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Chapter 3 Reference 3.1.9 **Standard**	3.1.9 Remotely piloted aircraft A remotely piloted aircraft shall be operated in such a manner as to minimize hazards to persons, property or other aircraft and in accordance with the conditions specified in Appendix 4.	CAR Part 102.	Different in character or other means of compliance	Rule 102.11(4) requires the operator to have a hazard register that identifies known and likely hazards, and provides for associated risk assessment and mitigation.	
Chapter 3 Reference 3.2.2.7.2 **Standard**	3.2.2.7.2 An aircraft taxiing on the manoeuvring area shall stop and hold at all runway-holding positions unless otherwise authorized by the aerodrome control tower. *Note.— For runway-holding position markings and related signs, see Annex 14, Volume I, 5.2.10 and 5.4.2.*	CAR Part 91.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	
Chapter 3 Reference 3.2.2.7.3 **Standard**	3.2.2.7.3 An aircraft taxiing on the manoeuvring area shall stop and hold at all lighted stop bars and may proceed further when the lights are switched off.	CAR Part 91.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	
Chapter 3 Reference 3.2.3.3 **Standard**	3.2.3.3 Except as provided by 3.2.3.5, all aircraft in flight and fitted with anti-collision lights to meet the requirement of 3.2.3.1 a) shall display such lights also outside the period specified in 3.2.3.1.	CAR 91.233.	Less protective or partially implemented or not implemented	No requirement for aircraft in flight to display anti-collision lights outside the period from sunset to sunrise.	

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Chapter 3 Reference 3.2.3.4 **Standard**	3.2.3.4 Except as provided by 3.2.3.5, all aircraft: a) operating on the movement area of an aerodrome and fitted with anti-collision lights to meet the requirement of 3.2.3.2 c); or b) on the movement area of an aerodrome and fitted with lights to meet the requirement of 3.2.3.2 d); shall display such lights also outside the period specified in 3.2.3.2.	CAR 91.233.	Less protective or partially implemented or not implemented	No requirement for aircraft operating on the movement area of an aerodrome to display anti-collision lights or lights to indicate engines are running outside the period from sunset to sunrise.	
Chapter 3 Reference 3.2.4 **Standard**	3.2.4 Simulated instrument flights An aircraft shall not be flown under simulated instrument flight conditions unless: a) fully functioning dual controls are installed in the aircraft; and b) a qualified pilot occupies a control seat to act as safety pilot for the person who is flying under simulated instrument conditions. The safety pilot shall have adequate vision forward and to each side of the aircraft, or a competent observer in communication with the safety pilot shall occupy a position in the aircraft from which the observer's field of vision adequately supplements that of the safety pilot.	CAR 91.125.	Less protective or partially implemented or not implemented	Outside controlled airspace simulated instrument flight is permitted in an aircraft that is not equipped with fully functioning dual controls or pitch, roll, yaw and engine power controls that can be operated from either pilot station if the means of simulating instrument flight can be removed rapidly by the pilot in command.	

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Chapter 3 Reference 3.3.1.3 **Standard**	3.3.1.3 Unless otherwise prescribed by the appropriate ATS authority, a flight plan shall be submitted, before departure, to an air traffic services reporting office or, during flight, transmitted to the appropriate air traffic services unit or air-ground control radio station.	AIPNZ ENR 1.10.	Less protective or partially implemented or not implemented	Flight plan definiton is not fully aligned.	Policy work underway
Chapter 3 Reference 3.3.5.5 **Standard**	3.3.5.5 Arrival reports made by aircraft shall contain the following elements of information: a) aircraft identification; b) departure aerodrome; c) destination aerodrome (only in the case of a diversionary landing); d) arrival aerodrome; e) time of arrival. *Note.— Whenever an arrival report is required, failure to comply with these provisions may cause serious disruption in the air traffic services and incur great expense in carrying out unnecessary search and rescue operations*.	CAR 91.307(d), CAR 91.407(a)(5); AIPNZ ENR 1.10.	Less protective or partially implemented or not implemented	Level of detail not specified in CARs or AIPNZ.	

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Chapter 3 Reference 3.4.1 **Standard**	**3.4 Signals** 3.4.1 Upon observing or receiving any of the signals given in Appendix 1, aircraft shall take such action as may be required by the interpretation of the signal given in that Appendix.	CARs; AIPNZ.	Less protective or partially implemented or not implemented	No actions are specified in respect of receiving distress or urgency signals. Visual ground signals are not applicable except for that denoting closed runways or taxiways. Marshalling signals are not specified in rules or AIPNZ.	
Chapter 3 Reference 3.4.2 **Standard**	3.4.2 The signals of Appendix 1 shall, when used, have the meaning indicated therein. They shall be used only for the purpose indicated and no other signals likely to be confused with them shall be used.	CARs; AIPNZ.	Less protective or partially implemented or not implemented	No actions are specified in respect of receiving distress or urgency signals. Visual ground signals are not applicable except for that denoting closed runways or taxiways. Marshalling signals are not specified in rules or AIPNZ.	
Chapter 3 Reference 3.4.3 **Standard**	3.4.3 A signalman shall be responsible for providing standard marshalling signals to aircraft in a clear and precise manner using the signals shown in Appendix 1.	CARs.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	
Chapter 3 Reference 3.4.4 **Standard**	3.4.4 No person shall guide an aircraft unless trained, qualified and approved by the appropriate authority to carry out the functions of a signalman.	CARs.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	

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Chapter 3 Reference 3.4.5 **Standard**	3.4.5 The signalman shall wear a distinctive fluorescent identification vest to allow the flight crew to identify that he or she is the person responsible for the marshalling operation.	CARs.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	
Chapter 3 Reference 3.4.6 **Standard**	3.4.6 Daylight-fluorescent wands, table-tennis bats or gloves shall be used for all signalling by all participating ground staff during daylight hours. Illuminated wands shall be used at night or in low visibility.	CARs.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	
Chapter 3 Reference 3.5.3 **Standard**	3.5.3 Wherever time is utilized in the application of data link communications, it shall be accurate to within 1 second of UTC.	CARs.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	

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Chapter 3 Reference 3.6.2.2 **Standard**	3.6.2.2 *Deviations from the current flight plan.* In the event that a controlled flight deviates from its current flight plan, the following action shall be taken: a) *Deviation from track:* if the aircraft is off track, action shall be taken forthwith to adjust the heading of the aircraft to regain track as soon as practicable. b) *Deviation from ATC assigned Mach number/indicated airspeed:* the appropriate air traffic services unit shall be informed immediately. c) *Deviation from Mach number/true airspeed:* if the sustained Mach number/true airspeed at cruising level varies by plus or minus Mach 0.02 or more, or plus or minus 19 km/h (10 kt) true airspeed or more from the current flight plan, the appropriate air traffic services unit shall be so informed. d) *Change in time estimate:* except where ADS-C is activated and serviceable in airspace where ADS-C services are provided, if the time estimate for the next applicable reporting point, flight information region boundary or destination aerodrome, whichever comes first, changes in excess of 2 minutes from that previously notified to air traffic services, or such other period of time as is prescribed by the appropriate ATS authority or on the basis of regional air navigation agreements, the flight crew shall notify the appropriate air traffic services unit as soon as possible.	CAR 91.411.	More Exacting or Exceeds	Re c) the current tolerances in the rule sill apply pending amendment. These are plus or minus five per cent of true airspeed, or plus or minus 0.1M.	Rule to be updated as soon as practicable.

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Chapter 3 Reference 3.6.2.2.1 **Standard**	3.6.2.2.1 When ADS-C services are provided and ADS-C is activated, the air traffic services unit shall be informed automatically via data link whenever changes occur beyond the threshold values stipulated by the ADS event contract.	AIPNZ ENR 1.1, 4.4.	Less protective or partially implemented or not implemented	Not specified (depends on contract terms).	
Chapter 3 Reference 3.6.2.4 **Standard**	3.6.2.4 *Weather deterioration below the VMC.* When it becomes evident that flight in VMC in accordance with its current flight plan will not be practicable, a VFR flight operated as a controlled flight shall: a) request an amended clearance enabling the aircraft to continue in VMC to destination or to an alternative aerodrome, or to leave the airspace within which an ATC clearance is required; or b) if no clearance in accordance with a) can be obtained, continue to operate in VMC and notify the appropriate ATC unit of the action being taken either to leave the airspace concerned or to land at the nearest suitable aerodrome; or c) if operated within a control zone, request authorization to operate as a special VFR flight; or d) request clearance to operate in accordance with the instrument flight rules.	CAR Part 91 Subpart D	Less protective or partially implemented or not implemented	Level of detail not specified in CA Rules.	

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Chapter 3 Reference 3.6.5.2.2 **Standard**	3.6.5.2.2 If in instrument meteorological conditions or when the pilot of an IFR flight considers it inadvisable to complete the flight in accordance with 3.6.5.2.1 a), the aircraft shall: a) unless otherwise prescribed on the basis of regional air navigation agreement, in airspace where radar is not used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 20 minutes following the aircraft's failure to report its position over a compulsory reporting point and thereafter adjust level and speed in accordance with the filed flight plan; b) in airspace where radar is used in the provision of air traffic control, maintain the last assigned speed and level, or minimum flight altitude if higher, for a period of 7 minutes following: 1) the time the last assigned level or minimum flight altitude is reached; or 2) the time the transponder is set to Code 7600; or 3) the aircraft's failure to report its position over a compulsory reporting point; whichever is later, and thereafter adjust level and speed in accordance with the filed flight plan; c) when being radar vectored or having been directed by ATC to proceed offset using area navigation (RNAV) without a specified limit, rejoin the current flight plan route no later than the next significant point, taking into consideration the applicable minimum flight altitude;	CAR 91.429; AIPNZ ENR 1.15.	Less protective or partially implemented or not implemented	Times in a) and c) not specified in rule and AIPNZ.	

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	d) proceed according to the current flight plan route to the appropriate designated navigation aid or fix serving the destination aerodrome and, when required to ensure compliance with e) below, hold over this aid or fix until commencement of descent; e) commence descent from the navigation aid or fix specified in d) at, or as close as possible to, the expected approach time last received and acknowledged; or, if no expected approach time has been received and acknowledged, at, or as close as possible to, the estimated time of arrival resulting from the current flight plan; f) complete a normal instrument approach procedure as specified for the designated navigation aid or fix; and g) land, if possible, within 30 minutes after the estimated time of arrival specified in e) or the last acknowledged expected approach time, whichever is later. *Note 1.— The provision of air traffic control service to other flights operating in the airspace concerned will be based on the premise that an aircraft experiencing communication failure will comply with the rules in 3.6.5.2.2.* *Note 2. — See also 5.1.2.*				

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Chapter 3 Reference 3.7.2 **Standard**	3.7.2 If an aircraft is subjected to unlawful interference, the pilot-in-command shall attempt to land as soon as practicable at the nearest suitable aerodrome or at a dedicated aerodrome assigned by the appropriate authority unless considerations aboard the aircraft dictate otherwise. *Note 1.— Requirements for State authorities with respect to aircraft on the ground that are subject to unlawful interference are contained in Annex 17, Chapter 5, 5.2.4.* *Note 2.— See 2.4 regarding the authority of the pilot-in-command of an aircraft.*	CARs.	Less protective or partially implemented or not implemented	Not specified in CA Rules.	
Chapter 3 Reference 3.9 **Standard**	**3.9 VMC visibility and distance from cloud minima** VMC visibility and distance from cloud minima are contained in Table 3-1.	CAR 91.301 Table 4.	More Exacting or Exceeds	Where Table 3-1 specifies 1 500 m horizontally from cloud, the rule specifies 2 km.	

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Chapter 4 Reference 4.1 **Standard**	**CHAPTER 4. VISUAL FLIGHT RULES** 4.1 Except when operating as a special VFR flight, VFR flights shall be conducted so that the aircraft is flown in conditions of visibility and distance from clouds equal to or greater than those specified in Table 3-1.	CAR 91.301 Table 4.	More Exacting or Exceeds	Where Table 3-1 specifies 1 500 m horizontally from cloud, the rule specifies 2 km.	
Chapter 4 Reference 4.5 **Standard**	4.5 Authorization for VFR flights to operate above FL 290 shall not be granted in areas where a vertical separation minimum of 300 m (1 000 ft) is applied above FL 290.	AIPNZ ENR 1.8, 1.	Less protective or partially implemented or not implemented	VFR flights may be authorised in RVSM airspace (FL 290 – FL 410) in the New Zealand FIR (NZZC). There is no Class A airspace in the FIR.	
Chapter 4 Reference 4.7 **Standard**	4.7 Except where otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority, VFR flights in level cruising flight when operated above 900 m (3 000 ft) from the ground or water, or a higher datum as specified by the appropriate ATS authority, shall be conducted at a cruising level appropriate to the track as specified in the tables of cruising levels in Appendix 3.	CAR 91.313; AIPNZ ENR 1.7 – 4.	Different in character or other means of compliance	In level cruising flight at more than 3000 feet AMSL or 1000 feet AGL (whichever is the higher: between 090 and 269 degrees, even thousands plus 500; and between 270 and 089 degrees, odd thousands plus 500.	Applies within the New Zealand FIR (NZZC). Because of the general north-south (MAG) orientation of the FIR, a north-odd, south-even (NOSE) system is applied, rather than the east-odd, west-even (EOWE) system specified in the Annex. See AIPNZ ENR 1.7 – 4 for details. Note: the EOWE system applies in the Auckland Oceanic FIR (NZZO).

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Chapter 5 Reference 5.2.2 **Standard**	5.2.2 An IFR flight operating in cruising flight in controlled airspace shall be flown at a cruising level, or, if authorized to employ cruise climb techniques, between two levels or above a level, selected from: a) the tables of cruising levels in Appendix 3; or b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 for flight above FL 410; except that the correlation of levels to track prescribed therein shall not apply whenever otherwise indicated in air traffic control clearances or specified by the appropriate ATS authority in Aeronautical Information Publications.	CAR 91.425; AIPNZ ENR 1.7 – 4.	Different in character or other means of compliance	In level cruising flight between 090 and 269 degrees, even thousands or flight levels as appropriate; and between 270 and 089 degrees, odd thousands or flight levels as appropriate.	Applies within the New Zealand FIR (NZZC). Because of the general north-south (MAG) orientation of the FIR, a north-odd, south-even (NOSE) system is applied, rather than the east-odd, west-even (EOWE) system specified in the Annex. See AIPNZ ENR 1.7 – 4 for details. Note: the EOWE system applies in the Auckland Oceanic FIR (NZZO). ENR 1-7, 4.2.6 provides for international flights entering, leaving or transiting the NZ FIR to flight plan that portion of the flight within the NZ FIR at a level appropriate to the Auckland Oceanic FIR.

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Chapter 5 Reference 5.3.1 **Standard**	**5.3 Rules applicable to IFR flights outside controlled airspace** 5.3.1 Cruising levels An IFR flight operating in level cruising flight outside of controlled airspace shall be flown at a cruising level appropriate to its track as specified in: a) the tables of cruising levels in Appendix 3, except when otherwise specified by the appropriate ATS authority for flight at or below 900 m (3 000 ft) above mean sea level; or b) a modified table of cruising levels, when so prescribed in accordance with Appendix 3 for flight above FL 410. *Note.— This provision does not preclude the use of cruise climb techniques by aircraft in supersonic flight*.	CAR 91.425; AIPNZ ENR 1.7 – 4.	Different in character or other means of compliance	In level cruising flight between 090 and 269 degrees, even thousands or flight levels as appropriate; and between 270 and 089 degrees, odd thousands or flight levels as appropriate.	Applies within the New Zealand FIR (NZZC). Because of the general north-south (MAG) orientation of the FIR, a north-odd, south-even (NOSE) system is applied, rather than the east-odd, west-even (EOWE) system specified in the Annex. See AIPNZ ENR 1.7 – 4 for details. Note: the EOWE system applies in the Auckland Oceanic FIR (NZZO). ENR 1-7, 4.2.6 provides for international flights entering, leaving or transiting the NZ FIR to flight plan that portion of the flight within the NZ FIR at a level appropriate to the Auckland Oceanic FIR.

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