex

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 2 Reference 2.1.1.3.1  Standard	2.1.1.3.1 An applicant for any pilot licence or rating shall demonstrate, in a manner determined by the Licensing Authority, such requirements for knowledge and skill as are specified for that licence or rating.	CAR 61.17, CAR 61.21.	No Difference		
Chapter 2 Reference 2.1.1.4  Standard	2.1.1.4 <i>Transitional measures related to the powered-lift category</i>  Until 5 March 2025, the Licensing Authority may endorse a type rating for aircraft of the powered-lift category on an aeroplane or helicopter pilot licence. The endorsement of the rating on the licence shall indicate that the aircraft is part of the powered-lift category. The training for the type rating in the powered-lift category shall be completed during a course of approved training, shall take into account the previous experience of the applicant in an aeroplane or a helicopter as appropriate and incorporate all relevant aspects of operating an aircraft of the powered-lift category.		Not Applicable		
Chapter 2 Reference 2.1.2.1  Standard	2.1.2 Category ratings  2.1.2.1 When established, category ratings shall be for categories of aircraft listed in 2.1.1.1.		Not Applicable		





Report on entire Annex

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 2 Reference 2.1.2.2  Standard	2.1.2.2 Category ratings shall not be endorsed on a licence when the category is included in the title of the licence itself.		Not Applicable		
Chapter 2 Reference 2.1.2.3  Standard	2.1.2.3 Any additional category rating endorsed on a pilot licence shall indicate the level of licensing privileges at which the category rating is granted.		Not Applicable		
Chapter 2 Reference 2.1.2.4  Standard	2.1.2.4 The holder of a pilot licence seeking additional category ratings shall meet the requirements of this Annex appropriate to the privileges for which the category rating is sought.		Not Applicable		



Report on entire Annex

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 2 Reference 2.1.3.1  Standard	<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> <ul style="list-style-type: none"> <li>a) single-engine, land;</li> <li>b) single-engine, sea;</li> <li>c) multi-engine, land;</li> <li>d) multi-engine, sea.</li> </ul> <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  Recommendation	<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.	



Report on entire Annex

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 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 2.1.3.3  Standard	<p>2.1.3.3 When an applicant demonstrates skill and knowledge for the initial issue of a pilot licence, the category and the ratings appropriate to the class or type of aircraft used in the demonstration shall be entered on the licence.</p>	CAR 61.55.	No Difference		



Report on entire Annex

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 2 Reference 2.1.4.1  Standard	<p>2.1.4 Circumstances in which class and type ratings are required</p> <p>2.1.4.1 A Contracting State having issued a pilot licence shall not permit the holder of such licence to act either as pilot-in-command or as co-pilot of an aeroplane, an airship, a helicopter or a powered-lift unless the holder has received authorization as follows:</p> <p>a) the appropriate class rating specified in 2.1.3.1; or</p> <p>b) a type rating when required in accordance with the provisions of 2.1.3.2.</p>	CAR 61.5.	No Difference		
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.	
Chapter 2 Reference 2.1.4.2  Standard	<p>2.1.4.2 For the purpose of training, testing, or specific special purpose non-revenue, non-passenger carrying flights, special authorization may be provided in writing to the licence holder by the Licensing Authority in place of issuing the class or type rating in accordance with 2.1.4.1. This authorization shall be limited in validity to the time needed to complete the specific flight.</p>	CAR 61.57.	No Difference		



Report on entire Annex

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 2 Reference 2.1.5.1  Standard	2.1.5 Requirements for the issue of class and type ratings  2.1.5.1 <i>Class rating</i>  The applicant shall have demonstrated a degree of skill appropriate to the licence in an aircraft of the class for which the rating is sought.	CAR 61.53.	No Difference		



Report on entire Annex

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 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.



Report on entire Annex

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
	<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>				



Report on entire Annex

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 2 Reference 2.1.5.3  Standard	2.1.5.3 <i>Type rating as required by 2.1.3.2 b) and c)</i>  The applicant shall have demonstrated the skill and knowledge required for the safe operation of the applicable type of aircraft, relevant to the licensing requirements and piloting functions of the applicant.	CAR 61.53; AC 61-7.	No Difference		
Chapter 2 Reference 2.1.6  Standard	2.1.6 Use of an FSTD for acquisition of experience and demonstration of skill  The use of an FSTD for acquiring the experience or performing any manoeuvre required during the demonstration of skill for the issue of a licence or rating shall be approved by the Licensing Authority, which shall ensure that the FSTD used is appropriate to the task.	Synthetic Flight Training Device Approvals.	No Difference		
Chapter 2 Reference 2.1.7  Standard	2.1.7 Circumstances in which an instrument rating is required  A Contracting State, having issued a pilot licence, shall not permit the holder thereof to act either as pilot-in-command or as co-pilot of an aircraft under IFR unless such holder has received proper authorization from such Contracting State. Proper authorization shall comprise an instrument rating appropriate to the aircraft category.  <i>Note.— The instrument rating is included in the airline transport pilot licence — aeroplane or powered-lift category, multi-crew pilot licence, and commercial pilot licence — airship category. The provisions of 2.1.7 do not preclude the issue of a licence having the instrument rating as an integral part thereof.</i>	CAR 61.5(j).	No Difference		





Report on entire Annex

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 2 Reference 2.1.8.1  Standard	<p>2.1.8 Circumstances in which authorization to conduct instruction is required</p> <p>2.1.8.1 A Contracting State, having issued a pilot licence, shall not permit the holder thereof to carry out flight instruction required for the issue of a pilot licence or rating, unless such holder has received proper authorization from such Contracting State. Proper authorization shall comprise:</p> <ul style="list-style-type: none"> <li>a) a flight instructor rating on the holder's licence; or</li> <li>b) the authority to act as an agent of an approved organization authorized by the Licensing Authority to carry out flight instruction; or</li> <li>c) a specific authorization granted by the Contracting State which issued the licence.</li> </ul>	CAR 61.5(k).	No Difference		
Chapter 2 Reference 2.1.8.2  Standard	<p>2.1.8.2 A Contracting State shall not permit a person to carry out instruction on an FSTD required for the issue of a pilot licence or rating unless such person holds or has held an appropriate licence or has appropriate flight training and flight experience and has received proper authorization from such Contracting State.</p>	Synthetic Flight Training Device Approvals.	No Difference		



Report on entire Annex

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 2 Reference 2.1.9.1  Standard	2.1.9 Crediting of flight time  2.1.9.1 A student pilot or the holder of a pilot licence shall be entitled to be credited in full with all solo, dual instruction and pilot-in-command flight time towards the total flight time required for the initial issue of a pilot licence or the issue of a higher grade of pilot licence.	CAR 61.31.	No Difference		
Chapter 2 Reference 2.1.9.2  Standard	2.1.9.2 The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated for operation by a single pilot but required by a Contracting State to be operated with a co-pilot, shall be entitled to be credited with not more than 50 per cent of the co-pilot flight time towards the total flight time required for a higher grade of pilot licence. The Contracting State may authorize that flight time be credited in full towards the total flight time required if the aircraft is equipped to be operated by a co-pilot and the aircraft is operated in a multi-crew operation.	CAR 61.31(a) and (b).	No Difference		Note: "higher licence" applies only to ATPL. The full flight time may be credited if the copilot is acting in command under supervision.
Chapter 2 Reference 2.1.9.3  Standard	2.1.9.3 The holder of a pilot licence, when acting as co-pilot at a pilot station of an aircraft certificated to be operated with a co-pilot, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.	CAR 61.31(a) and (b).	No Difference		Note: "higher licence" applies only to ATPL. The full flight time may be credited if the copilot is acting in command under supervision.



Report on entire Annex

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 2 Reference 2.1.9.4  Standard	2.1.9.4 The holder of a pilot licence, when acting as pilot-in-command under supervision, shall be entitled to be credited in full with this flight time towards the total flight time required for a higher grade of pilot licence.	CAR 61.31(b).	No Difference		
Chapter 2 Reference 2.1.10  Standard	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  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.  <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>	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.”



Report on entire Annex

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 2 Reference 2.2.1  Standard	<b>2.2 Student pilot</b>  2.2.1 A student pilot shall meet requirements prescribed by the Contracting State concerned. In prescribing such requirements, Contracting States shall ensure that the privileges granted would not permit student pilots to constitute a hazard to air navigation.	CAR Part 61 Subpart C.	No Difference		
Chapter 2 Reference 2.2.2  Standard	2.2.2 A student pilot shall not fly solo unless under the supervision of, or with the authority of, an authorized flight instructor.	CAR 61.105(4).	No Difference		
Chapter 2 Reference 2.2.2.1  Standard	2.2.2.1 A student pilot shall not fly solo in an aircraft on an international flight unless by special or general arrangement between the Contracting States concerned.	CAR 61.107(3).	No Difference		
Chapter 2 Reference 2.2.3  Standard	<b>2.2.3 Medical fitness</b>  A Contracting State shall not permit a student pilot to fly solo unless that student pilot holds a current Class 2 Medical Assessment.	CAR 61.105(2).	No Difference		



Report on entire Annex

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 2 Reference 2.3.1.1  Standard	<p><b>2.3 Private pilot licence</b></p> <p>2.3.1 General requirements for the issue of the licence appropriate to the aeroplane, airship, helicopter and powered-lift categories</p> <p>2.3.1.1 <i>Age</i></p> <p>The applicant shall be not less than 17 years of age.</p>	CAR 61.153.	No Difference		



Report on entire Annex

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 2 Reference 2.3.1.2  Standard	<p>2.3.1.2 <i>Knowledge</i></p> <p>The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a private pilot licence and appropriate to the category of aircraft intended to be included in the licence, in at least the following subjects:</p> <p><i>Air law</i></p> <ul style="list-style-type: none"> <li>a) rules and regulations relevant to the holder of a private pilot licence; rules of the air; altimeter setting procedures; appropriate air traffic services practices and procedures;</li> </ul> <p><i>Aircraft general knowledge for aeroplanes, airships, helicopters and powered-lifts</i></p> <ul style="list-style-type: none"> <li>b) principles of operation and functioning of engines, systems and instruments;</li> <li>c) operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual or other appropriate document;</li> <li>d) for helicopters and powered-lifts, transmission (power trains) where applicable;</li> <li>e) for airships, physical properties and practical application of gases;</li> </ul> <p><i>Flight performance, planning and loading</i></p> <ul style="list-style-type: none"> <li>f) effects of loading and mass distribution on flight characteristics; mass and balance calculations;</li> <li>g) use and practical application of take-off, landing and</li> </ul>	CAR 61.153(a)(6); AC 61-3.	No Difference		Note: airship and powered-lift not applicable.



Report on entire Annex

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
	<p>other performance data;</p> <p>h) pre-flight and en-route flight planning appropriate to private operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; position reporting procedures; altimeter setting procedures; operations in areas of high-density traffic;</p> <p><i>Human performance</i></p> <p>i) human performance including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p> <p>j) application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry; hazardous weather conditions;</p> <p><i>Navigation</i></p> <p>k) practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;</p> <p><i>Operational procedures</i></p> <p>l) application of TEM to operational performance;</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in</i></p>				



Report on entire Annex

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
	<p><i>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> <p>m) altimeter setting procedures;</p> <p>n) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;</p> <p>o) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;</p> <p>p) in the case of helicopters, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;</p> <p><i>Principles of flight</i></p> <p>q) principles of flight;</p> <p><i>Radiotelephony</i></p> <p>r) communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.</p>				





Report on entire Annex

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 2 Reference 2.3.1.3  Standard	<p>2.3.1.3 <i>Skill</i></p> <p>The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category of aircraft, the procedures and manoeuvres described in 2.3.3.2 or 2.3.4.2.1 or 2.3.5.2 or 2.3.6.2 with a degree of competency appropriate to the privileges granted to the holder of a private pilot licence, and to:</p> <ul style="list-style-type: none"> <li>a) recognize and manage threats and errors; <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></li> <li>b) operate the aircraft within its limitations;</li> <li>c) complete all manoeuvres with smoothness and accuracy;</li> <li>d) exercise good judgement and airmanship;</li> <li>e) apply aeronautical knowledge; and</li> <li>f) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.</li> </ul>	CAR 61.153(a)(7); AC 61-3; Flight Test Standards Guide.	No Difference		



Report on entire Annex

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 2 Reference 2.3.1.4  Standard	2.3.1.4 <i>Medical fitness</i>  The applicant shall hold a current Class 2 Medical Assessment.  <i>Note.— See 2.7.1.3 on the medical fitness requirements for private pilot licence holders seeking an instrument rating.</i>	CAR 61.153(a)(2).	No Difference		
Chapter 2 Reference 2.3.2.1  Standard	2.3.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges  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.	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.	
Chapter 2 Reference 2.3.2.2  Standard	2.3.2.2 Before exercising the privileges at night, the licence holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.	CAR 61.155(b)(3)(i); AC61-3 Appendix 1.	No Difference		



Report on entire Annex

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 2 Reference 2.3.3.1.1  Standard	<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 2.3.3.1.1.1  Standard	<p>2.3.3.1.1.1 When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.3.3.1.1 can be reduced accordingly.</p>	AC 61-3, Appendix 1.	No Difference		
Chapter 2 Reference 2.3.3.1.2  Standard	<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.	



Report on entire Annex

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 2 Reference 2.3.3.2  Standard	<p>2.3.3.2 <i>Flight instruction</i></p> <p>The applicant shall have received dual instruction in aeroplanes appropriate to the class rating sought, 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 private pilot:</p> <p>a) recognize and manage threats and errors;</p> <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> <p>b) pre-flight operations, including mass and balance determination, aeroplane inspection and servicing;</p> <p>c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</p> <p>d) control of the aeroplane by external visual reference;</p> <p>e) flight at critically slow airspeeds; recognition of, and recovery from, incipient and full stalls;</p> <p>f) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;</p> <p>g) normal and crosswind take-offs and landings;</p> <p>h) maximum performance (short field and obstacle clearance) take-offs; short-field landings;</p>	CAR 61.153; AC61-3.	No Difference		



Report on entire Annex

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
	<p>i) flight by reference solely to instruments, including the completion of a level 180° turn;</p> <p>j) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;</p> <p>k) emergency operations, including simulated aeroplane equipment malfunctions;</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 2.3.3.2 i) and the night flying dual instruction in 2.3.2.2 do not entitle the holder of a private pilot licence to pilot aeroplanes under IFR.</i></p>				



Report on entire Annex

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 2 Reference 2.3.4.1.1  Standard	2.3.4 Specific requirements for the issue of the helicopter category rating  2.3.4.1 <i>Experience</i>  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.	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 2.3.4.1.1.1  Standard	2.3.4.1.1.1 When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.3.4.1.1 can be reduced accordingly.	AC61-3 Appendix 1.	No Difference		
Chapter 2 Reference 2.3.4.1.2  Standard	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.	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.	



Report on entire Annex

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 2  Reference  2.3.4.2.1  Standard	<p>2.3.4.2 <i>Flight instruction</i></p> <p>2.3.4.2.1 The applicant shall have received not less than 20 hours of dual instruction time 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 private pilot:</p> <p>a) recognize and manage threats and errors;</p> <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> <p>b) pre-flight operations, including mass and balance determination, helicopter inspection and servicing;</p> <p>c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</p> <p>d) control of the helicopter by external visual reference;</p> <p>e) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;</p> <p>f) ground manoeuvring and run-ups; hovering; take-offs and landings — normal, out of wind and sloping ground;</p> <p>g) take-offs and landings with minimum necessary power; maximum performance take-off and landing</p>	CAR 61.153; AC61-3.	No Difference		



Report on entire Annex

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
	<p>techniques; restricted site operations; quick stops;</p> <p>h) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;</p> <p>i) emergency operations, including simulated helicopter equipment malfunctions; autorotative approach;</p> <p>j) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and</p> <p>k) communication procedures and phraseology.</p>				
<p>Chapter 2</p> <p>Reference</p> <p>2.3.4.2.1.1</p> <p>Recommendation</p>	<p>2.3.4.2.1.1 <b>Recommendation.</b>— <i>The applicant should have received dual instrument flight instruction from an authorized flight instructor. The instructor should ensure that the applicant has operational experience in flight by reference solely to instruments, including the completion of a level 180° turn, in a suitably instrumented helicopter.</i></p> <p><i>Note.</i>— <i>The instrument experience specified in 2.3.4.2.1.1 and the night flying dual instruction in 2.3.2.2 do not entitle the holder of a private pilot licence to pilot helicopters under IFR.</i></p>	CAR 61.153; AC61-3 Appendix I (listed under Night Flying).	No Difference		





Report on entire Annex

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 2 Reference 2.3.5.1.1  Recommendation	2.3.5 Specific requirements for the issue of the powered-lift category rating  2.3.5.1 Experience  2.3.5.1.1 <b>Recommendation.</b> — <i>The applicant should have completed not less than 40 hours of flight time as a pilot of powered-lifts. The Licensing Authority should determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 40 hours.</i>		Not Applicable		
Chapter 2 Reference 2.3.5.1.2  Recommendation	2.3.5.1.2 <b>Recommendation.</b> — <i>When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority should determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.3.5.1.1 could be reduced accordingly.</i>		Not Applicable		
Chapter 2 Reference 2.3.5.1.3  Recommendation	2.3.5.1.3 <b>Recommendation.</b> — <i>The applicant should have completed in powered-lifts 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 270 km (150 NM) in the course of which full-stop landings at two different aerodromes shall be made.</i>		Not Applicable		



Report on entire Annex

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 2  Reference  2.3.5.2  Recommendation	<p>2.3.5.2 <i>Flight instruction</i></p> <p><b>Recommendation.</b>— <i>The applicant should have received not less than 20 hours of dual instruction time in powered-lifts from an authorized flight instructor. The instructor should ensure that the applicant has operational experience in at least the following areas to the level of performance required for the private pilot:</i></p> <p><i>a) recognize and manage threats and errors;</i></p> <p><i>Note.</i>— <i>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> <p><i>b) pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;</i></p> <p><i>c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</i></p> <p><i>d) control of the powered-lift by external visual reference;</i></p> <p><i>e) ground manoeuvring and run-ups; hover and rolling take-offs and climb-out; hover and rolling approach and landings — normal, out of wind and sloping ground;</i></p> <p><i>f) take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;</i></p>		Not Applicable		



Report on entire Annex

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
	<p>g) <i>flight by reference solely to instruments, including the completion of a level 180° turn;</i></p> <p>h) <i>recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal</i></p> <p>i) <i>cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;</i></p> <p>j) <i>emergency operations, including simulated powered-lift equipment malfunctions; power of reconversion to autorotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable;</i></p> <p>k) <i>operations to from and transiting controlled aerodromes, compliance with air traffic services procedures; and</i></p> <p>l) <i>communication procedures and phraseology.</i></p> <p><i>Note.— The instrument experience specified in 2.3.5.2 g) and the night flying dual instruction specified in 2.3.2.2 do not entitle the holder of a private pilot licence to pilot powered-lifts under IFR.</i></p>				



Report on entire Annex

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 2 Reference 2.3.6.1  Standard	<p>2.3.6 Specific requirements for the issue of the airship category rating</p> <p>2.3.6.1 <i>Experience</i></p> <p>The applicant shall have completed not less than 25 hours of flight time as a pilot of airships, including at least:</p> <ul style="list-style-type: none"> <li>a) 3 hours of cross-country flight training in an airship with a cross-country flight totalling not less than 45 km (25 NM);</li> <li>b) 5 take-offs and 5 landings to a full stop at an aerodrome with each landing involving a flight in the traffic pattern at an aerodrome;</li> <li>c) 3 hours of instrument time; and</li> <li>d) 5 hours as pilot assuming the duties of the pilot-in-command under the supervision of the pilot-in-command.</li> </ul>		Not Applicable		



Report on entire Annex

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 2 Reference 2.3.6.2  Standard	<p>2.3.6.2 <i>Flight instruction</i></p> <p>The applicant shall have received dual instruction in airships from an authorized flight instructor. The instructor shall ensure that the applicant has received instruction in at least the following areas:</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 1 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, airship inspection and servicing;</li> <li>c) ground reference manoeuvres;</li> <li>d) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</li> <li>e) techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;</li> <li>f) control of the airship by external visual reference;</li> <li>g) take-offs, landings and go-arounds;</li> <li>h) maximum performance (obstacle clearance) take-offs;</li> <li>i) flight by reference solely to instruments, including the completion of a level 180o turn;</li> </ul>		Not Applicable		



Report on entire Annex

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
	<p>j) navigation, cross-country flying using visual reference, dead reckoning and radio navigation aids;</p> <p>k) emergency operations (recognition of leaks), including simulated airship equipment malfunctions; and</p> <p>l) communication procedures and phraseology.</p> <p><i>Note.— The instrument experience specified in 2.3.6.2 i) and the night flying dual instruction specified in 2.3.2.2 do not entitle the holder of a private pilot licence to pilot airships under IFR.</i></p>				
<p>Chapter 2</p> <p>Reference</p> <p>2.4.1.1</p> <p>Standard</p>	<p><b>2.4 Commercial pilot licence</b></p> <p>2.4.1 General requirements for the issue of the licence appropriate to the aeroplane, airship, helicopter and powered-lift categories</p> <p>2.4.1.1 <i>Age</i></p> <p>The applicant shall be not less than 18 years of age.</p>	CAR 61.203.	No Difference		



Report on entire Annex

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 2 Reference <b>2.4.1.2</b>  <b>Standard</b>	<p>2.4.1.2 <i>Knowledge</i></p> <p>The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a commercial pilot licence and appropriate to the category of aircraft intended to be included in the licence, in at least the following subjects:</p> <p><i>Air law</i></p> <ul style="list-style-type: none"> <li>a) rules and regulations relevant to the holder of a commercial pilot licence; rules of the air; appropriate air traffic services practices and procedures;</li> </ul> <p><i>Aircraft general knowledge for aeroplanes, airships, helicopters and powered-lifts</i></p> <ul style="list-style-type: none"> <li>b) principles of operation and functioning of engines, systems and instruments;</li> <li>c) operating limitations of the relevant category of aircraft and engines; relevant operational information from the flight manual or other appropriate document;</li> <li>d) use and serviceability checks of equipment and systems of appropriate aircraft;</li> <li>e) maintenance procedures for airframes, systems and engines of appropriate aircraft;</li> <li>f) for helicopters and powered-lifts, transmission (power trains) where applicable;</li> <li>g) for airships, physical properties and practical application of gases;</li> </ul> <p><i>Flight performance, planning and loading</i></p>	CAR 61.203; AC61-5.	No Difference		



Report on entire Annex

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
	<p>h) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;</p> <p>i) use and practical application of take-off, landing and other performance data;</p> <p>j) pre-flight and en-route flight planning appropriate to commercial operations under VFR; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;</p> <p>k) in the case of airships, helicopters and powered-lifts, effects of external loading on handling;</p> <p><i>Human performance</i></p> <p>l) human performance including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p> <p>m) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;</p> <p>n) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems, the structure of fronts, and the origin and</p>				





Report on entire Annex

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
	<p>characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;</p> <p>o) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;</p> <p><i>Navigation</i></p> <p>p) air navigation, including the use of aeronautical charts, instruments and navigation aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of airborne equipment;</p> <p>q) in the case of airships:</p> <p>i) use, limitation and serviceability of avionics and instruments necessary for control and navigation;</p> <p>ii) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight, identification of radio navigation aids;</p> <p>iii) principles and characteristics of self-contained and external referenced navigation systems, operation of airborne equipment;</p> <p><i>Operational procedures</i></p> <p>r) application of TEM to operational performance;</p> <p><i>Note.— Guidance material on the application of threat and error management (TEM) is found in</i></p>				



Report on entire Annex

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
	<p><i>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> <p>s) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;</p> <p>t) altimeter setting procedures;</p> <p>u) appropriate precautionary and emergency procedures;</p> <p>v) operational procedures for carriage of freight; potential hazards associated with dangerous goods;</p> <p>w) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;</p> <p>x) in the case of helicopters, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;</p> <p><i>Principles of flight</i></p> <p>y) principles of flight;</p> <p><i>Radiotelephony</i></p> <p>z) communication procedures and phraseology as applied to VFR operations; action to be taken in case of communication failure.</p>				



Report on entire Annex

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 2  Reference  2.4.1.3  Standard	<p>2.4.1.3 <i>Skill</i></p> <p>The applicant shall have demonstrated the ability to perform as pilot-in-command of an aircraft within the appropriate category of aircraft, the procedures and manoeuvres described in 2.4.3.2.1 or 2.4.4.2 or 2.4.5.2 or 2.4.6.2 with a degree of competency appropriate to the privileges granted to the holder of a commercial pilot licence, and to:</p> <p>a) recognize and manage threats and errors;</p> <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> <p>b) operate the aircraft within its limitations;</p> <p>c) complete all manoeuvres with smoothness and accuracy;</p> <p>d) exercise good judgement and airmanship;</p> <p>e) apply aeronautical knowledge; and</p> <p>f) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.</p>	CAR 61.203(7); AC61-5.	No Difference		



Report on entire Annex

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 2 Reference 2.4.1.4  Standard	2.4.1.4 <i>Medical fitness</i>  The applicant shall hold a current Class 1 Medical Assessment.	CAR 61.203(3).	No Difference		
Chapter 2 Reference 2.4.2.1  Standard	2.4.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges  2.4.2.1 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 commercial pilot licence shall be:  a) to exercise all the privileges of the holder of a private pilot licence in an aircraft within the appropriate aircraft category; b) to act as pilot-in-command of an aircraft within the appropriate aircraft category engaged in operations other than commercial air transportation; c) to act as pilot-in-command, in commercial air transportation, of an aircraft within the appropriate aircraft category and certificated for single-pilot operation; d) to act as co-pilot of an aircraft within the appropriate aircraft category required to be operated with a co-pilot; and e) for the airship category, to pilot an airship under IFR.	CAR 61.205(a).	No Difference		



Report on entire Annex

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 2 Reference 2.4.2.2  Standard	<p>2.4.2.2 Before exercising the privileges at night, the licence holder shall have received dual instruction in aircraft within the appropriate category of aircraft in night flying, including take-off, landing and navigation.</p> <p><i>Note.— Certain privileges of the licence are curtailed by 2.1.10 for licence holders when they attain their 60th and 65th birthdays.</i></p>	CAR 61.205(b). AC61-5.	No Difference		Note; a minimum 2 hours' instrument time is required before commencing night flying training; navigation is not mentioned specifically.
Chapter 2 Reference 2.4.3.1.1  Standard	<p>2.4.3 Specific requirements for the issue of the aeroplane category rating</p> <p>2.4.3.1 <i>Experience</i></p> <p>2.4.3.1.1 The applicant shall have completed not less than 200 hours of flight time, or 150 hours if completed during a course of approved training, 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 200 hours or 150 hours, as the case may be. Credit for such experience shall be limited to a maximum of 20 hours.</p>	CAR 61.203(4)(i); AC61-5, Appendix I.	No Difference		Note: the only flight simulation training device credit provided for is 5 of the 10 hours instrument time.



Report on entire Annex

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 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> <ul style="list-style-type: none"> <li>a) 100 hours as pilot-in-command or, in the case of a course of approved training, 70 hours as pilot-in-command;</li> <li>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;</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 landings as pilot-in-command.</li> </ul>	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 2.4.3.1.2  Standard	<p>2.4.3.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.4.3.1.1 can be reduced accordingly.</p>	AC61-5 Appendix I.	No Difference		



Report on entire Annex

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 2  Reference  2.4.3.2.1  Standard	<p>2.4.3.2 <i>Flight instruction</i></p> <p>2.4.3.2.1 The applicant shall have received dual instruction in aeroplanes appropriate to the class and/or type rating, sought 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, aeroplane inspection and servicing;</li> <li>c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</li> <li>d) control of the aeroplane by external visual reference;</li> <li>e) flight at critically slow airspeeds; spin avoidance; recognition of, and recovery from, incipient and full stalls;</li> <li>f) flight with asymmetrical power for multi-engine class or type ratings;</li> <li>g) flight at critically high airspeeds; recognition of, and recovery from, spiral dives;</li> <li>h) normal and crosswind take-offs and landings;</li> </ul>	CAR 61.203; AC 61-5.	No Difference		



Report on entire Annex

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
	<p>i) maximum performance (short field and obstacle clearance) take-offs; short-field landings;</p> <p>j) basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;</p> <p>k) cross-country flying using visual reference, dead reckoning and radio navigation aids; diversion procedures;</p> <p>l) abnormal and emergency procedures and manoeuvres including simulated aeroplane equipment malfunctions;</p> <p>m) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and</p> <p>n) communication procedures and phraseology.</p> <p><i>Note.— The instrument experience specified in 2.4.3.1.1.1 c) and 2.4.3.2.1 j) and the night flying experience and dual instruction specified in 2.4.3.1.1.1 d) and 2.4.2.2 do not entitle the holder of a commercial pilot licence to pilot aeroplanes under IFR.</i></p>				





Report on entire Annex

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 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.
Chapter 2 Reference 2.4.4.1.1  Standard	<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.	



Report on entire Annex

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 2 Reference 2.4.4.1.1.1  Standard	2.4.4.1.1.1 The applicant shall have completed in helicopters not less than:  a) 35 hours as pilot-in-command; 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;  c) 10 hours of instrument instruction time of which not more than 5 hours may be instrument ground time; and  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.	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.
Chapter 2 Reference 2.4.4.1.2  Standard	2.4.4.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.4.4.1.1 can be reduced accordingly.	AC61-5 Appendix I.	No Difference		



Report on entire Annex

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 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.	



Report on entire Annex

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
	<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>				



Report on entire Annex

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 2 Reference 2.4.5.1.1  Recommendation	2.4.5 Specific requirements for the issue of the powered-lift category rating  2.4.5.1 Experience  2.4.5.1.1 <b>Recommendation.</b> — <i>The applicant should have completed not less than 200 hours of flight time in a powered-lift, or 150 hours if completed during a course of approved training, as a pilot of aircraft. The Licensing Authority should determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 200 hours or 150 hours, as the case may be.</i>		Not Applicable		



Report on entire Annex

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 2 Reference 2.4.5.1.2  Recommendation	2.4.5.1.2 <b>Recommendation.</b> — <i>The applicant should have completed in a powered-lift not less than:</i>  a) <i>50 hours as pilot-in-command;</i>  b) <i>10 hours of cross-country flying 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 should be made;</i>  c) <i>10 hours of instrument instruction of which not more than 5 hours may be instrument ground time; and</i>  d) <i>if the privileges of the licence are to be exercised at night, 5 hours of night flight time including 5 take-offs and landings as pilot-in-command.</i>		Not Applicable		
Chapter 2 Reference 2.4.5.1.3  Recommendation	2.4.5.1.3 <b>Recommendation.</b> — <i>When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority should determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.4.5.1.1 could be reduced accordingly.</i>		Not Applicable		



Report on entire Annex

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 2  Reference  2.4.5.2  Recommendation	<p>2.4.5.2 <i>Flight instruction</i></p> <p><b>Recommendation.</b>— <i>The applicant should have received dual instruction time in a powered-lift from an authorized flight instructor. The instructor should ensure that the applicant has operational experience in at least the following areas to the level of performance required for the commercial pilot:</i></p> <p><i>a) recognize and manage threats and errors;</i></p> <p><i>Note.</i>— <i>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> <p><i>b) pre-flight operations, including mass and balance determination, powered-lift inspection and servicing;</i></p> <p><i>c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</i></p> <p><i>d) control of the powered-lift by external visual reference;</i></p> <p><i>e) recovery at the incipient stage from settling with power; recovery techniques from low-rotor rpm within the normal range of engine rpm;</i></p> <p><i>f) ground manoeuvring and run-ups; hover and rolling take-offs and climb-out; hover and rolling approach and landings — normal, out of wind and sloping ground; steep approaches;</i></p>		Not Applicable		



Report on entire Annex

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
	<p>g) <i>take-offs and landings with minimum necessary power; maximum performance take-off and landing techniques; restricted site operations; quick stops;</i></p> <p>h) <i>hovering out of ground effect; operations with external load, if applicable; flight at high altitude;</i></p> <p>i) <i>basic flight manoeuvres and recovery from unusual attitudes by reference solely to basic flight instruments;</i></p> <p>j) <i>cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids, including a flight of at least one hour;</i></p> <p>k) <i>emergency operations, including simulated powered-lift equipment malfunctions; power of reconversion to autorotation and autorotative approach, where applicable; transmission and interconnect driveshaft failure, where applicable;</i></p> <p>l) <i>operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and</i></p> <p>m) <i>communication procedures and phraseology.</i></p> <p><i>Note.— The instrument experience specified in 2.4.5.1.2 c) and 2.4.5.2 i) and the night flying experience and dual instruction specified in 2.4.5.1.2 d) and 2.4.2.2 do not entitle the holder of a commercial pilot licence to pilot powered-lifts under IFR.</i></p>				





Report on entire Annex

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 2 Reference 2.4.6.1.1  Standard	2.4.6 Specific requirements for the issue of the airship category rating  2.4.6.1 <i>Experience</i>  2.4.6.1.1 The applicant shall have completed not less than 200 hours of flight time as a pilot.		Not Applicable		
Chapter 2 Reference 2.4.6.1.1.1  Standard	2.4.6.1.1.1 The applicant shall have completed not less than:  a) 50 hours as a pilot of airships;  b) 30 hours in airships as pilot-in-command or pilot-in-command under supervision, to include not less than:  — 10 hours of cross-country flight time; and  — 10 hours of night flight;  c) 40 hours of instrument time, of which 20 hours shall be in flight and 10 hours in flight in airships; and  d) 20 hours of flight training in airships in the areas of operation listed in 2.4.6.2.		Not Applicable		



Report on entire Annex

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 2  Reference  2.4.6.2  Standard	<p>2.4.6.2 <i>Flight instruction</i></p> <p>The applicant shall have received dual instruction in airships 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> <p>a) recognize and manage threats and errors;</p> <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> <p>b) pre-flight operations, including mass and balance determination, airship inspection and servicing;</p> <p>c) aerodrome and traffic pattern operations, collision avoidance precautions and procedures;</p> <p>d) techniques and procedures for the take-off, including appropriate limitations, emergency procedures and signals used;</p> <p>e) control of the airship by external visual reference;</p> <p>f) recognition of leaks;</p> <p>g) normal take-offs and landings;</p> <p>h) maximum performance (short field and obstacle clearance) take-offs; short-field landings;</p>		Not Applicable		



Report on entire Annex

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
	<ul style="list-style-type: none"> <li>i) flight under IFR;</li> <li>j) cross-country flying using visual reference, dead reckoning and, where available, radio navigation aids;</li> <li>k) emergency operations, including simulated airship equipment malfunctions;</li> <li>l) operations to, from and transiting controlled aerodromes, compliance with air traffic services procedures; and</li> <li>m) communication procedures and phraseology.</li> </ul>				



Report on entire Annex

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 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.



Report on entire Annex

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 2 Reference  2.5.1.2  Standard	<p>2.5.1.2 <i>Competencies</i></p> <p>The applicant shall satisfactorily demonstrate the competencies identified in an adapted competency model to perform as a co-pilot of a turbine-powered air transport aeroplane certificated for operation with a minimum crew of at least two pilots.</p> <p>The adapted competency model shall be approved by the Licensing Authority, using as a basis the ICAO aeroplane pilot competency framework contained in the <i>Procedures for Air Navigation Services — Training</i> (PANS-TRG, Doc 9868).</p> <p><i>Note 1.— Knowledge, skills and attitudes underpin these competencies as described in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868). The knowledge and skills described in 2.5.1.2.1 and 2.5.1.2.2 provide minimum requirements for the issuance of the multi-crew pilot licence.</i></p> <p><i>Note 2.— The competencies of the approved adapted competency model provide individual and team countermeasures for the application of threat and error management. Guidance on threat and error management is contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).</i></p>	CARs	No Difference	nil	nil



Report on entire Annex

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 2 Reference 2.5.1.2.1.1  Standard	2.5.1.2.1 <i>Knowledge</i>  2.5.1.2.1.1 The applicant shall at least have met the requirements specified in 2.6.1.2 for the airline transport pilot licence appropriate to the aeroplane category in an approved training course as well as the additional requirements underpinning the approved adapted competency model.		Not Applicable		
Chapter 2 Reference 2.5.1.2.1.2  Standard	2.5.1.2.1.2 Training in the underpinning knowledge requirements shall be fully integrated with the training of the underpinning skill requirements.	CARs	No Difference	nil	nil
Chapter 2 Reference 2.5.1.2.2  Standard	2.5.1.2.2 <i>Skills</i>  The applicant shall have demonstrated the underpinning skills required for the competencies of the approved adapted competency model as pilot flying and pilot monitoring, to the level required to perform as a co-pilot of turbine-powered aeroplanes certificated for operation with a minimum crew of at least two pilots under VFR and IFR:		Not Applicable		
Chapter 2 Reference 2.5.1.2.3  Recommendation	2.5.1.2.3 <b>Recommendation.</b> — <i>The competency standards to be achieved and the associated performance criteria for the multi-crew pilot licence applicant should be publicly available.</i>	CARs	No Difference	nil	nil



Report on entire Annex

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 2 Reference 2.5.1.3  Standard	2.5.1.3 <i>Medical fitness</i>  The applicant shall hold a current Class 1 medical assessment.		Not Applicable		
Chapter 2 Reference 2.5.2.1  Standard	2.5.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges  2.5.2.1 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 multi-crew pilot licence shall be:  a) to exercise all the privileges of the holder of a private pilot licence in the aeroplane category provided the requirements of paragraph 2.3.3 have been met;  b) to exercise the privileges of the instrument rating in a multi-crew operation; and  c) to act as co-pilot of an aeroplane required to be operated with a co-pilot.		Not Applicable		



Report on entire Annex

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 2 Reference 2.5.2.2  Standard	2.5.2.2 Before exercising the privileges of the instrument rating in a single-pilot operation in aeroplanes, the licence holder shall have demonstrated an ability to act as pilot-in-command in a single-pilot operation exercised by reference solely to instruments and shall have met the skill requirement specified in 2.7.1.2 appropriate to the aeroplane category.		Not Applicable		





Report on entire Annex

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 2 Reference 2.5.2.3  Standard	<p>2.5.2.3 Before exercising the privileges of a commercial pilot licence in a single-pilot operation in aeroplanes, the licence holder shall have:</p> <ul style="list-style-type: none"> <li>a) completed in aeroplanes 70 hours, either as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and the necessary additional flight time as pilot-in-command under supervision;</li> <li>b) completed 20 hours of cross-country flight time as pilot-in-command, or made up of not less than 10 hours as pilot-in-command and 10 hours as pilot-in-command under supervision, 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; and</li> <li>c) met the requirements for the commercial pilot licence specified in 2.4.1.2, 2.4.1.3, 2.4.3.1.1 (with the exception of 2.4.3.1.1.1 a)) and 2.4.3.2 appropriate to the aeroplane category.</li> </ul> <p><i>Note 1.— When a Contracting State grants single-pilot operation privileges to the holder of a multi-crew pilot licence, it can document the privileges through an endorsement of the multi-crew pilot licence or through the issuance of a commercial pilot licence in the aeroplane category.</i></p> <p><i>Note 2.— Certain privileges of the licence are curtailed by 2.1.10 for licence holders when they attain their 65th birthday.</i></p>		Not Applicable		



Report on entire Annex

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 2 Reference 2.5.3.1  Standard	2.5.3 Experience  2.5.3.1 The applicant shall have completed an approved training course not less than 240 hours which includes actual and simulated flight as pilot flying and pilot monitoring.		Not Applicable		
Chapter 2 Reference 2.5.3.2  Standard	2.5.3.2 Flight experience in actual flight shall include at least the experience requirements at 2.3.3.1, upset prevention and recovery training, night flying and flight by reference solely to instruments.  <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>  <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>		Not Applicable		
Chapter 2 Reference 2.5.3.3  Standard	2.5.3.3 In addition to meeting the provisions of 2.5.3.2, the applicant shall have gained, in a turbine-powered aeroplane certificated for operation with a minimum crew of at least two pilots, or in an FSTD approved for that purpose by the Licensing Authority in accordance with Appendix 3, paragraph 3, the experience necessary to achieve the final competency standard of the approved adapted competency model.		Not Applicable		



Report on entire Annex

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 2 Reference 2.5.4.1  Standard	2.5.4 Flight instruction  2.5.4.1 The applicant shall have completed a course of approved training covering the experience requirements specified in 2.5.3.		Not Applicable		
Chapter 2 Reference 2.5.4.2  Standard	2.5.4.2 The applicant shall have received dual flight instruction in order to achieve the final competency standard in all the competencies of the approved adapted competency model, for the issue of the multi-crew pilot licence.  <i>Note.— The competencies of the approved adapted competency model provide individual and team countermeasures for the application of threat and error management. Guidance on threat and error management is contained in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).</i>		Not Applicable		



Report on entire Annex

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 2 Reference 2.6.1.1  Standard	<p><b>2.6 Airline transport pilot licence</b></p> <p>2.6.1 General requirements for the issue of the licence appropriate to the aeroplane, helicopter and powered-lift categories</p> <p>2.6.1.1 <i>Age</i></p> <p>The applicant shall be not less than 21 years of age.</p>	CAR 61.253(a)(1).	No Difference		



Report on entire Annex

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 2 Reference 2.6.1.2.1  Standard	<p>2.6.1.2 <i>Knowledge</i></p> <p>2.6.1.2.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an airline transport pilot licence and appropriate to the category of aircraft intended to be included in the licence, in at least the following subjects:</p> <p><i>Air law</i></p> <p>a) rules and regulations relevant to the holder of an airline transport pilot licence; rules of the air; appropriate air traffic services practices and procedures;</p> <p><i>Aircraft general knowledge for aeroplanes, helicopters and powered-lifts</i></p> <p>b) general characteristics and limitations of electrical, hydraulic, pressurization and other aircraft systems; flight control systems, including autopilot and stability augmentation;</p> <p>c) principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance; relevant operational information from the flight manual or other appropriate document;</p> <p>d) operating procedures and limitations of the relevant category of aircraft; effects of atmospheric conditions on aircraft performance in accordance with the relevant operational information from the flight manual;</p> <p>e) use and serviceability checks of equipment and systems of appropriate aircraft;</p>	CAR 61.253(a)(5); AC61-7.	No Difference		



Report on entire Annex

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
	<p>f) flight instruments; compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments and electronic display units;</p> <p>g) maintenance procedures for airframes, systems and engines of appropriate aircraft;</p> <p>h) for helicopters and powered-lifts, transmission (power trains) where applicable;</p> <p><i>Flight performance, planning and loading</i></p> <p>i) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;</p> <p>j) use and practical application of take-off, landing and other performance data, including procedures for cruise control;</p> <p>k) pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;</p> <p>l) in the case of helicopters and powered-lifts, effects of external loading on handling;</p> <p><i>Human performance</i></p> <p>m) human performance including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including</i></p>				



Report on entire Annex

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
	<p><i>TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p> <ul style="list-style-type: none"> <li>n) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;</li> <li>o) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;</li> <li>p) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;</li> <li>q) in the case of aeroplanes and powered-lifts, practical high altitude meteorology, including interpretation and use of weather reports, charts and forecasts; jetstreams;</li> </ul> <p><i>Navigation</i></p> <ul style="list-style-type: none"> <li>r) air navigation, including the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;</li> <li>s) use, limitation and serviceability of avionics and instruments necessary for the control and navigation</li> </ul>				



Report on entire Annex

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
	<p>of aircraft;</p> <p>t) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;</p> <p>u) principles and characteristics of self-contained and external-referenced navigation systems; operation of airborne equipment;</p> <p><i>Operational procedures</i></p> <p>v) application of TEM to operational performance;</p> <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> <p>w) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;</p> <p>x) precautionary and emergency procedures; safety practices;</p> <p>y) operational procedures for carriage of freight and dangerous goods;</p> <p>z) requirements and practices for safety briefing to passengers, including precautions to be observed when embarking and disembarking from aircraft;</p> <p>aa) in the case of helicopters, and if applicable,</p>				





Report on entire Annex

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
	<p>powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;</p> <p><i>Principles of flight</i></p> <p>bb) principles of flight;</p> <p><i>Radiotelephony</i></p> <p>cc) communication procedures and phraseology; action to be taken in case of communication failure.</p>				
Chapter 2 Reference 2.6.1.2.2  Standard	<p>2.6.1.2.2 In addition to the above subjects, the applicant for an airline transport pilot licence applicable to the aeroplane or powered-lift category shall have met the knowledge requirements for the instrument rating at 2.7.1.1.</p>	CAR 61.253(a)(3).	No Difference		



Report on entire Annex

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 2 Reference 2.6.1.3.1  Standard	<p>2.6.1.3 <i>Skill</i></p> <p>2.6.1.3.1 The applicant shall have demonstrated the ability to perform, as pilot-in-command of an aircraft within the appropriate category required to be operated with a co-pilot, the following procedures and manoeuvres:</p> <ul style="list-style-type: none"> <li>a) pre-flight procedures, including the preparation of the operational flight plan and filing of the air traffic services flight plan;</li> <li>b) normal flight procedures and manoeuvres during all phases of flight;</li> <li>c) abnormal and emergency procedures and manoeuvres related to failures and malfunctions of equipment, such as engine, systems and airframe;</li> <li>d) procedures for crew incapacitation and crew coordination, including allocation of pilot tasks, crew cooperation and use of checklists; and</li> <li>e) in the case of aeroplanes and powered-lifts, procedures and manoeuvres for instrument flight described in 2.7.4.1 a) to d), including simulated engine failure.</li> </ul>	CAR 61.253(a)(6); AC61-7 Appendix III.	No Difference		
Chapter 2 Reference 2.6.1.3.1.1  Standard	<p>2.6.1.3.1.1 In the case of an aeroplane, the applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in 2.6.1.3.1 as pilot-in-command of a multi-engined aeroplane.</p>	CAR 61.253(a)(6).	No Difference		



Report on entire Annex

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 2 Reference 2.6.1.3.1.2  Standard	<p>2.6.1.3.1.2 The applicant shall have demonstrated the ability to perform the procedures and manoeuvres described in 2.6.1.3 with a degree of competency appropriate to the privileges granted to the holder of an airline transport pilot licence, and to:</p> <p>a) recognize and manage threats and errors;</p> <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> <p>b) smoothly and accurately, manually control the aircraft within its limitations at all times, such that the successful outcome of a procedure or manoeuvre is assured;</p> <p>c) operate the aircraft in the mode of automation appropriate to the phase of flight and to maintain awareness of the active mode of automation;</p> <p>d) perform, in an accurate manner, normal, abnormal and emergency procedures in all phases of flight;</p> <p>e) exercise good judgement and airmanship, to include structured decision making and the maintenance of situational awareness; and</p> <p>f) communicate effectively with other flight crew members and demonstrate the ability to effectively perform procedures for crew incapacitation, crew coordination, including allocation of pilot tasks, crew cooperation, adherence to SOPs and use of checklists.</p>	CAR 61.253(a)(6); AC61-7 Appendix III.	No Difference		



Report on entire Annex

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 2 Reference 2.6.1.4  Standard	2.6.1.4 <i>Medical fitness</i>  The applicant shall hold a current Class 1 Medical Assessment.	CAR 61.253(a)(2); CAR 61.203(3).	No Difference		
Chapter 2 Reference 2.6.2.1  Standard	2.6.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges  2.6.2.1 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 an airline transport pilot licence shall be:  a) to exercise all the privileges of the holder of a private and commercial pilot licence in an aircraft within the appropriate aircraft category and, in the case of a licence for the aeroplane and powered-lift categories, of the instrument rating; and  b) to act as pilot-in-command, in commercial air transportation, of an aircraft within the appropriate category and certificated for operation with more than one pilot.	CAR 61.255.	No Difference		



Report on entire Annex

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 2 Reference 2.6.2.2  Standard	<p>2.6.2.2 When the holder of an airline transport pilot licence in the aeroplane category has previously held only a multi-crew pilot licence, the privileges of the licence shall be limited to multi-crew operations unless the holder has met the requirements established in 2.5.2.1 a), 2.5.2.2 and 2.5.2.3 as appropriate. Any limitation of privileges shall be endorsed on the licence.</p> <p><i>Note.— Certain privileges of the licence are curtailed by 2.1.10 for licence holders when they attain their 60th and 65th birthdays.</i></p>		Not Applicable		
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.	



Report on entire Annex

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 2 Reference 2.6.3.1.1.1  Standard	<p>2.6.3.1.1.1 The applicant shall have completed in aeroplanes not less than:</p> <ul style="list-style-type: none"> <li>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;</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) 75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and</li> <li>d) 100 hours of night flight as pilot-in-command or as co-pilot.</li> </ul>	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.	
Chapter 2 Reference 2.6.3.1.2  Standard	<p>2.6.3.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.6.3.1.1 can be reduced accordingly.</p> <p><i>Note.— The extent to which flight time experience may be reduced by the Licensing Authority can be dependent on the applicant having demonstrated the final competency standard of an approved competency-based type rating training programme in the aeroplane category.</i></p>	CAR 61.253(a)(4); AC61-7 Appendix I.	No Difference		



Report on entire Annex

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 2 Reference 2.6.3.2  Standard	2.6.3.2 <i>Flight instruction</i>  The applicant shall have received the dual flight instruction required at 2.4.3.2 for the issue of the commercial pilot licence and at 2.7.4 for the issue of the instrument rating or at 2.5.4 for the issue of the multi-crew pilot licence.	AC61.253(a)(2) and (3).	No Difference		
Chapter 2 Reference 2.6.4.1.1  Standard	2.6.4 Specific requirements for the issue of the helicopter category rating  2.6.4.1 <i>Experience</i>  2.6.4.1.1 The applicant shall have completed not less than 1 000 hours of flight time 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 1 000 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.	CAR 61.253(a)(4)(ii); AC61-7 Appendix I.	No Difference		



Report on entire Annex

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 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 2.6.4.1.2  Standard	<p>2.6.4.1.2 When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.6.4.1.1 can be reduced accordingly.</p> <p><i>Note.— The extent to which flight time experience may be reduced by the Licensing Authority can be dependent on the applicant having demonstrated the final competency standard of an approved competency-based type rating training programme in the helicopter category.</i></p>	AC61-7 Appendix I.	No Difference		





Report on entire Annex

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 2 Reference <b>2.6.4.2</b>  <b>Standard</b>	2.6.4.2 <i>Flight instruction</i>  The applicant shall have received the flight instruction required for the issue of the commercial pilot licence (2.4.4.2).  <i>Note.— The instrument time specified in 2.6.4.1.1.1 c) and the night flying time specified in 2.6.4.1.1.1 d) do not entitle the holder of the airline transport pilot licence — helicopter to pilot helicopters under IFR.</i>	CAR 61.253(a)(2).	No Difference		
Chapter 2 Reference <b>2.6.5.1.1</b>  <b>Recommendation</b>	2.6.5 Specific requirements for the issue of the powered-lift category rating  2.6.5.1 <i>Experience</i>  2.6.5.1.1 <b>Recommendation.</b> — <i>The applicant should have completed not less than 1 500 hours of flight time as a pilot of powered-lifts. The Licensing Authority should determine whether experience as a pilot under instruction in an FSTD is acceptable as part of the total flight time of 1 500 hours.</i>		Not Applicable		



Report on entire Annex

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 2 Reference  2.6.5.1.2  Recommendation	<p>2.6.5.1.2 <b>Recommendation.</b>— <i>The applicant should have completed in powered-lifts not less than:</i></p> <p>a) <i>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;</i></p> <p>b) <i>100 hours of cross-country flight time, of which not less than 50 hours should be as pilot-in-command or as pilot-in-command under supervision;</i></p> <p>c) <i>75 hours of instrument time, of which not more than 30 hours may be instrument ground time; and</i></p> <p>d) <i>25 hours of night flight as pilot-in-command or as co-pilot.</i></p>		Not Applicable		
Chapter 2 Reference  2.6.5.1.3  Recommendation	<p>2.6.5.1.3 <b>Recommendation.</b>— <i>When the applicant has flight time as a pilot of aircraft in other categories, the Licensing Authority should determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.6.5.1.1 could be reduced accordingly.</i></p> <p><i>Note.— The extent to which flight time experience may be reduced by the Licensing Authority can be dependent on the applicant having demonstrated the final competency standard of an approved competency-based type rating training programme in the powered-lift category.</i></p>		Not Applicable		



Report on entire Annex

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 2 Reference 2.6.5.2  Recommendation	2.6.5.2 <i>Flight instruction</i>  <b>Recommendation.</b> — <i>The applicant should have received the dual flight instruction required at 2.4.5.2 for the issue of the commercial pilot licence and at 2.7.4 for the issue of the instrument rating.</i>		Not Applicable		



Report on entire Annex

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 2  Reference  2.7.1.1           Standard	<p><b>2.7 Instrument rating</b></p> <p>2.7.1 Requirements for the issue of the rating for aeroplane, airship, helicopter and powered-lift categories</p> <p>2.7.1.1 <i>Knowledge</i></p> <p>The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of an instrument rating, in at least the following subjects:</p> <p><i>Air law</i></p> <p>a) rules and regulations relevant to flight under IFR; related air traffic services practices and procedures;</p> <p><i>Aircraft general knowledge for the aircraft category being sought</i></p> <p>b) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the control and navigation of aircraft under IFR and in instrument meteorological conditions; use and limitations of automation;</p> <p>c) compasses, turning and acceleration errors; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;</p> <p><i>Flight performance and planning for the aircraft category being sought</i></p>	CAR 61.801(a)(3) and (5); AC61-17.	No Difference		



Report on entire Annex

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
	<p>d) pre-flight preparations and checks appropriate to flight under IFR;</p> <p>e) operational flight planning; preparation and filing of air traffic services flight plans under IFR; altimeter setting procedures;</p> <p><i>Human performance for the aircraft category being sought</i></p> <p>f) human performance relevant to instrument flight in aircraft including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology for the aircraft category being sought</i></p> <p>g) application of aeronautical meteorology; interpretation and use of reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information; altimetry;</p> <p>h) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;</p> <p>i) in the case of helicopters and powered-lifts, effects of rotor icing;</p> <p><i>Navigation for the aircraft category being sought</i></p> <p>j) practical air navigation using navigation systems;</p> <p>k) use, accuracy and reliability of navigation systems</p>				



Report on entire Annex

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
	<p>used in departure, en-route, approach and landing phases of flight; identification of navigation sources;</p> <p><i>Operational procedures for the aircraft category being sought</i></p> <ul style="list-style-type: none"> <li>l) application of TEM to operational performance;</li> <li>m) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations, and instrument procedure charts for departure, en-route, descent and approach;</li> <li>n) precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria;</li> </ul> <p><i>Note.— Information for pilots and flight operations personnel on flight procedure parameters and operational procedures is contained in the Procedures for Air Navigation Services (PANS-OPS, Doc 8168), Volume I — Flight Procedures. Procedures used in certain States may differ from PANS-OPS, and knowledge of these differences is important for safety reasons.</i></p> <p><i>Radiotelephony</i></p> <ul style="list-style-type: none"> <li>o) communication procedures and phraseology as applied to aircraft operations under IFR; action to be taken in case of communication failure.</li> </ul>				



Report on entire Annex

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 2  Reference  2.7.1.2.1   Standard	<p>2.7.1.2 <i>Skill</i></p> <p>2.7.1.2.1 The applicant shall have demonstrated in an aircraft of the category for which the instrument rating is being sought the ability to perform the procedures and manoeuvres described in 2.7.4.1 with a degree of competency appropriate to the privileges granted to the holder of an instrument rating, and to:</p> <p>a) recognize and manage threats and errors;</p> <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> <p>b) operate the aircraft for the category being sought, within its limitations;</p> <p>c) complete all manoeuvres with smoothness and accuracy;</p> <p>d) exercise good judgement and airmanship;</p> <p>e) apply aeronautical knowledge; and</p> <p>f) maintain control of the aircraft at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.</p>	CAR 61.801(a)(6).	No Difference		



Report on entire Annex

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 2 Reference 2.7.1.2.1.1  Standard	2.7.1.2.1.1 The applicant shall have demonstrated the ability to operate multi-engined aircraft within the appropriate category by reference solely to instruments with one engine inoperative, or simulated inoperative, if the privileges of the instrument rating are to be exercised on such aircraft.  <i>Note.— See 2.1.6 on the use of FSTDs for demonstrations of skill.</i>	CAR 61.801(a)(4)(v).	No Difference		
Chapter 2 Reference 2.7.1.3.1  Standard	2.7.1.3 Medical fitness  2.7.1.3.1 Applicants who hold a private pilot licence shall have established their hearing acuity on the basis of compliance with the hearing requirements for the issue of a Class 1 Medical Assessment.	CAR 61.805(b)(4).	No Difference		
Chapter 2 Reference 2.7.1.3.2  Recommendation	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>	CAR Part 61 Subpart Q.	Less protective or partially implemented or not implemented	Not implemented.	





Report on entire Annex

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 2 Reference 2.7.2.1  Standard	2.7.2 Privileges of the holder of the rating and the conditions to be observed in exercising such privileges  2.7.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6 and 2.1, the privileges of the holder of an instrument rating with a specific aircraft category shall be to pilot that category of aircraft under IFR.	CAR 61.805(a).	No Difference		
Chapter 2 Reference 2.7.2.2  Standard	2.7.2.2 Before exercising the privileges on multi-engined aircraft, the holder of the rating shall have complied with the requirements of 2.7.1.2.1.1.  <i>Note.— Pilots may exercise joint category privileges of the instrument rating on more than one category of aircraft if they have completed the requirements in each category.</i>	CAR 61.801(a)(4)(v).	No Difference		
Chapter 2 Reference 2.7.3.1  Standard	2.7.3 Experience  2.7.3.1 The applicant shall hold a pilot licence for the aircraft category being sought.	CAR 61.801(a)(1).	No Difference		Note: the licence must include night privileges.



Report on entire Annex

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 2 Reference 2.7.3.2  Standard	2.7.3.2 The applicant shall have completed not less than:  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  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.	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.	



Report on entire Annex

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 2  Reference  2.7.4.1   Standard	<p>2.7.4 Flight instruction</p> <p>2.7.4.1 The applicant shall have gained not less than 10 hours of the instrument flight time required in 2.7.3.2 b) while receiving dual instrument flight instruction in the aircraft category being sought, 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 holder of an instrument rating:</p> <ul style="list-style-type: none"> <li>a) pre-flight procedures, including the use of the flight manual or equivalent document, and appropriate air traffic services documents in the preparation of an IFR flight plan;</li> <li>b) pre-flight inspection, use of checklists, taxiing and pre-take-off checks;</li> <li>c) procedures and manoeuvres for IFR operation under normal, abnormal and emergency conditions covering at least: <ul style="list-style-type: none"> <li>— transition to instrument flight on take-off;</li> <li>— standard instrument departures and arrivals;</li> <li>— en-route IFR procedures;</li> <li>— holding procedures;</li> <li>— instrument approaches to specified minima;</li> <li>— missed approach procedures;</li> <li>— landings from instrument approaches;</li> </ul> </li> </ul>	CAR 61.801(a)(4); AC61-17.	No Difference		



Report on entire Annex

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
	d) in-flight manoeuvres and particular flight characteristics.				
Chapter 2 Reference 2.7.4.2  Standard	2.7.4.2 If the privileges of the instrument rating are to be exercised on multi-engined aircraft, the applicant shall have received dual instrument flight instruction in a multi-engined aircraft within the appropriate category from an authorized flight instructor. The instructor shall ensure that the applicant has operational experience in the operation of the aircraft within the appropriate category by reference solely to instruments with one engine inoperative or simulated inoperative.	CAR 61.801(a)(4)(v).	No Difference		



Report on entire Annex

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 2 Reference 2.8.1.1  Standard	<p><b>2.8 Flight instructor rating appropriate to aeroplanes, airships, helicopters and powered-lifts</b></p> <p>2.8.1 Requirements for the issue of the rating</p> <p>2.8.1.1 <i>Knowledge</i></p> <p>The applicant shall have met the knowledge requirements for the issue of a commercial pilot licence as appropriate to the category of aircraft included in the licence. In addition, the applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight instructor rating, in at least the following areas:</p> <ul style="list-style-type: none"> <li>a) techniques of applied instruction;</li> <li>b) assessment of student performance in those subjects in which ground instruction is given;</li> <li>c) the learning process;</li> <li>d) elements of effective teaching;</li> <li>e) student evaluation and testing, training philosophies;</li> <li>f) training programme development;</li> <li>g) lesson planning;</li> <li>h) classroom instructional techniques;</li> <li>i) use of training aids, including FSTDs as appropriate;</li> </ul>	CAR 61.303, AC61-18.	No Difference		



Report on entire Annex

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
	<p>j) analysis and correction of student errors;</p> <p>k) human performance relevant to flight instruction including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p>l) hazards involved in simulating system failures and malfunctions in the aircraft.</p>				
Chapter 2 Reference <b>2.8.1.2</b>  <b>Standard</b>	<p>2.8.1.2 <i>Skill</i></p> <p>The applicant shall have demonstrated, in the category and class of aircraft for which flight instructor privileges are sought, the ability to instruct in those areas in which flight instruction is to be given, including pre-flight, post-flight and ground instruction as appropriate.</p>	CAR 61.303(a)(6), (b)(6), (c)(9), (d)(8), (e)(7); AC61-18 Appendix IV.	No Difference		
Chapter 2 Reference <b>2.8.1.3</b>  <b>Standard</b>	<p>2.8.1.3 <i>Experience</i></p> <p>The applicant shall have met the experience requirements for the issue of a commercial pilot licence as specified in 2.4.3.1, 2.4.4.1, 2.4.5.1 and 2.4.6.1 for each aircraft category, as appropriate.</p>	CAR 61.303.	No Difference		



Report on entire Annex

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 2 Reference <b>2.8.1.4</b>  <b>Standard</b>	2.8.1.4 <i>Flight instruction</i>  The applicant shall, under the supervision of a flight instructor accepted by the Licensing Authority for that purpose:  a) have received instruction in flight instructional techniques including demonstration, student practices, recognition and correction of common student errors; and  b) have practised instructional techniques in those flight manoeuvres and procedures in which it is intended to provide flight instruction.	CAR 61.303(b)(7), (c)(6); AC61-18.	No Difference		



Report on entire Annex

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 2 Reference 2.8.2.1  Standard	<p>2.8.2 Privileges of the holder of the rating and the conditions to be observed in exercising such privileges</p> <p>2.8.2.1 Subject to compliance with the requirements specified in 1.2.5 and 2.1, the privileges of the holder of a flight instructor rating shall be:</p> <p>a) to supervise solo flights by student pilots; and</p> <p>b) to carry out flight instruction for the issue of a private pilot licence, a commercial pilot licence, an instrument rating, and a flight instructor rating provided that the flight instructor:</p> <p>1) holds at least the licence and rating for which instruction is being given, in the appropriate aircraft category;</p> <p>2) holds the licence and rating necessary to act as the pilot-in-command of the aircraft on which the instruction is given; and</p> <p>3) has the flight instructor privileges granted entered on the licence.</p>	CAR 61.305.	No Difference		





Report on entire Annex

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 2 Reference 2.8.2.2  Standard	2.8.2.2 The applicant, in order to carry out instruction for the multi-crew pilot licence, shall have also met all the instructor qualification requirements.  <i>Note.— Specific provisions for flight instructors carrying out instruction for the multi-crew pilot licence are found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).</i>		Not Applicable		
Chapter 2 Reference 2.9.1.1  Standard	<b>2.9 Glider pilot licence</b>  2.9.1 Requirements for the issue of the licence  2.9.1.1 <i>Age</i>  The applicant shall be not less than 16 years of age.	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.	



Report on entire Annex

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 2 Reference 2.9.1.2.1  Standard	<p>2.9.1.2 <i>Knowledge</i></p> <p>2.9.1.2.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a glider pilot licence, in at least the following subjects:</p> <p><i>Air law</i></p> <p>a) rules and regulations relevant to the holder of a glider pilot licence; rules of the air; appropriate air traffic services practices and procedures;</p> <p><i>Aircraft general knowledge</i></p> <p>b) principles of operation of glider systems and instruments;</p> <p>c) operating limitations of gliders; relevant operational information from the flight manual or other appropriate document;</p> <p><i>Flight performance, planning and loading</i></p> <p>d) effects of loading and mass distribution on flight characteristics; mass and balance considerations;</p> <p>e) use and practical application of launching, landing and other performance data;</p> <p>f) pre-flight and en-route flight planning appropriate to operations under VFR; appropriate air traffic services procedures; altimeter setting procedures; operations in areas of high-density traffic;</p> <p><i>Human performance</i></p>	CAR 61.153; AC61-3 (PPL); CAR 61.203; AC61-5 (CPL).	No Difference		Note: the AC61-3 requirements for the PPL are yet to be developed. There are currently no glider PPLs issued in New Zealand.



Report on entire Annex

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
	<p>g) human performance relevant to the glider pilot including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p> <p>h) application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry;</p> <p><i>Navigation</i></p> <p>i) practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;</p> <p><i>Operational procedures</i></p> <p>j) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;</p> <p>k) different launch methods and associated procedures;</p> <p>l) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;</p> <p><i>Principles of flight</i></p> <p>m) principles of flight relating to gliders.</p>				



Report on entire Annex

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 2 Reference 2.9.1.2.2  Recommendation	2.9.1.2.2 <b>Recommendation.</b> — <i>The applicant should have demonstrated a level of knowledge appropriate to the privileges to be granted to the holder of a glider pilot licence, in communication procedures and phraseology as appropriate to VFR operations and on action to be taken in case of communication failure.</i>	CAR 61.203(a)(7)(v).	No Difference		
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 2.9.1.3.1.1  Standard	2.9.1.3.1.1 When the applicant has flight time as a pilot of aeroplanes, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 2.9.1.3.1 can be reduced accordingly.	CAR 67.203; AC61-5 Appendix I.	No Difference		Provision made for CPL(G) only.



Report on entire Annex

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 2 Reference 2.9.1.3.2  Standard	<p>2.9.1.3.2 The applicant shall have gained, under appropriate supervision, operational experience in gliders in at least the following areas:</p> <ul style="list-style-type: none"> <li>a) pre-flight operations, including glider assembly and inspection;</li> <li>b) techniques and procedures for the launching method used, including appropriate airspeed limitations, emergency procedures and signals used;</li> <li>c) traffic pattern operations, collision avoidance precautions and procedures;</li> <li>d) control of the glider by external visual reference;</li> <li>e) flight throughout the flight envelope;</li> <li>f) recognition of, and recovery from, incipient and full stalls and spiral dives;</li> <li>g) normal and crosswind launches, approaches and landings;</li> <li>h) cross-country flying using visual reference and dead reckoning;</li> <li>i) emergency procedures.</li> </ul>	CAR 61.153(a)(7); CAR 61.203(a)(7).	No Difference		



Report on entire Annex

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 2  Reference  2.9.1.4  Standard	<p>2.9.1.4 <i>Skill</i></p> <p>The applicant shall have demonstrated the ability to perform as pilot-in-command of a glider, the procedures and manoeuvres described in 2.9.1.3.2 with a degree of competency appropriate to the privileges granted to the holder of a glider pilot licence, and to:</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) operate the glider within its limitations;</li> <li>c) complete all manoeuvres with smoothness and accuracy;</li> <li>d) exercise good judgement and airmanship;</li> <li>e) apply aeronautical knowledge; and</li> <li>f) maintain control of the glider at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.</li> </ul>	CAR 61.153(a)(7); CAR 61.203(a)(7).	No Difference		



Report on entire Annex

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 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.
Chapter 2 Reference 2.9.2.2  Recommendation	2.9.2.2 <b>Recommendation.</b> — <i>If passengers are to be carried, the licence holder should have completed not less than 10 hours of flight time as a pilot of gliders.</i>	CAR 61.203(4); AC61-5 Appendix I.	No Difference		A CPL(G) holder exceeds this requirement; The requirements for a holder of a gliding certificate issued by a CAR Part 149 gliding organization certificate holder are prescribed by that organisation.



Report on entire Annex

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 2 Reference 2.10.1.1  Standard	<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 Age</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).





Report on entire Annex

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 2 Reference 2.10.1.2.1  Standard	<p>2.10.1.2 <i>Knowledge</i></p> <p>2.10.1.2.1 The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a free balloon pilot licence, in at least the following subjects:</p> <p><i>Air law</i></p> <p>a) rules and regulations relevant to the holder of a free balloon pilot licence; rules of the air; appropriate air traffic services practices and procedures;</p> <p><i>Aircraft general knowledge</i></p> <p>b) principles of operation of free balloon systems and instruments;</p> <p>c) operating limitations of free balloons; relevant operational information from the flight manual or other appropriate document;</p> <p>d) physical properties and practical application of gases used in free balloons;</p> <p><i>Flight performance, planning and loading</i></p> <p>e) effects of loading on flight characteristics; mass calculations;</p> <p>f) use and practical application of launching, landing and other performance data, including the effect of temperature;</p> <p>g) pre-flight and en-route flight planning appropriate to</p>	CAR 61.203(6); AC61-5 Appendix III.	No Difference		



Report on entire Annex

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
	<p>operations under VFR; appropriate air traffic services procedures; altimeter setting procedures; operations in areas of high-density traffic;</p> <p><i>Human performance</i></p> <p>h) human performance relevant to the free balloon pilot including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p> <p>i) application of elementary aeronautical meteorology; use of, and procedures for obtaining, meteorological information; altimetry;</p> <p><i>Navigation</i></p> <p>j) practical aspects of air navigation and dead-reckoning techniques; use of aeronautical charts;</p> <p><i>Operational procedures</i></p> <p>k) use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations;</p> <p>l) appropriate precautionary and emergency procedures, including action to be taken to avoid hazardous weather, wake turbulence and other operating hazards;</p> <p><i>Principles of flight</i></p>				



Report on entire Annex

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
	m) principles of flight relating to free balloons.				
Chapter 2 Reference 2.10.1.2.2  Recommendation	2.10.1.2.2 <b>Recommendation.</b> — <i>The applicant should have demonstrated a level of knowledge appropriate to the privileges to be granted to the holder of a free balloon pilot licence, in communication procedures and phraseology as appropriate to VFR operations and on action to be taken in case of communication failure.</i>	AC 61-5 Appendix IV.	No Difference		
Chapter 2 Reference 2.10.1.3.1  Standard	2.10.1.3 <i>Experience</i>  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.	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.	



Report on entire Annex

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 2 Reference 2.10.1.3.2  Standard	<p>2.10.1.3.2 The applicant shall have gained, under appropriate supervision, operational experience in free balloons in at least the following areas:</p> <ul style="list-style-type: none"> <li>a) pre-flight operations, including balloon assembly, rigging, inflation, mooring and inspection;</li> <li>b) techniques and procedures for the launching and ascent, including appropriate limitations, emergency procedures and signals used;</li> <li>c) collision avoidance precautions;</li> <li>d) control of the free balloon by external visual reference;</li> <li>e) recognition of, and recovery from, rapid descents;</li> <li>f) cross-country flying using visual reference and dead reckoning;</li> <li>g) approaches and landings, including ground handling;</li> <li>h) emergency procedures.</li> </ul>	AC61-5 Appendix IV.	No Difference		
Chapter 2 Reference 2.10.1.3.3  Standard	<p>2.10.1.3.3 If the privileges of the licence are to be exercised at night, the applicant shall have gained, under appropriate supervision, operational experience in free balloons in night flying.</p>		Not Applicable		Night flight time requirements not specified, as night operations are normally only tethered "nightglow" displays..



Report on entire Annex

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 2 Reference 2.10.1.3.4  Recommendation	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>	CAR 61.203(4)(iv); AC61-5 Appendix I.	More Exacting or Exceeds	The CPL(B) requires 50 hours.	



Report on entire Annex

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 2 Reference  2.10.1.4  Standard	<p>2.10.1.4 <i>Skill</i></p> <p>The applicant shall have demonstrated the ability to perform as pilot-in-command of a free balloon, the procedures and manoeuvres described in 2.10.1.3.2 with a degree of competency appropriate to the privileges granted to the holder of a free balloon pilot licence, and to:</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) operate the free balloon within its limitations;</li> <li>c) complete all manoeuvres with smoothness and accuracy;</li> <li>d) exercise good judgement and airmanship;</li> <li>e) apply aeronautical knowledge; and</li> <li>f) maintain control of the free balloon at all times in a manner such that the successful outcome of a procedure or manoeuvre is assured.</li> </ul>	CAR 61.203(7); AC61-5 Appendix IV.	No Difference		



Report on entire Annex

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 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 2.10.2.1  Standard	2.10.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges  2.10.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1, 2.1 and 2.10.1.3.4, the privileges of the holder of a free balloon pilot licence shall be to act as pilot-in-command of any free balloon provided that the licence holder has operational experience in hot air or gas balloons as appropriate.	CAR 61.205; CAR 61.5(n) (1) re Note.	No Difference		Note: Pilots of balloons are not required to hold pilot licences or ratings if the pilot is not flying the aircraft for hire or reward.
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.	



Report on entire Annex

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 2 Reference 2.11.1.1  Standard	<p><b>B. LICENCES AND RATINGS FOR REMOTE PILOTS</b></p> <p><b>2.11 General rules concerning remote pilot licences and ratings</b></p> <p><i>Note.— The provisions of Chapter 2, Subsection B are for international IFR operations of RPAS.</i></p> <p>2.11.1 General licensing specifications</p> <p>2.11.1.1 A person shall not act either as remote pilot-in-command or as remote co-pilot of an RPA in any of the following RPA categories unless that person is the holder of a remote pilot licence issued in accordance with the provisions of this chapter:</p> <ul style="list-style-type: none"> <li>— aeroplane</li> <li>— airship</li> <li>— glider</li> <li>— rotorcraft</li> <li>— powered-lift</li> <li>— free balloon.</li> </ul>		Not Applicable		Applicable from 3 November 2022.





Report on entire Annex

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 2 Reference 2.11.1.2  Standard	2.11.1.2 The category of RPA shall be endorsed as a category rating on the remote pilot licence.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.1.3  Standard	2.11.1.3 An applicant shall, before being issued with any remote pilot licence or rating, meet such requirements in respect of age, experience, flight instruction, competencies and medical fitness, as are specified for that remote pilot licence or rating.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.1.4  Standard	2.11.1.4 An applicant for any remote pilot licence or rating shall demonstrate, in a manner determined by the Licensing Authority, such requirements for knowledge and skill as are specified for that remote pilot licence or rating.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.2.1  Standard	2.11.2 Category ratings  2.11.2.1 When established, category ratings shall be for categories of RPA listed in 2.11.1.1.		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.11.2.2  Standard	2.11.2.2 The holder of a remote pilot licence seeking additional category ratings to be added to the existing licence shall meet the requirements of this Annex regarding RPAS appropriate to the privileges for which the category rating is sought.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.3.1  Standard	2.11.3 Class and type ratings  2.11.3.1 A class rating shall be established for RPA and associated RPS certificated for single remote pilot operations which have comparable handling, performance and characteristics unless a type rating is considered necessary by the Licensing Authority.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.3.2  Standard	2.11.3.2 A type rating shall be established for RPA and associated RPS certificated for operation with a minimum crew of at least two remote pilots or when considered necessary by the Licensing Authority.  <i>Note.— Where a common type rating is established, it will be only for RPA with similar characteristics in terms of operating procedures, systems and handling.</i>		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.3.3  Standard	2.11.3.3 When an applicant demonstrates competencies for the initial issue of a remote pilot licence, the category and the ratings appropriate to the class or type of RPA and associated RPS used in the demonstration shall be entered on that remote pilot licence.		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.11.3.4  Recommendation	2.11.3.4 <b>Recommendation.</b> — <i>The levels of performance to be achieved to operate the class or type of RPA for which the ratings are issued should be publicly available.</i>		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.4.1  Standard	2.11.4 Circumstances in which class and type ratings are required  2.11.4.1 A Contracting State having issued a remote pilot licence shall not permit the holder of such remote pilot licence to act either as remote pilot-in-command or as remote co-pilot of an RPA and associated RPS unless the holder has received authorization as follows:  a) the appropriate class rating specified in 2.11.3.1; or  b) a type rating when required in accordance with 2.11.3.2.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.4.1.1  Standard	2.11.4.1.1 When a type rating is issued limiting the privileges to act as remote co-pilot, or limiting the privileges to act as remote pilot only during the cruise phase of the flight, such limitation shall be endorsed on the rating.		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.11.4.1.2  Standard	2.11.4.1.2 When a class rating is issued limiting the privileges to act as remote pilot only during the cruise phase of the flight, such limitation shall be endorsed on the rating.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.4.2  Standard	2.11.4.2 For the purpose of training, testing, or specific special purpose non-revenue flights, special authorization may be provided in writing to the remote pilot licence holder by the Licensing Authority in place of issuing the class or type rating in accordance with 2.11.4.1. This authorization shall be limited in validity to the time needed to complete the specific flight.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.5.1  Standard	2.11.5 Requirements for the issue of class and type ratings  2.11.5.1 <i>Class rating</i>  The applicant shall have demonstrated the competencies required for the safe operations of an RPA of the class for which the rating is sought.		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.11.5.2  Standard	<p>2.11.5.2 <i>Type rating as required by 2.11.3.2</i></p> <p>The applicant shall have:</p> <p>a) gained, under appropriate supervision, experience in the applicable type of RPA and associated RPS and/or FSTD in the following:</p> <p>— normal flight procedures and manoeuvres during all phases of flight;</p> <p>— abnormal and emergency procedures and manoeuvres in the event of failures and malfunctions of equipment, such as engine, C2 link, systems and airframe;</p> <p>— instrument procedures, including instrument approach, missed approach and landing procedures under normal, abnormal and emergency conditions, including simulated engine failure; and</p> <p>— for the issue of an aeroplane category type rating, upset prevention and recovery training.</p> <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.— Guidance on the approval of FSTDs for upset prevention and recovery</i></p>		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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
	<p><i>training is contained in</i> The Manual of Criteria for the Qualification of Flight Simulation Training Devices (<i>Doc 9625</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 remote pilot tasks; crew cooperation and use of checklists;</p> <p><i>Note.— See 2.11.7.1 on the qualifications required for remote pilots giving RPAS training.</i></p> <p>b) demonstrated the competencies required for the safe operation of the applicable type of RPA and associated RPS and demonstrated C2 link management skills, relevant to the duties of a remote pilot-in-command or a remote co-pilot as applicable.</p> <p><i>Note.— Guidance of a general nature on cross-crew qualification and cross credit is found in the Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379).</i></p>				



Report on entire Annex

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 2 Reference  2.11.6  Standard	2.11.6 Use of an FSTD for acquisition of experience and demonstration of competencies  The use of an FSTD for acquiring the experience or performing any manoeuvre required during the demonstration of competencies for the issue of a remote pilot licence or rating shall be approved by the Licensing Authority, which shall ensure that the FSTD used is appropriate to the task.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference  2.11.7.1  Standard	2.11.7 Circumstances in which authorization to conduct remote pilot licence training is required  2.11.7.1 A Contracting State, having issued a remote pilot licence, shall not permit the holder thereof to carry out remote pilot licence training required for the issue of a remote pilot licence or rating, unless such holder has received proper authorization from such Contracting State. Proper authorization shall comprise:  a) an RPAS instructor rating on the holder's remote pilot licence; or  b) the authority to act as an agent of an approved training organization authorized by the Licensing Authority to carry out remote pilot licence training; or  c) a specific authorization granted by the Contracting State which issued the remote pilot licence.		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.11.7.2  Standard	2.11.7.2 A Contracting State shall not permit a person to carry out remote pilot licence training on an FSTD required for the issue of a remote pilot licence or rating unless such person holds or has held an appropriate remote pilot licence or has appropriate RPAS training and flight experience and has received proper authorization from such Contracting State.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.8.1  Standard	2.11.8 Crediting of RPAS flight time  2.11.8.1 A student remote pilot shall be entitled to be credited in full with all solo and dual instruction RPAS flight time towards the total flight time required for the initial issue of a remote pilot licence.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.8.2  Standard	2.11.8.2 The holder of a remote pilot licence shall be entitled to be credited in full with all dual instruction RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.8.3  Standard	2.11.8.3 The holder of a remote pilot licence shall be entitled to be credited in full with all solo or dual instruction RPAS flight time, in a new category of RPA or for obtaining a new rating, towards the total RPAS flight time required for that rating.		Not Applicable		Applicable from 3 November 2022.





Report on entire Annex

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 2 Reference 2.11.8.4  Standard	2.11.8.4 The holder of a remote pilot licence, when acting as remote co-pilot of an RPA certificated for operation by a single remote pilot but required by a Contracting State to be operated with a remote co-pilot, shall be entitled to be credited with not more than 50 per cent of the remote co-pilot RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade. The Contracting State may authorize that RPAS flight time be credited in full towards the total RPAS flight time required if the RPAS is equipped to be operated by a remote co-pilot and is operated in a multi-crew operation.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.8.5  Standard	2.11.8.5 The holder of a remote pilot licence, when acting as remote co-pilot of an RPA certificated to be operated with a remote co-pilot, shall be entitled to be credited in full with this RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.8.6  Standard	2.11.8.6 The holder of a remote pilot licence, when acting as remote pilot-in-command under supervision, shall be entitled to be credited in full with this RPAS flight time towards the total RPAS flight time required for a remote pilot-in-command upgrade.		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.11.8.7  Recommendation	<p>2.11.8.7 <b>Recommendation.</b>— <i>When applying for a new rating, the holder of a remote pilot licence should be entitled to be credited with RPAS flight time experience as a remote pilot of RPA. The Licensing Authority should determine whether such experience is acceptable and, if so, the extent to which the experience requirements for the issue of a rating can be reduced accordingly.</i></p> <p><i>Note.— The total RPAS flight time required is derived from the approved competency-based training programme.</i></p>		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.11.9  Standard	<p>2.11.9 Limitation of privileges of remote pilots who attain their 60th birthday and curtailment of privileges of remote pilots who attain their 65th birthday</p> <p>A Contracting State, having issued remote pilot licences, shall not permit the holders thereof to act as pilot of an RPAS 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>		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.12.1  Standard	<p><b>2.12 Student remote pilot</b></p> <p>2.12.1 A student remote pilot shall meet requirements prescribed by the Contracting State concerned. In prescribing such requirements, Contracting States shall ensure that the privileges granted would not permit student remote pilots to constitute a hazard to air navigation.</p>		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.12.2  Standard	2.12.2 A student remote pilot shall not fly an RPA solo unless under the supervision of, or with the authority of, an authorized RPAS instructor.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.12.2.1  Standard	2.12.2.1 A student remote pilot shall not fly an RPA solo on international RPAS operations unless by special or general arrangement between the Contracting States concerned.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.12.3  Standard	2.12.3 Medical fitness  A Contracting State shall not permit a student remote pilot to fly an RPA solo unless he/she holds a current Class 3 or a current Class 1 Medical Assessment.  <i>Note.— A Class 1 medical assessment may be essential for a particular individual based on their work environment and responsibilities in the context of a specific RPAS application.</i>		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.13.1.1  Standard	<p><b>2.13 Remote pilot licence</b></p> <p><i>Note.— The provisions of Chapter 2, subsection B are for international IFR operations of RPAS.</i></p> <p>2.13.1 General requirements for the issue of the remote pilot licence</p> <p>2.13.1.1 <i>Age</i></p> <p>The applicant shall not be less than 18 years of age.</p>		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.13.1.2  Standard	<p>2.13.1.2 <i>Knowledge</i></p> <p>The applicant shall demonstrate a level of knowledge appropriate to the privileges granted to the holder of a remote pilot licence and appropriate to the category of RPA and associated RPS intended to be included in the remote pilot licence, in at least the following subjects:</p> <p><i>Air law</i></p> <ul style="list-style-type: none"> <li>a) rules and regulations relevant to the holder of a remote pilot licence; rules of the air; appropriate air traffic services practices and procedures;</li> <li>b) rules and regulations relevant to flight under IFR; related air traffic services practices and procedures;</li> </ul> <p><i>General RPAS knowledge</i></p> <ul style="list-style-type: none"> <li>c) principles of operation and the functioning of engines, systems and instruments;</li> <li>d) operating limitations of the relevant category of RPA and engines; relevant operational information from the flight manual or other appropriate document;</li> <li>e) use and serviceability checks of equipment and systems of appropriate RPA;</li> <li>f) maintenance procedures for airframes, systems and engines of appropriate RPA;</li> <li>g) for rotorcraft and powered-lifts, transmission (power trains) where applicable;</li> <li>h) use, limitation and serviceability of avionics, electronic devices and instruments necessary for the</li> </ul>		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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
	<p>control and navigation of an RPA under IFR and in instrument meteorological conditions;</p> <p>i) flight instruments; gyroscopic instruments, operational limits and precession effects; practices and procedures in the event of malfunctions of various flight instruments;</p> <p>j) for airships, physical properties and practical application of gases;</p> <p>k) RPS general knowledge:</p> <p>1) principles of operation and function of systems and instruments;</p> <p>2) use and serviceability checks of equipment and systems of appropriate RPS;</p> <p>3) procedures in the event of malfunctions;</p> <p>l) C2 link general knowledge:</p> <p>1) different types of C2 links and their operating characteristics and limitations;</p> <p>2) use and serviceability checks of C2 link systems;</p> <p>3) procedures in the event of C2 link malfunction;</p> <p>m) detect and avoid capabilities for RPAS;</p> <p><i>Flight performance, planning and loading</i></p> <p>n) effects of loading and mass distribution on RPA handling, flight characteristics and performance; mass and balance calculations;</p>				



Report on entire Annex

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
	<p>o) use and practical application of take-off, landing and other performance data;</p> <p>p) pre-flight and en-route flight planning appropriate to RPAS operations under IFR; preparation and submission of air traffic services flight plans under IFR; appropriate air traffic services procedures; altimeter setting procedures;</p> <p>q) in the case of airships, rotorcraft and powered-lifts, effects of external loading on handling;</p> <p><i>Human performance</i></p> <p>r) human performance relevant to RPAS and instrument flight, including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p> <p>s) interpretation and application of aeronautical meteorological reports, charts and forecasts; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;</p> <p>t) aeronautical meteorology; climatology of relevant areas with respect to the elements having an effect on aviation; the movement of pressure systems, the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;</p>				



Report on entire Annex

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
	<p>u) causes, recognition and effects of icing; frontal zone penetration procedures; hazardous weather avoidance;</p> <p>v) in the case of rotorcraft and powered-lifts, effects of rotor icing;</p> <p>w) in the case of high altitude operations, practical high altitude meteorology, including interpretation and use of weathers reports, charts and forecasts; jetstreams;</p> <p><i>Navigation</i></p> <p>x) air navigation, including the use of aeronautical charts, instruments and navigation aids; an understanding of the principles and characteristics of appropriate navigation systems; operation of RPAS equipment;</p> <p>y) use, limitation and serviceability of avionics and instruments necessary for control and navigation;</p> <p>z) use, accuracy and reliability of navigation systems used in departure, en-route, approach and landing phases of flight; identification of radio navigation aids;</p> <p>aa) principles and characteristics of self-contained and external-referenced navigation systems; operation of RPAS equipment;</p> <p><i>Operational procedures</i></p> <p>bb) application of TEM to operational performance;</p> <p><i>Note.— Guidance material on the application</i></p>				





Report on entire Annex

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
	<p><i>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> <p>cc) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes and abbreviations and instrument procedure charts for departure, en-route, descent and approach;</p> <p>dd) altimeter setting procedures;</p> <p>ee) appropriate precautionary and emergency procedures; safety practices associated with flight under IFR; obstacle clearance criteria;</p> <p>ff) operational procedures for carriage of freight; potential hazards associated with dangerous goods and their management;</p> <p>gg) requirements and practices for safety briefings to remote flight crew members</p> <p>hh) in the case of rotorcraft, and if applicable, powered-lifts, settling with power; ground resonance; retreating blade stall; dynamic rollover and other operating hazards; safety procedures, associated with flight in VMC;</p> <p>ii) operational procedures for handovers and coordination;</p> <p>jj) operational procedures for normal and abnormal C2 link operations;</p>				



Report on entire Annex

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
	<p><i>Principles of flight</i></p> <p>kk) principles of flight; and</p> <p><i>Radiotelephony</i></p> <p>ll) communication procedures and phraseology; action to be taken in case of communication failure.</p>				
<p>Chapter 2 Reference 2.13.1.3.1</p> <p><b>Standard</b></p>	<p>2.13.1.3 <i>Skill</i></p> <p>2.13.1.3.1 The applicant shall have demonstrated all the competencies of the adapted competency model approved by the Licensing Authority at the level required, to act as remote pilot in command of an RPAS operation within the appropriate category of RPA and associated RPS.</p> <p><i>Note.— Guidance material on the ICAO competency framework and on the methodology to adapt the ICAO competency framework for remote pilots and develop the related competency-based training programme is found in the Procedures for Air Navigation Services — Training (PANS-TRG, Doc 9868).</i></p>		Not Applicable		Applicable from 3 November 2022.
<p>Chapter 2 Reference 2.13.1.3.2</p> <p><b>Standard</b></p>	<p>2.13.1.3.2 If the privileges of the remote pilot are to be exercised on a multi-engined RPA, the applicant shall have demonstrated the ability to operate under IFR with degraded propulsion capabilities.</p>		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.13.1.4  Standard	2.13.1.4 <i>Medical fitness</i>  The applicant shall hold a current Class 3 Medical Assessment or a current Class 1 Medical Assessment.  <i>Note.— A Class 1 Medical Assessment may be essential for a particular individual based on their work environment and responsibilities in the context of a specific RPAS application.</i>		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.13.2.1  Standard	2.13.2 Privileges of the holder of the remote pilot licence and the conditions to be observed in exercising such privileges  2.13.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6, 1.2.7.1, 1.2.9 and 2.11, the privileges of the holder of a remote pilot licence shall be:  a) to act as remote pilot-in-command of an RPA and associated RPS, certificated for remote single-pilot operation;  b) to act as remote co-pilot of an RPA and associated RPS, required to be operated with a remote co-pilot;  c) to act as a remote pilot-in-command of an RPA and the associated RPS, required to be operated with a remote co-pilot; and  d) to act either as remote pilot-in-command or as remote co-pilot of an RPAS under IFR.		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.13.2.2  Standard	2.13.2.2 Before exercising the privileges at night, the remote pilot licence holder shall have received dual instruction in an RPA and associated RPS in night flying, including take-off, landing and navigation.  <i>Note.— Certain privileges of the remote pilot licence are curtailed by 2.11.9 for remote pilot licence holders when they attain their 60th and 65th birthdays.</i>		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.13.3.1  Standard	2.13.3 Specific requirements for the issue of remote pilot licence  2.13.3.1 <i>Experience</i>  The applicant shall have gained experience during training in operating the RPA and associated RPS to successfully demonstrate the competencies required in 2.13.1.3.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.13.3.2.1  Standard	2.13.3.2 <i>Remote pilot licence training</i>  2.13.3.2.1 In order to meet the requirements of the remote pilot licence, the applicant shall have completed an approved training course. The training shall be competency-based and, if applicable, conducted in a multi-crew operational environment.		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.13.3.2.2  Standard	2.13.3.2.2 During the training, the applicant shall have acquired the competencies and underpinning skills required for performing as a remote pilot of an RPA certificated for operation under IFR.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.13.3.2.3  Standard	2.13.3.2.3 The applicant shall have received dual remote pilot licence training in an RPA and associated RPS, sought from an authorized RPAS instructor. The RPAS instructor shall ensure that the applicant has operational experience in all phases of flight and the entire operating envelope of an RPAS, including abnormal and emergency conditions, upset prevention and recovery training for the categories concerned, as well as IFR operations.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.13.3.2.4  Standard	2.13.3.2.4 If the privileges of the remote pilot are to be exercised on a multi-engined RPA, the applicant shall have received dual instrument remote pilot licence training in a multi-engined RPA within the appropriate category from an authorized RPAS instructor. The RPAS instructor shall ensure that the applicant has operational experience in the operation of the RPA within the appropriate category with engines inoperative or simulated inoperative.		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.14.1.1.1  Standard	<p><b>2.14 RPAS instructor rating</b></p> <p>2.14.1 Requirements for the issue of the rating</p> <p>2.14.1.1 <i>Knowledge</i></p> <p>2.14.1.1.1 The applicant shall demonstrate the ability to effectively assess trainees against the adapted competency model used in the approved training programme.</p>		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.14.1.1.2  Standard	<p>2.14.1.1.2 The applicant shall successfully complete the training and meet the qualifications of an approved training organization appropriate to the delivery of competency-based training programmes.</p>		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.14.1.1.3  Standard	<p>2.14.1.1.3 The RPAS instructor training programme shall focus on the development of competence in the following specific areas:</p> <ul style="list-style-type: none"> <li>a) the adapted competency model of the remote pilot training programme according to the defined grading system used by the RPAS operator or approved training organization;</li> <li>b) in accordance with the assessment and grading system of the RPAS operator or approved training organization, making assessments by observing behaviours; gathering objective evidence regarding the observable behaviours of the adapted competency model used;</li> <li>c) recognizing and highlighting performance that meets competency standards;</li> <li>d) determining root causes for deviations below the expected standards of performance; and</li> <li>e) identifying situations that could result in unacceptable reductions in safety margins.</li> </ul>		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.14.1.1.4  Standard	<p>2.14.1.1.4 The applicant shall have met the competency requirements for the issue of a remote pilot licence as appropriate to the category of RPA and associated RPS.</p>		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.14.1.1.5  Standard	<p>2.14.1.1.5 In addition, the applicant shall have demonstrated a level of competency appropriate to the privileges granted to the holder of an RPAS instructor rating, in at least the following areas:</p> <ul style="list-style-type: none"> <li>a) techniques of applied instruction;</li> <li>b) assessment of student performance in those subjects in which ground instruction is given;</li> <li>c) the learning process;</li> <li>d) elements of effective teaching;</li> <li>e) competency-based training principles, including student assessments;</li> <li>f) evaluation of the training programme effectiveness;</li> <li>g) lesson planning;</li> <li>h) classroom instructional techniques;</li> <li>i) use of training aids, including FSTDs as appropriate;</li> <li>j) analysis and correction of student errors;</li> <li>k) human performance relevant to RPAS, instrument flight and remote pilot licence training, including principles of TEM; and</li> </ul> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <ul style="list-style-type: none"> <li>l) hazards involved in simulating system failures and</li> </ul>		Not Applicable		Applicable from 3 November 2022.





Report on entire Annex

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
	malfunctions in the aircraft.				
Chapter 2 Reference 2.14.1.2.1  Standard	2.14.1.2 <i>Skill</i>  2.14.1.2.1 The applicant shall have successfully performed a formal competency assessment, prior to conducting instruction and assessment within a competency-based training programme.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.14.1.2.2  Standard	2.14.1.2.2 The competency assessment shall be conducted during a practical training session in the category of RPA and associated RPS for which RPAS instructor privileges are sought, including pre-flight, post-flight and ground instruction as appropriate.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.14.1.2.3  Standard	2.14.1.2.3 The competency assessment shall be conducted by a person authorized by the Licensing Authority.		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.14.1.3.1  Standard	2.14.1.3 <i>Experience</i>  2.14.1.3.1 The applicant shall have met the requirements for the issue of a remote pilot licence, shall maintain competencies and meet the recent experience requirements for the licence.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.14.1.3.2  Standard	2.14.1.3.2 The applicant shall have sufficient training and experience to attain the required level of proficiency in all of the required tasks, manoeuvres, operations and principles, and methods of instruction relevant to 2.13.3.2.		Not Applicable		Applicable from 3 November 2022.
Chapter 2 Reference 2.14.1.4  Standard	2.14.1.4 <i>Remote pilot licence training.</i>  The applicant shall, under the supervision of an RPAS instructor authorized by the Licensing Authority for that purpose:  a) have received training in RPAS instructional techniques including demonstration, student practices, recognition and correction of common student errors; and  b) have practiced instructional techniques in those flight manoeuvres and procedures in which it is intended to provide remote pilot licence training.		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.14.2.1  Standard	<p>2.14.2 Privileges of the holder of the rating and the conditions to be observed in exercising such privileges</p> <p>2.14.2.1 Subject to compliance with the requirements specified in 1.2.5 and 2.11, the privileges of the holder of an RPAS instructor rating shall be:</p> <p>a) to supervise solo flights by student remote pilots; and</p> <p>b) to carry out remote pilot licence training for the issue of a remote pilot licence and an RPAS instructor rating provided that the RPAS instructor:</p> <p>1) holds at least the remote pilot licence and rating for which instruction is being given, in the appropriate RPA category and associated RPS;</p> <p>2) holds the remote pilot licence and rating necessary to act as the remote pilot-in-command of the RPA category and associated RPS on which the instruction is given; and</p> <p>3) has the RPAS instructor privileges granted endorsed on the remote pilot licence.</p>		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 2 Reference 2.14.2.2  Standard	2.14.2.2 The applicant, in order to carry out remote pilot licence training in a multi crew operational environment, shall have also met all the instructor qualification requirements.		Not Applicable		Applicable from 3 November 2022.
Chapter 3 Reference 3.1.1  Standard	<b>CHAPTER 3. LICENCES FOR FLIGHT CREW MEMBERS OTHER THAN LICENCES FOR PILOTS</b>  <b>3.1 General rules concerning flight navigator and flight engineer licences</b>  3.1.1 An applicant shall, before being issued with a flight navigator licence or a flight engineer licence, meet such requirements in respect of age, knowledge, experience, skill and medical fitness as are specified for those licences.	CAR Part 63.	No Difference		Note: flight navigator licences no longer applicable.
Chapter 3 Reference 3.1.1.1  Standard	3.1.1.1 An applicant for a flight navigator licence or a flight engineer licence shall demonstrate such requirements for knowledge and skill as are specified for those licences, in a manner determined by the Licensing Authority.	CAR Part 63.	No Difference		Note: flight navigator licences no longer applicable.



Report on entire Annex

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 3 Reference 3.2.1.1  Standard	<p><b>3.2 Flight navigator licence</b></p> <p>3.2.1 Requirements for the issue of the licence</p> <p>3.2.1.1 <i>Age</i></p> <p>The applicant shall be not less than 18 years of age.</p>		Not Applicable		



Report on entire Annex

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 3 Reference 3.2.1.2  Standard	<p>3.2.1.2. <i>Knowledge</i> The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight navigator licence, in at least the following subjects:</p> <p><i>Air law</i></p> <ul style="list-style-type: none"> <li>a) rules and regulations relevant to the holder of a flight navigator licence; appropriate air traffic services practices and procedures;</li> </ul> <p><i>Flight performance, planning and loading</i></p> <ul style="list-style-type: none"> <li>b) effects of loading and mass distribution on aircraft performance;</li> <li>c) use of take-off, landing and other performance data including procedures for cruise control;</li> <li>d) pre-flight and en-route operational flight planning; preparation and filing of air traffic services flight plans; appropriate air traffic services procedures; altimeter setting procedures;</li> </ul> <p><i>Human performance</i></p> <ul style="list-style-type: none"> <li>e) human performance relevant to the flight navigator including principles of TEM;</li> </ul> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p>		Not Applicable		



Report on entire Annex

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
	<p>f) interpretation and practical application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information, pre-flight and in-flight; altimetry;</p> <p>g) aeronautical meteorology; climatology of relevant areas in respect of the elements having an effect upon aviation; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;</p> <p><i>Navigation</i></p> <p>h) dead-reckoning, pressure-pattern and celestial navigation procedures; the use of aeronautical charts, radio navigation aids and area navigation systems; specific navigation requirements for long-range flights;</p> <p>i) use, limitation and serviceability of avionics and instruments necessary for the navigation of the aircraft;</p> <p>j) use, accuracy and reliability of navigation systems used in departure, en-route and approach phases of flight; identification of radio navigation aids;</p> <p>k) principles, characteristics and use of self-contained and external-referenced navigation systems; operation of airborne equipment;</p> <p>l) the celestial sphere including the movement of heavenly bodies and their selection and identification for the purpose of observation and reduction of</p>				



Report on entire Annex

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
	<p>sights; calibration of sextants; the completion of navigation documentation;</p> <p>m) definitions, units and formulae used in air navigation;</p> <p><i>Operational procedures</i></p> <p>n) interpretation and use of aeronautical documentation such as AIP, NOTAM, aeronautical codes, abbreviations, and instrument procedure charts for departure, en-route, descent and approach;</p> <p><i>Principles of flight</i></p> <p>o) principles of flight;</p> <p><i>Radiotelephony</i></p> <p>p) communication procedures and phraseology.</p>				
<p>Chapter 3</p> <p>Reference</p> <p>3.2.1.3.1</p> <p>Standard</p>	<p>3.2.1.3 <i>Experience</i></p> <p>3.2.1.3.1 The applicant shall have completed in the performance of the duties of a flight navigator, not less than 200 hours of flight time acceptable to the Licensing Authority, in aircraft engaged in cross-country flights, including not less than 30 hours by night.</p>		Not Applicable		





Report on entire Annex

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 3 Reference 3.2.1.3.1.1  Standard	3.2.1.3.1.1 When the applicant has flight time as a pilot, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 3.2.1.3.1 can be reduced accordingly.		Not Applicable		
Chapter 3 Reference 3.2.1.3.2  Standard	3.2.1.3.2 The applicant shall produce evidence of having satisfactorily determined the aircraft's position in flight, and used that information to navigate the aircraft, as follows:  a) by night — not less than 25 times by celestial observations; and  b) by day — not less than 25 times by celestial observations in conjunction with self-contained or external-referenced navigation systems.		Not Applicable		



Report on entire Annex

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 3 Reference 3.2.1.4  Standard	<p>3.2.1.4 <i>Skill</i></p> <p>The applicant shall have demonstrated the ability to perform as flight navigator of an aircraft with a degree of competency appropriate to the privileges granted to the holder of a flight navigator licence, and to:</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 1 in Chapter 6, and in the Human Factors Training Manual (Doc 9683).</i></p> <ul style="list-style-type: none"> <li>b) exercise good judgement and airmanship;</li> <li>c) apply aeronautical knowledge;</li> <li>d) perform all duties as part of an integrated crew; and</li> <li>e) communicate effectively with the other flight crew members.</li> </ul>		Not Applicable		
Chapter 3 Reference 3.2.1.5  Standard	<p>3.2.1.5 <i>Medical fitness</i></p> <p>The applicant shall hold a current Class 2 Medical Assessment.</p>		Not Applicable		



Report on entire Annex

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 3 Reference 3.2.2  Standard	3.2.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges  Subject to compliance with the requirements specified in 1.2.5, 1.2.6 and 1.2.7.1, the privileges of the holder of a flight navigator licence shall be to act as flight navigator of any aircraft. If the privileges include radiotelephony communication, the licence holder shall comply with the requirements specified in 1.2.9.2.		Not Applicable		
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.	



Report on entire Annex

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 3 Reference 3.3.1.2.1  Standard	<p>3.3.1.2 <i>Knowledge</i></p> <p>3.3.1.2.1 The applicant shall 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:</p> <p><i>Air law</i></p> <p>a) rules and regulations relevant to the holder of a flight engineer licence; rules and regulations governing the operation of civil aircraft pertinent to the duties of a flight engineer;</p> <p><i>Aircraft general knowledge</i></p> <p>b) basic principles of engines, gas turbines and/or piston engines; characteristics of fuels, fuel systems including fuel control; lubricants and lubrication systems; afterburners and injection systems, function and operation of engine ignition and starter systems;</p> <p>c) principles of operation, handling procedures and operating limitations of aircraft engines; effects of atmospheric conditions on engine performance;</p> <p>d) airframes, flight controls, structures, wheel assemblies, brakes and anti-skid units, corrosion and fatigue life; identification of structural damage and defects;</p> <p>e) ice and rain protection systems;</p> <p>f) pressurization and air-conditioning systems, oxygen systems;</p>	CAR 63.153.	No Difference		



Report on entire Annex

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
	<p>g) hydraulic and pneumatic systems;</p> <p>h) basic electrical theory, electric systems (AC and DC), aircraft wiring systems, bonding and screening;</p> <p>i) principles of operation of instruments, compasses, autopilots, radio communication equipment, radio and radar navigation aids, flight management systems, displays and avionics;</p> <p>j) limitations of appropriate aircraft;</p> <p>k) fire protection, detection, suppression and extinguishing systems;</p> <p>l) use and serviceability checks of equipment and systems of appropriate aircraft;</p> <p><i>Flight performance, planning and loading</i></p> <p>m) effects of loading and mass distribution on aircraft handling, flight characteristics and performance; mass and balance calculations;</p> <p>n) use and practical application of performance data including procedures for cruise control;</p> <p><i>Human performance</i></p> <p>o) human performance relevant to the flight engineer including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p>				



Report on entire Annex

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
	<p><i>Operational procedures</i></p> <p>p) principles of maintenance, procedures for the maintenance of airworthiness, defect reporting, pre-flight inspections, precautionary procedures for fuelling and use of external power; installed equipment and cabin systems;</p> <p>q) normal, abnormal and emergency procedures;</p> <p>r) operational procedures for carriage of freight and dangerous goods;</p> <p><i>Principles of flight</i></p> <p>s) fundamentals of aerodynamics;</p> <p><i>Radiotelephony</i></p> <p>t) communication procedures and phraseology.</p>				
<p>Chapter 3 Reference 3.3.1.2.2</p> <p><b>Recommendation</b></p>	<p>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></p> <p>a) <i>fundamentals of navigation; principles and operation of self-contained systems; and</i></p> <p>b) <i>operational aspects of meteorology.</i></p>	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.



Report on entire Annex

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 3 Reference 3.3.1.3.1  Standard	3.3.1.3 <i>Experience</i>  3.3.1.3.1 The applicant shall have completed, under the supervision of a person accepted by the Licensing Authority for that purpose, not less than 100 hours of flight time in the performance of the duties of a flight engineer. The Licensing Authority shall determine whether experience as a flight engineer in a flight simulator, which it has approved, is acceptable as part of the total flight time of 100 hours. Credit for such experience shall be limited to a maximum of 50 hours.	CAR 63.153(3).	No Difference		
Chapter 3 Reference 3.3.1.3.1.1  Standard	3.3.1.3.1.1 When the applicant has flight time as a pilot, the Licensing Authority shall determine whether such experience is acceptable and, if so, the extent to which the flight time requirements of 3.3.1.3.1 can be reduced accordingly.	AC63-1.	No Difference		No provision is made for recognising pilot flight time, but the recognition of pilot licence examination credits is provided for. 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.



Report on entire Annex

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 3 Reference 3.3.1.3.2  Standard	<p>3.3.1.3.2 The applicant shall have operational experience in the performance of the duties of a flight engineer, under the supervision of a flight engineer accepted by the Licensing Authority for that purpose, in at least the following areas:</p> <p>a) <i>Normal procedures</i></p> <ul style="list-style-type: none"> <li>— pre-flight inspections</li> <li>— fuelling procedures, fuel management</li> <li>— inspection of maintenance documents</li> <li>— normal flight deck procedures during all phases of flight</li> <li>— crew coordination and procedures in case of crew incapacitation</li> <li>— defect reporting</li> </ul> <p>b) <i>Abnormal and alternate (standby) procedures</i></p> <ul style="list-style-type: none"> <li>— recognition of abnormal functioning of aircraft systems</li> <li>— use of abnormal and alternate (standby) procedures</li> </ul> <p>c) <i>Emergency procedures</i></p> <ul style="list-style-type: none"> <li>— recognition of emergency conditions</li> <li>— use of appropriate emergency procedures.</li> </ul>	AC63-1.	No Difference		Note: the experience will have been gained as a cadet flight engineer.





Report on entire Annex

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 3  Reference  3.3.1.4.1  Standard	<p>3.3.1.4 <i>Skill</i></p> <p>3.3.1.4.1 The applicant shall have demonstrated the ability to perform as flight engineer of an aircraft, the duties and procedures described in 3.3.1.3.2 with a degree of competency appropriate to the privileges granted to the holder of a flight engineer licence, and to:</p> <p>a) recognize and manage threats and errors;</p> <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> <p>b) use aircraft systems within the aircraft's capabilities and limitations;</p> <p>c) exercise good judgement and airmanship;</p> <p>d) apply aeronautical knowledge;</p> <p>e) perform all the duties as part of an integrated crew with the successful outcome assured; and</p> <p>f) communicate effectively with the other flight crew members.</p>	CAR 63.153(6).	No Difference		



Report on entire Annex

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 3 Reference 3.3.1.4.2  Standard	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  Standard	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.	
Chapter 3 Reference 3.3.2.1  Standard	3.3.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges  3.3.2.1 Subject to compliance with the requirements specified in 1.2.5, 1.2.6 and 1.2.7.1, the privileges of the holder of a flight engineer licence shall be to act as flight engineer of any type of aircraft on which the holder has demonstrated a level of knowledge and skill, as determined by the Licensing Authority on the basis of those requirements specified in 3.3.1.2 and 3.3.1.4 which are applicable to the safe operation of that type of aircraft.	CAR 63.155.	No Difference		



Report on entire Annex

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 3 Reference 3.3.2.2  Standard	3.3.2.2 The types of aircraft on which the holder of a flight engineer licence is authorized to exercise the privileges of that licence, shall be either entered on the licence or recorded elsewhere in a manner acceptable to the Licensing Authority.	CAR 63.5(b).	No Difference		
Chapter 3 Reference 3.4  Note	<b>3.4 Flight radiotelephone operator</b>  <i>Note 1.— Where the knowledge and skill of an applicant have been established as satisfactory in respect of the certification requirements for the radiotelephone operator's restricted certificate specified in the general radio regulations annexed to the International Telecommunication Convention and the applicant has met the requirements that are pertinent to the operation of the radiotelephone on board an aircraft, a Contracting State may endorse a licence already held by the applicant (as provided for in 5.2.1 XIII) or issue a separate licence as appropriate.</i>  <i>Note 2.— Skill and knowledge requirements on radiotelephony procedures and phraseology have been developed as an integral part of all aeroplane, airship, helicopter and powered-lift pilot licences.</i>		Not Applicable		No compliance data required for Notes.



Report on entire Annex

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 4 Reference 4.1.1  Standard	<p><b>CHAPTER 4. LICENCES AND RATINGS FOR PERSONNEL OTHER THAN FLIGHT CREW MEMBERS</b></p> <p><b>4.1 General rules concerning licences and ratings for personnel other than flight crew members</b></p> <p>4.1.1 An applicant shall, before being issued with any licence or rating for personnel other than flight crew members, meet such requirements in respect of age, knowledge, experience and where appropriate, medical fitness and skill, as are specified for that licence or rating.</p>	CAR Part 65 Air Traffic Services Personnel - Licences and Ratings, CAR Part 66 Aircraft Maintenance Personnel Licensing.	No Difference		
Chapter 4 Reference 4.1.2  Standard	<p>4.1.2 An applicant, for any licence or rating for personnel other than flight crew members, shall demonstrate, in a manner determined by the Licensing Authority, such requirements in respect of knowledge and skill as are specified for that licence or rating.</p>	CAR Part 65, CAR Part 66.	No Difference		



Report on entire Annex

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 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 <i>Age</i></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.	



Report on entire Annex

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 4 Reference 4.2.1.2  Standard	<p>4.2.1.2 <i>Knowledge</i></p> <p>The applicant shall have demonstrated a level of knowledge relevant to the privileges to be granted and appropriate to the responsibilities of an aircraft maintenance licence holder, in at least the following subjects:</p> <p><i>Air law and airworthiness requirements</i></p> <p>a) rules and regulations relevant to an aircraft maintenance licence holder including applicable airworthiness requirements governing certification and continuing airworthiness of aircraft and approved aircraft maintenance organization and procedures;</p> <p><i>Natural science and aircraft general knowledge</i></p> <p>b) basic mathematics; units of measurement; fundamental principles and theory of physics and chemistry applicable to aircraft maintenance;</p> <p><i>Aircraft engineering</i></p> <p>c) characteristics and applications of the materials of aircraft construction including principles of construction and functioning of aircraft structures, fastening techniques; engines and their associated systems; mechanical, fluid, electrical and electronic power sources; aircraft instrument and display systems; aircraft control systems; and airborne navigation and communication systems;</p> <p><i>Aircraft maintenance</i></p> <p>d) tasks required to ensure the continuing airworthiness</p>	CAR 66.53(a)(2); AC66-1, AC66-2 series.	No Difference		



Report on entire Annex

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
	<p>of an aircraft including methods and procedures for the overhaul, repair, inspection, replacement, modification or defect rectification of aircraft structures, components and systems in accordance with the methods prescribed in the relevant Maintenance Manuals and the applicable Standards of airworthiness; and</p> <p><i>Human performance</i></p> <p>e) human performance, including principles of TEM, relevant to aircraft maintenance.</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p>				



Report on entire Annex

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 4 Reference 4.2.1.3  Standard	4.2.1.3 <i>Experience</i>  The applicant shall have had the following experience in the inspection, servicing and maintenance of aircraft or its components:  a) for the issue of a licence with privileges for the aircraft in its entirety, at least:  1) four years; or  2) two years if the applicant has satisfactorily completed an approved training course; and  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:  1) two years; or  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.	CAR 66.53(a)(4).	More Exacting or Exceeds	For item a)2), the requirement is three years.	





Report on entire Annex

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 4 Reference 4.2.1.4  Recommendation	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.	
Chapter 4 Reference 4.2.1.5  Standard	4.2.1.5 <i>Skill</i>  The applicant shall have demonstrated the ability to perform those functions applicable to the privileges to be granted.	CAR 66.53.	No Difference		Skill is assessed through examination and practical experience assessment.
Chapter 4 Reference 4.2.2.1  Standard	4.2.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges  4.2.2.1 Subject to compliance with the requirements specified in 4.2.2.2 and 4.2.2.3, the privileges of the holder of an aircraft maintenance licence shall be to certify the aircraft or parts of the aircraft as airworthy after an authorized repair, modification or installation of an engine, accessory, instrument, and/or item of equipment, and to sign a maintenance release following inspection, maintenance operations and/or routine servicing.	CAR 66.55.	No Difference		



Report on entire Annex

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 4 Reference 4.2.2.2  Standard	<p>4.2.2.2 The privileges of the holder of an aircraft maintenance licence specified in 4.2.2.1 shall be exercised only:</p> <p>a) in respect of such:</p> <p>1) aircraft as are entered on the licence in their entirety either specifically or under broad categories; or</p> <p>2) airframes and engines and aircraft systems or components as are entered on the licence either specifically or under broad categories; and/or</p> <p>3) aircraft avionic systems or components as are entered on the licence either specifically or under broad categories;</p> <p>b) provided that the licence holder is familiar with all the relevant information relating to the maintenance and airworthiness of the particular aircraft for which the licence holder is signing a Maintenance Release, or such airframe, engine, aircraft system or component and aircraft avionic system or component which the licence holder is certifying as being airworthy; and</p> <p>c) on condition that, within the preceding 24 months, the licence holder has either had experience in the inspection, servicing or maintenance of an aircraft or components in accordance with the privileges granted by the licence held for not less than six months, or has met the provision for the issue of a licence with the appropriate privileges, to the satisfaction of the Licensing Authority.</p>	CAR 66.55, 66.57, AC66-1.	No Difference		



Report on entire Annex

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 4 Reference 4.2.2.3  Standard	4.2.2.3 A Contracting State shall prescribe the scope of the privileges of the licence holder in terms of the complexity of the tasks to which the certification relates.	CAR 66.55.	No Difference		
Chapter 4 Reference 4.2.2.3.1  Recommendation	4.2.2.3.1 <b>Recommendation.</b> — <i>Details of the certification privileges should be endorsed on or attached to the licence, either directly or by reference to another document issued by the Contracting State.</i>	CAR 66.105 and Part 66, Appendix B; AC66-1.	No Difference		
Chapter 4 Reference 4.2.2.4  Standard	4.2.2.4 When a Contracting State authorizes an approved maintenance organization to appoint non-licensed personnel to exercise the privileges of 4.2.2, the person appointed shall meet the requirements specified in 4.2.1.	CAR 145.60.	No Difference		



Report on entire Annex

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 4 Reference 4.2.3.1  Standard	<p>4.2.3 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges for RPAS</p> <p>4.2.3.1 The privileges of the holder of an aircraft maintenance licence specified in 4.2.2.1 shall be exercised only in respect of such:</p> <p>a) RPA or RPS as are entered on the licence either specifically or under broad categories; or</p> <p>b) RPAS and associated C2 link as are entered on the licence either specifically or under broad categories after appropriate knowledge and practical training on maintenance of the RPAS and associated C2 link system.</p>		Not Applicable		Applicable from 3 November 2022.
Chapter 4 Reference 4.2.3.2  Standard	<p>4.2.3.2 When a Contracting State authorizes an approved maintenance organization to appoint non-licensed personnel to exercise the privileges of 4.2.3, the person appointed shall meet the requirements specified in 4.2.1.</p>		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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 4 Reference 4.3.1  Standard	<b>4.3 Student air traffic controller</b>  4.3.1 Contracting States shall take the appropriate measures to ensure that student air traffic controllers do not constitute a hazard to air navigation.	CAR 65.55.	No Difference		
Chapter 4 Reference 4.3.2  Standard	<b>4.3.2 Medical fitness</b>  A Contracting State shall not permit a student air traffic controller to receive instruction in an operational environment unless that student air traffic controller holds a current Class 3 Medical Assessment.	CAR 65.25.	No Difference		
Chapter 4 Reference 4.4.1  Standard	<b>4.4 Air traffic controller licence</b>  4.4.1 Requirements for the issue of the licence  Before issuing an air traffic controller licence, a Contracting State shall require the applicant to meet the requirements of 4.4.1 and the requirements of at least one of the ratings set out in 4.5. Unlicensed State employees may operate as air traffic controllers on condition that they meet the same requirements.	CAR 65.103(a)(6).	No Difference		



Report on entire Annex

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 4 Reference 4.4.1.1  Standard	4.4.1.1 <i>Age</i>  The applicant shall be not less than 21 years of age.	CAR 65.103(a)(2).	No Difference		



Report on entire Annex

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 4 Reference 4.4.1.2  Standard	<p>4.4.1.2 <i>Knowledge</i></p> <p>The applicant shall have demonstrated a level of knowledge appropriate to the holder of an air traffic controller licence, in at least the following subjects:</p> <p><i>Air law</i></p> <p>a) rules and regulations relevant to the air traffic controller;</p> <p><i>Air traffic control equipment</i></p> <p>b) principles, use and limitations of equipment used in air traffic control;</p> <p><i>General knowledge</i></p> <p>c) principles of flight; principles of operation and functioning of aircraft and RPAS, engines and systems; aircraft performance relevant to air traffic control operations;</p> <p><i>Human performance</i></p> <p>d) human performance including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p> <p>e) aeronautical meteorology; use and appreciation of meteorological documentation and information; origin and characteristics of weather phenomena</p>		Not Applicable		Applicable from 3 November 2022.



Report on entire Annex

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
	<p>affecting flight operations and safety; altimetry;</p> <p><i>Navigation</i></p> <p>f) principles of air navigation; principle, limitation and accuracy of navigation systems and visual aids; and</p> <p><i>Operational procedures</i></p> <p>g) air traffic control, communication, radiotelephony and phraseology procedures (routine, non-routine and emergency); use of the relevant aeronautical documentation; safety practices associated with flight.</p>				
<p>Chapter 4</p> <p>Reference</p> <p>4.4.1.3.1</p> <p>Standard</p>	<p>4.4.1.3 <i>Experience</i></p> <p>4.4.1.3.1 The applicant shall have completed an approved training course and demonstrated the required competence, having accomplished not less than three months of satisfactory service engaged in the actual control of air traffic under the supervision of an air traffic control (ATC) on-the-job training instructor (OJT). The experience requirements specified for air traffic controller ratings in 4.5 may be credited as part of the experience specified in this paragraph.</p>	cAR 65.103(a)(3) and (5).	No Difference		Additionally - at least 10 hours experience on the flight deck of an aircraft in controlled airspace.





Report on entire Annex

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 4 Reference 4.4.1.3.2  Standard	4.4.1.3.2 An air traffic controller acting as an air traffic control on-the-job training instructor shall hold an appropriate rating and be qualified as an air traffic control on-the-job training instructor.  <i>Note.— The Procedures for Air Navigation Services — Training (Doc 9868) contains guidance on the qualification of air traffic control on-the-job training instructors and on competency-based training and assessment for air traffic controllers. The Manual on Air Traffic Controller Competency-based Training and Assessment and the Manual on Air Traffic Control On-the-Job Training Instructor Competency-based Training and Assessment (Doc 10056, Volumes I and II) provide additional guidance to support stakeholders in the successful implementation of competency-based training and assessment for air traffic controllers.</i>	CARs	No Difference	nil	nil
Chapter 4 Reference 4.4.1.4  Standard	4.4.1.4 <i>Medical fitness</i>  The applicant shall hold a current Class 3 Medical Assessment.	CAR 65.25.	No Difference		



Report on entire Annex

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 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".	



Report on entire Annex

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 4 Reference 4.5.2.1  Standard	<p>4.5.2 Requirements for air traffic controller ratings</p> <p>4.5.2.1 <i>Knowledge</i></p> <p>The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following subjects in so far as they affect the area of responsibility:</p> <p>a) <i>aerodrome control rating</i>:</p> <ol style="list-style-type: none"> <li>1) aerodrome layout; physical characteristics and visual aids;</li> <li>2) airspace structure;</li> <li>3) applicable rules, procedures and source of information;</li> <li>4) air navigation facilities;</li> <li>5) air traffic control equipment and its use;</li> <li>6) terrain and prominent landmarks;</li> <li>7) characteristics of air traffic;</li> <li>8) weather phenomena; and</li> <li>9) emergency and search and rescue plans;</li> </ol> <p>b) <i>approach control procedural and area control procedural ratings</i>:</p> <ol style="list-style-type: none"> <li>1) airspace structure;</li> </ol>	CAR 65.303(a)(2).	No Difference		



Report on entire Annex

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
	<ul style="list-style-type: none"> <li>2) applicable rules, procedures and source of information;</li> <li>3) air navigation facilities;</li> <li>4) air traffic control equipment and its use;</li> <li>5) terrain and prominent landmarks;</li> <li>6) characteristics of air traffic and traffic flow;</li> <li>7) weather phenomena; and</li> <li>8) emergency and search and rescue plans; and</li> <li>c) <i>approach control surveillance, approach precision radar control and area control surveillance ratings:</i> The applicant shall meet the requirements specified in b) in so far as they affect the area of responsibility, and shall have demonstrated a level of knowledge appropriate to the privileges granted, in at least the following additional subjects: <ul style="list-style-type: none"> <li>1) principles, use and limitations of applicable ATS surveillance systems and associated equipment; and</li> <li>2) procedures for the provision of ATS surveillance service, as appropriate, including procedures to ensure appropriate terrain clearance.</li> </ul> </li> </ul>				



Report on entire Annex

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 4 Reference 4.5.2.2.1  Standard	<p>4.5.2.2 <i>Experience</i></p> <p>4.5.2.2.1 The applicant shall have:</p> <p>a) satisfactorily completed an approved training course;</p> <p>b) demonstrated the required competence while providing, under the supervision of an air traffic control (ATC) on-the-job training instructor (OJTI), one or more of the following:</p> <p>1) <i>aerodrome control rating</i>: an aerodrome control service, for a period of not less than 90 hours or one month, whichever is greater, at the unit for which the rating is sought;</p> <p>2) <i>approach control procedural, approach control surveillance, area control procedural or area control surveillance rating</i>: the control service for which the rating is sought, for a period of not less than 180 hours or three months, whichever is greater, at the unit for which the rating is sought; and</p> <p>3) <i>approach precision radar control rating</i>: not less than 200 precision approaches of which not more than 100 shall have been carried out on a radar simulator approved for that purpose by the Licensing Authority. Not less than 50 of those precision approaches shall have been carried out at the unit and on the equipment for which the rating is sought; and</p> <p>c) if the privileges of the approach control surveillance rating include surveillance radar approach duties, the experience shall include not less than 25 plan</p>	CAR 65.303(a)(3).	No Difference		Note: 3)b) is not applicable. PRA is no longer used in New Zealand.



Report on entire Annex

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
	position indicator approaches on the surveillance equipment of the type in use at the unit for which the rating is sought and under the supervision of an air traffic control (ATC) on-the-job training instructor (OJTI).				
Chapter 4 Reference 4.5.2.2.2  Standard	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).	CAR 65.303.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 4 Reference 4.5.2.2.3  Standard	4.5.2.2.3 When the applicant already holds an air traffic controller rating in another category, or the same rating for another unit, the Licensing Authority shall determine whether the experience requirement of 4.5.2.2 can be reduced, and if so, to what extent.	CAR 65.303(c).	No Difference		
Chapter 4 Reference 4.5.2.3  Standard	4.5.2.3 <i>Skill</i>  The applicant shall have demonstrated, at a level appropriate to the privileges being granted, the skill, judgement and performance required to provide a safe, orderly and expeditious control service, including the recognition and management of threats and errors.  <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>	CAR 65.303(a)(4) and (5).	No Difference		



Report on entire Annex

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 4 Reference 4.5.2.4  Standard	4.5.2.4 <i>Concurrent issuance of two air traffic controller ratings</i>  When two air traffic controller ratings are sought concurrently, the Licensing Authority shall determine the applicable requirements on the basis of the requirements for each rating. These requirements shall not be less than those of the more demanding rating.	CAR 65.303.	No Difference		Considered on a case-by-case basis. In some cases the required times will be combined.



Report on entire Annex

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 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 radar service at the aerodrome for which the licence</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.





Report on entire Annex

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
	holder is rated;  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  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.				
Chapter 4 Reference 4.5.3.2  Standard	4.5.3.2 Before exercising the privileges indicated in 4.5.3.1, the licence holder shall be familiar with all pertinent and current information.	CAR 65.307(b).	No Difference		
Chapter 4 Reference 4.5.3.3  Standard	4.5.3.3 A Contracting State having issued an air traffic controller licence shall not permit the holder thereof to carry out instruction in an operational environment unless such holder has received proper authorization from such Contracting State.	CAR Part 65 Subpart I.	No Difference		



Report on entire Annex

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 4 Reference 4.5.3.4  Standard	4.5.3.4 <i>Validity of ratings</i>  A rating shall become invalid when an air traffic controller has ceased to exercise the privileges of the rating for a period determined by the Licensing Authority. That period shall not exceed six months. A rating shall remain invalid until the controller's ability to exercise the privileges of the rating has been re-established.	CAR 65.309.	No Difference		
Chapter 4 Reference 4.6.1.1  Standard	<b>4.6 Flight operations officer/flight dispatcher licence</b>  4.6.1 Requirements for the issue of the licence  4.6.1.1 <i>Age</i>  The applicant shall be not less than 21 years of age.		Not Applicable		New Zealand does not issue a flight operations officer/flight dispatcher licence.



Report on entire Annex

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 4 Reference 4.6.1.2  Standard	<p>4.6.1.2 <i>Knowledge</i></p> <p>The applicant shall have demonstrated a level of knowledge appropriate to the privileges granted to the holder of a flight operations officer licence, in at least the following subjects:</p> <p><i>Air law</i></p> <ul style="list-style-type: none"> <li>a) rules and regulations relevant for operational control and to the holder of a flight operations officer licence; appropriate air traffic services practices and procedures;</li> </ul> <p><i>Aircraft general knowledge</i></p> <ul style="list-style-type: none"> <li>b) principles of operation of aeroplane engines, systems and instruments;</li> <li>c) operating limitations of aeroplanes and engines;</li> <li>d) minimum equipment list and configuration deviation list;</li> </ul> <p><i>Flight performance calculation, planning procedures and loading</i></p> <ul style="list-style-type: none"> <li>e) effects of loading and mass distribution on aircraft performance and flight characteristics; mass and balance calculations;</li> <li>f) operational flight planning; fuel consumption and endurance calculations; alternate aerodrome selection procedures; en-route cruise control; extended range operation;</li> <li>g) take off performance including field length, climb and obstacle criteria and limitation;</li> </ul>		Not Applicable		



Report on entire Annex

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
	<p>h) cruise performance including minimum altitudes, decompression/engine out/gear down scenario planning;</p> <p>i) landing performance including approach climb and field length criteria and limitations;</p> <p>j) preparation and filing of air traffic services flight plans;</p> <p>k) basic principles of computer-assisted planning systems;</p> <p><i>Human performance</i></p> <p>l) human performance relevant to operational control duties, including principles of TEM;</p> <p><i>Note.— Guidance material to design training programmes on human performance, including TEM, can be found in the Human Factors Training Manual (Doc 9683).</i></p> <p><i>Meteorology</i></p> <p>m) aeronautical meteorology; the movement of pressure systems; the structure of fronts, and the origin and characteristics of significant weather phenomena which affect take-off, en-route and landing conditions;</p> <p>n) interpretation and application of aeronautical meteorological reports, charts and forecasts; codes and abbreviations; use of, and procedures for obtaining, meteorological information;</p> <p><i>Navigation</i></p>				



Report on entire Annex

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
	<p>o) principles of air navigation with particular reference to instrument flight;</p> <p><i>Operational procedures</i></p> <p>p) use of aeronautical documentation and standard operating procedures;</p> <p>q) operational procedures for the carriage of freight and dangerous goods;</p> <p>r) procedures relating to aircraft accidents and incidents; emergency flight procedures;</p> <p>s) procedures relating to unlawful interference and sabotage of aircraft;</p> <p><i>Principles of flight</i></p> <p>t) principles of flight relating to the appropriate category of aircraft; and</p> <p><i>Radio communication</i></p> <p>u) procedures for communicating with aircraft and relevant ground stations.</p>				



Report on entire Annex

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 4 Reference 4.6.1.3.1  Standard	<p>4.6.1.3 <i>Experience</i></p> <p>4.6.1.3.1 The applicant shall have gained the following experience:</p> <p>a) a total of two years of service in any one or in any combination of the capacities specified in 1) to 3) inclusive, provided that in any combination of experience the period serviced in any capacity shall be at least one year:</p> <p>1) a flight crew member in air transportation; or</p> <p>2) a meteorologist in an organization providing operational control to aircraft in air transportation; or</p> <p>3) an air traffic controller; or a technical supervisor of flight operations officers or air transportation flight operations systems;</p> <p><i>or</i></p> <p>b) at least one year as an assistant in the dispatching of air transport;</p> <p><i>or</i></p> <p>c) have satisfactorily completed a course of approved training.</p>		Not Applicable		



Report on entire Annex

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 4 Reference 4.6.1.3.2  Standard	4.6.1.3.2 The applicant shall have served under the supervision of a flight operations officer for at least 90 working days within the six months immediately preceding the application.		Not Applicable		



Report on entire Annex

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 4 Reference 4.6.1.4  Standard	<p>4.6.1.4 <i>Skill</i></p> <p>The applicant shall have demonstrated the ability to:</p> <ul style="list-style-type: none"> <li>a) identify and to retrieve aeronautical data and other information relevant for the analysis of operational situations and risks;</li> <li>b) identify and evaluate the risk factors and the possible consequences for flight operations;</li> <li>c) identify and evaluate actions considering risk, the effect on flight safety and regularity of the operation;</li> <li>d) determine an appropriate course of action based on the responsibilities and policies described in the operation manuals;</li> <li>e) apply appropriate standard and non-standard procedures from the operations manual for the initiation, planning, continuation, diversion or termination of flights in the interest of safety of the aircraft and regularity and efficiency of the operation;</li> <li>f) make an accurate and operationally acceptable weather analysis; provide an operationally valid briefing on weather conditions of a specific air route; forecast weather trends pertinent to air transportation with particular reference to destination and alternates;</li> <li>g) identify and apply operational limitations and minimums in relation to the weather, aircraft status and appropriate navigation procedures;</li> <li>h) determine the optimum flight path for a given segment, and create accurate manual and/or</li> </ul>		Not Applicable		





Report on entire Annex

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
	<p>computer generated flight plans;</p> <p>i) provide operating supervision and all other assistance to a flight in actual or simulated adverse weather conditions, as appropriate to the duties of the holder of a flight operations officer licence; and</p> <p>j) recognize and manage threats and errors.</p> <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>				
Chapter 4 Reference 4.6.2  Standard	<p>4.6.2 Privileges of the holder of the licence and the conditions to be observed in exercising such privileges</p> <p>Subject to compliance with the requirements specified in 1.2.5, the privileges of the holder of a flight operations officer licence shall be to serve in that capacity with responsibility for each area for which the applicant meets the requirements specified in Annex 6.</p>		Not Applicable		



Report on entire Annex

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 4 Reference 4.7.1.1  Standard	<p><b>4.7 Aeronautical station operator licence</b></p> <p><i>Note.— This licence is not intended for personnel providing AFIS. Guidance on the qualifications to be met by these personnel can be found in Circular 211, Aerodrome Flight Information Service (AFIS).</i></p> <p>4.7.1 Requirements for the issue of the licence</p> <p>4.7.1.1 Before issuing an aeronautical station operator licence, a Contracting State shall require the applicant to meet the requirements of 4.7.1. Unlicensed individuals may operate as aeronautical station operators on the condition that the State from which they operate ensures that they meet the same requirements.</p>		Not Applicable		New Zealand does not issue an aeronautical station operator licence.
Chapter 4 Reference 4.7.1.2  Standard	<p>4.7.1.2 <i>Age</i></p> <p>The applicant shall be not less than 18 years of age.</p>		Not Applicable		



Report on entire Annex

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 4 Reference 4.7.1.3  Standard	<p>4.7.1.3 <i>Knowledge</i></p> <p>The applicant shall have demonstrated a level of knowledge appropriate to the holder of an aeronautical station operator, in at least the following subjects:</p> <p><i>General knowledge</i></p> <p>a) air traffic services provided within the State;</p> <p><i>Operational procedures</i></p> <p>b) radiotelephony procedures; phraseology; telecommunication network;</p> <p><i>Rules and regulations</i></p> <p>c) rules and regulations applicable to the aeronautical station operator; and</p> <p><i>Telecommunication equipment</i></p> <p>d) principles, use and limitations of telecommunication equipment in an aeronautical station.</p>		Not Applicable		



Report on entire Annex

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 4 Reference 4.7.1.4  Standard	4.7.1.4 <i>Experience</i>  The applicant shall have:  a) satisfactorily completed an approved training course within the 12-month period immediately preceding application, and have served satisfactorily under a qualified aeronautical station operator for not less than two months; or  b) satisfactorily served under a qualified aeronautical station operator for not less than six months during the 12-month period immediately preceding application.		Not Applicable		
Chapter 4 Reference 4.7.1.5  Standard	4.7.1.5 <i>Skill</i>  The applicant shall demonstrate, or have demonstrated, competency in:  a) operating the telecommunication equipment in use; and  b) transmitting and receiving radiotelephony messages with efficiency and accuracy.		Not Applicable		



Report on entire Annex

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 4 Reference 4.7.2  Standard	4.7.2 Privileges of the aeronautical station operator and the conditions to be observed in exercising such privileges  Subject to compliance with the requirements specified in 1.2.5 and 1.2.9, the privileges of the holder of an aeronautical station operator licence shall be to act as an operator in an aeronautical station. Before exercising the privileges of the licence, the holder shall be familiar with all pertinent and current information regarding the types of equipment and operating procedures used at that aeronautical station.		Not Applicable		
Chapter 4 Reference 4.8  Note	<b>4.8 Aeronautical meteorological personnel</b>  <i>Note.— The requirements for qualifications, competencies, education and training for all aeronautical meteorological personnel are the responsibility of the World Meteorological Organization (WMO) in accordance with the Working Arrangements between the International Civil Aviation Organization and the World Meteorological Organization (Doc 7475). The requirements can be found in the Technical Regulations (WMO-No. 49), Volume I — General Meteorological Standards and Recommended Practices, Part V — Qualifications and Competencies of Personnel Involved in the Provision of Meteorological (Weather and Climate) and Hydrological Services, Part VI — Education and Training of Meteorological Personnel, and Appendix A — Basic Instruction Packages.</i>		Not Applicable		Compliance data not required for Notes.



Report on entire Annex

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 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.	
Chapter 5 Reference 5.1.2  Standard	<p>5.1.2 A Contracting State having issued a licence shall ensure that other States are able to easily determine the licence privileges and validity of ratings.</p> <p><i>Note.— Operator records or a flight crew member's personal log book, in which maintenance of competency and recent experience may be satisfactorily recorded, are not normally carried on international flights.</i></p>	Licence format.	No Difference		



Report on entire Annex

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 5 Reference 5.2.1  Standard	<p><b>5.2 Specifications for licences issued on first quality paper or other suitable material, including plastic cards</b></p> <p>5.2.1 Details</p> <p>The following details shall appear on the licence issued on first quality paper or other suitable material, including a plastic card:</p> <ul style="list-style-type: none"> <li>I) Name of State (in bold type);</li> <li>II) Title of licence (in very bold type);</li> <li>III) Serial number of the licence, in Arabic numerals, given by the authority issuing the licence;</li> <li>IV) Name of holder in full (in Roman alphabet also if script of national language is other than Roman);</li> <li>IVa) Date of birth;</li> <li>V) Address of holder if desired by the State;</li> <li>VI) Nationality of holder;</li> <li>VII) Signature of holder;</li> <li>VIII) Authority and, where necessary, conditions under which the licence is issued;</li> <li>IX) Certification concerning validity and authorization for holder to exercise privileges appropriate to licence;</li> <li>X) Signature of officer issuing the licence and the date</li> </ul>	Licence format.	No Difference		



Report on entire Annex

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
	<p>of such issue;</p> <p>XI) Seal or stamp of authority issuing the licence;</p> <p>XII) Ratings, e.g. category, class, type of aircraft, airframe, aerodrome control, etc.;</p> <p>XIII) Remarks, i.e. special endorsements relating to limitations and endorsements for privileges, including an endorsement of language proficiency, and other information required in pursuance to Article 39 of the Chicago Convention; and</p> <p>XIV) Any other details desired by the State issuing the licence.</p>				
Chapter 5 Reference 5.2.2  Standard	<p>5.2.2 Material</p> <p>First quality paper or other suitable material, including plastic cards, shall be used and the items mentioned in 5.2.1 shown clearly thereon.</p>	Licence format.	No Difference		Progressive conversion to plastic cards from 2010 for new and reissued licences.





Report on entire Annex

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 5 Reference 5.2.3  Standard	5.2.3 Language  When licences are issued in a language other than English, the licence shall include an English translation of at least items I), II), VI), IX), XII), XIII) and XIV). When provided in a language other than English, authorizations issued in accordance with 1.2.2.1 shall include an English translation of the name of the State issuing the authorization, the limit of validity of the authorization and any restriction or limitation that may be established.		Not Applicable		
Chapter 5 Reference 5.2.4  Standard	5.2.4 Arrangement of items  Item headings on the licence shall be uniformly numbered in roman numerals as indicated in 5.2.1, so that on any licence the number will, under any arrangement, refer to the same item heading.  <i>Note.— Item headings may be arranged in such order as may best suit the convenience of the Contracting State issuing the licence.</i>	Licence format.	No Difference		



Report on entire Annex

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 5 Reference 5.3.1  Standard	<b>5.3 Specifications for electronic personnel licences</b>  5.3.1 Electronic personnel licences shall be issued in accordance with the specifications of this section.		Not Applicable		NZ CAA has no mechanism for electronic licences yet, but is being looked at through. Initiative on a Page Digital Licensing & Medical Certificates - <a href="https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223">https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223</a> EMPIC will need to be explored to see if it can provide electronic licences post implementation and decommissioning of ASMS.
Chapter 5 Reference 5.3.1.1  Standard	5.3.1.1 The licence information shall replicate the information contained in the Licensing Authority's electronic records and contain a common form in accordance with Appendix 4.		Not Applicable		NZ CAA has no mechanism for electronic licences yet, but is being looked at through. Initiative on a Page Digital Licensing & Medical Certificates - <a href="https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223">https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223</a> EMPIC will need to be explored to see if it can provide electronic licences post implementation and decommissioning of ASMS.



Report on entire Annex

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 5 Reference 5.3.1.2  Standard	5.3.1.2 The licence shall have the digital signature of the Licensing Authority's officer issuing the licence and the most recent date and time of issue.		Not Applicable		NZ CAA has no mechanism for electronic licences yet, but is being looked at through. Initiative on a Page Digital Licensing & Medical Certificates - <a href="https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223">https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223</a> EMPIC will need to be explored to see if it can provide electronic licences post implementation and decommissioning of ASMS.
Chapter 5 Reference 5.3.1.3  Standard	5.3.1.3 Digital signatures on licences shall conform to recognized international standards and have an appropriate level of security.  <i>Note.— Guidance on digital signatures is contained in the Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379).</i>		Not Applicable		NZ CAA has no mechanism for electronic licences yet, but is being looked at through. Initiative on a Page Digital Licensing & Medical Certificates - <a href="https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223">https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223</a> EMPIC will need to be explored to see if it can provide electronic licences post implementation and decommissioning of ASMS.



Report on entire Annex

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 5 Reference 5.3.2.1  Standard	5.3.2 Medium (material)  5.3.2.1 The licence details shall be displayed on self-contained mobile electronic visual display devices.		Not Applicable		NZ CAA has no mechanism for electronic licences yet, but is being looked at through. Initiative on a Page Digital Licensing & Medical Certificates - <a href="https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223">https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223</a> EMPIC will need to be explored to see if it can provide electronic licences post implementation and decommissioning of ASMS.
Chapter 5 Reference 5.3.2.2  Standard	5.3.2.2 The image of the licence displayed shall contain suitable active security features to differentiate it from a static image.		Not Applicable		NZ CAA has no mechanism for electronic licences yet, but is being looked at through. Initiative on a Page Digital Licensing & Medical Certificates - <a href="https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223">https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223</a> EMPIC will need to be explored to see if it can provide electronic licences post implementation and decommissioning of ASMS.



Report on entire Annex

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 5 Reference 5.3.3  Standard	5.3.3 Language  The licence shall include the acronym "ICAO" as a hyperlink to an electronic display of the licence in the English language in accordance with the common form in Appendix 4.		Not Applicable		NZ CAA has no mechanism for electronic licences yet, but is being looked at through. Initiative on a Page Digital Licensing & Medical Certificates - <a href="https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223">https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223</a> EMPIC will need to be explored to see if it can provide electronic licences post implementation and decommissioning of ASMS.
Chapter 5 Reference 5.3.4  Standard	5.3.4 Arrangement of items  The licence shall contain a view that replicates the wording and arrangement, in the English language, of the common form shown in Appendix 4.		Not Applicable		NZ CAA has no mechanism for electronic licences yet, but is being looked at through. Initiative on a Page Digital Licensing & Medical Certificates - <a href="https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223">https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223</a> EMPIC will need to be explored to see if it can provide electronic licences post implementation and decommissioning of ASMS.



Report on entire Annex

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 5 Reference 5.3.5.1  Standard	5.3.5 Online and offline verification  5.3.5.1 The authenticity and validity of the licence shall be electronically verifiable online when an internet connection is available.		Not Applicable		NZ CAA has no mechanism for electronic licences yet, but is being looked at through. Initiative on a Page Digital Licensing & Medical Certificates - <a href="https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223">https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223</a> EMPIC will need to be explored to see if it can provide electronic licences post implementation and decommissioning of ASMS.
Chapter 5 Reference 5.3.5.2  Standard	5.3.5.2 The authenticity and validity of the licence shall be electronically verifiable offline when there is no internet connectivity available through a means that imposes no undue burden on the State(s) verifying the authenticity or validity of the licence.  <i>Note.— Guidance on a standard software application that States issuing electronic personnel licences can use for a harmonized, offline means of licence verification is contained in the Electronic Personnel Licence and Related Record-keeping chapter of the Manual of Procedures for Establishment and Management of a State's Personnel Licensing System (Doc 9379).</i>		Not Applicable		NZ CAA has no mechanism for electronic licences yet, but is being looked at through. Initiative on a Page Digital Licensing & Medical Certificates - <a href="https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223">https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223</a> EMPIC will need to be explored to see if it can provide electronic licences post implementation and decommissioning of ASMS.



Report on entire Annex

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 5 Reference 5.3.6  Standard	5.3.6 Medical assessments  The licence shall include, when applicable, the current medical assessment with class, expiry date, and any medical limitations deemed relevant by the Licensing Authority.		Not Applicable		NZ CAA has no mechanism for electronic licences yet, but is being looked at through. Initiative on a Page Digital Licensing & Medical Certificates - <a href="https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223">https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223</a> EMPIC will need to be explored to see if it can provide electronic licences post implementation and decommissioning of ASMS.
Chapter 5 Reference 5.3.7  Standard	5.3.7 Additional supplementary information  When supplementary information is added to the licence, it shall also be inserted in the additional supplementary information section of the common form in Appendix 4.  <hr/>		Not Applicable		NZ CAA has no mechanism for electronic licences yet, but is being looked at through. Initiative on a Page Digital Licensing & Medical Certificates - <a href="https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223">https://infohub.aviation.govt.nz/otcs/cs.dll/link/57557223</a> EMPIC will need to be explored to see if it can provide electronic licences post implementation and decommissioning of ASMS.



Report on entire Annex

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 6 Reference 6.1.1  Standard	<p><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> .





Report on entire Annex

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
	<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>				



Report on entire Annex

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
	<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> <li>c) Class 3 Medical Assessment;  applies to applicants for, and holders of: <ul style="list-style-type: none"> <li>— air traffic controller licences</li> <li>— remote pilot licences.</li> </ul> </li> </ul>				
Chapter 6 Reference 6.1.2  Standard	6.1.2 The applicant for a Medical Assessment shall provide the medical examiner with a personally certified statement of medical facts concerning personal, familial and hereditary history. The applicant shall be made aware of the necessity for giving a statement that is as complete and accurate as the applicant's knowledge permits, and any false statement shall be dealt with in accordance with 1.2.4.7.1.	CAR 67.55; CAA Form 24067-001.	No Difference		Note: form available on CAA web site, <a href="http://www.caa.govt.nz/medical/med_forms.htm">http://www.caa.govt.nz/medical/med_forms.htm</a> .
Chapter 6 Reference 6.1.3  Standard	6.1.3 The medical examiner shall report to the Licensing Authority any individual case where, in the examiner's judgement, an applicant's failure to meet any requirement, whether numerical or otherwise, is such that exercise of the privileges of the licence being applied for, or held, is not likely to jeopardize flight safety (1.2.4.10).	CA Act 1990 s27C(3).	No Difference		



Report on entire Annex

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 6 Reference 6.1.4  Standard	<p>6.1.4 The level of medical fitness to be met for the renewal of a Medical Assessment shall be the same as that for the initial assessment except where otherwise specifically stated.</p> <p><i>Note.— The intervals between routine medical examinations for the purpose of renewing Medical Assessments are specified in 1.2.5.2.</i></p>	CAR Part 67.	No Difference		Note; the standards apply equally to initial issue and renewals.
Chapter 6 Reference 6.2.1  Standard	<p><b>6.2 Requirements for Medical Assessments</b></p> <p>6.2.1 General</p> <p>An applicant for a Medical Assessment issued in accordance with the terms of 1.2.4.1 shall undergo a medical examination based on the following requirements:</p> <ul style="list-style-type: none"> <li>a) physical and mental;</li> <li>b) visual and colour perception; and</li> <li>c) hearing.</li> </ul>	CAR Part 67 Subpart C.	No Difference		



Report on entire Annex

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 6 Reference 6.2.2  Standard	<p>6.2.2 Physical and mental requirements</p> <p>An applicant for any class of Medical Assessment shall be required to be free from:</p> <ul style="list-style-type: none"> <li>a) any abnormality, congenital or acquired; or</li> <li>b) any active, latent, acute or chronic disability; or</li> <li>c) any wound, injury or sequelae from operation; or</li> <li>d) any effect or side-effect of any prescribed or non-prescribed therapeutic, diagnostic or preventive medication taken;</li> </ul> <p>such as would entail a degree of functional incapacity which is likely to interfere with the safe operation of an aircraft or with the safe performance of duties.</p> <p><i>Note.— Use of herbal medication and alternative treatment modalities requires particular attention to possible side-effects.</i></p>	CAR Part 67 Subpart C.	No Difference		
Chapter 6 Reference 6.2.3.1  Standard	<p>6.2.3 Visual acuity test requirements</p> <p>6.2.3.1 The methods in use for the measurement of visual acuity are likely to lead to differing evaluations. To achieve uniformity, therefore, Contracting States shall ensure that equivalence in the methods of evaluation be obtained.</p>	Civil Aviation (Examination Procedures) General Directions Notice 2009.	No Difference		



Report on entire Annex

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 6 Reference 6.2.3.2  Recommendation	6.2.3.2 <b>Recommendation.</b> — <i>The following should be adopted for tests of visual acuity:</i>  a) <i>Visual acuity tests should be conducted in an environment with a level of illumination that corresponds to ordinary office illumination (30-60 cd/m<sup>2</sup>).</i>  b) <i>Visual acuity should be measured by means of a series of Landolt rings or similar optotypes, placed at a distance from the applicant appropriate to the method of testing adopted.</i>	CAR Part 67; Civil Aviation (Examination Procedures) General Directions Notice 2009.	No Difference		Note: New Zealand uses Snellen charts.
Chapter 6 Reference 6.2.4.1  Standard	6.2.4 Colour perception requirements  6.2.4.1 Contracting States shall use such methods of examination as will guarantee reliable testing of colour perception.	Civil Aviation (Examination Procedures) General Directions Notice 2009 (section 11).	No Difference		Note: examination standard is Ishihara plates. (The Notice is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/General_Directions_home.htm">http://www.caa.govt.nz/medical/General_Directions_home.htm</a> )
Chapter 6 Reference 6.2.4.2  Standard	6.2.4.2 The applicant shall be required to demonstrate the ability to perceive readily those colours the perception of which is necessary for the safe performance of duties.	CAR 67.103(m)(5) (Class 1); 67.105(m)(5) (Class 2); 67.107(m)(5) (Class 3). Civil Aviation (Examination Procedures) General Directions Notice 2009 (section 11).	No Difference		



Report on entire Annex

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 6 Reference 6.2.4.3  Standard	6.2.4.3 The applicant shall be tested for the ability to correctly identify a series of pseudochromatic plates in daylight or in artificial light of the same colour temperature such as that provided by CIE standard illuminants C or D65 as specified by the International Commission on Illumination (CIE).	Civil Aviation (Examination Procedures) General Directions Notice 2009.	No Difference		
Chapter 6 Reference 6.2.4.4  Standard	6.2.4.4 An applicant obtaining a satisfactory result as prescribed by the Licensing Authority shall be assessed as fit. An applicant failing to obtain a satisfactory result in such a test shall be assessed as unfit unless able to readily distinguish the colours used in air navigation and correctly identify aviation coloured lights. Applicants who fail to meet these criteria shall be assessed as unfit except for Class 2 assessment with the following restriction: valid daytime only.  <i>Note.— Guidance on suitable methods of assessing colour vision is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CA Act 1990 s27B(1), (2) and (3).	No Difference		
Chapter 6 Reference 6.2.4.4.1  Recommendation	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>	CARs.	Less protective or partially implemented or not implemented	Not specified.	



Report on entire Annex

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 6 Reference 6.2.5.1  Standard	6.2.5 Hearing test requirements  6.2.5.1 Contracting States shall use such methods of examination as will guarantee reliable testing of hearing.	Civil Aviation (Examination Procedures) General Directions Notice 2009 (section 9).	No Difference		
Chapter 6 Reference 6.2.5.2  Standard	6.2.5.2 Applicants shall be required to demonstrate a hearing performance sufficient for the safe exercise of their licence and rating privileges.	CAR 67.103(l) (Class 1); 67.105(l) (Class 2); 67.107(l) (Class 3). Civil Aviation (Examination Procedures) General Directions Notice 2009 (section 9).	No Difference		
Chapter 6 Reference 6.2.5.3  Standard	6.2.5.3 Applicants for Class 1 Medical Assessments shall be tested by pure-tone audiometry at first issue of the Assessment, not less than once every five years up to the age of 40 years, and thereafter not less than once every two years.	Civil Aviation (Examination Procedures) General Directions Notice 2009.	No Difference		
Chapter 6 Reference 6.2.5.3.1  Standard	6.2.5.3.1 Alternatively, other methods providing equivalent results may be used.	Civil Aviation (Examination Procedures) General Directions Notice 2009.	No Difference		



Report on entire Annex

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 6 Reference 6.2.5.4  Standard	6.2.5.4 Applicants for Class 3 Medical Assessments shall be tested by pure-tone audiometry at first issue of the Assessment, not less than once every four years up to the age of 40 years, and thereafter not less than once every two years.	Civil Aviation (Examination Procedures) General Directions Notice 2009.	No Difference		
Chapter 6 Reference 6.2.5.4.1  Standard	6.2.5.4.1 Alternatively, other methods providing equivalent results may be used.	Civil Aviation (Examination Procedures) General Directions Notice 2009.	No Difference		
Chapter 6 Reference 6.2.5.5  Recommendation	6.2.5.5 <b>Recommendation.</b> — <i>Applicants for Class 2 Medical Assessment should be tested by pure-tone audiometry at first issue of the Assessment and, after the age of 50 years, not less than once every two years.</i>	Civil Aviation (Examination Procedures) General Directions Notice 2009.	No Difference		





Report on entire Annex

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 6 Reference 6.2.5.6  Standard	<p>6.2.5.6 At medical examinations, other than those mentioned in 6.2.5.3, 6.2.5.4 and 6.2.5.5, where audiometry is not performed, applicants shall be tested in a quiet room by whispered and spoken voice tests.</p> <p><i>Note 1.— The reference zero for calibration of pure-tone audiometers is that of the pertinent Standards of the current edition of the Audiometric Test Methods, published by the International Organization for Standardization (ISO).</i></p> <p><i>Note 2.— For the purpose of testing hearing in accordance with the requirements, a quiet room is a room in which the intensity of the background noise is less than 35 dB(A).</i></p> <p><i>Note 3.— For the purpose of testing hearing in accordance with the requirements, the sound level of an average conversational voice at 1 m from the point of output (lower lip of the speaker) is c. 60 dB(A) and that of a whispered voice c. 45dB(A). At 2 m from the speaker, the sound level is 6 dB(A) lower.</i></p> <p><i>Note 4.— Guidance on assessment of applicants who use hearing aids is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 5.— See 2.7.1.3.1 on requirements for the issue of instrument rating to applicants who hold a private pilot licence.</i></p>	Civil Aviation (Examination Procedures) General Directions Notice 2009, Schedule 12.	No Difference		



Report on entire Annex

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 6 Reference 6.3.1.1  Standard	<b>6.3 Class 1 Medical Assessment</b>  6.3.1 Assessment issue and renewal  6.3.1.1 An applicant for a commercial pilot licence — aeroplane, airship, helicopter or powered-lift, a multi-crew pilot licence — aeroplane, or an airline transport pilot licence — aeroplane, helicopter or powered-lift shall undergo an initial medical examination for the issue of a Class 1 Medical Assessment.	CAR 61.203(3), CAR 61.253(2).	No Difference		
Chapter 6 Reference 6.3.1.2  Standard	6.3.1.2 Except where otherwise stated in this section, holders of commercial pilot licences — aeroplane, airship, helicopter or powered-lift, multi-crew pilot licences — aeroplane, or airline transport pilot licences — aeroplane, helicopter or powered-lift shall have their Class 1 Medical Assessments renewed at intervals not exceeding those specified in 1.2.5.2.	CAR 67.61.	No Difference		
Chapter 6 Reference 6.3.1.3  Standard	6.3.1.3 When the Licensing Authority is satisfied that the requirements of this section and the general provisions of 6.1 and 6.2 have been met, a Class 1 Medical Assessment shall be issued to the applicant.	CA Act 1990 s27B.	No Difference		



Report on entire Annex

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 6 Reference 6.3.2.1  Standard	6.3.2 Physical and mental requirements  6.3.2.1 The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.	CAR 67.103(b)(1).	No Difference		



Report on entire Annex

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 6 Reference 6.3.2.2  Standard	<p>6.3.2.2 The applicant shall have no established medical history or clinical diagnosis of:</p> <ul style="list-style-type: none"> <li>a) an organic mental disorder;</li> <li>b) a mental or behavioural disorder due to use of psychoactive substances; this includes dependence syndrome induced by alcohol or other psychoactive substances;</li> <li>c) schizophrenia or a schizotypal or delusional disorder;</li> <li>d) a mood (affective) disorder;</li> <li>e) a neurotic, stress-related or somatoform disorder;</li> <li>f) a behavioural syndrome associated with physiological disturbances or physical factors;</li> <li>g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;</li> <li>h) mental retardation;</li> <li>i) a disorder of psychological development;</li> <li>j) a behavioural or emotional disorder, with onset in childhood or adolescence; or</li> <li>k) a mental disorder not otherwise specified;</li> </ul> <p>such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.</p>	CAR 67.103(c).	No Difference		



Report on entire Annex

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 6 Reference 6.3.2.2.1  Recommendation	<p>6.3.2.2.1 <b>Recommendation.</b>— <i>An applicant with depression, being treated with antidepressant medication, should be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.</i></p> <p><i>Note 1.— Guidance on assessment of applicants treated with antidepressant medication is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— Mental and behavioural disorders are defined in accordance with the clinical descriptions and diagnostic guidelines of the World Health Organization as given in the International Statistical Classification of Diseases and Related Health Problems, 10th Edition — Classification of Mental and Behavioural Disorders, WHO 1992. This document contains detailed descriptions of the diagnostic requirements, which may be useful for their application to medical assessment.</i></p>	CAR 67.103(c)(2)(viii).	No Difference		
Chapter 6 Reference 6.3.2.3  Standard	<p>6.3.2.3 The applicant shall have no established medical history or clinical diagnosis of any of the following:</p> <ul style="list-style-type: none"> <li>a) a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges;</li> <li>b) epilepsy; or</li> <li>c) any disturbance of consciousness without satisfactory medical explanation of cause.</li> </ul>	CAR 67.103(c).	No Difference		



Report on entire Annex

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 6 Reference 6.3.2.4  Standard	6.3.2.4 The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.103(c).	No Difference		
Chapter 6 Reference 6.3.2.5  Standard	6.3.2.5 The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.103(d).	No Difference		
Chapter 6 Reference 6.3.2.5.1  Standard	6.3.2.5.1 An applicant who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.	CAR 67.103(d).	No Difference		
Chapter 6 Reference 6.3.2.5.2  Standard	6.3.2.5.2 An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.  <i>Note.— Guidance on cardiovascular evaluation is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.103(d).	No Difference		



Report on entire Annex

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 6 Reference 6.3.2.6  Standard	6.3.2.6 Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment.	Civil Aviation (Timing of Routine Examinations) General Directions Notice 2009.	No Difference		
Chapter 6 Reference 6.3.2.6.1  Standard	6.3.2.6.1 Electrocardiography shall be included in re-examinations of applicants over the age of 50 no less frequently than annually.	Civil Aviation (Timing of Routine Examinations) General Directions Notice 2009.	No Difference		
Chapter 6 Reference 6.3.2.6.2  Recommendation	6.3.2.6.2 <b>Recommendation.</b> — <i>Electrocardiography should be included in re-examinations of applicants between the ages of 30 and 50 no less frequently than every two years.</i>  <i>Note 1.— The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.</i>  <i>Note 2.— Guidance on resting and exercise electro-cardiography is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Civil Aviation (Timing of Routine Examinations) General Directions Notice 2009.	No Difference		
Chapter 6 Reference 6.3.2.7  Standard	6.3.2.7 The systolic and diastolic blood pressures shall be within normal limits.	Civil Aviation (Timing of Routine Examinations) General Directions Notice 2009, 2.2.2 (implied).	No Difference		



Report on entire Annex

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 6 Reference 6.3.2.7.1  Standard	6.3.2.7.1 The use of drugs for control of high blood pressure shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Guidance on the subject of blood pressure is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.103(d)(d)(iv) and (d)(4).	No Difference		
Chapter 6 Reference 6.3.2.8  Standard	6.3.2.8 There shall be no significant functional nor structural abnormality of the circulatory system.	CAR 67.103(d).	No Difference		
Chapter 6 Reference 6.3.2.9  Standard	6.3.2.9 There shall be no acute disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms during normal or emergency operations.	CAR 67.103(e).	No Difference		
Chapter 6 Reference 6.3.2.9.1  Recommendation	6.3.2.9.1 <b>Recommendation.</b> — <i>Chest radiography should form part of the initial examination.</i>  <i>Note.— Periodic chest radiography is usually not necessary but may be a necessity in situations where asymptomatic pulmonary disease can be expected.</i>	Civil Aviation (Timing of Routine Examinations) General Directions Notice 2009.	No Difference		Required only if the applicant's history indicates a high likelihood of asymptomatic pulmonary disease. Example: if the applicant has had a prolonged stay in an area where infective pulmonary disease is endemic (New Zealand is not).





Report on entire Annex

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 6 Reference 6.3.2.10  Standard	6.3.2.10 Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.	CAR 67.103(e); CAA Medical Manual, 3.2.2.	No Difference		The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .
Chapter 6 Reference 6.3.2.11  Standard	6.3.2.11 Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.	CAR 67.103(e); CAA Medical Manual, 3.2.1.	No Difference		The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .
Chapter 6 Reference 6.3.2.11.1  Standard	6.3.2.11.1 The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Guidance on hazards of medication and drugs is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.103(e); CAA Medical Manual, 3.2.1.	No Difference		The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .
Chapter 6 Reference 6.3.2.12  Standard	6.3.2.12 Applicants with active pulmonary tuberculosis shall be assessed as unfit.	CAR 67.103(e); CAA Medical Manual, 3.2.8.	No Difference		TB not specifically mentioned in rule, but implied. The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .



Report on entire Annex

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 6 Reference 6.3.2.12.1  Standard	<p>6.3.2.12.1 Applicants with quiescent or healed lesions which are known to be tuberculous, or are presumably tuberculous in origin, may be assessed as fit.</p> <p><i>Note 1.— Guidance on assessment of respiratory diseases is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— Guidance on hazards of medications and drugs is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	CAR 67.103(e); CAA Medical Manual, 3.2.8.	No Difference		The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .
Chapter 6 Reference 6.3.2.13  Standard	<p>6.3.2.13 Applicants with significant impairment of function of the gastrointestinal tract or its adnexa shall be assessed as unfit.</p>	CAR 67.103(f)(2).	No Difference		
Chapter 6 Reference 6.3.2.13.1  Standard	<p>6.3.2.13.1 Applicants shall be completely free from those hernias that might give rise to incapacitating symptoms.</p>	CAR 67.103(f).	No Difference		
Chapter 6 Reference 6.3.2.14  Standard	<p>6.3.2.14 Applicants with sequelae of disease of, or surgical intervention on, any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression, shall be assessed as unfit.</p>	CAR 67.103(f).	No Difference		



Report on entire Annex

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 6 Reference 6.3.2.14.1  Recommendation	6.3.2.14.1 <b>Recommendation.</b> — <i>An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight.</i>	CAR 67.103(f).	No Difference		
Chapter 6 Reference 6.3.2.15  Standard	6.3.2.15 Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.	CAR 67.103(f).	No Difference		
Chapter 6 Reference 6.3.2.16  Standard	6.3.2.16 Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.  <i>Note.— Guidance on assessment of Type 2 insulin-treated diabetic applicants under the provisions of 1.2.4.10 is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.103(f)(3).	No Difference		
Chapter 6 Reference 6.3.2.16.1  Standard	6.3.2.16.1 Applicants with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Guidance on assessment of diabetic applicants is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.103(f)(3)).	No Difference		



Report on entire Annex

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 6 Reference 6.3.2.17  Standard	6.3.2.17 Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.  <i>Note.— Sickle cell trait or other haemoglobinopathic traits are usually compatible with a fit assessment.</i>	CAR 67.103(g).	No Difference		
Chapter 6 Reference 6.3.2.18  Standard	6.3.2.18 Applicants with renal or genito-urinary disease shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.	CAR 67.103(h).	No Difference		
Chapter 6 Reference 6.3.2.18.1  Standard	6.3.2.18.1 Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.  <i>Note.— Guidance on urine examination and evaluation of abnormalities is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.103(h); CAA Form 24067-002.	No Difference		
Chapter 6 Reference 6.3.2.19  Standard	6.3.2.19 Applicants with sequelae of disease of or surgical procedures on the kidneys or the genito-urinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.	CAR 67.103(h).	No Difference		



Report on entire Annex

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 6 Reference 6.3.2.19.1  Standard	6.3.2.19.1 Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.	CAR 67.103(h).	No Difference		
Chapter 6 Reference 6.3.2.20  Standard	6.3.2.20 Applicants who are seropositive for HIV shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.  <i>Note 1.— Early diagnosis and active management of HIV disease with antiretroviral therapy reduces morbidity and improves prognosis and thus increases the likelihood of a fit assessment.</i>  <i>Note 2.— Guidance on the assessment of applicants who are seropositive for HIV is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.103(g)(2)(iv).	No Difference		
Chapter 6 Reference 6.3.2.21  Standard	6.3.2.21 Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.	CAR 67.103(i); CAA Medical Information Sheet 010.	No Difference		The MIS is 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> . New Zealand practice has been to assess pregnant pilots as unfit until 12 weeks, and then return them to flight as or with co-pilot up until 28 weeks.



Report on entire Annex

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 6 Reference 6.3.2.21.1  Recommendation	6.3.2.21.1 <b>Recommendation.</b> — <i>For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with 6.3.2.21, the fit assessment should be limited to the period from the end of the 12th week until the end of the 26th week of gestation.</i>	CAR 67.103(i); CAA Medical Information Sheet 010.	No Difference		The MIS is 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> . New Zealand practice has been to assess pregnant pilots as unfit until 12-14 weeks, and then return them to flight as or with co-pilot up until 28 weeks.
Chapter 6 Reference 6.3.2.22  Standard	6.3.2.22 Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.	CAR 67.103(i); CAA Medical Information Sheet 010.	No Difference		The MIS states: "Unless there is some significant ongoing complication of your pregnancy, or some other medical problem has occurred, it is likely that you will be returned to unrestricted flying 6 or so weeks after delivery." 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 6.3.2.23  Standard	6.3.2.23 The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.</i>	CAR 67.103(j).	No Difference		



Report on entire Annex

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 6 Reference 6.3.2.24  Standard	6.3.2.24 The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.103(k).	No Difference		
Chapter 6 Reference 6.3.2.25  Standard	6.3.2.25 There shall be:  a) no disturbance of vestibular function;  b) no significant dysfunction of the Eustachian tubes; and  c) no unhealed perforation of the tympanic membranes.	CAR 67.103(k).	No Difference		
Chapter 6 Reference 6.3.2.25.1  Standard	6.3.2.25.1 A single dry perforation of the tympanic membrane need not render the applicant unfit.  <i>Note.— Guidance on testing of the vestibular function is contained in Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.103(k).	No Difference		
Chapter 6 Reference 6.3.2.26  Standard	6.3.2.26 There shall be:  a) no nasal obstruction; and  b) no malformation nor any disease of the buccal cavity or upper respiratory tract,  which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.103(k).	No Difference		



Report on entire Annex

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 6 Reference 6.3.2.27  Standard	6.3.2.27 Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.	CAR 67.103(k).	No Difference		
Chapter 6 Reference 6.3.3.1  Standard	6.3.3 Visual requirements  The medical examination shall be based on the following requirements.  6.3.3.1 The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.103(m).	No Difference		





Report on entire Annex

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 6 Reference 6.3.3.2  Standard	<p>6.3.3.2 Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:</p> <p>a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and</p> <p>b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.</p> <p><i>Note 1.— 6.3.3.2 b) is the subject of Standards in Annex 6, Part I.</i></p> <p><i>Note 2.— An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Licensing Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.</i></p>	CAR 67.103(m); CAA Medical Manual.	No Difference		The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .



Report on entire Annex

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 6 Reference 6.3.3.2.1  Standard	<p>6.3.3.2.1 Applicants may use contact lenses to meet this requirement provided that:</p> <p>a) the lenses are monofocal and non-tinted;</p> <p>b) the lenses are well tolerated; and</p> <p>c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.</p> <p><i>Note.— Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.</i></p>	CAR 67.103(m); CAA Medical Manual.	No Difference		The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .
Chapter 6 Reference 6.3.3.2.2  Standard	<p>6.3.3.2.2 Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.</p> <p><i>Note.— If spectacles are used, high-index lenses are needed to minimize peripheral field distortion.</i></p>	CAR 67.103(m).	No Difference		New Zealand does not have specified diopetre limits above which contact lenses or high-index spectacles are required. Each case is assessed individually.
Chapter 6 Reference 6.3.3.2.3  Standard	<p>6.3.3.2.3 Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial Medical Assessment and every five years thereafter.</p> <p><i>Note 1.— The purpose of the required ophthalmic examination is (1) to ascertain normal visual performance, and (2) to identify any significant pathology.</i></p> <p><i>Note 2.— Guidance on the assessment of monocular applicants under the provisions of 1.2.4.10 is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	CAR 67.103(m).	No Difference		Considered on a case-by-case basis.



Report on entire Annex

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 6 Reference 6.3.3.3  Standard	6.3.3.3 Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.	CAR 67.103(m).	No Difference		



Report on entire Annex

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 6 Reference 6.3.3.4  Standard	<p>6.3.3.4 The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by 6.3.3.2, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with 6.3.3.2; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.</p> <p><i>Note 1.— N5 and N14 refer to the size of typeface used. For further details, see the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— An applicant who needs near correction to meet this requirement will require “look-over”, bifocal or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision, through the windscreen, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable.</i></p> <p><i>Note 3.— Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.</i></p>	CAR 67.103(m).	No Difference		



Report on entire Annex

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 6 Reference 6.3.3.4.1  Standard	6.3.3.4.1 When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.	CAR 67.103(m); CAA Medical Manual.	No Difference		The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .
Chapter 6 Reference 6.3.3.5  Standard	6.3.3.5 The applicant shall be required to have normal fields of vision.	CAR 67.103(m).	No Difference		
Chapter 6 Reference 6.3.3.6  Standard	6.3.3.6 The applicant shall be required to have normal binocular function.	CAR 67.103(m).	No Difference		
Chapter 6 Reference 6.3.3.6.1  Standard	6.3.3.6.1 Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.	CAR 67.103(m).	No Difference		



Report on entire Annex

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 6 Reference 6.3.4.1  Standard	6.3.4 Hearing requirements  6.3.4.1 The applicant, when tested on a pure-tone audiometer, shall not have a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz.	CAR 67.103(l).	No Difference		
Chapter 6 Reference 6.3.4.1.1  Standard	6.3.4.1.1 An applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates the masking properties of flight deck noise upon speech and beacon signals.  <i>Note 1.— It is important that the background noise be representative of the noise in the cockpit of the type of aircraft for which the applicant's licence and ratings are valid.</i>  <i>Note 2.— In the speech material for discrimination testing, both aviation-relevant phrases and phonetically balanced words are normally used.</i>	CAR 67.103(l); Civil Aviation (Impaired Hearing and Hearing Aids) General Directions Notice 2006.	No Difference		
Chapter 6 Reference 6.3.4.1.2  Standard	6.3.4.1.2 Alternatively, a practical hearing test conducted in flight in the cockpit of an aircraft of the type for which the applicant's licence and ratings are valid may be used.	CAR 67.103(l); Civil Aviation Medical Manual, 3.12.3.	No Difference		The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a>



Report on entire Annex

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 6 Reference 6.4.1.1  Standard	<b>6.4 Class 2 Medical Assessment</b>  6.4.1 Assessment issue and renewal  6.4.1.1 An applicant for a private pilot licence — aeroplane, airship, helicopter or powered-lift, a glider pilot licence, a free balloon pilot licence, a flight engineer licence or a flight navigator licence shall undergo an initial medical examination for the issue of a Class 2 Medical Assessment.	CAR 61.153(a)(2).	No Difference		Note: no airship, powered lift or flight navigator licences issued by New Zealand. A flight engineer licence requires a Class 1 medical. The only balloon licence available is a CPL, which requires a Class 1 medical.
Chapter 6 Reference 6.4.1.2  Standard	6.4.1.2 Except where otherwise stated in this section, holders of private pilot licences — aeroplane, airship, helicopter or powered-lift, glider pilot licences, free balloon pilot licences, flight engineer licences or flight navigator licences shall have their Class 2 Medical Assessments renewed at intervals not exceeding those specified in 1.2.5.2.	CAR 67.61.	No Difference		Note: no airship, powered lift or flight navigator licences issued by New Zealand. A flight engineer licence requires a Class 1 medical. The only balloon licence available is a CPL, which requires a Class 1 medical.
Chapter 6 Reference 6.4.1.3  Standard	6.4.1.3 When the Licensing Authority is satisfied that the requirements of this section and the general provisions of 6.1 and 6.2 have been met, a Class 2 Medical Assessment shall be issued to the applicant.	CA Act 1990 s27B(1).	No Difference		



Report on entire Annex

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 6 Reference 6.4.2  Standard	6.4.2 Physical and mental requirements  The medical examination shall be based on the following requirements.	CAR 67.105.	No Difference		
Chapter 6 Reference 6.4.2.1  Standard	6.4.2.1 The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable either to operate an aircraft safely or to perform assigned duties safely.	CAR 67.105(b)(1).	No Difference		





Report on entire Annex

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 6 Reference 6.4.2.2  Standard	<p>6.4.2.2 The applicant shall have no established medical history or clinical diagnosis of:</p> <ul style="list-style-type: none"> <li>a) an organic mental disorder;</li> <li>b) a mental or behavioural disorder due to psychoactive substance use; this includes dependence syndrome induced by alcohol or other psychoactive substances;</li> <li>c) schizophrenia or a schizotypal or delusional disorder;</li> <li>d) a mood (affective) disorder;</li> <li>e) a neurotic, stress-related or somatoform disorder;</li> <li>f) a behavioural syndrome associated with physiological disturbances or physical factors;</li> <li>g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;</li> <li>h) mental retardation;</li> <li>i) a disorder of psychological development;</li> <li>j) a behavioural or emotional disorder, with onset in childhood or adolescence; or</li> <li>k) a mental disorder not otherwise specified;</li> </ul> <p>such as might render the applicant unable to safely exercise the privileges of the licence applied for or held.</p>	CAR 67.105(c).	No Difference		



Report on entire Annex

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 6 Reference 6.4.2.2.1  Recommendation	<p>6.4.2.2.1 <b>Recommendation.</b>— <i>An applicant with depression, being treated with antidepressant medication, should be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.</i></p> <p><i>Note 1.— Guidance on assessment of applicants treated with antidepressant medication is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— Mental and behavioural disorders are defined in accordance with the clinical descriptions and diagnostic guidelines of the World Health Organization as given in the International Statistical Classification of Diseases and Related Health Problems, 10th Edition — Classification of Mental and Behavioural Disorders, WHO 1992. This document contains detailed descriptions of the diagnostic requirements, which may be useful for their application to medical assessment.</i></p>	CAR 67.105(c)(2)(viii).	No Difference		
Chapter 6 Reference 6.4.2.3  Standard	<p>6.4.2.3 The applicant shall have no established medical history or clinical diagnosis of any of the following:</p> <ul style="list-style-type: none"> <li>a) a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges;</li> <li>b) epilepsy;</li> <li>c) any disturbance of consciousness without satisfactory medical explanation of cause.</li> </ul>	CAR 67.105(c).	No Difference		



Report on entire Annex

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 6 Reference 6.4.2.4  Standard	6.4.2.4 The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.105(c).	No Difference		
Chapter 6 Reference 6.4.2.5  Standard	6.4.2.5 The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.105(d).	No Difference		
Chapter 6 Reference 6.4.2.5.1  Standard	6.4.2.5.1 An applicant who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.	CAR 67.105(d).	No Difference		
Chapter 6 Reference 6.4.2.5.2  Standard	6.4.2.5.2 An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.  <i>Note.— Guidance on cardiovascular evaluation is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.105(d).	No Difference		



Report on entire Annex

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 6 Reference 6.4.2.6  Standard	6.4.2.6 Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment after the age of 40.	Civil Aviation (Timing of Routine Examinations) General Directions Notice 2009.	No Difference		
Chapter 6 Reference 6.4.2.6.1  Standard	6.4.2.6.1 Electrocardiography shall be included in re-examinations of applicants after the age of 50 no less than every two years.	Civil Aviation (Timing of Routine Examinations) General Directions Notice 2009.	No Difference		
Chapter 6 Reference 6.4.2.6.2  Recommendation	6.4.2.6.2 <b>Recommendation.</b> — <i>Electrocardiography should form part of the heart examination for the first issue of a Medical Assessment.</i>  <i>Note 1.— The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.</i>  <i>Note 2.— Guidance on resting and exercise electrocardiography is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Civil Aviation (Timing of Routine Examinations) General Directions Notice 2009.	No Difference		
Chapter 6 Reference 6.4.2.7  Standard	6.4.2.7 The systolic and diastolic blood pressures shall be within normal limits.	Civil Aviation (Timing of Routine Examinations) General Directions Notice 2009, 2.2.2 (implied).	No Difference		



Report on entire Annex

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 6 Reference 6.4.2.7.1  Standard	6.4.2.7.1 The use of drugs for control of high blood pressure shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Guidance on the subject is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.105(d)(2)(iv) and (d)(4).	No Difference		
Chapter 6 Reference 6.4.2.8  Standard	6.4.2.8 There shall be no significant functional nor structural abnormality of the circulatory system.	CAR 67.105(d).	No Difference		
Chapter 6 Reference 6.4.2.9  Standard	6.4.2.9 There shall be no disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleura likely to result in incapacitating symptoms during normal or emergency operations.	CAR 67.105(e).	No Difference		
Chapter 6 Reference 6.4.2.9.1  Recommendation	6.4.2.9.1 <b>Recommendation.</b> — <i>Chest radiography should form part of the initial and periodic examinations in cases where asymptomatic pulmonary disease can be expected.</i>	Civil Aviation (Timing of Routine Examinations) General Directions Notice 2009.	No Difference		Required only if the applicant's history indicates a high likelihood of asymptomatic pulmonary disease. Example: if the applicant has had a prolonged stay in an area where infective pulmonary disease is endemic (New Zealand is not).



Report on entire Annex

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 6 Reference 6.4.2.10  Standard	6.4.2.10 Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.	CAR 67.105(e); CAA Medical Manual, 3.2.2.	No Difference		The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .
Chapter 6 Reference 6.4.2.11  Standard	6.4.2.11 Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms during normal or emergency operations shall be assessed as unfit.	CAR 67.105(e); CAA Medical Manual, 3.2.1.	No Difference		The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .
Chapter 6 Reference 6.4.2.11.1  Standard	6.4.2.11.1 The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Guidance on hazards of medication and drugs is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.105(e); CAA Medical Manual, 3.2.1.	No Difference		The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .
Chapter 6 Reference 6.4.2.12  Standard	6.4.2.12 Applicants with active pulmonary tuberculosis shall be assessed as unfit.	CAR 67.105(e); CAA Medical Manual, 3.2.8.	No Difference		TB not specifically mentioned in rule, but implied. The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .



Report on entire Annex

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 6 Reference 6.4.2.12.1  Standard	6.4.2.12.1 Applicants with quiescent or healed lesions, known to be tuberculous or presumably tuberculous in origin, may be assessed as fit.  <i>Note 1.— Guidance on assessment of respiratory diseases is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>  <i>Note 2.— Guidance on hazards of medication and drugs is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.105(e); CAA Medical Manual, 3.2.8.	No Difference		
Chapter 6 Reference 6.4.2.13  Standard	6.4.2.13 Applicants shall be completely free from those hernias that might give rise to incapacitating symptoms.	CAR 67.105(f).	No Difference		
Chapter 6 Reference 6.4.2.13.1  Standard	6.4.2.13.1 Applicants with significant impairment of the function of the gastrointestinal tract or its adnexa shall be assessed as unfit.	CAR 67.105(f).	No Difference		
Chapter 6 Reference 6.4.2.14  Standard	6.4.2.14 Applicants with sequelae of disease of or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacitation in flight, in particular any obstruction due to stricture or compression, shall be assessed as unfit.	CAR 67.105(e).	No Difference		



Report on entire Annex

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 6 Reference 6.4.2.14.1  Recommendation	6.4.2.14.1 <b>Recommendation.</b> — <i>An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation in flight.</i>	CAR 67.105(f).	No Difference		
Chapter 6 Reference 6.4.2.15  Standard	6.4.2.15 Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.	CAR 67.105(f).	No Difference		
Chapter 6 Reference 6.4.2.16  Standard	6.4.2.16 Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.  <i>Note.— Guidance on assessment of Type 2 insulin-treated diabetic applicants under the provisions of 1.2.4.10 is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.105(f).	No Difference		
Chapter 6 Reference 6.4.2.16.1  Standard	6.4.2.16.1 Applicants with non-insulin-treated diabetes mellitus shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Guidance on assessment of diabetic applicants is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.105(f).	No Difference		





Report on entire Annex

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 6 Reference 6.4.2.17  Standard	6.4.2.17 Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.  <i>Note.— Sickle cell trait and other haemoglobinopathic traits are usually compatible with fit assessment.</i>	CAR 67.105(g).	No Difference		
Chapter 6 Reference 6.4.2.18  Standard	6.4.2.18 Applicants with renal or genitourinary disease shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.	CAR 67.105(h).	No Difference		
Chapter 6 Reference 6.4.2.18.1  Standard	6.4.2.18.1 Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.  <i>Note.— Guidance on urine examination and evaluation of abnormalities is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.105(h); CAA Form 24067/002.	No Difference		
Chapter 6 Reference 6.4.2.19  Standard	6.4.2.19 Applicants with sequelae of disease of, or surgical procedures on, the kidneys or the genitourinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.	CAR 67.105(h).	No Difference		



Report on entire Annex

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 6 Reference 6.4.2.19.1  Standard	6.4.2.19.1 Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.	CAR 67.105(h).	No Difference		
Chapter 6 Reference 6.4.2.20  Standard	6.4.2.20 Applicants who are seropositive for HIV shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.  <i>Note 1.— Early diagnosis and active management of HIV disease with antiretroviral therapy reduces morbidity and improves prognosis and thus increases the likelihood of a fit assessment.</i>  <i>Note 2.— Guidance on the assessment of applicants who are seropositive for HIV is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.105(g)(2)(iv).	No Difference		
Chapter 6 Reference 6.4.2.21  Standard	6.4.2.21 Applicants who are pregnant shall be assessed as unfit unless obstetrical evaluation and continued medical supervision indicate a low-risk uncomplicated pregnancy.	CAR 67.105(i); Medical Information Sheet (MIS) 010.	No Difference		The MIS is 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> . New Zealand practice has been to assess pregnant pilots as unfit until 12 weeks, and then return them to flight as or with co-pilot up until 28 weeks.



Report on entire Annex

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 6 Reference 6.4.2.21.1  Recommendation	6.4.2.21.1 <b>Recommendation.</b> — <i>For applicants with a low-risk uncomplicated pregnancy, evaluated and supervised in accordance with 6.4.2.21, the fit assessment should be limited to the period from the end of the 12th week until the end of the 26th week of gestation.</i>	CAR 67.105(e).	No Difference		New Zealand practice has been to assess pregnant pilots as "unfit" until 12-14 weeks, and then return them to flight "as or with co-pilot" up until 28-32 weeks.
Chapter 6 Reference 6.4.2.22  Standard	6.4.2.22 Following confinement or termination of pregnancy, the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.	CAR 67.105(i); CAA Medical Information Sheet 010.	No Difference		The MIS states: "Unless there is some significant ongoing complication of your pregnancy, or some other medical problem has occurred, it is likely that you will be returned to unrestricted flying 6 or so weeks after delivery." 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 6.4.2.23  Standard	6.4.2.23 The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.</i>	CAR 67.105(j).	No Difference		



Report on entire Annex

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 6 Reference 6.4.2.24  Standard	6.4.2.24 The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.105(k).	No Difference		
Chapter 6 Reference 6.4.2.25  Standard	6.4.2.25 There shall be:  a) no disturbance of the vestibular function;  b) no significant dysfunction of the Eustachian tubes; and  c) no unhealed perforation of the tympanic membranes.	CAR 67.105(k).	No Difference		
Chapter 6 Reference 6.4.2.25.1  Standard	6.4.2.25.1 A single dry perforation of the tympanic membrane need not render the applicant unfit.  <i>Note.—Guidance on testing of the vestibular function is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.105(k).	No Difference		
Chapter 6 Reference 6.4.2.26  Standard	6.4.2.26 There shall be:  a) no nasal obstruction; and  b) no malformation nor any disease of the buccal cavity or upper respiratory tract,  which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.105(k).	No Difference		



Report on entire Annex

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 6 Reference 6.4.2.27  Standard	6.4.2.27 Applicants with stuttering and other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.	CAR 67.105(k).	No Difference		
Chapter 6 Reference 6.4.3.1  Standard	6.4.3 Visual requirements  The medical examination shall be based on the following requirements.  6.4.3.1 The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.105(m).	No Difference		



Report on entire Annex

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 6 Reference 6.4.3.2  Standard	<p>6.4.3.2 Distant visual acuity with or without correction shall be 6/12 or better in each eye separately, and binocular visual acuity shall be 6/9 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:</p> <p>a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and</p> <p>b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.</p> <p><i>Note.— An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Licensing Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.</i></p>	CAR 67.105(m); CAA Medical Manual.	No Difference		The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .



Report on entire Annex

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 6 Reference 6.4.3.2.1  Standard	<p>6.4.3.2.1 Applicants may use contact lenses to meet this requirement provided that:</p> <ul style="list-style-type: none"> <li>a) the lenses are monofocal and non-tinted;</li> <li>b) the lenses are well tolerated; and</li> <li>c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.</li> </ul> <p><i>Note.— Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each reexamination provided the history of their contact lens prescription is known.</i></p>	CAR 67.105(m); CAA Medical Manual.	No Difference		The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .
Chapter 6 Reference 6.4.3.2.2  Standard	<p>6.4.3.2.2 Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.</p> <p><i>Note.— If spectacles are used, high-index lenses are needed to minimize peripheral field distortion.</i></p>	CAR 67.105(m).	No Difference		New Zealand does not have specified dioptre limits above which contact lenses or high-index spectacles are required. Each case is assessed individually.
Chapter 6 Reference 6.4.3.2.3  Recommendation	<p>6.4.3.2.3 <b>Recommendation.—</b> Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 should be required to provide a full ophthalmic report prior to initial Medical Assessment and every five years thereafter.</p> <p><i>Note 1.— The purpose of the required ophthalmic examination is (1) to ascertain normal visual performance, and (2) to identify any significant pathology.</i></p> <p><i>Note 2.— Guidance on the assessment of monocular applicants under the provisions of 1.2.4.10 is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	CAR 67.105(m).	No Difference		Considered on a case-by-case basis.



Report on entire Annex

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 6 Reference 6.4.3.3  Standard	6.4.3.3 Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.	CAR 67.105(m).	No Difference		





Report on entire Annex

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 6 Reference 6.4.3.4  Standard	<p>6.4.3.4 The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by 6.4.3.2, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with 6.4.3.2; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.</p> <p><i>Note 1.— N5 refers to the size of typeface used. For further details, see the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— An applicant who needs near correction to meet the requirement will require “look-over”, bifocal or perhaps multifocal lenses in order to read the instruments and a chart or manual held in the hand, and also to make use of distant vision, through the windscreen, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) significantly reduces distant visual acuity and is therefore not acceptable.</i></p> <p><i>Note 3.— Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of the reading distances for the visual flight deck tasks relevant to the types of aircraft in which the applicant is likely to function.</i></p>	CAR 67.105(m).	No Difference		



Report on entire Annex

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 6 Reference 6.4.3.4.1  Standard	6.4.3.4.1 When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.	CAR 67.105(m); CAA Medical Manual.	No Difference		Note: manual currently under review.
Chapter 6 Reference 6.4.3.5  Standard	6.4.3.5 The applicant shall be required to have normal fields of vision.	CAR 67.105(m).	No Difference		
Chapter 6 Reference 6.4.3.6  Standard	6.4.3.6 The applicant shall be required to have normal binocular function.	CAR 67.105(m).	No Difference		
Chapter 6 Reference 6.4.3.6.1  Standard	6.4.3.6.1 Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.	CAR 67.105(m).	No Difference		



Report on entire Annex

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 6 Reference 6.4.4.1  Standard	6.4.4 Hearing requirements  <i>Note.— See 2.7.1.3.1 on requirements for the issue of instrument rating to applicants who hold a private pilot licence.</i>  6.4.4.1 Applicants who are unable to hear an average conversational voice in a quiet room, using both ears, at a distance of 2 m from the examiner and with the back turned to the examiner, shall be assessed as unfit.	CAR 67.105(l).	No Difference		
Chapter 6 Reference 6.4.4.2  Standard	6.4.4.2 When tested by pure-tone audiometry, an applicant with a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz, shall be assessed as unfit.	CAR 67.105(l).	No Difference		
Chapter 6 Reference 6.4.4.3  Recommendation	6.4.4.3 <b>Recommendation.</b> — <i>An applicant who does not meet the requirements in 6.4.4.1 or 6.4.4.2 should undergo further testing in accordance with 6.3.4.1.1.</i>	CAR 67.105(l). Civil Aviation (Impaired Hearing and Hearing Aids) General Directions Notice 2006.	No Difference		



Report on entire Annex

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 6 Reference 6.5.1.1  Standard	<b>6.5 Class 3 Medical Assessment</b>  6.5.1 Assessment issue and renewal  6.5.1.1 An applicant for an air traffic controller licence or remote pilot licence shall undergo an initial medical examination for the issue of a Class 3 Medical Assessment.		Not Applicable		Applicable from 3 November 2022.
Chapter 6 Reference 6.5.1.2  Standard	6.5.1.2 Except where otherwise stated in this section, holders of air traffic controller licences or remote pilot licences shall have their Class 3 Medical Assessments renewed at intervals not exceeding those specified in 1.2.5.2.		Not Applicable		Applicable from 3 November 2022.
Chapter 6 Reference 6.5.1.3  Standard	6.5.1.3 When the Licensing Authority is satisfied that the requirements of this section and the general provisions of 6.1 and 6.2 have been met, a Class 3 Medical Assessment shall be issued to the applicant.	CA Act 1990 s27B.	No Difference		



Report on entire Annex

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 6 Reference 6.5.2.1  Standard	6.5.2 Physical and mental requirements  6.5.2.1 The applicant shall not suffer from any disease or disability which could render that applicant likely to become suddenly unable to perform duties safely.	CAR 67.107(b).	No Difference		



Report on entire Annex

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 6 Reference 6.5.2.2  Standard	<p>6.5.2.2 The applicant shall have no established medical history or clinical diagnosis of:</p> <ul style="list-style-type: none"> <li>a) an organic mental disorder;</li> <li>b) a mental or behavioural disorder due to psychoactive substance use; this includes dependence syndrome induced by alcohol or other psychoactive substances;</li> <li>c) schizophrenia or a schizotypal or delusional disorder;</li> <li>d) a mood (affective) disorder;</li> <li>e) a neurotic, stress-related or somatoform disorder;</li> <li>f) a behavioural syndrome associated with physiological disturbances or physical factors;</li> <li>g) a disorder of adult personality or behaviour, particularly if manifested by repeated overt acts;</li> <li>h) mental retardation;</li> <li>i) a disorder of psychological development;</li> <li>j) a behavioural or emotional disorder, with onset in childhood or adolescence; or</li> <li>k) a mental disorder not otherwise specified;</li> </ul> <p>such as might render the applicant unable to safely exercise the privileges of the licence applied for or held</p>	CAR 67.107(c).	No Difference		



Report on entire Annex

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 6 Reference 6.5.2.2.1  Recommendation	<p>6.5.2.2.1 <b>Recommendation.</b>— <i>An applicant with depression, being treated with antidepressant medication, should be assessed as unfit unless the medical assessor, having access to the details of the case concerned, considers the applicant's condition as unlikely to interfere with the safe exercise of the applicant's licence and rating privileges.</i></p> <p><i>Note 1.— Guidance on assessment of applicants treated with antidepressant medication is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— Mental and behavioural disorders are defined in accordance with the clinical descriptions and diagnostic guidelines of the World Health Organization as given in the International Statistical Classification of Diseases and Related Health Problems, 10th Edition — Classification of Mental and Behavioural Disorders, WHO 1992. This document contains detailed descriptions of the diagnostic requirements which may be useful for their application to medical assessment.</i></p>	CAR 67.107(c)(2)(viii).	No Difference		
Chapter 6 Reference 6.5.2.3  Standard	<p>6.5.2.3 The applicant shall have no established medical history or clinical diagnosis of any of the following:</p> <ul style="list-style-type: none"> <li>a) a progressive or non-progressive disease of the nervous system, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges;</li> <li>b) epilepsy; or</li> <li>c) any disturbance of consciousness without satisfactory medical explanation of cause.</li> </ul>	CAR 67.107(c).	No Difference		



Report on entire Annex

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 6 Reference 6.5.2.4  Standard	6.5.2.4 The applicant shall not have suffered any head injury, the effects of which are likely to interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.107(c).	No Difference		
Chapter 6 Reference 6.5.2.5  Standard	6.5.2.5 The applicant shall not possess any abnormality of the heart, congenital or acquired, which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.107(d).	No Difference		
Chapter 6 Reference 6.5.2.5.1  Standard	6.5.2.5.1 An applicant who has undergone coronary bypass grafting or angioplasty (with or without stenting) or other cardiac intervention or who has a history of myocardial infarction or who suffers from any other potentially incapacitating cardiac condition shall be assessed as unfit unless the applicant's cardiac condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.107(d).	No Difference		
Chapter 6 Reference 6.5.2.5.2  Standard	6.5.2.5.2 An applicant with an abnormal cardiac rhythm shall be assessed as unfit unless the cardiac arrhythmia has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Guidance on cardiovascular evaluation is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.107(d).	No Difference		





Report on entire Annex

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 6 Reference 6.5.2.6  Standard	6.5.2.6 Electrocardiography shall form part of the heart examination for the first issue of a Medical Assessment.	CAR 67.107(d). Civil Aviation (Timing of Routine Examinations) General Directions Notice 2009.	No Difference		
Chapter 6 Reference 6.5.2.6.1  Standard	6.5.2.6.1 Electrocardiography shall be included in re-examinations of applicants after the age of 50 no less frequently than every two years.  <i>Note 1.— The purpose of routine electrocardiography is case finding. It does not provide sufficient evidence to justify disqualification without further thorough cardiovascular investigation.</i>  <i>Note 2.— Guidance on resting and exercise electrocardiography is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	Civil Aviation (Timing of Routine Examinations) General Directions Notice 2009.	No Difference		
Chapter 6 Reference 6.5.2.7  Standard	6.5.2.7 The systolic and diastolic blood pressures shall be within normal limits.	Civil Aviation (Examination Procedures) General Directions Notice 2009, 2.2.2 (implied).	No Difference		
Chapter 6 Reference 6.5.2.7.1  Standard	6.5.2.7.1 The use of drugs for control of high blood pressure is disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence privileges.  <i>Note.— Guidance on this subject is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.107(d)(2)(iv) and (d)(4).	No Difference		



Report on entire Annex

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 6 Reference 6.5.2.8  Standard	6.5.2.8 There shall be no significant functional nor structural abnormality of the circulatory system.	CAR 67.107(d).	No Difference		
Chapter 6 Reference 6.5.2.9  Standard	6.5.2.9 There shall be no disability of the lungs nor any active disease of the structures of the lungs, mediastinum or pleurae likely to result in incapacitating symptoms.  <i>Note.— Chest radiography is usually not necessary but may be indicated in cases where asymptomatic pulmonary disease can be expected.</i>	CAR 67.107(e).	No Difference		
Chapter 6 Reference 6.5.2.10  Standard	6.5.2.10 Applicants with chronic obstructive pulmonary disease shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.	CAR 67.107(e); CAA Medical Manual, 3.2.2.	No Difference		The Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .
Chapter 6 Reference 6.5.2.11  Standard	6.5.2.11 Applicants with asthma causing significant symptoms or likely to cause incapacitating symptoms shall be assessed as unfit.	CAR 67.107(e).	No Difference		



Report on entire Annex

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 6 Reference 6.5.2.11.1  Standard	6.5.2.11.1 The use of drugs for control of asthma shall be disqualifying except for those drugs, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Guidance on hazards of medications is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.107(e).	No Difference		
Chapter 6 Reference 6.5.2.12  Standard	6.5.2.12 Applicants with active pulmonary tuberculosis shall be assessed as unfit.	CAR 67.107(e); CAA Medical Manual, 3.2.8.	No Difference		TB not specifically mentioned in rule, but implied. The CAA Medical manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .
Chapter 6 Reference 6.5.2.12.1  Standard	6.5.2.12.1 Applicants with quiescent or healed lesions, known to be tuberculous or presumably tuberculous in origin, may be assessed as fit.  <i>Note 1.— Guidance on assessment of respiratory diseases is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>  <i>Note 2.— Guidance on hazards of medication and drugs is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAA Medical Manual, 3.2.8.	No Difference		The CAA Medical manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .



Report on entire Annex

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 6 Reference 6.5.2.13  Standard	6.5.2.13 Applicants with significant impairment of the function of the gastrointestinal tract or its adnexae shall be assessed as unfit.	CAR 67.107(f).	No Difference		
Chapter 6 Reference 6.5.2.14  Standard	6.5.2.14 Applicants with sequelae of disease of or surgical intervention on any part of the digestive tract or its adnexa, likely to cause incapacitation, in particular any obstructions due to stricture or compression, shall be assessed as unfit.	CAR 67.107(f).	No Difference		
Chapter 6 Reference 6.5.2.14.1  Recommendation	6.5.2.14.1 <b>Recommendation.</b> — <i>An applicant who has undergone a major surgical operation on the biliary passages or the digestive tract or its adnexa, with a total or partial excision or a diversion of any of these organs should be assessed as unfit until such time as the medical assessor, having access to the details of the operation concerned, considers that the effects of the operation are not likely to cause incapacitation.</i>	CAR 67.107(f).	No Difference		Not specified, but implied.
Chapter 6 Reference 6.5.2.15  Standard	6.5.2.15 Applicants with metabolic, nutritional or endocrine disorders that are likely to interfere with the safe exercise of their licence and rating privileges shall be assessed as unfit.	CAR 67.107(f).	No Difference		



Report on entire Annex

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 6 Reference 6.5.2.16  Standard	6.5.2.16 Applicants with insulin-treated diabetes mellitus shall be assessed as unfit.  <i>Note.— Guidance on assessment of Type 2 insulin-treated diabetic applicants under the provisions of 1.2.4.10 is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.107(f).	No Difference		
Chapter 6 Reference 6.5.2.16.1  Standard	6.5.2.16.1 Applicants with non-insulin-treated diabetes shall be assessed as unfit unless the condition is shown to be satisfactorily controlled by diet alone or by diet combined with oral anti-diabetic medication, the use of which is compatible with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Guidance on assessment of diabetic applicants is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.107(f).	No Difference		
Chapter 6 Reference 6.5.2.17  Standard	6.5.2.17 Applicants with diseases of the blood and/or the lymphatic system shall be assessed as unfit, unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.	CAR 67.107(g).	No Difference		
Chapter 6 Reference 6.5.2.18  Standard	6.5.2.18 Applicants with renal or genito-urinary disease shall be assessed as unfit unless adequately investigated and their condition found unlikely to interfere with the safe exercise of their licence and rating privileges.	CAR 67.107(h).	No Difference		



Report on entire Annex

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 6 Reference 6.5.2.18.1  Standard	6.5.2.18.1 Urine examination shall form part of the medical examination and abnormalities shall be adequately investigated.  <i>Note.— Guidance on urine examination and evaluation of abnormalities is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i>	CAR 67.107(h). CAA Form 24067/002.	No Difference		
Chapter 6 Reference 6.5.2.19  Standard	6.5.2.19 Applicants with sequelae of disease of, or surgical procedures on the kidneys or the genito-urinary tract, in particular obstructions due to stricture or compression, shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed not likely to interfere with the safe exercise of the applicant's licence or rating privileges.	CAR 67.107(h).	No Difference		
Chapter 6 Reference 6.5.2.19.1  Standard	6.5.2.19.1 Applicants who have undergone nephrectomy shall be assessed as unfit unless the condition is well compensated.	CAR 67.107(h).	No Difference		



Report on entire Annex

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 6 Reference 6.5.2.20  Standard	<p>6.5.2.20 Applicants who are seropositive for HIV shall be assessed as unfit unless the applicant's condition has been investigated and evaluated in accordance with best medical practice and is assessed as not likely to interfere with the safe exercise of the applicant's licence or rating privileges.</p> <p><i>Note 1.— Early diagnosis and active management of HIV disease with antiretroviral therapy reduces morbidity and improves prognosis and thus increases the likelihood of a fit assessment.</i></p> <p><i>Note 2.— Guidance on the assessment of applicants who are seropositive for HIV is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	CAR 67.107(g)(2)(iv).	No Difference		
Chapter 6 Reference 6.5.2.21  Standard	<p>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.</p>	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	<p>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></p>	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> .



Report on entire Annex

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 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 Medial 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> .
Chapter 6 Reference 6.5.2.22  Standard	6.5.2.22 Following confinement or termination of pregnancy the applicant shall not be permitted to exercise the privileges of her licence until she has undergone re-evaluation in accordance with best medical practice and it has been determined that she is able to safely exercise the privileges of her licence and ratings.	CAR 67.107(i); CAA Medical Information Sheet 010.	No Difference		The MIS states: "Unless there is some significant ongoing complication of your pregnancy, or some other medical problem has occurred, it is likely that you will be returned to unrestricted flying 6 or so weeks after delivery." 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 6.5.2.23  Standard	6.5.2.23 The applicant shall not possess any abnormality of the bones, joints, muscles, tendons or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.  <i>Note.— Any sequelae after lesions affecting the bones, joints, muscles or tendons, and certain anatomical defects will normally require functional assessment to determine fitness.</i>	CAR 67.107(j).	No Difference		





Report on entire Annex

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 6 Reference 6.5.2.24  Standard	6.5.2.24 The applicant shall not possess any abnormality or disease of the ear or related structures which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.107(k).	No Difference		
Chapter 6 Reference 6.5.2.25  Standard	6.5.2.25 There shall be no malformation nor any disease of the nose, buccal cavity or upper respiratory tract which is likely to interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.107(k).	No Difference		
Chapter 6 Reference 6.5.2.26  Standard	6.5.2.26 Applicants with stuttering or other speech defects sufficiently severe to cause impairment of speech communication shall be assessed as unfit.	CAR 67.107(k).	No Difference		



Report on entire Annex

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 6 Reference 6.5.3.1  Standard	6.5.3 Visual requirements  The medical examination shall be based on the following requirements.  6.5.3.1 The function of the eyes and their adnexa shall be normal. There shall be no active pathological condition, acute or chronic, nor any sequelae of surgery or trauma of the eyes or their adnexa likely to reduce proper visual function to an extent that would interfere with the safe exercise of the applicant's licence and rating privileges.	CAR 67.107(m).	No Difference		



Report on entire Annex

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 6 Reference 6.5.3.2  Standard	<p>6.5.3.2 Distant visual acuity with or without correction shall be 6/9 or better in each eye separately, and binocular visual acuity shall be 6/6 or better. No limits apply to uncorrected visual acuity. Where this standard of visual acuity can be obtained only with correcting lenses, the applicant may be assessed as fit provided that:</p> <p>a) such correcting lenses are worn during the exercise of the privileges of the licence or rating applied for or held; and</p> <p>b) in addition, a pair of suitable correcting spectacles is kept readily available during the exercise of the privileges of the applicant's licence.</p> <p><i>Note.— An applicant accepted as meeting these provisions is deemed to continue to do so unless there is reason to suspect otherwise, in which case an ophthalmic report is required at the discretion of the Licensing Authority. Both uncorrected and corrected visual acuity are normally measured and recorded at each re-examination. Conditions which indicate a need to obtain an ophthalmic report include: a substantial decrease in the uncorrected visual acuity, any decrease in best corrected visual acuity, and the occurrence of eye disease, eye injury or eye surgery.</i></p>	CAR 67.107(m); CAA Medical Manual, 3.11.10.	No Difference		Note; the Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a>



Report on entire Annex

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 6 Reference 6.5.3.2.1  Standard	<p>6.5.3.2.1 Applicants may use contact lenses to meet this requirement provided that:</p> <p>a) the lenses are monofocal and non-tinted;</p> <p>b) the lenses are well tolerated; and</p> <p>c) a pair of suitable correcting spectacles is kept readily available during the exercise of the licence privileges.</p> <p><i>Note.— Applicants who use contact lenses may not need to have their uncorrected visual acuity measured at each re-examination provided the history of their contact lens prescription is known.</i></p>	CAR 67.107(m); CAA Medical Manual, 3.11.10.	No Difference		Note; the Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a>
Chapter 6 Reference 6.5.3.2.2  Standard	<p>6.5.3.2.2 Applicants with a large refractive error shall use contact lenses or high-index spectacle lenses.</p> <p><i>Note.— If spectacles are used, high-index lenses are needed to minimize peripheral field distortion.</i></p>	CAR 67.107(m); CAA Medical Manual, 3.11.6.	No Difference		Note; the Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a>
Chapter 6 Reference 6.5.3.2.3  Standard	<p>6.5.3.2.3 Applicants whose uncorrected distant visual acuity in either eye is worse than 6/60 shall be required to provide a full ophthalmic report prior to initial Medical Assessment and every five years thereafter.</p> <p><i>Note 1.— The purpose of the required ophthalmic examination is (1) to ascertain normal vision performance, and (2) to identify any significant pathology.</i></p> <p><i>Note 2.— Guidance on the assessment of monocular applicants under the provisions of 1.2.4.10 is contained in the Manual of Civil Aviation Medicine (Doc 8984).</i></p>	CAR 67.107(m); CAA Medical Manual, 3.11.14..	No Difference		Note; the Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> ..



Report on entire Annex

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 6 Reference 6.5.3.3  Standard	6.5.3.3 Applicants who have undergone surgery affecting the refractive status of the eye shall be assessed as unfit unless they are free from those sequelae which are likely to interfere with the safe exercise of their licence and rating privileges.	CAR 67.107(m); CAA Medical Manual, 3.11.11. and 3.11.12.	No Difference		Note; the Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .



Report on entire Annex

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 6 Reference 6.5.3.4  Standard	<p>6.5.3.4 The applicant shall have the ability to read, while wearing the correcting lenses, if any, required by 6.5.3.2, the N5 chart or its equivalent at a distance selected by that applicant in the range of 30 to 50 cm and the ability to read the N14 chart or its equivalent at a distance of 100 cm. If this requirement is met only by the use of near correction, the applicant may be assessed as fit provided that this near correction is added to the spectacle correction already prescribed in accordance with 6.5.3.2; if no such correction is prescribed, a pair of spectacles for near use shall be kept readily available during the exercise of the privileges of the licence. When near correction is required, the applicant shall demonstrate that one pair of spectacles is sufficient to meet both distant and near visual requirements.</p> <p><i>Note 1.— N5 and N14 refer to the size of typeface used. For further details, see the Manual of Civil Aviation Medicine (Doc 8984).</i></p> <p><i>Note 2.— An applicant who needs near correction to meet the requirement will require “look-over”, bifocal or perhaps multi-focal lenses in order to read radar screens, visual displays and written or printed material and also to make use of distant vision, through the windows, without removing the lenses. Single-vision near correction (full lenses of one power only, appropriate for reading) may be acceptable for certain air traffic control or remote pilot duties. However, it should be realized that single-vision near correction significantly reduces distant visual acuity.</i></p> <p><i>Note 3.— Whenever there is a requirement to obtain or renew correcting lenses, an applicant is expected to advise the refractionist of reading distances for the air traffic control or remote pilot duties the applicant is likely to perform.</i></p>	CARs	No Difference	nil	nil



Report on entire Annex

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 6 Reference 6.5.3.4.1  Standard	6.5.3.4.1 When near correction is required in accordance with this paragraph, a second pair of near-correction spectacles shall be kept available for immediate use.	CAR 107(m); CAA Medical Manual, 3.11.6.	No Difference		Note; the Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .
Chapter 6 Reference 6.5.3.5  Standard	6.5.3.5 The applicant shall be required to have normal fields of vision.	CAR 67.107(m).	No Difference		
Chapter 6 Reference 6.5.3.6  Standard	6.5.3.6 The applicant shall be required to have normal binocular function.	CAR 67.107(m).	No Difference		
Chapter 6 Reference 6.5.3.6.1  Standard	6.5.3.6.1 Reduced stereopsis, abnormal convergence not interfering with near vision, and ocular misalignment where the fusional reserves are sufficient to prevent asthenopia and diplopia need not be disqualifying.	CAR 67.107(m).	No Difference		



Report on entire Annex

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 6 Reference 6.5.4.1  Standard	6.5.4 Hearing requirements  6.5.4.1 The applicant, when tested on a pure-tone audiometer shall not have a hearing loss, in either ear separately, of more than 35 dB at any of the frequencies 500, 1 000 or 2 000 Hz, or more than 50 dB at 3 000 Hz.	CAR 67.103(l).	No Difference		
Chapter 6 Reference 6.5.4.1.1  Standard	6.5.4.1.1 An applicant with a hearing loss greater than the above may be declared fit provided that the applicant has normal hearing performance against a background noise that reproduces or simulates that experienced in a typical air traffic control or remote pilot working environment.  <i>Note 1.— The frequency composition of the background noise is defined only to the extent that the frequency range 600 to 4 800 Hz (speech frequency range) is adequately represented.</i>  <i>Note 2.— In the speech material for discrimination testing, both aviation-relevant phrases and phonetically balanced words are normally used.</i>		Not Applicable		Applicable from 3 November 2022.
Chapter 6 Reference 6.5.4.1.2  Standard	6.5.4.1.2 Alternatively, a practical hearing test conducted in an air traffic control environment representative of the one for which the applicant's licence and ratings are valid may be used.  _____	CAR 67.107(l). CAA Medical Manual, 3.12.3.	No Difference		Note; the Medical Manual is available on the CAA web site, <a href="http://www.caa.govt.nz/medical/Medical_Manual.htm">http://www.caa.govt.nz/medical/Medical_Manual.htm</a> .

- END -