Annex Reference	AIRWORTHINESS OF AIRCRAFT Standard or Recommended Practice	State Legislation, Regulation or Document 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 **Standard**	1.2.6 Until 25 November 2026, the approved design of an aircraft under Parts IIIB, IVB, VA and VB of this Annex shall use extinguishing agents that are not listed in the 1987 *Montreal Protocol on Substances that Deplete the Ozone Layer* as it appears in the Eighth Edition of the *Handbook for the Montreal Protocol on Substances that Deplete the Ozone Layer,* Annex A, Group II, in the aircraft fire suppression or extinguishing systems in the lavatories, engines and auxiliary power unit. *Note.— Information concerning extinguishing agents is contained in the UNEP Halons Technical Options Committee Technical Note No. 1* — New Technology Halon Alternatives *and FAA Report No. DOT/FAA/AR-99-63,* Options to the Use of Halons for Aircraft Fire Suppression Systems.	CAR Part 91 (General Operating and Flight Rules), Appendix A, A.13.	Less protective or partially implemented or not implemented	Halon 1211 and 1301 are still permitted, pending identification of a suitable replacement extinguishing agent.	Note: New Zealand is not the State of Design or Manufacture of any aircraft in the listed categories. Certification of the one aeroplane that would fit Part V was completed before the Part VA date range.

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Chapter 2 Reference 2.4.5 **Standard**	2.4.5 Until 25 November 2026, where the State of Manufacture is not the State of Design, there shall be an agreement or arrangement acceptable to both States to: a) ensure that the manufacturing organization has the right of access to the approved design data relevant for production purposes; b) address the responsibilities of each State with regard to design, manufacture and continuing airworthiness of the aircraft, engine or propeller during the period of the agreement or arrangement, including such period when the State of Design takes action to suspend in whole or in part the Type Certificate of the affected aircraft type; and c) terminate the production approval under this part when the State of Design revokes the Type Certificate corresponding to that aircraft type.	CAR Part 148.	Less protective or partially implemented or not implemented	Not implemented in respect of State agreements.	Note: New Zealand is not the State of Design or Manufacture of engines, propellers or aeroplanes over 5700 kg.

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Chapter 3 Reference 3.1 **Standard**	**CHAPTER 3. CERTIFICATE OF AIRWORTHINESS** *Note.— The Certificate of Airworthiness as used in these Standards is the Certificate of Airworthiness referred to in Article 31 of the Convention.* **3.1 Applicability** The Standards of this chapter are applicable in respect of all aircraft, except 3.3 and 3.4 which are not applicable in respect of all aircraft that are of a type of which the prototype was submitted to appropriate national authorities for certification before 13 June 1960.	CAR Part 21, Subpart H.	Different in character or other means of compliance	No reference to 13 June 1960.	

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Chapter 3 Reference 3.6.1 **Standard**	**3.6 Damage to aircraft** 3.6.1 When an aircraft has sustained damage, the State of Registry shall judge whether the damage is of a nature such that the aircraft is no longer airworthy as defined by the appropriate airworthiness requirements.	CA Act 1990 s17(2); CAR 91.201.	Different in character or other means of compliance	New Zealand Civil Aviation Rules (CAR) place responsibility for judgement of aircraft damage, to ensure an aircraft's airworthiness, on licensed pilots and maintenance engineers, based on provisions of CARs 91.201 and 43.53. New Zealand, as the State of Registry, does not directly judge whether the damage renders the aircraft no longer airworthy. Irrespective of aircraft damage, the Airworthiness Certificate remains valid unless the Director uses provisions of s17(2) of the Civil Aviation Act 1990 to revoke the certificate.	

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Chapter 3 Reference 3.6.3 **Standard**	3.6.3 When the State of Registry considers that the damage sustained is of a nature such that the aircraft is no longer airworthy, it shall prohibit the aircraft from resuming flight until it is restored to an airworthy condition. The State of Registry may, however, in exceptional circumstances, prescribe particular limiting conditions to permit the aircraft to fly a non-commercial air transport operation to an aerodrome at which it will be restored to an airworthy condition. In prescribing particular limiting conditions, the State of Registry shall consider all limitations proposed by the Contracting State that had originally, in accordance with 3.6.2, prevented the aircraft from resuming its flight. That Contracting State shall permit such flight or flights within the prescribed limitations.	CA Act 1990 s17(2); CAR 21.195.	Different in character or other means of compliance	As in Standard 3.6.1, New Zealand Civil Aviation Rules (CAR) do not place direct responsibility on the State of Registry to determine if the damage sustained is of a nature such that the aircraft is no longer airworthy. The Act (s17(2)) provides for the Director to impose condtions if there is reasonable doubt as to airworthiness; rule 21.195 provides for the issue of a special category - special flight permit to enable flight to an aerodrome at which restoration to an airwothy condition can be performed.	

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Chapter 3 Reference 3.6.4 **Standard**	3.6.4 When the State of Registry considers that the damage sustained is of a nature such that the aircraft is still airworthy, the aircraft shall be allowed to resume its flight. * For use of the State of Registry. ** Manufacturer's designation of aircraft should contain the aircraft type and model. *** This space is normally used to indicate the certification basis, i.e. certification code, with which the particular aircraft complies and/or its permitted operational category, e.g. commercial air transportation, aerial work or private. **** This space shall be used either for periodic endorsement (giving date of expiry) or for a statement that the aircraft is being maintained under a system of continuous inspection. **Figure 1** * For use of the State of Registry. ** Manufacturer's designation of remotely piloted aircraft (RPA) should contain the RPA type and model. *** This space should contain identification of the C2 Link(s) permitted for the command and control of the RPA to comply with the certification code and to operate in accordance with specified operating limitations. **** This space is normally used to indicate the certification basis, i.e. certification code, with which the particular RPA complies and/or its permitted operational category, e.g. commercial air transportation, aerial work or private. ***** This space shall be used either for periodic endorsement	CA Act s17(2); CAR 91.201.	Different in character or other means of compliance	The Act provides for the Director to impose condtions if there is reasonable doubt as to airworthiness, however, the CARs do not place direct responsibility on the State of Registry to determine if the damage sustained is of a nature such that the aircraft is no longer airworthy. In this situation, if the pilot determines that the aircraft is airworthy as per CAR 91.201, then the aircraft can resume its flight. CAR 12.55 requires all serious incidents, or immediate hazard to the safety of aircraft operations, to be reported. This provides the CAA a means of monitoring compliance with CAR 91.201.	

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	(giving date of expiry) or for a statement that the RPA is being maintained under a system of continuous inspection. **Figure 2[6]** _____ --- 6 As of 26 November 2026, *insert* new Figure 2 in Annex 8, Part II, end of Chapter 3.				
Chapter 4 Reference 4.2.1.5 **Standard**	4.2.1.5 The State of Design shall ensure that sensitive aviation security information is not transmitted when distributing mandatory continuing airworthiness information.	CARs.	Less protective or partially implemented or not implemented	Not implemented.	
Chapter 4 Reference 4.2.1.6 **Standard**	4.2.1.6 The State of Design shall ensure that sensitive aviation security information is securely transmitted to the appropriate authority in the States of Registry in accordance with Annex 17 — *Aviation Security — Safeguarding International Civil Aviation against Acts of Unlawful Interference*. *Note.— Guidance material on the secure transmission of sensitive aviation security information is contained in Doc 9760.*	No specific reference.	Less protective or partially implemented or not implemented	The relevant Annex 17 Standards are 4.9.1 and 4.9.2. Cybersecurity is very much a live issue, but there is nothing promulgated in relation to this Standard.	

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Chapter 4 Reference 4.2.4.1 **Standard**	4.2.4 State of Registry 4.2.4.1 Until 25 November 2026, the State of Registry shall: a) ensure that, when it first enters on its register an aircraft of a particular type for which it is not the State of Design and issues or validates a Certificate of Airworthiness in accordance with 3.2 of this part, it shall advise the State of Design that it has entered such an aircraft on its register; b) determine the continuing airworthiness of an aircraft in relation to the appropriate airworthiness requirements in force for that aircraft; c) develop or adopt requirements to ensure the continuing airworthiness of the aircraft during its service life, including requirements to ensure that the aircraft: i) continues to comply with the appropriate airworthiness requirements after a modification, a repair or the installation of a replacement part; and ii) is maintained in an airworthy condition and in compliance with the maintenance requirements of Annex 6 — *Operation of Aircraft*, and where applicable, Parts III, IV, V, VI and VII of this Annex; d) upon receipt of mandatory continuing airworthiness information from the State of Design, adopt the mandatory information directly or assess the information received and take appropriate action; e) have a system to monitor and obtain mandatory	Items d), e) and f) AU Procedures; b) and c) CAR 21.179(a).	Less protective or partially implemented or not implemented	There is no process for notifying the State of Design in accordance with a).	

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	~~appropriate action, the information received and take~~ f) ensure that all mandatory continuing airworthiness information which it, as the State of Registry, originated in respect of that aircraft, is transmitted to the appropriate State of Design and State of Design of Modification; and g) ensure that, in respect of aeroplanes over 5 700 kg and helicopters over 3 175 kg maximum certificated take-off mass, there exists a system whereby information on faults, malfunctions, defects and other occurrences that cause or might cause adverse effects on the continuing airworthiness of the aircraft is transmitted to the organization responsible for the type design of that aircraft. Whenever this information relates to an engine or propeller, such information shall be transmitted to both the organization responsible for engine or propeller type design and the organization responsible for aircraft type design. Where a continuing airworthiness safety issue is associated with a modification or repair, the State of Registry shall ensure that there exists a system whereby the above information is transmitted to the individual or organization responsible for the design of the modification or repair.				
Chapter 4 Reference 4.2.4.3 **Standard**	4.2.4.3 The State of Registry shall ensure that sensitive aviation security information is not transmitted when distributing mandatory continuing airworthiness information.	No specific reference.	Less protective or partially implemented or not implemented	The relevant Annex 17 Standards are 4.9.1 and 4.9.2. Cybersecurity is very much a live issue, but there is nothing promulgated in relation to this Standard.	

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Chapter 4 Reference 4.2.4.4 **Standard**	4.2.4.4 The State of Registry shall ensure that sensitive aviation security information is securely transmitted to the appropriate authority in the State of Design in accordance with Annex 17. *Note.— Guidance material on the transmission of sensitive aviation security information is contained in Doc 9760.*	No specific reference.	Less protective or partially implemented or not implemented	The relevant Annex 17 Standards are 4.9.1 and 4.9.2. Cybersecurity is very much a live issue, but there is nothing promulgated in relation to this Standard.	
Chapter 4 Reference 4.2.5 **Standard**	4.2.5 All Contracting States Until 25 November 2026, each Contracting State shall establish, in respect of aeroplanes over 5 700 kg and helicopters over 3 175 kg maximum certificated take-off mass, the type of information that is to be reported to its airworthiness authority by operators, organizations responsible for type design and maintenance organizations. Procedures for reporting this information shall also be established.	CAR 145.61(a), CAR Part 12.	Less protective or partially implemented or not implemented	Not specific in relation to helicopters. Not applicable to design organizations, in that New Zealand is not the State of Design for any aeroplanes over 5 700 kg or any helicopters.	
Chapter 6 Reference 6.2.3.1 **Recommendation**	6.2.3.1 **Recommendation.—** *The approval certificate should follow the template in the Appendix and contain the date of original issue if different from the date of current issue.*	CAR Part 145.	Different in character or other means of compliance	The certificate is issued in a slightly different format, and does not include address or contact details; the certificate is displayed on the holder's premises, so these are irrelevant.	

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Chapter 6 Reference 6.7.2 **Standard**	6.7.2 The records required by 6.7.1 shall be kept for a minimum period of one year after the signing of the maintenance release.	CAR 145.63(4).	More Exacting or Exceeds	Five years.	
Chapter 6 Reference 6.8.1 **Standard**	**6.8 Maintenance release** 6.8.1 A maintenance release shall be completed and signed to certify that the maintenance work performed has been completed satisfactorily and in accordance with approved data and the procedure described in the maintenance organization's procedures manual.	CAR Part 43 Subpart C; CAR 91.619.	Different in character or other means of compliance	The term "release to service" is used, and the equivalent document is the Technical Log required by rule 91.619.	
Chapter 6 Reference 6.8.2 **Standard**	6.8.2 A maintenance release shall be signed and include the following: a) basic details of the maintenance carried out including detailed reference to the data used; b) the date such maintenance was completed; c) the identity of the approved maintenance organization; and d) the identity of the person or persons signing the release.	CAR Part 43 Subpart C; CAR 91.619.	Different in character or other means of compliance	The term "release to service" is used, and the equivalent document is the Technical Log required by rule 91.619.	

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Chapter 1 Reference 1.1.3 **Standard**	1.1.3 Except for those Standards and Recommended Practices which specify a different applicability, the Standards and Recommended Practices of this part shall apply to aeroplanes with a maximum certificated take-off mass greater than 5 700 kg and intended for the carriage of passengers or cargo or mail in international air navigation. *Note.— The following Standards do not include quantitative specifications comparable to those found in national airworthiness codes. In accordance with 1.2.1 of Part II, these Standards are to be supplemented by requirements established, adopted or accepted by Contracting States.*	CAR Part 21, Appendix C.	Less protective or partially implemented or not implemented	(Notified by the United States):- Effective 17 October 1979, the United States certificated certain aeroplanes at weights in excess of 5 700 kg (12 566 lb) that do not fully meet the ICAO Airworthiness Standards of Part III. The Airworthiness Certificate of aeroplanes that do not meet ICAO Standards will be endorsed as follows: "This aeroplane at weights in excess of 5 700 kg does not meet the airworthiness requirements of ICAO, as prescribed by Annex 8 to the Convention on International Civil Aviation."	Compliance with Part IIIA is by incorporation by reference in CAR Part 21 of appropriate FARs.

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Chapter 2 Reference 2.2.3 **Standard**	2.2.3 Scheduling of performance Performance data shall be determined and scheduled in the flight manual so that its application by means of the operating rules to which the aeroplane is to be operated in accordance with 5.2 of Annex 6, Part I, will provide a safe relationship between the performance of the aeroplane and the aerodromes and routes on which it is capable of being operated. Performance data shall be determined and scheduled for the following stages for the ranges of mass, altitude or pressure-altitude, wind velocity, gradient of the take-off and landing surface for landplanes; water surface conditions, density of water and strength of current for seaplanes; and for any other operational variables for which the aeroplane is to be certificated.	CAR Part 21, Appendix C.	Less protective or partially implemented or not implemented	(Notified by the United States):- This ICAO provision requires performance data to be scheduled for ranges of gradient of the landing surface for landplanes and ranges of water surface conditions, water density and current strength for seaplanes. For landplanes, the United States requires the landing distance to be determined only on a level runway. For seaplanes, the United States requires the landing distance on water to be determined only on smooth water. Operational take-off and landing distance margins are applied where appropriate by United States operational regulations and guidance.	Compliance with Part IIIA is by incorporation by reference in CAR Part 21 of appropriate FARs.

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Chapter 2 Reference 2.2.3.2 **Standard**	2.2.3.2 *En route.* The en-route performance shall be the climb, cruise or descent performance with: a) the critical engine inoperative; b) the two critical engines inoperative in the case of helicopters having three or more engines; and c) the operating engine(s) not exceeding the power for which they are certificated.	See appropriate FAR.	Less protective or partially implemented or not implemented	(Notified by the United States):- En-route performance is based solely on climb performance for both all-engines operating and one engine inoperative situations (Categories A and B). There is no comparable requirement for helicopters weighing less than 6 000 pounds.	
Chapter 2 Reference 2.2.3.3.1 **Standard**	2.2.3.3.1 *Landing decision point.* (For performance Class 1 helicopters only.) The landing decision point shall be the latest point in the approach phase from which either a landing may be made or a rejected landing (go-around) safely initiated, with the critical engine inoperative.	See appropriate FAR.	Less protective or partially implemented or not implemented	(Notified by the United States):- The landing decision point (LDP) is required for Category A helicopters only.	

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Chapter 4 Reference 4.1.6 **Standard**	4.1.6 Systems design features Special consideration shall be given to design features that affect the ability of the flight crew to maintain controlled flight. This shall include at least the following: a) *Controls and control systems.* The design of the controls and control systems shall be such as to minimize the possibility of jamming, inadvertent operation and unintentional engagement of control surface locking devices. i) Each control and control system shall operate with the ease, smoothness and effectiveness appropriate to its function. ii) Each element of each flight control system shall be designed to minimize the probability of any incorrect assembly that could result in the malfunction of the system. b) *Crew environment.* The design of the flight crew compartment shall be such as to minimize the possibility of incorrect or restricted operation of the controls by the crew, due to fatigue, confusion or interference. Consideration shall be given at least to the following: layout and identification of controls and instruments, rapid identification of emergency situations, sense of controls, ventilation, heating and noise. c) *Pilot vision.* The arrangement of the pilot compartment shall be such as to afford a sufficiently extensive, clear and undistorted field of vision for the safe operation of the helicopter, and to prevent glare and reflections that would interfere with the pilot's vision. The design features of the pilot windshield	CAR Part 21, Appendix C.	Less protective or partially implemented or not implemented	4.1.6e (notified by the United States):- The United States does not provide criteria relative to the fire protection/prevention for interior furnishing materials replaced during major refurbishment. The fire protection levied is dependent on the original certification basis.	Compliance with Part IV is by incorporation by reference in CAR Part 21 of appropriate FARs.

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	shall permit, under precipitation conditions, sufficient vision for the normal conduct of flight and for the execution of approaches and landings. d) *Provision for emergencies.* Means shall be provided which shall either automatically prevent, or enable the flight crew to deal with, emergencies resulting from foreseeable failures of equipment and systems, the failure of which would endanger the helicopter. Reasonable provisions shall be made for continuation of essential services following engine or system failures to the extent that such failures are catered for in the performance and operating limitations specified in the Standards in this Annex and in Annex 6, Part III. e) *Fire precautions.* The design of the helicopter and the materials used in its manufacture, including cabin interior furnishing materials replaced during major refurbishing, shall be such as to minimize the possibility of in-flight and ground fires and also to minimize the production of smoke and toxic gases in the event of a fire. Means shall be provided to contain or to detect and extinguish, wherever possible, all accessible fires as might occur in such a way that no additional danger to the helicopter is caused. f) *Incapacitation of occupants.* Design precautions shall be taken to protect against possible instances of cabin depressurization and against the presence of smoke or other toxic gases that could incapacitate the occupants of the helicopter.				

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Chapter 7 Reference 7.4.2 **Standard**	7.4.2 Lights shall be installed in helicopters so as to minimize the possibility that they will: a) adversely affect the satisfactory performance of the flight crews' duties; or b) subject an outside observer to harmful dazzle. *Note.— In order to avoid the effects mentioned in 7.4.2, it will be necessary in some cases to provide means whereby the pilot can switch off or reduce the intensity of the flashing lights.*	See appropriate FAR.	Less protective or partially implemented or not implemented	(Notified by the United States):- Minimum acceptable intensities are prescribed for navigation lights and anti-collision lights, i.e. no reduction below these levels is possible.	

- END -