



**PURSUANT** to Sections 28, 29 and 30 of the Civil Aviation Act 1990

**I, Hon TIM MACINDOE, Associate Minister of Transport,**

**HEREBY MAKE** the following ordinary rules.

SIGNED AT *Hamilton*

This *18<sup>th</sup>* day of *September* 2017

A handwritten signature in black ink, appearing to read 'Tim Macindoe', written in a cursive style.

by **Hon TIM MACINDOE**

Associate Minister of Transport

Civil Aviation Rules

**Part 61, Amendment 13**

**Pilot Licences and Ratings**

*Docket 16/CAR/10*

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**Rule objective**

The objective of amendment 13 to Part 61 is to enable the Director to require special training and to impose certain conditions on type ratings or on the operation of a Robinson helicopter in circumstances where an immediate threat to safety emerges.

**Extent of consultation**

A Notice of Proposed Rulemaking, NPRM 17-02, containing the proposed Small Issues rule amendments was issued for public consultation under Docket 16/CAR/10 on 20 February 2017.

The NPRM was published on the CAA web site and emailed to identified stakeholders including representative organisations who were considered likely to have an interest in the proposal.

A period of 29 days was allowed for comment on the proposed rule.

**Summary of submissions**

Forty five written submissions and no oral comments were received on the NPRM. A summary of submissions for this NPRM is available on the CAA website. These submissions and comments have been considered and as a result of the consultation:

- minor changes for consistency have been made to various rules without changing their effect;
- amending rules in Subpart I to clarify that the requirements regarding personnel training, performance of an aircraft operation, or aviation activity, as issued in a notice by the Director, is in respect of a Robinson helicopter only;
- amending rule 61.367 to provide for its procedures to apply including consultation to issuing or amending a notice;
- altering the consultation provision to provide that consultation be public consultation by publishing the initial, amended or revoked notice on the CAA website;
- amending rule 61.369 to provide for publication of amended and revoked notices; and

- making changes to clarify rules 61.373 and 61.375.

### **Examination of submissions**

Submissions may be examined by application to the Docket Clerk at the Civil Aviation Authority between 8:30 am and 4:30 pm on weekdays, except statutory holidays.

### **Insertion of amendments**

The amendments to the rules in this Part are reflected by:

- revoking and replacing relevant rules relating to eligibility and privileges of pilot licences in Part 61 to require a person to have complied with requirements set out in a notice issued under Subpart I; and
- inserting Subpart I.

### **Effective date of rule**

Amendment 13 to Part 61 comes into force on 30 October 2017

### **Availability of rules**

Civil Aviation Rules are available from–

CAA web site: <http://www.caa.govt.nz/>

Freephone: 0800 GET RULES (0800 438 785)

## Part 61 Pilot Licences and Ratings

*Rule 61.105 is revoked and replaced with the following rule:*

### **61.105 Solo flight requirements**

(a) A person who does not hold a current pilot licence issued or validated under this Part must not fly an aircraft solo unless—

- (1) the person is at least 16 years of age; and
- (2) the person holds—
  - (i) at least a current class 2 medical certificate issued by the Director under the Act; or
  - (ii) a medical certificate, issued under rule 44(1) of the Land Transport (Driver Licensing) Rule 1999, that is applicable for a Class 2, 3, 4 or 5 driver licence with passenger endorsement which—
    - (A) was issued within the previous 5 years; or
    - (B) if the person is 40 years of age or older, was issued within the previous 24 months; and
- (3) the person is complying with all the conditions, restrictions and endorsements on the medical certificate; and
- (4) the person has sufficient ability in reading, speaking, understanding and communicating in the English language to enable them to adequately carry out the responsibilities of a pilot-in-command of an aircraft; and
- (5) the flight is authorised by the holder of a current Category A, B, or C flight instructor rating, except for a first solo flight by day or by night which must be authorised by the holder of a Category A or B flight instructor rating; and
- (6) except as provided in paragraph (c), the holder of a current Category A or B flight instructor rating has certified in the person's pilot's logbook that they have received instruction and demonstrated competence in the following:

- (i) preparation for flight;
  - (ii) starting and run-up procedures;
  - (iii) taxiing;
  - (iv) straight and level flight;
  - (v) climbing and descending;
  - (vi) level, climbing and descending turns;
  - (vii) take-off, circuit and landing in that type of aircraft;
  - (viii) practical flight radiotelephony;
  - (ix) go around procedures;
  - (x) in the case of an aeroplane, stall recognition and recovery in that aeroplane type;
  - (xi) in the case of an aeroplane, emergency procedures in the event of engine failure during and after take-off;
  - (xii) in the case of a helicopter, hovering upwind, downwind, and crosswind;
  - (xiii) in the case of a helicopter, emergency procedures, (including autorotative approach and landing) in that type of helicopter; and
- (7) the person has received dual instruction within the last 5 hours of flight experience unless otherwise authorised by the holder of a current Category A or B flight instructor rating; and
- (8) the person has had piloting experience in appropriate aircraft within the immediately preceding 30 days; and
- (9) if the flight is a solo cross country flight—

- (i) the flight is authorised by the holder of a current Category A or B flight instructor rating; and
  - (ii) the person holds a valid written examination credit for a private pilot licence; and
- (10) if applicable, that the person has complied with all the requirements of a notice issued under Subpart I.
- (b) The flight instructor who authorises the solo flight specified in paragraph (a)(4) must monitor the actions of the pilot during the solo flight.
- (c) In the case of a first solo flight by day, the certification in the person's pilot's logbook required under paragraph (a)(5) may be made after the completion of the first solo flight if the flight instructor is satisfied that the requirements in paragraphs (a)(6)(i) to (xiii) have been met.

***Rule 61.153 is revoked and replaced with the following rule:***

**61.153 Eligibility requirements**

- (a) Except as provided in paragraphs (b) and (c), to be eligible for the issue of a private pilot licence a person must—
- (1) be at least 17 years of age; and
  - (2) hold at least a current class 2 medical certificate issued under the Act; and
  - (3) have the minimum of—
    - (i) 50 hours flight time experience as a pilot in the appropriate category of aircraft comprising solo flight time, dual flight time, instrument time, and cross-country flight time acceptable to the Director; or
    - (ii) if the person is not seeking to exercise private pilot privileges on a cross-country flight, 40 hours flight

time experience as a pilot in the appropriate category of aircraft comprising solo flight time, instrument time, and dual flight time acceptable to the Director; and

- (4) if the person seeks to exercise private pilot privileges during the night, have night flight experience acceptable to the Director; and
- (5) if the person seeks to exercise private pilot (helicopter) privileges in the carriage of sling loads, have flight training on the carriage of sling loads acceptable to the Director; and
- (6) have a valid written examination credit, or approved equivalent, that covers the following private pilot licence subject areas:
  - (i) air law;
  - (ii) air navigation and flight planning;
  - (iii) meteorology;
  - (iv) aircraft technical knowledge (Aeroplane or Helicopter), as appropriate;
  - (v) human factors;
  - (vi) flight radiotelephony; and
- (7) have successfully demonstrated the following to a flight examiner in a flight test:
  - (i) knowledge in the ground examination subjects specified in paragraph (6), including those detailed in the examination knowledge deficiency reports;
  - (ii) knowledge of the privileges and limitations of a private pilot licence;
  - (iii) technical and operational knowledge relevant to the aircraft type to be used in the flight test;

- (iv) competence to operate the aircraft within its performance capabilities and limitations in accordance with the aircraft flight manual in all normal, abnormal, and emergency conditions and procedures while exercising appropriate levels of judgement and command;
  - (v) competence in radiotelephony (RTF) procedures and phraseology;
  - (vi) control of the aircraft at all times in a manner that ensures the successful outcome of a procedure or manoeuvre is never in doubt; and
- (8) if applicable, comply with all the requirements of a notice issued under Subpart I.
- (b) Under section 9 of the Act, a person who holds a current pilot licence and associated medical certificate issued by an ICAO Contracting State may have the licence and medical certificate recognised by the Director for the purpose of the Director issuing a private pilot licence to the person, for the same category of aircraft.
- (c) A person who holds a current glider pilot certificate issued by a gliding organisation under delegated authority from the Director is eligible for the issue of a private pilot licence (Glider) if the person—
- (1) is at least 17 years of age; and
  - (2) holds a flight radiotelephony examination credit; and
  - (3) holds at least a current class 2 medical certificate issued under the Act.
- (d) Qualifications held by a member of the New Zealand Defence Force who is in current flying practice as a first or second pilot may be accepted by the Director as meeting the requirements in—
- (1) paragraph (a)(6), if the person has passed the appropriate air law examination in the 5 years prior to applying for the issue of the private pilot licence; and

- (2) paragraph (a)(7).

***Rule 61.155 is revoked and replaced with the following rule:***

**61.155 Privileges and limitations**

(a) Subject to paragraph (b)(3), the holder of a current private pilot licence may—

- (1) act as pilot-in-command of an aircraft of the category for which the pilot licence is granted and for which the pilot holds an aircraft type rating, and may carry passengers in the aircraft; and
- (2) act as a co-pilot of an aircraft of the category for which the pilot licence is granted and for which the pilot holds an aircraft type rating, and which is required to be operated with a co-pilot.

(b) The holder of a private pilot licence must not act as pilot-in-command or as co-pilot of an aircraft—

- (1) for remuneration; or
- (2) if the aircraft is being operated for hire or reward; or
- (3) if the aircraft is—
  - (i) being operated at night; or
  - (ii) being operated on a cross country flight; or
  - (iii) a helicopter carrying a sling load—

unless an appropriately qualified flight instructor has certified in the holder's logbook that the holder has satisfactorily completed the flight training required to perform that activity; or

- (4) if applicable, unless the holder has complied with all the requirements of a notice issued under Subpart I.

(c) Despite paragraph (b)(2), the holder of a current private pilot licence may act, but not for remuneration, as pilot-in-command or as a co-pilot of an aircraft that is operated for hire or reward to tow a glider in flight, but only if the operation is under the direct control of a gliding organisation, or under the authority of an adventure aviation operator certificate issued by the Director under the Act and Part 115.

*Rule 61.203 is revoked and replaced with the following rule:*

**61.203 Eligibility requirements**

- (a) To be eligible for a commercial pilot licence, a person must—
- (1) be at least 18 years of age; and
  - (2) in the case of an aeroplane and helicopter, hold a current private pilot licence for the appropriate category of aircraft; and
  - (3) hold a current class 1 medical certificate issued under the Act; and
  - (4) have the following minimum general flight time experience as a pilot comprising specific flight experience that is acceptable to the Director for the appropriate category of aircraft:
    - (i) in the case of an aeroplane, 200 hours or, if undertaking a course of approved training, 150 hours;
    - (ii) in the case of a helicopter, 150 hours or, if undertaking a course of approved training, 125 hours;
    - (iii) in the case of a glider, 150 hours;
    - (iv) in the case of a balloon, 50 hours; and
  - (5) if the person seeks to exercise commercial pilot privileges during the night, have night flight time experience acceptable to the Director; and

- (6) have a valid written examination credit, or approved equivalent, that covers the following commercial pilot licence subject areas:
  - (i) air law;
  - (ii) flight navigation general;
  - (iii) meteorology;
  - (iv) principles of flight and aircraft performance (Aeroplane), (Helicopter), or (Glider), as appropriate;
  - (v) general aircraft technical knowledge (Aeroplane), (Helicopter), or (Glider), as appropriate;
  - (vi) balloon technical knowledge and aerostatics, (Balloon);
  - (vii) human factors; and
- (7) have successfully demonstrated the following to the Director in a flight test:
  - (i) knowledge in the ground examination subjects specified in paragraph (6), including those detailed in the examination knowledge deficiency reports;
  - (ii) knowledge of the privileges and limitations of a commercial pilot licence;
  - (iii) technical and operational knowledge relevant to the aircraft type to be used in the flight test;
  - (iv) competence to operate the aircraft within its performance capabilities and limitations in accordance with the aircraft flight manual in all normal, abnormal and emergency conditions and procedures while exercising appropriate levels of judgement and command;

- (v) competence in radiotelephony (RTF) and phraseology;
  - (vi) control of the aircraft at all times in a manner that ensures the successful outcome of a procedure or manoeuvre is never in doubt; and
  - (vii) if applicable, comply with all the requirements of a notice issued under Subpart I.
- (b) Qualifications held by a member of the New Zealand Defence Force who is in current flying practice as a first or second pilot may be accepted by the Director as meeting the requirements in—
- (1) paragraph (a)(2); and
  - (2) paragraph (a)(6), if the person has passed the appropriate air law examination in the 5 years prior to applying for the issue of a commercial pilot licence; and
  - (3) paragraph (a)(7).

***Rule 61.205 is revoked and replaced with the following rule:***

### **61.205 Privileges and limitations**

- (a) Subject to paragraph (b), a current commercial pilot licence authorises the holder to exercise the following privileges in aircraft of the same category for which the pilot licence is granted and for which the pilot holds an aircraft type rating:
- (1) any of the appropriate privileges of a private pilot licence:
  - (2) act as pilot-in-command of an aircraft that is certificated for single pilot operation and engaged on an operation for hire or reward:
  - (3) act as pilot-in-command of an aircraft that is certificated for multi-pilot operation and engaged on an operation for hire or reward, that is not an air transport operation:

- (4) act as co-pilot of an aircraft that is certificated for multi-pilot operation and engaged on an operation for hire or reward.
- (b) The holder of a commercial pilot licence must not act as pilot-in-command or as co-pilot of an aircraft at night, unless—
- (1) an appropriately qualified flight instructor has certified in the holder's logbook that the holder has satisfactorily completed the required night flight training; and
  - (2) if applicable, that the person complies with all the requirements of a notice issued under Subpart I.

*Rule 61.253 is revoked and replaced with the following rule:*

**61.253 Eligibility requirements**

- (a) To be eligible for an airline transport pilot licence, a person must—
- (1) be at least 21 years of age; and
  - (2) hold a current commercial pilot licence for the appropriate category of aircraft; and
  - (3) hold a current instrument rating; and
  - (4) have the following minimum general flight time experience as a pilot comprising specific flight experience that is acceptable to the Director for the appropriate category of aircraft:
    - (i) in the case of an aeroplane, 1500 hours;
    - (ii) in the case of a helicopter, 1000 hours; and
  - (5) have a valid written examination credit, or approved equivalent, that covers the following airline transport pilot licence subject areas:
    - (i) air law:

- (ii) flight navigation general:
  - (iii) flight planning (Aeroplane or Helicopter as appropriate):
  - (iv) meteorology:
  - (v) instruments and navigation aids (Aeroplane only):
  - (vi) human factors:
  - (vii) advanced aerodynamics, performance, and systems knowledge (Aeroplane only):
  - (viii) aerodynamics and aircraft systems (Helicopter only):
  - (ix) performance and loading (Helicopter only); and
- (6) subject to paragraph (b), have successfully demonstrated the following in a flight test to the Director, or an appropriately authorised flight examiner operating under the authority of an airline air operator certificate issued under the Act and Part 119, or an aviation training organisation certificate issued under the Act and Part 141, if the certificate authorises the holder to conduct the flight tests:
- (i) knowledge in the ground examination subjects specified in paragraph (a)(5), including those detailed in the examination knowledge deficiency reports:
  - (ii) knowledge of the privileges and limitations of an airline transport pilot licence:
  - (iii) technical and operational knowledge relevant to the aircraft type used in the flight test:
  - (iv) competence to operate the aircraft within its performance capabilities and limitations in accordance with the aircraft flight manual in all normal, abnormal and emergency conditions and procedures whilst exercising appropriate levels of judgement and command:

- (v) competence in ATS procedures and phraseology:
  - (vi) control of the aircraft at all times in a manner that ensures the successful outcome of a procedure or manoeuvre is never in doubt; and
  - (vii) if applicable, comply with all the requirements of a notice issued under Subpart I.
- (b) The flight test required under paragraph (a)(6) must be a cross country flight conducted under IFR in an aircraft that is—
- (1) a multi-engine aircraft with a MCTOW of 5700 kg or more; or
  - (2) a multi-engine aircraft acceptable to the Director; or
  - (3) a synthetic flight trainer that is approved for airline transport pilot licence issue flight tests.
- (c) Qualifications held by a member of the New Zealand Defence Force who has within the immediately preceding 12 months logged flight time with the New Zealand Defence Force as first pilot day/night level in an appropriate category of 2 pilot aircraft, may be accepted by the Director as meeting the requirements in—
- (1) paragraph (a)(2); and
  - (2) paragraph (a)(3), if the person has passed a New Zealand Defence Force instrument flight assessment within the 3 months prior to applying for the issue of an airline transport pilot licence; and
  - (3) paragraph (a)(5), if the person has passed the appropriate air law examination in the 5 years prior to applying for the issue of an airline transport pilot licence; and
  - (4) paragraph (a)(6).

*Rule 61.255 is revoked and replaced with the following rule:*

### **61.255 Privileges**

A current airline transport pilot licence authorises the holder to exercise the following privileges in an aircraft of the same category for which the pilot licence is granted and for which the pilot holds an aircraft type rating:

- (1) any of the privileges of a private and commercial pilot licence:
- (2) act as pilot-in-command of an aircraft that is required to be operated with a co-pilot and is engaged on an air transport operation or an operation for hire or reward: —

provided that, if applicable, the person complies with all the requirements of a notice issued under Subpart I.

*The following rule is inserted after rule 61.309:*

### **61.311 Flight instructor to implement additional training under Part 61 Subpart I**

Before issuing a type rating under this Part or authorising a student pilot to fly an aircraft solo under rule 61.105, an appropriately qualified flight instructor must:

- (1) consider whether the Director has issued a notice under Subpart I in respect of a Robinson helicopter, for which the type rating is to be issued, or that the student pilot is to fly solo; and
- (2) if the Director has issued a notice under Subpart I, apply and test the additional training required before issuing the rating or authorising the solo flight.

*Rule 61.355 is revoked and replaced with the following rule:*

**61.355 Eligibility requirements**

(a) Except as provided for in paragraph (b), to be eligible for the issue of a recreational pilot licence (aeroplane or helicopter) a person must—

- (1) be at least 17 years of age; and
- (2) hold a medical certificate, issued under rule 44(1) of the Land Transport (Driver Licensing) Rule 1999, that is applicable for a Class 2, 3, 4 or 5 driver licence with passenger endorsement which—
  - (i) was issued within the previous 5 years; or
  - (ii) if the person is 40 years of age or older, was issued within the previous 24 months; and
- (3) have a minimum of—
  - (i) 50 hours flight time experience as a pilot in the appropriate category of aircraft comprising of solo flight time, dual flight time, instrument time, and cross-country flight time acceptable to the Director; or
  - (ii) if the person is not seeking to exercise recreational pilot privileges on a cross-country flight, 40 hours flight time experience as a pilot in the appropriate category of aircraft comprising solo flight time, instrument time, and dual flight time acceptable to the Director; and
- (4) have a valid written examination credit, or approved equivalent, in the subjects contained in rule 61.153(a)(6); and
- (5) have completed terrain awareness training that is acceptable to the Director; and
- (6) have passed a flight test for the issue for a private pilot licence under rule 61.153(a)(7) except that the person must

have demonstrated knowledge of the privileges and limitations of a recreational pilot licence; and

- (7) if applicable, comply with all the requirements of a notice issued under Subpart I.

(b) A person who holds a valid private pilot licence, commercial pilot licence, or an airline transport pilot licence, is eligible for the issue of a recreational pilot licence for the appropriate category of aircraft, if the person—

- (1) holds a medical certificate as required by paragraph (a)(2); and
- (2) has not met the requirements of rule 61.39 for a period of 5 years or more; and
- (3) has passed the written examination for PPL air law.

(c) Cross country flight experience in a helicopter or aeroplane under paragraph (a)(3)(i) may be accepted by the Director as cross country flight time in the other category of aircraft.

***Rule 61.357 is revoked and replaced with the following rule:***

### **61.357 Privileges and limitations**

(a) Subject to paragraph (b), the holder of a current recreational pilot licence may—

- (1) act as pilot-in-command of a single engine non-pressurised aeroplane with a MCTOW of 2000kg or less, for which the pilot holds an aircraft type rating; or
- (2) act as pilot-in-command of a single engine helicopter with a MCTOW of 1500kg or less, for which the pilot holds an aircraft type rating; or

- (3) carry a passenger, provided the passenger has been informed that the pilot does not hold a medical certificate issued under the Act.
- (b) The holder of a recreational pilot licence must not act as pilot-in-command or as co-pilot of an aircraft—
- (1) operating outside New Zealand; or
  - (2) for remuneration; or
  - (3) carrying more than one passenger; or
  - (4) if the aircraft is being operated—
    - (i) for hire and reward; or
    - (ii) at night; or
    - (iii) under instrument flight rules; or
    - (iv) into or out of a controlled aerodrome unless the licence holder has provided the Director with evidence of a successful colour vision screening test that is acceptable to the Director; or
    - (v) over a congested area of a city or town, except for the purpose of take-off and landing; or
  - (5) if the aircraft is conducting—
    - (i) an air operation; or
    - (ii) a glider tow operation, where the glider is being operated for hire or reward; or
    - (iii) a parachute drop operation; or
    - (iv) an agricultural aircraft operation; or
    - (v) an aerobatic flight; or

- (vi) a banner tow operation; or
  - (vii) a drogue tow operation; or
  - (viii) a sling load operation; and
- (6) if applicable, unless that person complies with all the requirements of a notice issued under Subpart I.

*Subpart I is inserted after Subpart H:*

## **Subpart I – Requirements for Training, Operation and Use of Robinson helicopter Following a Safety Review**

### **61.363 Purpose**

The purpose of this Subpart is to empower the Director to issue requirements in a notice in respect of the conditions and restrictions specifying the training, operation and use of a Robinson helicopter under rule 61.365.

### **61.363A Definitions**

**Robinson helicopter** means a helicopter manufactured by the Robinson Helicopter Company Inc.

### **61.365 Director may issue a notice in respect of training, operation and use of Robinson helicopter**

- (a) After complying with rule 61.367, the Director may issue a notice under this Subpart in relation to the operation and use of a Robinson helicopter for the following—
- (1) the training required before a person can manipulate the controls or fly a Robinson helicopter solo;
  - (2) a person performing a particular operation or aviation activity in a Robinson helicopter;

- (3) the nature of training specified in paragraph (1) including minimum training, training syllabi and flight hours:
  - (4) the requirements for dual instruction, including the nature of dual instruction:
  - (5) the requirements for recording the required training in the pilot logbook:
  - (6) the person who provides training specified in paragraph (1):
  - (7) the eligibility and other requirements for flight instructors to conduct the training specified in paragraph (1):
  - (8) the eligibility and other requirements for flight examiners to assess the training specified in paragraph (1).
- (b) If a pilot with an existing type rating for a Robinson helicopter is required to undergo further instruction, training or assessment in relation to the type rating, the pilot cannot exercise the privileges of that type rating until the pilot has complied with the requirements specified in the notice.
- (c) Any person specified in a notice referred to in paragraph (a) as having to comply with a requirement in the notice must comply with that requirement.

### **61.367 Process prior to issuing or amending a notice**

Before issuing or amending a notice referred to in rule 61.365, the Director must—

- (1) conduct a safety review to assess the risk to aviation safety of the operation of a Robinson helicopter giving rise to particular safety concerns by taking into account—
  - (i) the make or model of Robinson helicopter; and
  - (ii) relevant safety information concerning the operation of the Robinson helicopter in particular conditions; and

- (iii) information about how ICAO or other ICAO Contracting States are responding to the risk; and
  - (iv) any other information that the Director considers may be relevant; and
- (2) consult publicly by publishing the initial or amended notice on the CAA website; and
- (3) consider—
- (i) if the manufacturer of a Robinson helicopter or other party can mitigate or eliminate any identified risk to aviation safety; and
  - (ii) whether, if the actions identified under paragraph(i) are taken, the risks to aviation safety will be managed to a level the Director considers appropriate; and
- (4) determine, after conducting the safety review, if a notice should be issued because—
- (i) there is a significant risk to aviation safety regarding the make and model of a Robinson helicopter, including the operation of the Robinson helicopter in particular conditions; and
  - (ii) the risk may be managed by the pilot of the Robinson helicopter undergoing instruction, training or assessment additional to those required under this Part before a student pilot is authorised to manipulate the controls of the helicopter or make a solo flight, or a pilot licence is endorsed with a type rating, or a pilot with an existing licence or type rating can fly a helicopter.

### **61.369 Notice to be published**

The Director must, as soon as practicable after issuing or amending or revoking a notice referred to in rule 61.365, publish on the CAA website—

- (1) the notice; and
- (2) the reasons for the notice.

**61.371 Effective date of notice**

(a) A notice made under rule 61.365 comes into force on the date specified by the Director.

(b) In determining the date of a notice, the Director must provide reasonable time for affected parties to be made aware of the notice before it comes into force.

**61.373 Amendment of notice**

(a) The Director may amend a notice made under rule 61.365 at any time.

(b) Rules 61.367, 61.369 and 61.371, with the necessary modifications, apply to any amendment.

(c) Despite paragraphs (a), and (b), rules 61.367 and 61.371(b) do not apply to any amendment or correction that is minor and non-controversial.

**61.375 Revocation of notice**

The Director may revoke a notice made under rule 61.365 at any time if the Director is satisfied that rule 61.367 is no longer necessary after having consulted publicly.

**61.377 Transitional arrangements**

(a) The Robinson safety awareness training conditions first issued under section 21 of the Act on 29 October 2015 and last amended on 28 June 2017 are deemed to be requirements made under rule 61.365(a) and to have met the requirements of rule 61.367.

(b) The requirements referred to in paragraph (a) continue in force despite the expiry of the warrant under section 21 of the Act, until amended, or revoked and replaced under this Subpart.

*The following rule is inserted after rule 61.909:*

**61.911 Flight examiner to implement additional training under Part 61 Subpart I**

Before conducting a flight test for which authorisation has been granted by the Director for the issue of pilot licences or for the issue or renewal of ratings, an appropriately qualified flight examiner must:

- (1) consider whether the Director has issued a notice under Subpart I in respect of a Robinson helicopter for which the licence or type rating is to be issued; and
- (2) if the Director has issued a notice under Subpart I, apply and test the additional training required before issuing the rating.