



CIVIL AVIATION AUTHORITY
OF NEW ZEALAND

Te Mana Rererangi Tūmatanui o Aotearoa

AMROA Medical Review Officer (MRO) Certification Course

The CAA is hosting the MRO training course in Wellington, run by the Australasian Medical Review Officers Association (AMROA).

The alcohol and other drugs (AOD) regulations – CAR Part 99 – are going live in April 2027, and this is important training for Aviation Medical Examiners.

The course will be held from **12–14 November 2026** and spaces are limited. We are currently seeking expressions of interest. Course registrations open in June 2026.

👉 Click here for more information and to register your interest.

<https://www.aviation.govt.nz/licensing-and-certification/medical-certification/medical-examiners/medical-examiner-resources/mro-training/>

Melatonin – FYI

The Australian Therapeutic Goods Administration (TGA) has issued a safety alert about imported, unregistered melatonin products bought by consumers from overseas websites. TGA lab testing found significant discrepancies in the actual melatonin content compared to the stated amount on the label. One product contained more than 400% of the labelled content and another contained no melatonin at all.

Please review the TGA safety alert [Safety concerns over imported melatonin products | Therapeutic Goods Administration \(TGA\)](#)

Sildenafil/Tadalafil/Vardenafil Use

Many pilots and controllers may be using PDE5 inhibitors on a prn basis. This may not be disclosed as a regular medication, so please ask. See table below for certification guidelines.

PDE5-I (dose to flying time)

	CAA UK	FAA	CAA NZ
Sildenafil	12 hrs	8 hrs	Min 8 hrs
Vardenafil	12 hrs	8 hrs	Min 8 hrs
Tadalafil PRN	36 hrs	24 hrs	Min 24 hours
Tadalafil Daily (2.5-5 mg)	14-day ground trial	7-day ground trial	14-day ground trial

For PRN dosing – ground trial minimum 1 - 2 weeks



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Reminders

Please include printouts for all laboratory results. Refer to [Examination Procedures GD](#) for the reporting requirements.

Please ensure that all assessments are sent to CAA in the correct order. See [medical-examiner-documentation-checklist.pdf](#)

Updated Website and Guidelines

As discussed during CME session on 25 February, the refreshed medical section of our website is now live. The content has been reorganised into separate areas for Medical Examiners and for Pilots/ATCs to make information easier to find. We welcome your feedback on the new layout. [The updated clinical guidelines](#), developed in collaboration with CASA, are also now available, along with several condition-specific information checklists. Bookmark this useful resource!

Sending Information to Medical Unit

Identify information - Please ensure you state in the message header the reason for sending information to CAA. (i.e., AMC, Suspension, Disqualification, Surveillance, Pre-audit for review etc.). Providing this upfront helps ensure the information is channeled promptly to the correct process/person preventing unnecessary delays.

Missing information - A common cause of delays in processing medical certificate applications is incomplete information about medical conditions **at the time applicants see their ME**. When essential details are missing, MEs are often unable to complete the medical assessment in a timely way, and in case of AMC's, there may be delays in processing AMC applications. We recognise that at times this is unavoidable, and we are working on ways to minimise delays. CAA is taking steps to make it easier for participants to know what information or reports are required for medical conditions. The new jointly developed CAA and CASA clinical guidelines have information about reports/tests that are likely to be required at the next application for certain medical conditions. We will continue to expand and improve the information on our website to help participants understand what they must bring to the medicals. Please encourage your pilots or controllers to seek this information on the website. This helps them prepare for their medicals with the benefit of minimising any administrative delays. Just as they prepare for a BFR or type rating!

Incomplete applications - If an application has been started but the assessment has not been completed, please send through all information available to you. Even an application form can provide crucial information if the applicant returns later. All applications and assessments should be closed off by the 90-day mark unless the applicant plans to provide information imminently. The application can be closed off by completing an ineligible/incomplete MAR and forwarding all documentation to CAA.



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Contacting CAA

med@caa.govt.nz

This email address is where all enquiries should be directed. The team will ensure your enquiry / request gets to the right person or the Duty Doctor inbox as required.

Staffing Updates

The impossible happens! It is with recognition of his great contributions to CAA, medical examiners and pilots over a generation that we announce that Dr Claude Preitner is retiring later this year. We thank Claude for all his hard work and his willingness to share his expertise freely over so many years. Needless to say we are still recovering.

Laminating Certificates

All medical certificates must be laminated before issuing to the applicant. The size of the lamination pouch should be a maximum of 80mm x 108mm. This protects the certificate as well as reduces the chance of alteration. [See requirements](#)

Optometrist Update

The number of CAA accredited optometrists has reduced over time as many have not renewed their accreditation with NZAO. Some of them do continue to provide SERs.

CAA is working with NZAO to regularise the situation and simplify the reaccreditation process. Meanwhile we have made an interim decision to allow optometrists who have run out of accreditation to continue examining applicants. This is to ensure adequate national cover.

We are also working with Auckland University School of Optometry on more accessible training for optometrists.

We are also looking at formal CAA designation of “Aviation Examiners” (optometrists) under schedule 2, clause 29 of the Act. This will allow CAA to take more responsibility for sending timely recalls and have an oversight of the accreditation status.

Visit us

Would you like to spend a day (or two) at CAA with the Medical team? Let us know if you would be interested and we can arrange a visit. This has proven to be mutually beneficial for those that have visited in the past.

Best regards

Aviation Medicine Team